



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY 20 JUNE 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 Jazz Dhillon

Councillor Janet Duncan

Councillor Henry Higgins

Councillor John Morgan

Councillor John Oswell

Councillor Brian Stead

Councillor David Yarrow

Published: Monday 12 June 2017

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This Agenda is available online at:

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Putting our residents first

Lloyd White

Head of Democratic Services

London Borough of Hillingdon,

3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW

www.hillingdon.gov.uk

Useful information for residents and visitors

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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;

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.

4. The Committee may ask questions of the

Agenda

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	22 New Road - 4519/APP/2016/3619	Brunel	Erection of 8 dwellings with associated parking, amenity space and access involving demolition of existing industrial units. Recommendation: Approval	1 - 28 158 - 176

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Royal British Legion Club, Sipson Road - 829/APP/2016/3167	Heathrow Villages	Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting. Recommendation: Approval	29 - 70 177 - 194

7	St Andrews Park , Phase 3C - 585/APP/2016/3776	Uxbridge North	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 3C the 'Parade Ground' of outline planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development). Recommendation: Approval	71 - 94 195 - 205
8	St Andrews Park, Phase 6 - 585/APP/2016/3733	Uxbridge North	Reserved matters (layout, scale, appearance and landscaping) for the erection of 58 dwellings together with associated parking and landscaping, in compliance with conditions 2 and 3 for Phase 6 of planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development). Recommendation: Approval	95 - 116 206 - 217
9	Woodbridge House - 20590/APP/2016/138 3	Uxbridge South	Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping. Recommendation: Refusal	117 - 156 218 - 238

PART I - Plans for Major Applications Planning Committee

10 Major Plans Booklet

157 - 238

Agenda Item 5

Report of the Head of Planning, Sport and Green Spaces

Address 22 NEW ROAD HILLINGDON

Development: Erection of 8 dwellings with associated parking, amenity space and access involving demolition of existing industrial units.

LBH Ref Nos: 4519/APP/2016/3619

Drawing Nos: Tree Report
16106-TOPO
Heights Layout - P1327/03 Rev F
Parking Layout - P1327/04 Rev F
Refuse Layout - P1327/05 Rev F
Plots 3 & 4 Floor & Roof Plans - P1327.P3&4.01 Rev E
Plots 3 & 4 Front & Side Elevations - P1327.P3&4.02 Rev D
Plots 3 & 4 Rear & Side Elevations - P1327.P3&4.03 Rev D
Plots 1 & 2 Floor & Roof Plans - P.1327.P1&2.01 Rev A
Plots 1 & 2 Elevations - P.1327.P1&2.02 Rev B
Plots 5 & 6 Floor & Roof Plans - P1327.P5&6.01 Rev B
Plots 5 & 6 Elevations - P1327.P5&6.02 Rev B
Plots 7 & 8 Floor & Roof Plans - P1327.P7-9.01 Rev J
Street Scenes - P1327.SS.01 Rev D
Plots 7 & 8 Front & Side Elevations - P1327.P7-9.02 Rev G
Plots 7 & 8 Rear & Side Elevations - P1327.P7-9.03 Rev G
Planning Layout & Location Plan - P1327/01 Rev F
Materials Layout - P1327/02 Rev F

Date Plans Received: 03/10/2016	Date(s) of Amendment(s): 31/05/2017
Date Application Valid: 07/10/2016	30/05/2017
	03/10/2016

1. SUMMARY

The proposal involves the redevelopment of the existing light industrial use site to provide 8 new residential units consisting of a mix of dwellinghouses and flats.

It is considered that the proposed development represents a more sympathetic use of the site than the current industrial use due to the residential nature of the surrounding area.

The scheme has been revised since it was originally submitted by removing one unit and significantly reducing the impact on the Council owned highway amenity land.

The proposed development makes efficient use of the site whilst meeting relevant requirements relating to impact upon the character and appearance of the surrounding area, amenities and living conditions of future occupiers and ensuring sufficient parking spaces are provided.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:

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:

Non-monetary contributions:

Enter into a S278/S38 for all highways works on the verge on the northern side of Connaught Close as detailed below:

- a) Access works to the site;**
- b) Adjustment to kerb lines;**
- c) Provision of bollards to prevent encroachment of cars on to verge;**
- d) Tree planting and landscaping of verge.**

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

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

D) If the Legal Agreement/s have not been finalised within 3 months, or such other date as 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 deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of delivery of necessary offsite highway and landscaping works). The proposal therefore conflicts with the National planning Policy Framework, Policy 7.4 of the London Plan (March 2015), Policies AM7 and BE 38 of the adopted Local Plan and the Council's Planning Obligations SPG.'

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 subject to any 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, numbers:-

Tree Report;
16106-TOPO;
Heights Layout - P1327/03 Rev F;
Parking Layout - P1327/04 Rev F;
Refuse Layout - P1327/05 Rev F;
Plots 3 & 4 Floor & Roof Plans - P1327.P3&4.01 Rev E;
Plots 3 & 4 Front & Side Elevations - P1327.P3&4.02 Rev D;
Plots 3 & 4 Rear & Side Elevations - P1327.P3&4.03 Rev D;
Plots 1 & 2 Floor & Roof Plans - P.1327.P1&2.01 Rev A;
Plots 1 & 2 Elevations - P.1327.P1&2.02 Rev B;
Plots 5 & 6 Floor & Roof Plans - P1327.P5&6.01 Rev B;
Plots 5 & 6 Elevations - P1327.P5&6.02 Rev B;
Plots 7 & 8 Floor & Roof Plans - P1327.P7-9.01 Rev J;
Street Scenes - P1327.SS.01 Rev D;
Plots 7 & 8 Front & Side Elevations - P1327.P7-9.02 Rev G;
Plots 7 & 8 Rear & Side Elevations - P1327.P7-9.03 Rev G;
Planning Layout & Location Plan - P1327/01 Rev F;
Materials Layout - P1327/02 Rev F;

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 COM5 General compliance with supporting documentation

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

Design & Access Statement;
Tree Report;

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

REASON

To ensure that the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM7 Materials (Submission)

No development shall take place until details and samples of all materials and external surfaces, including details of balconies 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.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM8 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.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM9 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),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage (for a minimum of 9 bicycles)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that two parking spaces are served by electrical charging points and a further two are passively wired)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

Thereafter the 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 BE 13, BE 38 and AM 14 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 COM31 Secured by Design

The buildings 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 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 (2016) Policies 7.1 and 7.3.

8 COM15 Sustainable Water Management

Prior to commencement of development, a scheme shall be provided which clearly demonstrates the following;

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;

ii. Where infiltration techniques (soakaway) or a basement are 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);

iii. 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;

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

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 EM 6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy OE 8 of the Hillingdon

Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 Flood Risk Management of the London Plan (2016).

9 DIS2 Access to Buildings for People with Disabilities

All ground floor units shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015 .

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policies 3.1, 3.8 and 7.2

10 COM30 Contaminated Land

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.

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

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.

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 OE 11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

11 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouses nor any garages, sheds or other outbuildings shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE 21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

12 RPD2 Obscured Glazing and Non-Opening Windows (a)

The following windows shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

All north facing windows and the south facing first floor stairwell window serving units 7 and 8;

The east facing bathroom windows serving units 3 and 4;

The first floor south facing window serving unit 1;

The first floor west facing window serving unit 5;

The first floor east facing window serving unit 6;

REASON

To prevent overlooking towards adjoining properties and the privacy of future occupants in accordance with policy BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

13 H8 Surfacing and marking out of access/parking/servicing areas

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

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

14 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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
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.
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.
H4	Mix of housing units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime

LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches neighbouring property by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

4 I24 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

5 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).

6 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.

7 I45 Discharge of Conditions

Your attention is drawn to conditions 4, 5, 6, 8, 10, 13 and 14 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 - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

8 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).

9 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 - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

10 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- 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. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

11 I60 Cranes

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

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Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

Any light installed shall operate 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, so as not to cause nuisance to nearby businesses/offices/dwellings. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

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 above, 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).

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently occupied by a group of single-storey flat roof buildings housing a car repairs garage which are pushed back along the western site boundary where the site opens up into a broadly triangular area. The site then tapers to the east where there is a hard surfaced car parking area to the front of the garage buildings and an access road that branches off from New Road. The site itself does not possess any significant landscaped areas, being entirely covered by buildings and hard surfacing, although there are a number of trees on neighbouring land which partially overhang the site.

The site is located within an established residential area. Properties on New Road extend to the north whilst Connaught Close adjoins the site to the south. Localised development generally consists of a mix of detached, semi-detached and terraced two-storey dwellings. Connaught Heights, which is a large three-storey block of flats, is located at the junction between New Road and Uxbridge Road to the north east of the site. Sibley Court, which is

also a large block of flats, is located to the rear of properties on Connaught Close to the south of the site.

The site backs on to a public recreation ground, which includes a playground, and is accessible from Uxbridge Road to the north.

3.2 Proposed Scheme

The proposal involves the demolition of all existing garage buildings on site which have a combined footprint of approximately 388 m². The site will be redeveloped to provide a total of 8 new units of residential accommodation comprising the following mix:-

4 x 3 bedroom dwellings (Plots 1 & 2 and 5 & 6), two of which (Plots 5 & 6) will be semi-detached and the other two of which (Plots 1 & 2) will be attached to an apartment building. The buildings are two-storey structures including a bedroom within the roof space, with front facing dormers provided. The buildings measure approximately 8.6 metres in width by 9.15 metres in depth with an additional porch area projecting approximately 1.46 metres to the front on Plots 1 & 2, and a single-storey element projecting approximately 0.6 metres to the rear on all plots. Height to roof ridge will be approximately 9.65 metres with eaves height at 5.9 metres.

2 x 1 bedroom apartments (Plots 3 & 4) contained within a three-storey building which adjoins the semi-detached two-storey dwellings at Plots 1 & 2. The ground floor of this structure will be used to provide undercroft parking. This building measures approximately 10.9 metres in width by 7.3 metres in depth and 12.05 metres in height to roof ridge (7.95 metres to eaves). Private balconies will be provided to the rear.

2 x 2 bedroom apartments contained within a detached two-storey building which will flank Connaught Close. The overall building will measure approximately 12.9 metres in width by 7.2 metres in depth. Height will be approximately 10.75 metres to roof ridge and 6.8 metres to the eaves. This building will also incorporate bin and cycle storage facilities at ground floor level.

All buildings have pitched, gabled ended roofing. External finishes will be red brick to elevation walls and red tiles to the roofing. Decorative brick courses will be included for window reveals.

The combined footprint of the proposed buildings will amount to approximately 355 m² (not including bin and cycle storage facilities).

Each unit will be served by a designated car parking space and 5 additional parking spaces will be allocated for visitors. In order for 5 of the proposed parking bays to be accessed, the existing grass verge to the north side of Connaught Close which is under Highways control, will need to be crossed. A dropped kerb and hard surfaced crossover will be installed to facilitate this, with new bollards being installed in order to prevent vehicles encroaching on to the retained grass verge.

Access to units 1 - 5 will be via the existing entrance to the garage site taken from Connaught Close. The access will be widened in order to allow for the safe movement of vehicles. The existing access to the site from New Road, which borders the side boundary of No. 22 New Road, will be permanently closed off.

3.3 Relevant Planning History

4519/APP/2000/52 Punters Garage, 22 New Road Hillingdon
ERECTION OF SINGLE STOREY EXTENSIONS TO WORKSHOP AND MOT BAY TO PROVIDE
TYRE BAY, OFFICES AND WAITING ROOM

Decision: 07-06-2000 Approved

4519/C/80/1973 Punters Garage, 22 New Road Hillingdon
Garage extension for storage of car parts.

Decision: 19-06-1981 Refused

4519/E/81/1830 Punters Garage, 22 New Road Hillingdon
Erection of store.

Decision: 12-03-1982 Approved

4519/H/84/0275 Punters Garage, 22 New Road Hillingdon
Alterations and removal of part of workshop to facilitate access to parking.

Decision: 04-06-1984 Withdrawn

4519/K/87/2273 Punters Garage, 22 New Road Hillingdon
Extension to existing MOT bay to increase office

Decision: 25-03-1988 Approved **Appeal:** 24-03-1988 Allowed

4519/S/93/2000 22 New Road Hillingdon
Erection of a single-storey rear extension

Decision: 01-06-1994 Approved

4519/X/95/0422 22 New Road Hillingdon
Installation of a roller shutter door (retrospective application)

Decision: 26-07-1995 Approved

4519/Y/95/0708 22 New Road Hillingdon
Erection of two single storey side extensions to workshop for storage purposes

Decision: 18-04-1996 Approved

Comment on Relevant Planning History

Planning history shows the continued use of the site as a vehicle repairs garage.

4. Planning Policies and Standards

The application will be assessed against relevant local, regional and national policies and legislation, as set out in section 4 of this report.

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.EM4 (2012) Open Space and Informal Recreation
- PT1.H1 (2012) Housing Growth

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- 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.
- 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.
- H4 Mix of housing units
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.8 (2016) Housing Choice
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.6 (2016) Architecture

NPPF	National Planning Policy Framework
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **10th November 2016**

6. Consultations

External Consultees

Site notices were displayed adjacent to the site. Immediate neighbours of the site also received a letter notifying them of the proposed development and inviting comments to be submitted. A summary of comments received is provided below:-

2 Letters of Objection Received.

There is already a parking problem and this will be exacerbated;
 Current parking guidance is 10 years old and not fit for purpose;
 Access for refuse crews will be difficult;
 The development will not integrate with its surroundings as there are no three-storey properties nearby;
 Views towards the park will be blocked by the new buildings;
 There will be overshadowing;
 Building works will be disruptive;
 No objection to principle of redevelopment but the proposed development has been designed to accommodate as many people as possible in a small space.

Petition of Objection from 24 Signatories Received:

Loss of a major part of the grassy area on Connaught Close;
 Loss of privacy to neighbouring properties;
 Extra traffic on Connaught Close will cause disturbance and loss of privacy;
 It is too big a project for a limited area;
 Parking problems would be exacerbated;

Internal Consultees

DRAINAGE & FLOODING (Summarised Comments):

The site lies in Flood Zone 1 and is not identified at risk of other sources of flooding. However it is important that all development reduces the amount of surface water runoff from the site in order to reduce the pressure on the sewage systems. I have recommended a suitably worded condition.

HIGHWAYS:

This revised application is for the development of an industrial site in New Road Hillingdon to construct 8 dwellings. There have been a number of previous schemes on this site where Highway Comments have been provided and this response is similar to previous ones.

The existing use is currently small industrial units. The site is accessed via Connaught Close and off New Road both local roads. On Connaught Close parking is restricted along the northern kerb and is allowed along the southern kerb. On New Road, on-street parking is allowed where possible. There is parking stress in the area as not all properties have off-street car parking. The northern footway along Connaught Close is not paved and includes a grassed area. Bollards are located along the kerb to prevent traffic from mounting the kerb and park on the grassed area. The site has a PTAL of 2 (poor) and it is anticipated that future residents would rely on private car trips.

The proposals involve the demolition of the existing industrial units and the construction of 8 new dwellings: 4x 2-bedroom houses with private garden 4x 2-bedroom flats with shared amenity space. There are a total of 12 parking spaces of which 8 are allocated to flats and houses and 4 marked for visitors. Eight spaces would be accessed from the courtyard and four from Connaught Close. The proposed crossover along the northern footway of Connaught Close would not reduce the amount of on street parking, as a double yellow line is in force along its proposed width. The applicant will be responsible for the design and costs associated with the new highway arrangements along the northern footway including the design of the modifications, signs, road markings and traffic orders. At both vehicular access points, there should be unobstructed visibility above the height of 1.05m and this can be conditioned. Any fencing / hedging above 1.05m would have to allow drivers to be able to see through it.

It is considered that the applicant should pave the northern footway with surface treatment matching the surrounding footways and re-instate the existing New Road access. This should be secured through a S106 agreement. Parking 12 parking spaces are proposed which is in line with current parking standards. The following conditions should apply: 2 parking spaces should be equipped with active Electric Vehicle Charging (EVC) points and a further 2 passively wired; A total of 9 secure covered cycle storage spaces plus secure covered cycle storage for the houses.

It would appear that service vehicles cannot enter the access and exit the site in forward gear which is not ideal.

It is likely that traffic generation associated to the proposed use would not be significantly different to the existing use so the impact would not be significant.

The proposed location of refuse bins and collection points would appear satisfactory. On the basis of the above comments I do not have significant concerns over the application providing a range of conditions are applied if the application is to be approved.

LANDSCAPES:

Although I have concerns over the impact on the Council highway verge (which is an attractive amenity feature), these could be mitigated by tree planting on the verge if this formed part of a legal agreement.

ACCESS:

The dwellings would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

ENVIRONMENTAL PROTECTION UNIT:

The application concerns land that has been used for a garage workshop (Punters Garage). It is a contaminative use and with a sensitive end use such as 9 houses with green space including private gardens I would recommend attaching our standard contaminated land condition.

Officer Note: The application is now for 8 units only following revision.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established urban setting and qualifies as previously developed land as per the definition contained within Annex 2 of the National Planning Policy Framework (NPPF). The overarching objective of the NPPF is to maintain a presumption in favour of sustainable development. Para. 17 of the NPPF sets out a raft of core planning principles, one of which is to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

It is therefore considered that the principle of the redevelopment of the site is acceptable, subject to it satisfying relevant local, regional and national planning policies. The proposal will be assessed against these policies in the main body of this report.

The site is considered to represent a suitable example of a windfall site as defined within para. 48 of the NPPF, the development of which would represent a more efficient use of land as encouraged with Policy 3.4 of the London Plan (2016) and para. 1.2.25 of the London Plan Housing SPG (2016) which recognises the crucial role small sites play in securing housing delivery within London.

The proposed development would result in the loss of an employment site which is outside of any designated Industrial and Business Area (IBA). Policy LE 4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the loss of such sites is only acceptable if:-

- (i) the existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area; or
- (ii) the site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access; or
- (iii) there is no realistic prospect of the land being used for industrial and warehousing purposes in the future; or
- (iv) they are in accordance with the council's regeneration policies for an area.

It is considered that points (i) and (ii) of the policy are applicable to the development site and that, as such, the loss of the employment site is acceptable and accords with Policy LE 4.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based

on the amount of habitable rooms per unit). In this instance, the site is located within an urban setting, within close proximity of the A4020 (Uxbridge Road) which is a main distributor road and also Hillingdon Heath Local Centre and Core Shopping Area. The PTAL score for the site is 2 which is at the lower middle of the spectrum. Having consulted the matrix, the optimal residential density for the development of this site would be between 55 and 145 units per hectare or 200 - 450 habitable rooms per hectare.

The proposal involves the provision of 8 residential units on a site which has an overall area of 1130 m² (0.113 hectares). The density of the proposed development therefore equates to approximately 80 dwellings per hectare or 246 habitable rooms per hectare. The development can therefore be regarded as representing an optimal use of the site, towards the lower end of recommended density. Although this density exceeds that of development within the immediate surrounds on Connaught Close, it does correspond with nearby development such as the terrace of dwellings that comprise No. 26 - 38 New Road. Notwithstanding this, the development would be at the lower end of the appropriate range and this is in accordance with para. 1.3.48 of the London Plan Housing SPG (2016) which states that where the density of buildings surrounding small sites is below the appropriate range in the density matrix the site may if necessary be developed towards the lower end of the appropriate range.

The proposal incorporates a suitable mix of residential accommodation and includes provision of a number of three bedroom family units for which there is an identified need within the Borough.

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

The site is not located within, or adjacent to an area subject to any statutory or local designations in regard to archaeology or heritage value.

7.04 Airport safeguarding

Not applicable to the proposed development.

7.05 Impact on the green belt

Not applicable due to the location of the proposed development.

7.07 Impact on the character & appearance of the area

The site involves the redevelopment of a broadly triangular shaped yard area that is currently occupied by an assortment of single-storey buildings which house a commercial garage and MOT testing station. The existing buildings, advertisements and other structures are somewhat cluttered in appearance owing to the expansion of the garage over time and it is considered that they are out of keeping with the residential nature of the surrounding area. It is considered that the proposed residential use of the site would be more sympathetic to the character and appearance of the surroundings.

The site is secluded in nature due to being positioned to the side or rear of neighbouring residential dwellings and also partially screened by an approximately 2 metre high brick wall which borders the northern side of Connaught Close.

The proposal will introduce a cluster of buildings (some of which incorporate rooms within the roof space) to the site. The design and scale of these structures, which include semi-detached dwellings and apartment buildings with red brick elevations and gable roofing, is considered to be broadly consistent with the design and scale of the dwellings on Connaught Close with any increase in height being marginal and not to a degree that the proposed buildings would appear overly prominent within the street or overly dominant towards neighbouring buildings. The spatial arrangement and distribution of the proposed buildings will also reflect the existing arrangement of buildings on Connaught Close, which

are clustered around the widened turning area at the end of the road.

All buildings will be set back from the highway as is the case with existing dwellings on Connaught Close. The formation of parking bays adjacent to the apartment building at the eastern end of the development will necessitate the removal of a section of the existing green buffer that flanks the northern side of Connaught Close in order for a vehicular crossover to be instated. A number of small street trees will also be removed for the same reasons. The bulk of the green buffer will, however, be retained and new tree planting and other landscaping will provide adequate mitigation and prevent the verdant nature of the Close from being compromised. The existing brick wall that flanks the green sward will also be retained on either side of the crossover, ensuring that the grass area continues to appear as part of the Connaught Close street scene rather than be associated with the proposed development. Bollards, matching the existing examples in place on the buffer, will also be installed so as to prevent vehicles encroaching onto the buffer and damaging the grass and other landscaping. It is therefore considered that the proposal will not compromise the existing verdant character and appearance of Connaught Close.

Provision of garden space as well as soft landscaping will be included as part of the development and this will reflect the verdant nature of Connaught Close and represent an enhancement of this characteristic, given the current appearance of the site which is exclusively hard surfaced.

It is therefore considered that the proposed development would be in accordance with Policies BE 13 and BE 19 of the Local Plan and Policies 7.4 and 7.6 of the London Plan (2016),

7.08 Impact on neighbours

Units 1 - 4 will be positioned broadly in alignment with the frontages of No. 7 and No. 8 Connaught Close and will not project any further to the rear than those properties. There is a kitchen / diner window at ground floor level on the side (northern) elevation of No. 8 Connaught Close that will face towards the edge of the flank wall of unit 1 of the development. However, the wall will not project a significant distance beyond the window to the rear of the site and the kitchen / diner is also served by a window on the rear elevation which will not be obstructed by the proposed development. There is also a first floor window on the northern elevation of No. 8 Connaught Close. However, this serves a bathroom and, as such, does not provide natural light to a habitable room.

Units 5 & 6 will be sited within close proximity of the side elevation of No. 20 New Road which is a chalet style dwelling. There are no primary windows within the side elevation that would be adversely impacted upon by the proposal by way of overbearing or overshadowing. No. 20 New Road also angles away from the site and, although the proposed building housing units 5 & 6 will project forward of the frontage of the neighbouring property, a sufficient distance will be retained between the ground floor and eyebrow dormer windows on the frontage to prevent undue levels of overshadowing or an overbearing impact from materialising.

The rear elevation of units 7 & 8 will be directly to the front of No. 20 New Road, with a distance of approximately 17 metres retained between the two buildings. This is in excess of the 15 metres minimum separation distance as stipulated within the Council's Residential Layouts SPD and it is therefore considered that units 7 & 8 will not appear overbearing towards No. 20 New Road or be the cause of undue levels of overshadowing. It is noted that the area to the front of No. 20 New Road has been hard surfaced and is used for car parking. The main private amenity space at No. 20 New Road is to the rear of

the dwelling and the proposed building will not impose any material increase in overshadowing towards the rear amenity space than that already generated by the building occupying the site and neighbouring structures.

It is therefore considered that the proposed development would not result in undue levels of overshadowing or overbearing impact towards neighbouring properties and, as such, complies with Policies BE 20 and BE 21 of the Local Plan and Policy 7.6 of the London Plan.

Two rear facing windows serving units 6 - 8 will be positioned less than 21 metres from windows serving habitable rooms at No. 20 New Road, in conflict with the required standards set out in the Residential Layouts SPD. However, concerns relating towards overlooking are ameliorated due to the fact that these windows serve bathrooms and will be obscure glazed and fixed shut other than parts over 1.7 metres above finished floor level.

Units 1 - 6 back on to the public recreation ground and, as such, views from rear facing windows will be directed towards this public space. Side windows serving the proposed 3 bedroom dwellings all serve bathrooms and will be obscure glazed. Front facing windows on units 5 & 6 will face towards properties on Connaught Close that are sufficient distance away to prevent against overlooking. There is adequate separation between windows above ground floor level serving habitable rooms on the side (eastern) elevation and upper floor windows serving habitable rooms at 18, 18A and 22 New Road.

Windows on the front of units 1 - 4 and on the side (western) elevation of units 7 & 8 will face towards each other. This relationship will be discussed further in section 7.09 of this report.

Other than the building housing units 3 & 4, all buildings are two-storey structures and are of comparable height to surrounding buildings, with any differences being modest and not to an extent that would result in them appearing overbearing, overly dominant or oppressive. The three-storey building housing units 3 & 4 is set towards the centre of the site so as to not appear unbalancing and, whilst taller than neighbouring buildings, it is similar in other dimensions and the height increase is not considered to be substantial. It is therefore considered that this structure will also not have any unacceptable overbearing impact.

It is therefore considered that no neighbouring residents will be subject to intrusive levels of overlooking and that the proposed development therefore satisfies Policy BE 24 of the Local Plan and Policy 7.6 of the London Plan.

7.09 Living conditions for future occupiers

The internal space standards enshrined within the London Plan stipulate minimum Gross Internal Area (GIA) for dwellings based on the amount of bedrooms provided, occupancy rate and the amount of storeys over which the space is distributed. These standards are informed by the Department for Communities and Local Government (DCLG) Technical housing standards - nationally described space standard (2015).

The minimum GIA for a 3 bedroom house of three storeys height (given rooms are provided in the roof) is 90 m², assuming occupation by 4 people. The GIA provided within each of the proposed 3 bedroom dwellings 93m² and, as such, meets requirements.

The minimum GIA for a 2 bedroom apartment, assuming occupation by 3 people, is 61 m². The GIA of each apartment is as follows:-

Plot 7 = 65 m²

Plot 8 = 79.18 m²

The minimum GIA for a 1 bedroom apartment, assuming occupation by 2 people is 50 m². The GIA of each apartment is as follows:-

Plot 3 = 50.7 m²

Plot 4 = 56 m²

All new units will therefore provide adequate GIA for their proposed occupation and are therefore in accordance with Policy 3.5 of the London Plan.

Policy BE 23 of the Local Plan requires that all new development both preserves private amenity space serving existing properties and provides sufficient private amenity space for future occupants. The Council's SPD for Residential Layouts provides standards for the amount of private amenity space that should be provided for the occupants of a residential unit. This takes the form of a sliding scale based on the amount of bedrooms that the unit provides.

The minimum space recommended for a three bedroom dwelling is 60 m². Apartments can be served by communal space of 25 m² per 2 bedroom apartment and 20 m² per 1 bedroom apartment. Private amenity space of 5 m² per apartment should also be provided as per Standard 26 of the London Plan Housing SPG.

Plots 5 & 6 both provide sufficient adequate amenity space in line with the standards set by the SPD. However, plots 1 & 2 have an under-provision of usable space. The shared amenity space for plots 3 & 4 is also insufficient based on the SPD standards and plots 7 & 8 do not have any designated private or communal amenity space.

However, it is considered a shortfall of external amenity space can be allowable in exceptional circumstances. In this instance, the constraints of the site, particularly its triangular shape, and the need for buildings to be positioned so that they relate sympathetically towards neighbouring dwellings dictates the site and dwelling layout. Furthermore, the site is located within close proximity of a large recreation space and the easy access available to this facility offsets the shortfall in external amenity space available to occupants of the proposed residential units.

There are a number of windows serving habitable rooms at units occupying plots 1 - 4 which face in the general direction of habitable room windows on the western elevation of units 7 & 8. The minimum distance of 21 metres of separation as stipulated within the Residential Layouts SPD is not maintained on all occasions. None of the windows within 21 metres belong to existing properties and it is considered that, given the intimate mews style of the proposed development, this arrangement is acceptable and an acceptable level of privacy will be preserved as required by Policy BE 24 of the Local Plan.

All buildings have windows installed within more than one aspect, allowing a good level of unobstructed natural light permeation into habitable rooms throughout the course of the day, in accordance with Local Plan Policy BE 21 and Standard 29 and para.2.3.37 of the London Plan Housing SPG.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is not considered that the amount of traffic generated by the proposed development would be significantly above that which is currently associated with the commercial use of the site.

Access to the development will be taken from Connaught Close and will utilise, and widen, the existing dropped kerb access serving the garage. An additional access point will be provided for the parking area to the side of units 7 & 8 and this will be in the form of a dropped kerb and crossover cutting through the existing green sward.

The existing access to the side of 22 New Road will continue to provide access to that property but will be blocked off to the rear so as to not allow access to the proposed development.

The Council's Highway Engineers have reviewed parking and access arrangements and confirmed that a sufficient amount of parking spaces have been provided. They are also satisfied with the suitability of both access points on highway safety and practicality grounds as well as the layout of parking area which will allow for the turning and circulation of vehicles entering and leaving the site.

It is therefore considered that the proposed development is in accordance with Policies AM 7 and AM 14 and London Plan Policy 6.13.

7.11 Urban design, access and security

The design merits of the proposed development have been discussed within section 7.07 of this report.

All public areas of the proposed development will be overlooked by multiple properties and, as such, will not be secluded or isolated and therefore vulnerable to anti-social behaviour. The existing access to the side of 22 New Road will be incorporated with that property and will be secured. The alley between the southern elevation of units 7 & 8 and the wall flanking the green sward will be accessible by gates. These will need to be secure as will the development as a whole and, therefore, a condition requiring the development to be built in accordance with secure by design standards and for details of how these standards will be met to be submitted to, and approved, by the Council prior to commencement.

The measures secured by this condition will ensure the development complies with Policy BE 18 of the Local Plan and Policy 7.3 of the London Plan.

7.12 Disabled access

The proposed development has been assessed by the Council's Access Officer who has raised no objection provided a condition is attached to any approval given requiring the dwellings to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015. This will ensure that all homes are wheelchair accessible and adaptable.

The upper floor apartments do not have step free access and would therefore not accord with Policy 3.8c of the London Plan (2016) or M4(2) of the Building Regulations. However, para. 2.3.10 of the London Plan Housing SPG (2016) also states that the application of Policy 3.8 can also be flexible in the case of small-scale infill developments, where the depth and width of a plot and height restrictions may inhibit the overall floorplate and massing of a building and the number of units which can be provided on a particular site/grouped around the same core (eg. gap sites adjacent to existing residential dwellings

or in a conservation area);

In this case, whilst not all units are compliant, the majority of the development does meet the requirements and, on balance, is considered to be acceptable.

7.13 Provision of affordable & special needs housing

The proposed development involves the provision of fewer than ten new residential units and is therefore not subject to affordable housing requirements.

7.14 Trees, landscaping and Ecology

The site, other than buildings, is currently entirely hard surfaced. The proposed development will introduce landscaping and amenity areas that will complement the verdant nature of Connaught Close. The green sward to the side of Connaught Close will remain largely intact as will the approximately 2 metre high brick wall that flanks it. All parked cars within the proposed parking bay to the side of Connaught Close will be screened by this wall.

The parking bays adjacent to units 7 & 8 are overhung by the canopy of a large tree sited within the curtilage of No. 20 New Road. The car parking area is already hard surfaced and, as such, there should be no additional disturbance to the root protection area. The crown of the tree may have to be raised from time to time so that it does not obstruct parking cars. The tree is not the subject of a TPO nor is it considered to be worthy of such status. The tree is also not located within a Conservation Area so there would be no need to apply to the Council prior to carrying out works on the tree.

The integrity of the green sward will be protected by the installation of bollards to prevent cars encroaching onto the grass. This can be secured by way of a planning obligation.

Further details will be required in relation to a comprehensive landscaping scheme for the site and a condition will be attached to any approval given requiring these to be submitted to the Council and approved prior to commencement of development.

It is therefore considered that the development would comply with Local Plan Policy BE 38.

7.15 Sustainable waste management

The development will be serviced by the municipal waste collection service.

7.16 Renewable energy / Sustainability

The Design & Access Statement accompanying the application states that all dwellings will be built to Code for Sustainable Homes Level 3. The Code for Sustainable Homes document is no longer valid but the measures set out in the Design & Access Statement demonstrates that sustainable design standards are integral to the proposal, as required by Policy 5.3 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is therefore not subjected to a significant level of flood risk from fluvial or tidal sources. The site is also not identified as being at risk from surface water flooding nor is it within a critical drainage area.

Nevertheless, sustainable drainage measures should be provided in order to ensure that surface water run off is controlled in order that the development does not increase the risk of flooding within the surrounding area.

A condition requiring a detailed sustainable drainage scheme to be submitted to, and approved, by the Local Planning Authority prior to commencement of development will be

attached to any approval given.

The adoption and maintenance of a suitable sustainable drainage system would ensure compliance with Local Plan Policy OE 8 and London Plan Policy 5.13.

7.18 Noise or Air Quality Issues

It is not considered that the proposal gives rise to any concerns relating to these matters. The existing garage use of the site is to be entirely discontinued and, as such, future occupants of the development will not be subjected to any noise disturbance associated with that use.

In principle, the potential noise disturbances which can arise from a garage use will no longer occur leading to a long term improvement in the environmental quality enjoyed by local residents.

7.19 Comments on Public Consultations

Officer Response to letters of objection: The application has been revised since these letters were received. The amount of units provided has been reduced from 9 to 8 and the layout has been revised so that the impact on the Council owned grass area on Connaught Close is significantly reduced. Planning legislation does not protect rights to a view. Building works are a temporary occurrence and will be controlled by relevant Environmental Health regulations in relation to hours worked and pollution control. Hillingdon's adopted car parking standards exceed the requirements of the standards defined within the London Plan (2016). All other matters raised are discussed within the main body of this report.

Officer Response to petition: The scheme has been amended since the receipt of the petition and a significantly smaller area of the green sward flanking Connaught Close will now be affected. The arrangement of windows on the southern elevation of the building housing units 7 & 8 has been reconfigured in order to address what were valid concerns relating to privacy. Parking provision meets the Council's adopted standards.

7.20 Planning obligations

Hillingdon's Planning Obligations SPD sets out parameters as a guide to whether development would generate the need for additional facilities or mitigation works, in which circumstance financial contributions will be sought.

The SPD states that, where that contributions will be sought in cases where development fails to meet the on-site amenity space requirements as set out in HDAS, as is the case with the proposed scheme.

The development would also involve works to highway land that would need subject to a Section 278 agreement. This would also secure the provision of bollards and tree planting on the green sward.

All planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre.

The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £95 per square metre.

A CIL Liability Notice containing a full schedule of CIL amounts payable will be issued to the applicant.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

The existing use of the site as a motor repair garage gives rise to concerns over potential contamination of the land. As such, a condition will be attached to any approval given requiring the submission of a suitable scheme for identifying any contamination on site and the carry out any necessary remediation works. This is in order to comply with Local Plan Policy OE 11 and London Plan Policy 5.21.

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.

10. CONCLUSION

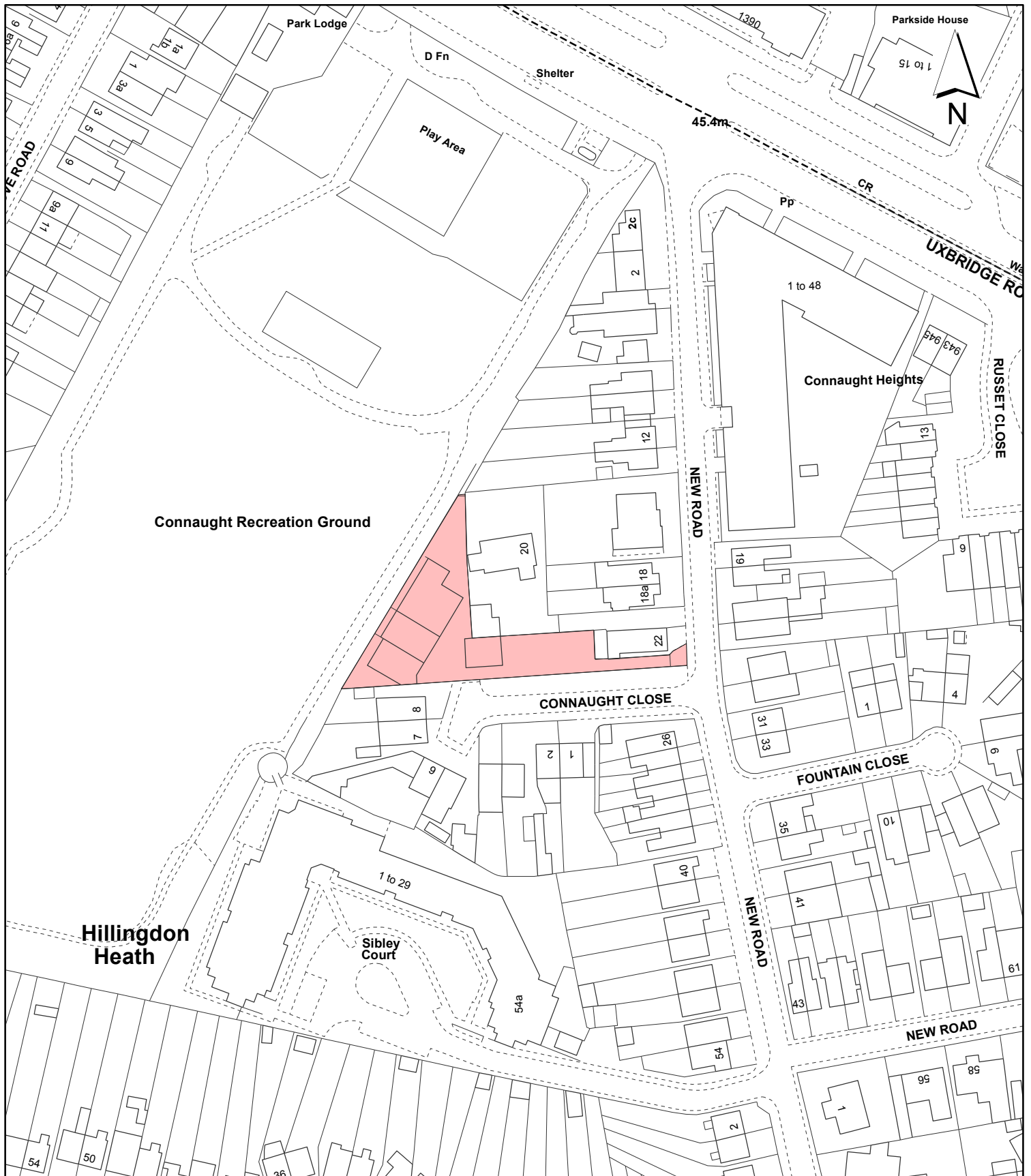
It has been demonstrated that the proposed development satisfies relevant local, regional and national planning policies and legislation and should therefore be recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)
DCLG Technical housing standards - nationally described space standard (2015)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

22 New Road

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

Planning Application Ref:
4519/APP/2016/3619

Scale:
1:1,250

Planning Committee:
Major Page 28

Date:
June 2017



Report of the Head of Planning, Sport and Green Spaces

- Address** FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST
DRAYTON
- Development:** Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.
- LBH Ref Nos:** 829/APP/2016/3167
- Drawing Nos:** 408-A3-1000 (Location Plan)
408-101-A1 Rev H (Proposed Ground Floor Plan)
408-100-A1 Rev G (Proposed Basement Plan)
408-107-A1 Rev F (West Elevation)
408-108-A1 Rev F (East Elevation)
408-109-A1 Rev A (Proposed Section 1-1)
408-105-A1 Rev F (North Elevation)
408-102-A1 Rev D (Proposed First Floor Plan)
408-103-A1 Rev C (Proposed Typical Floor Plan 2nd-5th)
408-104-A1 Rev E (Proposed Sixth Floor Plan)
408-106-A1 Rev F (South Elevation)
408-115-A1 Axo View North Side
408-109-A1 Rev A Proposed Section
408-110-A1 Proposed Roof Plan
408-114-A1 Rev F Proposed 3D view
408-116-A1 Axo View West Side
408-117-A1 Axo Rendered View North Side
408-118-A1 Axo Rendered View West Side
408-00-SK001E
408-00-SK001D

Date Plans Received: 19/08/2016

Date(s) of Amendment(s):

Date Application Valid: 01/09/2016

1. SUMMARY

Planning permission is sought for the erection of a 7 storey (plus basement), 108 room hotel building on the vacant Royal British Legion Club site. Car parking would be provided at basement level.

The principle of a hotel use on this site has been established by virtue of the a previously approved schemes for this site for a 4 storey 54 bed-room hotel (Ref:829/APP/2013/1618) and a resolution to grant planning permission for a 6 storey 90 bed-room hotel (Ref: 829/APP/2015/4725). There are no objection in planning policy terms to the change of use that would involve the loss of a vacant private members club (D1 Use Class) to use as a hotel (C1 Use Class). This application is for a further increase of 18 bed-rooms in an additional storey achieved by reducing the floor to ceiling heights and therefore the overall height of the hotel would remain the same.

The proposed design is similar to the consented scheme. Given that there is an extant

consent for a development of a similar height, massing and design the proposed revisions to the previously approved scheme would not detrimentally impact the openness of the greenbelt or adversely affect the setting of the nearby listed building.

The scheme raises no adverse amenity issues to neighbouring occupiers or the neighbouring hotel.

The car parking provision and highway access arrangements are considered consistent with planning policy, including the arrangements for service delivery and guest drop off / collection.

The scheme is considered to comply with relevant London Plan and Hillingdon Local Plan: Part 1 (November 2012) and Local Plan: Part 2 (November 2012) policies, and accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

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

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

1. To secure all necessary highway works including £35,000 towards improvements to the pedestrian environment.

2. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.

3. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).

4. Hospitality Training contributions or an in-kind scheme.

5. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.

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

a) 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.

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

c) If the Legal Agreement have not been finalised by the 30/07/2017 or any other

date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

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

d) 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.

e) That if the application is approved, the following conditions be imposed subject to any 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:

408-A3-1000 (Location Plan)
408-101-A1 Rev H (Proposed Ground Floor Plan)
408-100-A1 Rev G (Proposed Basement Plan)
408-107-A1 Rev F (West Elevation)
408-108-A1 Rev F (East Elevation)
408-109-A1 Rev A (Proposed Section 1-1)
408-102-A1 Rev D (Proposed First Floor Plan)
408-103-A1 Rev C (Proposed Typical Floor Plan 2nd-5th)
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408-110-A1 (Proposed Roof Plan)
408-114-A1 Rev F (Proposed 3D view)
408-115-A1 (Axo View North Side)
408-116-A1 (Axo View West Side)
408-117-A1 (Axo Rendered View North Side)
408-118-A1 (Axo Rendered View West Side)

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 Local Plan: Part Two (November 2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

Delta Green Energy Report dated April 2017;
TR123D1 Caneparo Associates Swept Path Analysis dated August 2016;
A3-TR124 - Swept Path Analysis dated January 2017;
A3-TR1240 - Swept Path Analysis dated January 2017;
GHW Drainage Plan - 16-2951 100 P1;
Bird Hazard Management Plan (dated August 2016);
Simon Quarrell - Ground Investigation Report dated September 2016; and
CGMS WSI - dated November 2016.

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

REASON

To ensure that the development complies with the objectives of the Local Plan: Part Two (November 2012).

4 COM15 Sustainable Water Management

Prior to commencement of the 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 clearly demonstrate how it (follows the strategy set out in the SUDS Statement, produced by RDP Architects dated June 2013, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. 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.
- iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with policy OE8 of the Local Plan: Part Two (November 2012) and policy 5.12 of the London Plan (2016).

5 COM9 Landscaping

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),
 - 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 Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts for 22 spaces (including demonstration that 5 of the parking spaces are served by electrical charging points - 3 active and 2 passive).
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Provision of CCTV and secure entrance arrangements to the hotel, secure cycle parking spaces and basement car parking
 2. f Motorcycle Parking Spaces.

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 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 ensure the development provides a safe and secure environment in accordance and with Policies BE13, BE38 and AM14 of the Local Plan: Part Two (November 2012) and policies 5.11 (living walls and roofs), 5.17 (refuse storage), 7.1 (lifetime neighbourhoods), and 7.3 (designing out crime) of the London Plan (2016).

6 NONSC Air Quality

Prior to commencement of the development, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address;

1) The fleet composition serving the Hotel to be Euro 5/VI or above or have implemented retrofitting devices that will enable compliance with such Euro standards.

2) The supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority.

3) A clear and effective strategy to encourage staff to a) use public transport; b) cycle / walk to work where practicable; c) enter car share schemes; d) purchase and drive to work zero emission vehicles.

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

The Low emissions strategy shall make reference to The Mayor's 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on measures to encourage the uptake of low emission vehicles (February 2009); and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies (June 2008).

REASON

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012) and paragraph 124 of the National Planning Policy Framework (2012).

7 NONSC Noise Mitigation

Development shall not begin until a sound insulation and ventilation 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 an acceptable internal noise design criteria.

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 or air traffic noise in accordance with Policy OE5 of the Local Plan: Part Two (November 2012).

8 NONSC Ingress of polluted air

Prior to commencement of the development, a scheme detailing mechanical ventilation to be installed at the premises with the systems / filters required to extract NOx/NO2 from outdoor ambient air and secure indoor NO2 levels below 40ug/m3 shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out before the use/operation commences, and be thereafter maintained in perpetuity.

REASON

To safeguard the amenity of future users of the development in accordance with Policy OE1 of the Unitary Development Plan (2012) and paragraph 124 of the National Planning Policy Framework (2012).

9 NONSC Contaminated land

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

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

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

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

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

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

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Unitary Development Plan (2012).

10 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority

other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with Policies BE13 and OE1 of the Local Plan: Part Two (November 2012) and to protect the ecological value of the area in accordance with policy EC3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012).

11 COM31 Secured by Design

Prior to first use of the building as a hotel, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO).

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 policies 7.1 and 7.3 of the London Plan (2016).

12 COM7 Materials & Fenestration Detailing

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces and 1:20 drawings of the angled window bays above ground floor, the external fins and louvres 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 thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Local Plan: Part Two (November 2012).

13 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.
- (iv) Details of blue badge car parking spaces (clearly marked).

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8, and 7.2 of the London Plan (2016).

14 NONSC People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with Policy AM13 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2016).

15 NONSC Car parking use only for duration of guests staying at hotel

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to and approved in writing by the Local Planning Authority in order to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Local Plan: Part Two (November 2012). Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Unitary Development Plan (2012) and Chapter 6 of the London Plan (2016).

16 COM20 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 Local Plan: Part Two (November 2012).

17 NONSC Non Standard Condition

Detailed plans, manufacturers details and a scheme for the maintenance of the car parking lift shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter the car parking lifts shall be installed and maintained in accordance with the approved details for

as long as the building remains in use.

REASON :To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (2016).

18 NONSC Non Standard Condition

Swept paths of typical delivery vehicles with a 300mm error margin should be submitted to demonstrate that there is sufficient space to manoeuvre in and out of the bay.

REASON: To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (2016).

19 NONSC Archaeology

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy BE3 of the Local Plan: Part Two (November 2012) and policies 7.8 and 7.9 of the London Plan (2016).

INFORMATIVES

1 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

2 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).

3 I23 Works affecting the Public Highway - Vehicle Crossover

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

4 I23B Heavy Duty Vehicle Crossover

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

5 I24 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

6 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.

7

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

8 I23 Works affecting the Public Highway - Vehicle Crossover

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

9 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)

10 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).

11 I53 Compulsory Informative (2)

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

A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
A7	Developments likely to increase helicopter activity
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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): - (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
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
BE13	New development must harmonise with the existing street scene.
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
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
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LE7	Provision of planning benefits from industry, warehousing and business development
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 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
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 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies

LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
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 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
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 7.8	(2016) Heritage assets and archaeology
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
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
R16	Accessibility for elderly people, people with disabilities, women and children
R8	Loss of facilities which support arts, cultural and entertainment activities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

12

The proposed facility would be the subject of the Equality Act 2010 The applicant is advised to take the following into consideration with regard to this application:

- a. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.

- b. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
- c. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
- d. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
- e. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
- f. Seating of varying heights should be provided and sited close to reception.
- g. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
- h. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
- i. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.
- j. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
- k. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,
- l. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.
- m. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.
- n. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
- o. Lifts should accord with BS 8300:2009+A1:2010.

p. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

q. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.

r. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

s. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

13

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £40 per square metre. Should you require further information please refer to the Council's Website

www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

14

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.

15

GLAAS informative

The planning authority wishes to secure preservation of the site's archaeological interest. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

16

The development shall install a fat trap on all catering establishments and a non return valve shall be provided to avoid the risk of backflow during stormy conditions.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of Heathrow Airport on the western side of Sipson Road, a classified A road (A408). The site is located to the east of the M4 and north of the A4 (Bath Road), the latter forming the northern boundary to Heathrow Airport.

The site forms part of a larger 'island' block that is ringed by heavily trafficked transport infrastructure. Within the 'island' there is a large hotel complex, with associated health and fitness and restaurant facilities with significant levels of surface car parking. These buildings are generally between 4 - 6 storeys high.

To the north east of the site and Sipson Road is Sipson Farm, designated Green Belt land, which has consent for sand and gravel extraction, whilst to the east of the site, located over 100 metres away, on the opposite side of Sipson Road is a children's nursery accommodated within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II listed.

The nearest residential dwellings to the site are located over 110 metres to the south of the site and on the opposite side of Sipson Road.

The site itself comprises a 1-2 storey building, formerly used as a club house for the Royal British Legion. It has a steeply pitched roof to the two storey element, with a flat roof to the single storey side and rear 'wings'. It is not considered to be of particular architectural merit, having been substantially altered over the years and appears in a poor state of repair.

The existing building is set well back from the road, but is close in part to the southern and eastern site boundaries. The eastern boundary comprises a timber boarded fence, with dense trees and shrub planting within the neighbouring site, hard up to the site's boundary. Beyond this boundary lies an expanse of surface parking. The boundary to western edge is also timber boarded fencing and at its northern most part lies within close proximity of the eastern flank of the adjacent hotel complex.

Existing vehicle access is off Sipson Road, with an expanse of hard surface that previously accommodated the parking and servicing space for the Club, although there is no indication of the number of such parking spaces.

The site has a PTAL rating of 3. The land is potentially contaminated. The site is currently vacant and has been so for approximately three years.

3.2 Proposed Scheme

The proposed scheme involves the redevelopment of the site to accommodate a 7 storey (plus basement) 108 room hotel incorporating breakfast area and a working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

The building would be in total 7 storeys above ground, with the 7th storey set back from the front elevation. The building has a loosely triangular form on plan, with a narrow rear elevation, that mirrors the narrowing of the plot towards its southern boundary. The ground and first floor would be set in at the front to allow for adequate manoeuvring space for coaches and service vehicles, with the upper floors cantilevered forward above. The building would be centred around a triangular atrium located in the core of the building.

The ground floor would have a reception area, a hotel lobby, a luggage room, toilets, 2 lifts, a stair core, a breakfast area and bar, a kitchen, IT/Staff/Work Rooms, and a bin store.

The basement would be accessed via two car lifts rather than a vehicular ramp as approved in the previous planning application ref. 829/APP/2015/4725. The basement would provide 22 car parking spaces (an increase of 2 spaces from the last permission) including 4 blue badge bays (an increase of 1 space), and secure bike stands for 24 cycle spaces (an increase of 12).

The second, third, fourth and fifth floors would typically accommodate 20 rooms each, whilst the first and sixth floors would accommodate 15 and 13 rooms respectively.

The building would rise to a maximum height of 21 metres, finished with a flat roof. The treatment of the elevations and general massing is of a functional contemporary design. The detailed materials have been conditioned.

3.3 Relevant Planning History

829/APP/2014/4252 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.

Decision: 18-11-2015 Refused

829/APP/2015/4725 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping.

Decision: 07-03-2016 Approved

829/APP/2016/2751 Former Royal British Legion Club Sipson Road West Drayton

Demolition of vacant club building (Application for prior notification of proposed demolition)

Decision: 05-08-2016 Approved

Comment on Relevant Planning History

Planning permission ref. 829/APP/2015/4725 was approved subject to a Section 106 legal

agreement on 7 March 2016 for the redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping. The Section 106 agreement has not been signed and a decision on the application has not been issued.

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.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
A7	Developments likely to increase helicopter activity
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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): - (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
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
BE13	New development must harmonise with the existing street scene.
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
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BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
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
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LE7	Provision of planning benefits from industry, warehousing and business development
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 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy

LPP 2.8	(2016) Outer London: Transport
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
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 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
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 6.3	(2016) Assessing effects of development on transport capacity
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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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
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 7.8	(2016) Heritage assets and archaeology
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
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
R16	Accessibility for elderly people, people with disabilities, women and children
R8	Loss of facilities which support arts, cultural and entertainment activities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th October 2016**

5.2 Site Notice Expiry Date:- **12th October 2016**

6. Consultations

External Consultees

Public Consultation Response

5 neighbouring residents were consulted on this application between 09/09/2016 and 10/10/2016. 1 objection was received which is summarised below:

- This proposal is wholly out of scale to the size of what is a very small site and just 26 parking spaces for a 108 room hotel with a gymnasium is not remotely adequate.
- Additional traffic during construction and subsequently when in operation is too much to put upon an area that is already over done with hotels.
- This is nothing more than a money making exercise trying to add additional value to a site.

Transport for London

Proposed Development: Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level and basement level with associated parking and external landscaping works including provision of parking, servicing areas,

and planting.

- It is understood that this proposed development is to provide 22 car parking spaces. This is significantly below the London Plan standard and is in line with the Mayor's sustainable transport vision, therefore this is acceptable for TfL.

- The submitted swept path analysis within the Transport Assessment shows that the footprint of a large car entering car lift 1 will overspill into the bay for car lift 2. This arrangement should be revised to ensure that no risk of collision with other vehicles or car lift apparatus when vehicles are entering the car lift bay.

- TfL welcome the provision of Electric Vehicle Charging Points. The applicant should ensure a provision of 20% active EVCPs which should be secured by condition. A further 10% of the total number of car parking spaces should be passive EVCPs for future provision.

- TfL welcome the provision of 3 blue badge parking spaces. However, the submitted documents did not make clear where the blue badge spaces in the basement would be. TfL request that a revised basement plan is submitted which illustrates this. Please note that these spaces should adhere to the space standards for blue badge parking bays as outlined in the London Plan and Accessible London SPG, as well as be as close to building entrances and lifts as feasibly possible.

- The applicant should provide 2 coach parking bays in accordance with the London Plan which states that hotel developments should provide 1 coach parking space per 50 rooms.

- The proposed level of cycle parking provision exceed requirements as outlined in the London Plan, this welcomed by TfL as it is encouraging the uptake of cycling as a sustainable mode of transport. At least 5 of these spaces should be long-stay spaces and at least 2 should be short-stay. The applicant should ensure that the design of the cycle parking should be in line with the London Plan and the London Cycle Design Standards (LCDS), which state that at least 5% of spaces should be able to accommodate larger cycles and also those which may be adapted. 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, preferably including the Sheffield style of stands. For more information, please see LCDS guidance at: <https://tfl.gov.uk/corporate/publications-and-reports/streetstoolkit#on-this-page-1>.

-TfL request that a Travel Plan is secured by s106 agreement.

- More information regarding refuse collection and deliveries should be detailed within a Delivery & Servicing Plan (DSP), which should be secured by condition. It should include information on how refuse collections for the proposed development will operate, especially where the bin store is located on the basement level of the development. Swept path analysis should be included of refuse vehicles safely and legally servicing the site without impacting other vehicles or structures. The DSP should also include arrangements for delivery vehicles, detailing where they can also safely and legally stop with swept path analysis of these vehicles provided also.

- A Construction Logistics Plan (CLP) should be secured by condition prior to construction commencing on site. It should include information regarding the construction of the proposed development, including how construction materials and plant will be delivered to the site. It should also detail what measures will be put in place to mitigate the impact of the proposed development's construction on the local road network.

Officer comment: TfL has requested 2no coach parking bays. However, the site is constrained and the applicant is expected to sign up to the hopper bus service. As such Officers consider that on balance the proposal for 1no coach parking bay is sufficient.

PARK INN

Given the proximity of the proposed building works to the our Hotel's bedrooms I am concerned about the likely noise and impact on our guests. As an airport hotel our guests are occupying bedrooms both day and night and therefore require quiet at all times. Equally there are meeting rooms nearby that are likely to be effected in the same way I also note that the proposed hotel will have an underground car park. Again I am concerned about the noise created from the excavation works as well as any adverse effect to the water table an underground drainage that might be connected to the Park Inn Hotel.

Officer comment: further clarification on this matter was sought from the applicant, based on the information provided, the flood water management officer has considered this application and has raised no objection in relation to underground drainage.

HEATHROW AIRPORT LIMITED

- No safeguarding objections to the proposed development.

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

THAMES WATER

- Request that a fat trap in installed on all catering establishments;
- Trade and effluent consent will be required;
- No piling should take place until a piling method is agreed with Thames Water;
- Require developer to demonstrate what measures are in place to minimise groundwater discharge into the public sewer Request a groundwater risk management permit;
- recommend the installation of a non return valve to avoid the risk of backflow during stormy conditions; and
- existing sewer has sufficient capacity.

Officer comment: An informative has been included.

GLAAS

Requested a written scheme of investigation (WSI) for land that is included within the WSI. Requested that a condition is attached so that no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI and made the evidence publicly available.

Officer comment: An informative has been included.

Informative:

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

- No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Internal Consultees

Sustainability

The most recent application, 829/APP/2016/3167 for 108 rooms has been assessed and there are no objections to the energy strategy.

TREES AND LANDSCAPE

This application follows a number of previous applications, including 2013/1618, 2015/4725 and 2016/2751. There are no TPO's or Conservation Area designation affecting the site and no trees, or landscape features of merit, on the site.

The arable land to the north-east of the site is designated Green Belt. The submission includes an Arboricultural Report, dated 2014, which is now out of date. However, the most relevant clauses relate to the management of off-site trees and shrubs which oversail the site - the details of which remain valid.

A Bird Hazard Management Plan has been submitted. The bin and bike stores are crudely located to the side of the building which create a poor impression to visitors on arrival. Furthermore, the bicycle storage is unlikely to be secure enough to encourage use. Both facilities should be discretely sited, preferably integral to the building.

Minimal strips of planting in raised beds have been indicated. The beds along the southern boundary is likely to be shaded out by the taller existing planting to the south. If the application is recommended for approval, landscape conditions should be imposed.

Officer comments: The application site is constrained and the principle of this built footprint and similar hard and soft landscaping has been agreed in principle through the permission and resolution to grant permission subject to Section 106. Nevertheless a landscaping condition is included.

CONTAMINATED LAND

I refer to your consultation of 11 February 2015. The site appears to have been orchards in the past before the current building for the British Legion was built. The site does not have a specific contaminative use however it does look in poor condition from the site photographs. Mention of a nearby tank is made and the planning application mentions suspected contamination for part of the site. Land science recommend an intrusive investigation indicating there are potential pollutant pathways on the site. I think made ground is probably the main concern and any old heating equipment with tanks and such like.

The desk study is fine for the planning application. I would add our standard condition, COM30 should the site be given a permission. (i) (a) has been completed.

DRAINAGE

There remains an issue with the most sustainable drainage design, when the drop off areas are not used for sustainable drainage at ground level and this made permeable, and or the creation of living walls.

However it is noted the drainage plan does appear to show the separation of the foul and surface water flows. Justification of the level of climate change allowance chosen in accordance with the EA new guidance should be provided by way of a condition.

EPU

EPU recommended a number of conditions relating noise, air extraction and management of nuisance during construction which are attached.

ACCESSIBILITY

The proposal is for the redevelopment of the vacant Royal British Legion club into a 108 room hotel over 7 stories with 25 car parking bays, of which one space would be accessible.

In assessing this application, reference has been made to London Plan policy 4.5 and BS 8300:2009. The developer is obliged to consider at this stage their duties as a service provider under the terms of the Equality Act 2010. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features should be fully considered and specified as part of the design brief to ensure that disabled people receive the same level of service.

The Design & Access Statement refers to a whole host of accessibility observations made as part of previous planning submissions, however there are significant differences between what is stated and what is shown on plan.

1. In accordance with the Council's Parking Standard's, a minimum of two accessible parking bays would be required.
2. Only two accessible bedrooms have been shown on plan, and these appear not to have been designed to a recognised standard.

The quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en suite bathrooms within the required accessible bedrooms to have a level access shower.

Officer comment: This has been relayed to the applicant who has requested that this is conditioned in the interest of time. Officers are of the view that this can be dealt with by way of a condition.

HIGHWAYS

General

The current application proposes the redevelopment of 560 Sipson Road to accommodate a 108 room hotel over 7 storeys, with associated public amenity and parking.

The site is bounded to the north by Sipson Road and is located to the east of the access to the Radisson Park Inn and west of Doghurst Drive, approximately 300m north of the A4 and the northern entrance of Heathrow Airport. A short walk to the south of the site gives access to Bath Road and a number of amenities. The current PTAL for the site is 3, which is considered to be moderate.

A number of planning applications have been submitted for the redevelopment of the site. The latest is planning application No. 2015 829/APP/2015/4725 for the 'The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping'. The proposals included the provision of 17 car parking spaces. Therefore ratio of 1 parking space every 5.3 rooms was therefore deemed acceptable.

Road Safety

Access to the site is granted through two routes:

- Access only in the northwest corner of the site;
- Exist only in the northeast corner of the site.

It is considered that the proposed layout provides sufficient visibility for vehicles exiting the site and for vehicles wishing to enter the site from Sipson Road.

Internal Layout - Ground Level

The supplied swept paths show that there is sufficient internal manoeuvrability for vehicles to access the site from Sipson Road and either use the pick up / drop off area or access the car lifts to the basement parking.

The Autotrack plans for both the Hopper Bus (10.8m) and the rigid coach (15m) is clear that the

Hopper Bus can turn around and exit the site in the direction it entered which should allow a hopper bus to service the hotel and that should be conditioned.

Internal Layout - Basement Level

The proposed layout at basement level appears to be in line with current guidance. The isles around the parking bays have a width equal to or in excess of 6m, which should allow safe manoeuvring.

Parking

The basement level will provide 22 car parking spaces and at ground floor forecourt there is 1x designated disabled bay, bringing the total car parking spaces to 25. The new ratio between bedrooms and parking spaces would be 4.32 bedrooms per parking space, which is between the ratio pertaining to the previous approved application and the maximum allowed by current standards (1 parking space per bedroom). The overall car parking provision is therefore considered acceptable.

In order to comply with current standards:

- A total of three parking bays should be designated for disabled;
- A total of 5 parking bays should be equipped with Electric Charging Vehicle points, of which three should be active and two passive.

A car park management plan should be set up and maintained during hotel operations, to be secured through a S106 agreement.

Drawing no. 408-100-A1, Rev. D shows the provision of 24 cycle parking spaces; while the number of spaces is adequate to the size of the development, the proposed cycle racks are located in the basement and it is not clear how cyclists could access these spaces, since no ramp is provided for these users. It is not acceptable for cyclists to use lifts or stairs to access the allocated parking spaces.

Cycle parking should therefore either moved at ground floor level near the entrance, with CCTV provisions to ensure secure parking, or a ramp or other suitable means of access provided for cyclists.

Traffic Generation and Highway Impact

The traffic generation and impact assessment submitted for the previous application relating to the provision of a 90 bedroom hotel concluded that the impact on the surrounding highway network would not be severe. The maximum flow generation was during the AM Peak with predicted 21 arrivals and 28 departures.

If we factor up these values to take into account of the increase number of bedrooms (90 to 108, representing a 20% increase) then the new trip generation would be, during the AM Peak, 25 arrivals and 34 departures. It is considered that these flows would not cause severe adverse changes in traffic operations within the surrounding highway network.

The revised proposals also incorporate a gym at the sixth floor of the new building. As the proposed hotel is away from residential areas, it is presumed that the gym would be mostly used by hotel customers and, as such, its presence is unlikely to generate additional trips.

Conclusions

Concerns are raised in relation to aspects of the supplied ground floor layout:

- The design of the coach bay should be revised to allow a coach to be parked entirely within the site boundary and not obstruct the public carriageway along Sipson Road northbound;
- The proposed delivery bay next to the site entrance appears substandard and difficult to access, causing safety concerns. Its layout should be revised in order to improve accessibility.

A condition should be imposed on the planning consent to the effect that revised plans be submitted showing parking allocation in line with current standards (provisions for disabled bays and ECV points). Alternatively, a revised layout drawing to this effect should be resubmitted prior to consent being granted.

The cycle parking locations should be revisited as, at present, it can be accessed only by means of stairs or lifts. The cycle parking should be moved at ground floor level or a ramp for cyclists should be provided.

A transport plan should be provided and maintained through S106 agreement.

A car park management plan should be set up and maintained during hotel operations, to be secured through a S106 agreement.

Further comments from Highways (following receipt of revised details):

The coach bay has now been widened and the supplied drawings show that a coach can be fully contained within the bay. Swept paths with a 300mm margin should be supplied to demonstrate that coaches can access the bay and park as shown on the submitted drawing.

The design of the delivery bay close to the entrance has been revised. Swept paths of typical delivery vehicles with a 300mm error margin should be submitted to demonstrate that there is sufficient space to manoeuvre in and out of the bay.

The supplied drawing now shows, in the basement car park, disabled bays and ECGV points in sufficient number to comply with current standards. A comment is raised with reference to the accessibility of parking space no. 21 as shown on drawing no. 408-100-A1 Rev G. A swept path with a 300mm error margin should be supplied to demonstrate that vehicles can manoeuvre in and out of the space.

The accessibility of the revised bicycle parking provisions is deemed acceptable.

In summary:

- Swept paths with a 300mm error margin should be supplied as described above in order to demonstrate that key design features provide sufficient manoeuvrability.

Conditions already suggested in the previous comments are:

- A transport plan should be provided and maintained through S106 agreement.
- A car park management plan should be set up and maintained during hotel operations, to be secured through a S106 agreement.

Officer comment: Revised layout drawings have been submitted in response to previous highway comments raised for the scheme. The revised layouts are shown on drawings nos:

- 408-100-A1 Rev G - Proposed Basement Plan
- 408-101-A1 Rev H - Proposed Ground Floor Plan

The comments being addressed are as follows:

- Coach bay design to accommodate coaches in full;

- Revised design of delivery bay;
- Provision of disabled bays and EVCP according to current standards;
- Revision of cycle parking provision to provide more accessible facilities.

Conservation and Design

No objections are raised to this proposal as its impact on the openness of the Green Belt is considered to be no worse than that of the previously approved scheme. Please ensure that the Archaeological condition as requested by GLAASS for the previously application is included with on decision notice if this application is agreed.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of a hotel use on this site has been established by virtue of the previously approved scheme for a 4 storey 54 room hotel (application ref:829/APP/2013/1618) and a resolution to grant a 6 storey 90 room hotel (application ref: 829/APP/2016/2751). This application seeks to accommodate an addition of 18 rooms by reducing the floor to ceiling heights.

Policy 3.6 of the London Plan deals with the protection and enhancement of social infrastructure and states that proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered.

The existing premises on the site has been vacant for more than three years, the previous application was supported with evidence that the site has been actively marketed for over 12 months. The details provided of marketing show there had been significant interest in the site but with very limited expressions of interest in retaining the existing building or any D1 Use on the site.

The extant planning consent for a 4 storey 54 room hotel (application ref:829/APP/2013/1618) has established the principle of a hotel and as such the proposal is acceptable in principle. Accordingly, there is no objection to the principle of change of use of the land from Class D1 to Class C1 use, and the proposal is considered to be in accordance with policy 3.6 of the London Plan 2016 and Policy T4 of the Local Plan: Part 2 (November 2012).

7.02 Density of the proposed development

The application seeks to construct a hotel, therefore residential density is not pertinent to the consideration of this application.

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

The site does not lie within an area of special character or a conservation area. The site does however lie within the Heathrow Archaeological Priority Zone.

The Greater London Archaeological Advisory Service (GLAAS) were consulted and requested a Written Scheme of Investigation (WSI). This has now been retrospectively submitted and made publicly available on the planning register. The WSI is considered acceptable subject to an appropriate condition requiring its implementation.

Further, Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (1), applies to all decisions concerning listed buildings. The Council must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The nearest listed building is the Grade II Listed Sipson House, which currently accommodates Littlebrook Day Nursery and is situated approximately 123m to the east of the site. There is also a generous area of soft landscaping and a belt of trees located between the building and the application site. Given the distance between the site and the Listed Building, the proposal is not considered to detrimentally impact the setting of the Grade II Listed Building.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria as indicated by a bird hazard management plan.

7.05 Impact on the green belt

The site is not located within the Green Belt. However the land to the north of the site on the opposite side of Sipson Road is designated Green Belt.

The proposed hotel building would rise to 7 storeys (including basement level) with the upper floor stepped back from the front elevation of the lower floors to reduce the perceived massing of the building. The site is separated from the Green Belt land to the north east by Sipson Road, a classified A road, and the submitted documentations clearly demonstrates that the proposal would be viewed in the context of the existing hotel development of a far greater footprint, which rises up to 5/6 storeys, and surrounds the site to the west, east and south. The proposal would not have a greater impact on the Green Belt than the extant permission and to this end is considered acceptable. Accordingly, the scheme is considered to comply with Policy OL5 of the Local Plan: Part Two (November 2012).

7.06 Environmental Impact

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. Although the proposed use is not residential, the Council's Environmental Protection Unit (EPU) advise adding a condition to ensure that some site investigation is carried out. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure that the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with these conditions, it is considered that the proposed development accords with the ground condition and contamination policies set out in Hillingdon's Local Plan Parts 1 and 2; the London Plan (FALP 2015); and the National Planning Policy Framework (2012).

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part One (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

'Saved' policies BE13 and BE19 of the Local Plan: Part Two (November 2012) seeks to ensure that the 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.

Chapter 7 of the London Plan (2016) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design

and design led change in key locations.

The building would be flanked by an existing hotel development of 4 to 6 storey height. The height of the proposed hotel would be 21m which is the same height as the 90 bedroom development scheme which has resolution to grant. In addition, the elevation treatment has been changed to make the building more sympathetic to the setting. The proposed height of the building, now at 7 storeys (including the basement level), and its design, would be considered in keeping with the character and appearance of the area and the building would sit comfortably within the streetscene, particularly given its context and the height of the neighbouring buildings.

The proposal seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of rectangular shaped infill glazing panels. These infill panels are broken up into individual bays around a white rendered frame which would reduce any risk of the development having a plain monolithic character. Also, these features provide a welcome opportunity for shadow lines. In addition, the front elevation would feature a distinctive cantilevered front canopy finished with the hotel signage, that provides further interest to the front elevation. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in conservation and design terms.

The landscaping officer considers the bike and bin stores are crudely located to the side of the building, giving a poor impression on arrival. The applicant has indicated that the bin stores would be contained within secure bin stores that would be managed appropriately such an arrangement is considered within this context given the constraints of this particular site.

7.08 Impact on neighbours

Policies of the Local Plan: Part Two (November 2012) seeks 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 residential amenity of these adjoining occupiers are considered under policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Policy OE1 of the Unitary Development Plan (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.

Given there is no residential development within 100 metres of the site and the nearest residential dwellings lie on the other side of Sipson Road, it is not considered that the scheme would give rise to any detrimental impact to residential neighbours from loss of light, over dominance or loss of privacy.

The closest neighbouring properties are hotel developments. The proposed hotel development does not have large internal floor area allocated for conference or banqueting purposes, and it is not considered that the scheme would cause any noise disturbance to surrounding properties.

An objection has been received from Park Inn with regards to overshadowing. The part of the hotel that would be impacted by the development would be the stairwell of the Park Inn Hotel which is not habitable space. As such the scheme is considered acceptable in this respect.

7.09 Living conditions for future occupiers

It should be noted that there are no adopted planning standards in respect of privacy/overlooking between hotel guest bedrooms. However it is worth noting that this scheme would comply with the Council's HDAS standards with no hotel bedrooms in the new development located within a 45 degree radius or being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 32 of the National Planning Policy Framework (NPPF) 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 the NPPF 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.

Policies AM2 and AM7 of the Local Plan: Part 2 (November 2012) are concerned with traffic generation, and access to public transport.

'Saved' policies AM14 and AM15 of the Local Plan: Part Two (November 2012) sets out the standards for on-site parking.

TfL is the highway authority for A4 Bath Road, while Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Bath Road.

The site is surrounded by the large Park Inn Hotel, which has two vehicular accesses from Sipson Road, with one of these entrances approximately 50 metres to the north west of the application site and the other main entrance to the south, approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which is currently used as a children's day nursery.

Sipson Road is a 30 mph single carriageway 'A' classified highway with double yellow line waiting restrictions on both sides of the road. The Council's Highway Engineer concurs with the applicant that Sipson Road is one of the more lightly trafficked sections of Greater London's 'A'-class road network, being closely paralleled by the M4 Heathrow Spur Motorway, although it does provide an important local link to Sipson village further to the north.

The existing single vehicle access point would be replaced by a vehicle crossover from Sipson Road and a short roadway within the site itself, leading from one highway access point to the other. The 108 rooms would be served by 22 on-site car parking spaces, including 3 disabled car parking bays. 22 of the car parking spaces would be located in the basement which would be served by a pedestrian lift for guests and a vehicle lift with a maximum gradient of 1:12. The basement would house 8 bicycle spaces. The coach bay and delivery bay at ground floor level is sufficiently wide to accommodate a coach within the bay. Swept paths illustrating a 300mm margin is conditioned to demonstrate that coaches and delivery vehicles can access the bay as shown on the submitted drawing.

A Transport Assessment has been submitted in support of this application, which considers the impact of the proposed development of the site on the local highway and concludes that sufficient capacity exists to support the proposal. The interim Travel Plan submitted identifies various measures proposed as part of the application to encourage

sustainable patterns of movement.

The Highways Engineer has advised that a £35,000 contribution towards a footway on Sipson Road is required to allow pedestrians and visitors to continue to walk along Sipson Road between Doghurst Drive and the Little Brooke nursery. The contribution is considered to be fair and proportionate to the size of the scheme.

With regard to the level of car parking provision, the ratio of 1:3.9 spaces per guest room is compatible with other hotel developments in the vicinity of the development, approved by the London Borough of Hillingdon in the last 4 years, located nearby and serving Heathrow Airport. Therefore the scheme is considered to accord with Policies AM14 and AM15 of the Local Plan: Part Two (November 2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the issue of traffic generation, vehicular accesses, the drop off /collection of guests and the overall layout and raises no objection to the scheme in terms of impact on the existing highway in accordance with the aims of Policies AM2 and AM7 of the Local Plan: Part 1 (November 2012); policy 6.3 of the London Plan (2016); and the National Planning Policy Framework (2012).

7.11 Urban design, access and security

URBAN DESIGN AND ACCESS

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

SECURITY

The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the scheme and has no objection subject to the imposition of a 'Secure by Design' condition.

7.12 Disabled access

Policies R16 and AM13 of the Local Plan: Part Two (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do policies 7.1 and 7.2 of the London Plan (2016). Furthermore, detailed guidance is provided within the Accessible Hillingdon SPD.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on ground floor, lifts from the car park basement to the rest of the hotel and 60 minute fire refuges on each upper floor.

Subject to an appropriate condition, it is considered that the proposal would provide an inclusive environment for future users in accordance with 'saved' policies R16 and AM13 of the Local Plan: Part Two (November 2012) and policies 7.1 and 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy BE38 of the Local Plan: Part Two (November 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 Local Plan: Part Two (November 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 Local Plan: Part Two (November 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.

The site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. An accurate site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'C' grade and would be lost as a result of the development.

The Council's Tree and Landscape Officer considers the sycamore of little merit and with its 'C' grade has no objection to its removal. With regard to the off site trees, the Landscape Officer is satisfied that with the appropriate tree protection measures in place these trees can be protected (and neighbouring shrubs) with only marginal encroachment into the root protection required. Future pruning of the neighbouring hornbeams maybe required to safeguard natural light to hotel bedrooms and this is considered a feasible approach by the Landscape Officer.

Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and further detail on the planting plan, the scheme is considered to provide satisfactory landscape arrangements that comply with local, regional and national planning policy.

ECOLOGY:

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailed within the application documents in respect to trees and shrubs on neighbouring sites, it is not considered that the scheme will have an adverse

impact on the areas ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The application is accompanied by a Waste Management, Refuse and Recycling Statement. The plans show a dedicated space within the ground floor of the building allocated for storage of waste and recycling and the tracking plans demonstrate that large refuse vehicles can collect waste from the site. The scheme provides space for 30 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for staff members and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement also details a weekly collection early in the morning.

The level of waste and recycling storage provision, its location, and means of collection by refuse vehicles is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is considered satisfactory and complies with the standards set out in policy 5.17 of the London Plan (2016).

Notwithstanding the above, it should be noted that the hotel ultimately has considerable discretion over which waste management methods are used on site.

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. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably albeit more information will be needed prior to commencement of the development. This additional information can be obtained through a planning condition.

Subject to conditions to secure the installation of measures in accordance with policies 5.3, 5.4, and 5.7 of the London Plan (2016), the scheme would be considered acceptable with regards to minimising carbon dioxide emissions and sustainable construction.

7.17 Flooding or Drainage Issues

Policy EM6 'Flood Risk Management' in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Policies 5.12 and 5.13 of the London Plan (2016) require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The site does not fall within a flood zone and no issues relating to flooding have been

identified. The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing.

The Council's Flood Management Officer raises no objection to the scheme, subject to the imposition of a condition to secure relevant SUDS and sustainable water management measures.

Subject to condition, the proposed development would not be considered to raise any adverse flooding or drainage issues, in accordance with policy EM6 'Flood Risk Management' in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

NOISE

'Saved' policy OE5 of the Local Plan: Part Two (November 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.

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 Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality.

With respect of air quality and air quality monitoring, it is recommended that similar conditions and planning obligations are secured.

Overall, the development would be considered to comply with 'saved' policy OE5 of the Local Plan: Part Two (November 2012) and policies 7.14 and 7.15 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 Local Plan: Part Two (November 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:

1. Highways: to secure all necessary works adjacent to the site
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and

. a Service and Delivery Plan.

Monetary contributions:

1. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build) 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. A contribution towards co-ordinating costs may also be required.
2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.
5. A pedestrian improvement contribution towards a footpath to be constructed between Doghurst Drive and the Littlebrook Nursery of £35,000.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL. 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.

The Council's Community Infrastructure Levy (CIL) charge would be applicable on the new floorspace created at a rate of £40 per square metre.

The Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

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

There is no objection to the principle of the development involving the change of use of the site to a hotel.

The general design, size, height and massing of the proposed building is considered to address the previous reason for refusal and would now be acceptable. The scheme would be now compatible with the height and scale found on the surrounding Park Inn Hotel complex. It is not considered that the development would have any detrimental impact on the street scene, upon residential amenity, or upon the setting of the Green Belt land lying opposite.

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by

public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or on highway safety, given the sightlines outside the site, the waiting restrictions on the adjacent highway and the limited number of vehicular movements anticipated.

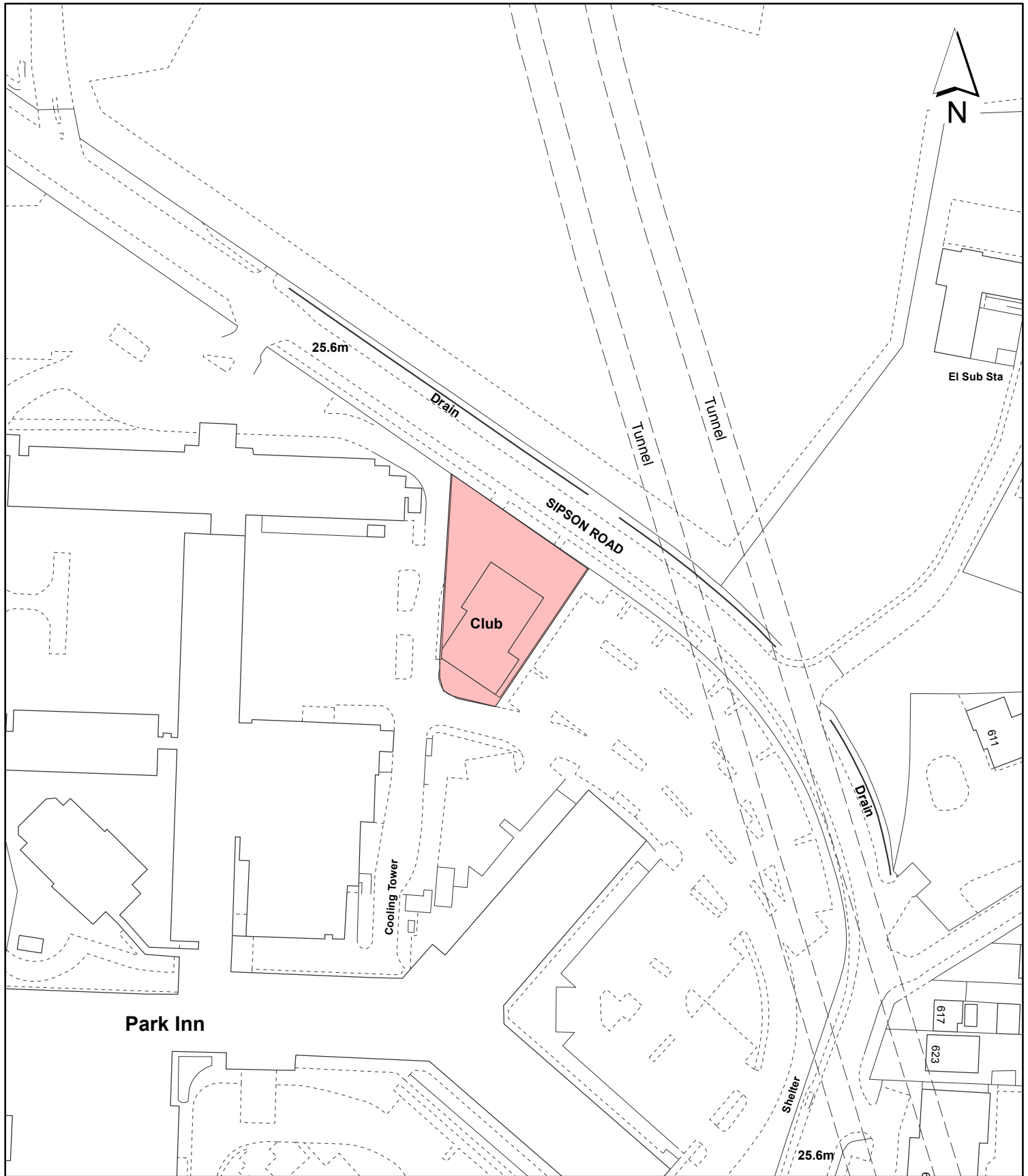
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
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 - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:
**Former Royal British Legion Club
 Sipson Road**

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

Planning Application Ref:
829/APP/2016/3167

Scale:
1:1,250

Planning Committee:
Major Page 70

Date:
May 2017



Report of the Head of Planning, Sport and Green Spaces

Address	ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE
Development:	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 3C the 'Parade Ground' of outline planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development).
LBH Ref Nos:	585/APP/2016/3776
Drawing Nos:	DAS Phase 3C (RevA) 07 09 16 4583-1500 P7 4583-1550 P3 4583-1600 P5 P402-409pe_RevB P448-453pe_RevB P454-459e_RevB P454-459p_RevB P460-465e_RevB P460-465p_RevB P466-471pe_RevB P510-517pe_RevB SS01_RevD LP01_RevE 2380-PH3C-PP-03_P4 P472-477pe_RevC P478-509p2_RevC 2380-PH3C-PP-01_P4 2380-PH3C-PP-02_P4 Landscape Maintenance Spec (2380-RE-18) Landscape Specification (2380-SP-08) BCS-01.pe A P410-441e_RevD P410-441p2_RevD 2380-PH3C-TS-01_P4 Design and Access Statement PERS130438 - Rev A Planning Statement October 2016 Environmental Noise Survey & Assessment 16051-1 P478-509e_RevC AHL01_RevF 2380-PH3C-TS-02_P4 SL01_RevH P410-441p1_RevD P442-447pe_RevE P478-509p1_RevC PP01_RevF 2380-PH3C-LA-01_P5 Method Statement (2380-RE-17)

Date Plans Received: 12/10/2016
Date Application Valid: 12/10/2016

Date(s) of Amendment(s): 17/10/2016
09/06/2017
18/05/2017
12/10/2016
19/05/2017
08/06/2017

1. **SUMMARY**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 3C of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 3C, an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension Phase to the north.

The proposed scheme would provide 116 residential units (76 flats and 40 houses) located around a central area which replicates the former Parade Ground in this location. Individual gardens would be provided to the houses and the flats would be provided with communal external amenity spaces. 155 parking spaces for residents and visitors would be provided plus 222 residents cycle spaces and 16 visitor cycle spaces. 4 Motorcycle spaces are also proposed.

The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

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

SL.01 H
AHL01 F
PP01 F
SS01 D
LP01 E
BCS-01.pe A
P.402-409.pe B
P.410-441.e D
P.410-441.p1 D

P.410-441.p2 D
P.442-447.pe E
P.448-453.pe B
P.454-459.e B
P.454-459.p B
P.460-465.e B
P.460-465.p B
P.466-471.pe B
P.472-477.pe C
P.478-509.e C
P.478-509.p1 C
P.478-509.p2 C
P.510-517.pe B
2380-PH3C-LA-01_P5
2380-PH3C-PP-01_P4
2380-PH3C-PP-02_P4
2380-PH3C-PP-03_P4
2380-PH3C-3C-TS-01 P4
2380-PH3C-TS-02 P4
2380-RE-17
2380-RE-18
2380-SP-08
4583-1500 P7
4583-1550 P3
4583-1600 P5
12.05.17

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

2 COM5 General compliance with supporting documentation

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

Design and Access Statement PERS130438 - Rev A

Planning Statement October 2016

Environmental Noise Survey & Assessment 16051-1

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

REASON

To ensure that the development complies with the objectives of policies contained within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of brickwork, masonry, windows, doors, roof materials and balconies 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 make, product/type, colour and

photographs/images.

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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 (2015) and national guidance.

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.
BE13	New development must harmonise with the existing street scene.
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.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
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 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
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 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.2	(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 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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 (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). 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

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

5

The following information is provided regarding waste management.

1) Flats

a) The estimated waste arising from the development to be as shown below:

- One bedroom = 140 litres
- Two bedroom = 170 litres
- Three bedroom = 240 litres

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.

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.

Memorandum

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. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. 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) Internal bin chambers 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.

k) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

2) Street Level Properties

It is best for individual properties whether they be detached, semi-detached or terraced to keep their own waste within their own property boundary until it is collected.

Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The collection system is based on sacks and described below:

-

Weekly residual (refuse) waste - using sacks / bins purchased by the occupier

Weekly dry recycling collection - using specially marked sacks provided by the Council.

Weekly green garden waste collection - three specially marked reusable bags provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags.

Weekly food waste collections (optional) - residents can have a 7 litre internal kitchen caddy and an external 23 litre storage container for food waste. Caddy liners supplied by the Council.

Weekly textile collection - residents issued with a roll of 10 purple tinted sacks.

The waste and recycling should be presented near the curtilage of the property on allocated collection days. The collectors should not have to carry the sacks more than
Memorandum

15 metres from where the waste and recycling is presented to the collection vehicle.

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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site (Phase 3C) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 3C is an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension to the north. The Southern boundary of the site is

occupied by a double line of mature horse chestnut trees which are to be retained, forming an important strategic landscape green link and frame to the future Parade Ground phase.

The site is situated within the 'developed area' as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The Phase 3C reserved matters application provides residential accommodation in a single parcel of land. The scheme is contemporary in design and is in accordance with the approved outline consent for the site and recent pre-application discussions. The scheme incorporates a central open area to reflect the former parade ground use of this part of the former RAF Uxbridge site.

The scheme comprises of a total of 116 units, including:

- 10 x 1 bed flats
- 66 x 2 bed flats
- 12 x 2 bed houses
- 28 x 3 bed houses

The original s106 Agreement associated with the Outline Planning Consent requires the provision of 15% affordable housing for each phase. Previous sub-phases have provided the following:

- Phase 3A: 33 dwellings, with 0 affordable dwellings
- Phase 3B: 56 dwellings, with 20 affordable dwellings

With an overall number of 205 dwellings in Phase 3, 31 affordable dwellings would be required to achieve 15%. Therefore, 11 affordable dwellings in Phase 3C are proposed, which comprise 2 x 3 Bed houses, 4 x 2 bed flats and 5 x 1 bed flats, as shown on plan reference AHL01.

155 vehicle parking spaces are proposed, at a ratio of approximately 1.35 parking spaces per dwelling. 2 spaces are allocated to each of the 2 and 3 bedroom houses with a minimum of one space per 1 and 2 bedroom flat. 10 Disabled parking spaces are proposed, with 5 unallocated spaces for visitors. In addition, at least 20% of the car parking spaces (31 spaces) will be provided with electric vehicle charging points and a further 20% of the spaces (33 spaces) will be provided with the passive provision of electric vehicle charging points.

All units will have secure cycle storage providing two spaces for the 2 and 3 bedroom units and one space for the one bedroom units. This equates to a total provision on 222 spaces. 16 visitor cycle spaces and 4 Motorcycle spaces are also proposed.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
 - a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
 - b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between

- 3 to 4 storeys;
- c. Creation of a three-form entry primary school of 2 storeys;
- d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

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

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

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Various applications for Reserved Matters relating to Phases 1, 2, 3 and 4 have been approved and development has commenced on site.

4. Planning Policies and Standards

- Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
- Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
- London Plan (March 2016)
- National Planning Policy Framework
- Hillingdon Supplementary Planning Document - Residential Layouts
- Hillingdon Supplementary Planning Document - Residential Extensions
- Hillingdon Supplementary Planning Document - Accessible Hillingdon
- Hillingdon Supplementary Planning Document - Noise
- Hillingdon Supplementary Planning Guidance - Air Quality
- Hillingdon Supplementary Planning Guidance - Community Safety by Design
- Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

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.
BE13	New development must harmonise with the existing street scene.
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.
H4	Mix of housing units
H5	Dwellings suitable for large families

OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
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 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
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 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.2	(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 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 30 local owner/occupiers and site notices were also posted. No letters of objection have been received.

METROPOLITAN POLICE

Myself and my colleague are in conversation with the developer re the site wide Secured by Design condition. As such, I have no objection or comments to this phase of the development.

THAMES WATER

The reserved matters application does not affect Thames Water and as such we have no observations to make.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

No adverse comments

SUSTAINABILITY OFFICER

I have no objections to the proposed development.

HIGHWAYS ENGINEER

A total of 116 dwellings are proposed. Maximum permitted is 2 spaces per unit for curtilage parking and 1.5 for communal parking. The level of parking provision for affordable housing should be the same as for market housing as there is no evidence to suggest that car ownership levels are different.

Auto tracks for refuse vehicles -

Between flats J and K as well as south of flats K overhang over footway and are not acceptable. A 300 mm margin of error should be provided to avoid the need for precision driving.

Page 33 of Design and Access statement talks about the access in the NW corner (on to the central access) as exit only but road markings show otherwise. No entry signs would also be required.

Case Officer's comments:

The Highway's Engineers comments were passed onto the Applicant who provided further details of the parking arrangements and submitted an amended vehicle tracking plan (reference 4583-1550 P2).

HIGHWAYS ENGINEER 2nd comments

The parking schedule for the whole site, dated January 2017 states 156 car parking spaces. The schedule also states that all 156 are allocated but does not provide a breakdown of allocation per unit. Provided every unit is allocated one space no objections are raised on highway grounds.

Case Officer's comments:

The proposed parking layout incorporates 155 spaces, with 148 spaces allocated to individual units, at a minimum of 1 per unit, and 7 spaces unallocated for visitors. Condition 9 of consent reference 585/APP/2015/848 requires details of parking and traffic arrangements to be submitted and approved in writing prior to the commencement of development. Therefore details of the access arrangements off the Spine Road will be resolved through the discharge of this condition.

LANDSCAPE ARCHITECT

This reserved matters application for the Parade Ground site is laid out in accordance with earlier pre-application submissions and discussions. However, the scheme remains over-reliant on the existing /retained (and ageing) tree population. Of particular note, there appears to be a new tree missing on the planting plan between parking bays 480/481 to mirror the parking area to the north. A tree is shown on the general arrangement plan but not on the planting plan. Within the central amenity space / pocket park, the planting beds at the west end (next to parking bays 449 and 450) would benefit from tree planting. Further to this there is continued resistance to provide occasional tree planting at the end of small rear gardens which back on to each other. Tree planting will add significantly to both the visual and environmental quality of the site. Importantly it will also reduce the inter-visibility across the gardens and provide some degree of screening / privacy. At the southern end of the site, tree planting would benefit the plots of 461, 462, 463, 464, 468, 470, 512, 514. Rear garden tree planting will also benefit the equivalent plots at the north end of the site.

Case Officer's comments:

The Landscape Architects comments were provided to the Applicant who then engaged in numerous design meetings with the Council to resolve these concerns and improve the quality of the development. Following these meetings and the submission of an amended scheme the Council's Landscape Architect reviewed the amended proposals and provided the following comments:

LANDSCAPE ARCHITECT 2nd comments:

I refer to the amended drawings by Allen Pyke, submitted on 19 May in response to previous comments from LBH.

The General Arrangement Plan ref. 2380-3C-LA-01 Rev P4 now shows amber-coloured resin bonded gravel surfacing for the roadways with parking courts detailed with permeable paving. Additional tree planting is indicated within the car park. The tree planting will be supported by an underground cellular re-inforcement system and a greater volume of topsoil - which should support the healthy establishment and longer term sustainability of the street trees.

The Council's Urban Designer and I have discussed the amended proposals and have no objection to the hard and soft landscape proposals.

URBAN DESIGN OFFICER

It is worth noting that the loss of the original Parade Ground was only agreed if new development would capture the character and memory of the previous space and buildings. Therefore any proposals for this site would need to be exemplar in order to meet this brief. The current application presents a number of design concerns that conflict with the principles set out in the adopted design code for St Andrews and general design principles that are required for large scale residential schemes that should strive towards creating a cohesive and distinct architectural form, in this instance the Parade Ground character area.

Therefore the current proposals are unacceptable in design terms. The applicant will need to respond positively to the following issues and recommendations:

The Square

1. The layout broadly aligns with the parameters set out in the design code. However, the square has been reduced in size (north/ south) when compared to the design code parameters (from circa 41m to 31m). In order to increase the size of the proposed square, it is recommended that the back to back distances between the northern and southern residential terrace dwellings would have to be reduced from 23m to the minimum 21m standard. This would allow for an additional 4m width to be reintroduced to the square.

2. The landscape element needs improvement to reinforce the significance of the Parade Ground itself. Particular attention should be given to the tree planting within the central square. The number of trees should be increased, but should be small in size. The layout should be formal and regimented to reinforce the character of this important space, as stipulated by the design code ('...echo of its historic form').

3. There is lack of vegetation/ trees in the back gardens for the northern and southern terrace houses. It is important to introduce elements that further soften and add layers of privacy for residents.

4. The two new flat blocks J and K are too large and dominate this space, especially from the east (Churchill Road). They need to be reduced in height and massing to match the same scale of the predominantly terraced house units that enclose this space. It is recommended that the flat blocks are omitted in favour of the terrace house units, as per the adopted design code.

Residential Layout

1. It is noted that there is a departure from houses to flats fronting Hillingdon Road and the Parade Square on the western side. This principle will only be acceptable if there is significant improvement to the design of these enlarged blocks from the parameters set out in the design code. Though there are principal concerns regarding the appropriateness of blocks J and K, as outlined above.

2. There is a loss of back gardens/ green permeable space, which has been replaced by hard standing & long runs of car parking that overwhelm these spaces. These revised areas are virtually devoid of any landscape features. Landscape improvements are required to soften these spaces by introducing more trees, vegetation and permeable surfaces, as invariably they will also constitute as amenity space for residents. (this may result in the loss of a couple of car parking bays).

3. Revisions to the architectural design are required and outlined below, as these new additions present concerns regarding their design and prominence for the Parade Ground character area.

Architectural Design

1. The buildings themselves need significant revisions to create an urban form that addresses the significance of the Parade Ground. The previous 'Mons' blocks were good examples of high quality 'Domestic Revival' style architecture, expressing the use of predominantly red brick, stone (or similar) detailing that outlines a residual (underline) classicism character. The proposed scheme should be informed by the salient features of this style and reinterpreted in an appropriate way. The scale and presence should be reinforced by minimal, bold and ordered form. With the use of simple detailing, homogenous materials, and formal fenestration that expresses the planned nature of the

buildings.

- a. The buildings will need to define their base through banding or a plinth that is a different material from the main middle area of the facade.
- b. The flat blocks elevations will need to be reordered to create a centrepiece. The blocks facing Hillingdon Road should not have 'bookends' that define the secondary entrance to the main square behind. The centre piece usually defines the entrance. For the blocks facing Hillingdon Road, it may be possible to have two equally spaced centre pieces that celebrate both residential entrances. This option will need to be explored further.
- c. The buildings should have strong and slender vertical elements on the facade that work in conjunction with the window openings and reveals to break up this vast expanse in an ordered way. This is usually emphasised further by small projections or recessions to create shadow gaps that express this division, but do not extend beyond the plinth, but may break the roofline at salient points
- d. Elements should be introduced to break up the roof area to create a distinct roofscape that defines the Parade Ground character area. The Hillingdon Road blocks have particularly large areas of roof. The centre piece on the facade usually breaks the roof eaves level. The secondary vertical elements on the facade may also be expressed at salient points on the roof, which will also contribute to making a more distinct roofscape.
- e. Guttering and downpipes location and detailing should not conflict with the fenestration detail and ordering.
- f. Doorway/ entrances should be expressed in a more robust way.
- g. Bays/ projections should be ordered in a symmetrical way in line with vertical elements previously mentioned.
- h. The corners/ ends of the block will need to be expressed, as the buildings turn the corner, but subservient to the main centrepiece(s).

It is clear that there are a number of design concerns regarding the quality and integrity of the proposed scheme in relation to the adopted design code for the area. This is disappointing, considering the efforts involved to form appropriate design principles for a strategic site with significant value to support the growth of the Boroughs metropolitan town centre. A number of valuable historic structures and assets were lost in lieu of a planning consent that would see a significant improvement, over and above its former condition, which the current proposals fail to meet. Generic approaches to residential development are therefore not acceptable, especially in light of the emerging high quality 'on-site' and 'pipe-line' schemes for the neighbouring phases that comprise the St Andrew's major town centre extension development programme.

Conclusion: Refusal on design grounds

Case Officer's comments:

The Urban Design Officers comments were provided to the Applicant who then engaged in numerous design meetings with the Council to resolve these concerns and improve the quality of the development. Following these meetings and the submission of an amended scheme the Council's Urban Design Officer reviewed the amended proposals and provided the following comments:

URBAN DESIGN OFFICER 2nd comments

Through productive dialogue, the applicant has made a number of positive design changes to the scheme, in response to the previous concerns raised. The layout of the flat blocks are now more balanced, which has benefited the facade by reflecting the (improved) symmetrical arrangement of the residential apartments. The overall elevation(s) now reflect some of the characteristics of the 'Mons' blocks that comprises of a plinth/ banding strip to emphasis the base of the building. The entrances are now celebrated and delineated in a formal way, albeit with a modern interpretation. The window/ openings are now more regular and scaled/ proportioned (slender) to the building to emphasise the vertical elements of the fenestration, to detract from the overall length/ bulk of the buildings. There are also subtle shadow gaps through recesses/ projections of brick work that again

help to break up the facade and emphasis the vertical elements of the fenestration and the buildings base. These vertical elements now break the roof line at salient points to reinforce the ordering and motifs of the facade. And serve to break up the vast expanse of the tiled roof. The roof has an adequate overhang to match/ reinforce the projections from the facade. Overall, the scheme is now more in keeping with the underlying quality of the existing 'Mons' block(s), albeit a subtle modern interpretation, which is welcomed and it will create a positive transition from the northern proposed development to the new (modern) recently completed buildings at the southern end of the St Andrews development.

ACCESS OFFICER

I have considered the detail of this application and deem there to be no accessibility details to be discharged as part of Conditions 2 & 3.

Conclusion: no objection from an accessibility standpoint.

FLOOD AND WATER MANAGEMENT OFFICER

I am happy the proposals for permeable paving within all the secondary roads within this plot comply with the overall drainage strategy. However there should be water butts proposed on all houses, its not clear that this has been included. Once this has been provided I have no further comments.

Case Officer's comments:

The Flood and Water Management Officer's comments were provided to the applicant who has responded by providing plan ref. PP01 Rev F which shows water butts provided to each of the proposed houses. Condition No. 69 (Greywater/Rainwater Recycling) is also attached to the wider outline consent and the Applicant will be required to discharge this condition prior to occupation of the Phase.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development has therefore been established.

7.02 Density of the proposed development

The accommodation schedule for the outline consent indicatively permitted the creation of 68 units across Phase 3C. The current application proposes the erection of 116 residential units (76 flats and 30 houses) which is an increase on this figure of 48 units. However the number of units approved across Phases 1 to 3 equalled 528 units and Phase 3C, which is the final Reserved Matters application to be submitted for these 3 phases, will bring the total proposed across the Phases to 517 units. It is expected that the shortfall of 11 units will be incorporated into the Town Centre Extension Phase of the development to the north of Phase 3C.

The proposals that form this Reserved Matters submission therefore accord with the total number of dwellings proposed on Phases 1 to 3 at outline stage and as such the proposed density has already been approved and is deemed acceptable.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15).

The Council's Conservation Officer has been involved in the pre-application discussions for the proposals and they have raised no objections to the submitted details.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. National Air Traffic Services (NATS) have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

Not applicable to this application as the site is separated from the Green Belt/District Park by other Phases of the development.

7.07 Impact on the character & appearance of the area

The proposed scheme has been reviewed by the Council's Urban Designer and Landscape Architect who requested numerous design improvements as set out in their consultation responses. The Applicant attended multiple meetings where these requirements were explained and discussed. The proposals have now been amended to incorporate the design improvements requested and as such the Council's Urban Designer and Landscape Architect have confirmed that the scheme is now acceptable and they no longer have any objections. However a condition is recommended to be added to any grant of planning consent regarding the proposed materials. This is due to the fact that the materials proposed within the Design and Access Statement submitted in support of the application are not deemed to be of an appropriate quality given the historical importance of this Phase and quality of development required.

Overall the proposal is considered to be well designed which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

DOMINANCE

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure buildings do not appear unduly dominant.

All of the dwellings would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure each dwelling would not be dominated by its neighbouring properties, in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of neighbouring dwellings, to ensure no significant loss of privacy would occur. All of the dwellings contained within the phase would have a distance separation of at least 21 metres between habitable room windows.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 116 units within the site. Each of the proposed dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016) and the national technical housing standards, 2015. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms being proposed.

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts requires minimum levels of external amenity for different residential properties. Each dwellinghouse within the proposed Phase 3C area has private amenity space in the form of a rear garden. The majority of the proposed dwellings benefit from garden amenity areas complying with the HDAS standards.

The St Andrews Park site has a number of significant constraints on the land including Tree Preservation Orders, providing sufficient parking spaces, complying with the London Plan floor spaces standards and providing a successful built environment which will attract new home owners. Whilst all of the houses proposed will have external amenity space, it is considered that providing the flats with an under-provision of external amenity would assist in providing a higher number of residential units at the site, without significantly compromising on living standards for future occupiers. The application site is also very close to the large new district park and further benefits from a pocket park to the south east and retained mature landscaping. Therefore, the under provision of external amenity space for a number of units is considered acceptable in this instance and a similar situation has been approved on earlier phases.

Therefore, the proposed units are considered to be provided with sufficient outdoor amenity space for the occupiers of the units, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Vehicle Parking proposed is 155 spaces, at a ratio of approximately 1.34 parking spaces per dwelling. Of these 148 spaces would be allocated, with 7 unallocated for visitors. In addition, at least 20% of the car parking spaces (31) will be provided with electric vehicle charging points and a further 20% of the spaces (33) will be provided with the passive provision of electric vehicle charging points. This is in accordance with Condition 9 of the outline planning consent. All dwelling houses will have secure cycle storage providing two spaces.

A total of 222 cycle spaces are provided within the phase and are located within secure designated cycle stores, garages or garden sheds and 8 additional cycle stands (providing 16 spaces) are provided for visitors. Cycle parking therefore complies with Council standards. Auto tracks for refuse vehicle have been provided and are acceptable. 4 motorcycle parking spaces are also provided.

Trip generation and its impact on the public highway network was approved under the outline consent. The Council's Highway Engineer has reviewed the proposals and following the provision of further information has raised no objections on highway grounds. The scheme is deemed to be in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design and no objections have been raised.

In addition Condition 31 of the outline planning permission requires full details of security measures to achieve the Secured by Design accreditation to be submitted prior to commencement of the phase. This detail will therefore be assessed under this condition.

7.12 Disabled access

All of the proposed units would be built in accordance with the building regulation minimum standards and are required to be designed to Lifetime Homes standards as per Condition 30 of the Outline Consent. In addition 10% of the dwellings across the Reserved Matters phase would be wheelchair accessible in accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

The Council's Access Officer has raised no objections to the proposals.

It is considered that the dwellings within the development are in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The original s106 Agreement associated with the Outline Planning Consent requires the provision of 15% affordable housing for each phase. Previous sub-phases have provided the following:

- Phase 3A: 33 dwellings, with 0 affordable dwellings
- Phase 3B: 56 dwellings, with 20 affordable dwellings

With an overall number of 205 dwellings in Phase 3, 31 affordable dwellings would be required to achieve 15%. Therefore, 11 affordable dwellings in Phase 3C are proposed, which comprise of 2 x 3 Bed houses, 4 x 2 bed flats and 5 x 1 bed flats, as shown on plan reference AHL01.

7.14 Trees, landscaping and Ecology

It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The proposed scheme has been reviewed by the Council's Landscape Architect who requested numerous design improvements as set out in their consultation responses. The Applicant attended multiple meetings where these requirements were explained and discussed. The proposals have now been amended to incorporate the design improvements requested and as such the Council's Landscape Architect have confirmed that the scheme is now acceptable and they no longer have any objections.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The proposed development would create a bin storage point within the curtilage of each dwellinghouse and storage areas within the apartment buildings for the storage of waste and recycling during the week. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements.

The Waste Officer has raised no objection to the proposals. The location of the bin storage areas is considered to have an acceptable impact on the streetscene.

Condition 31 of the amended outline consent (ref: 585/APP/2015/848) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7.16 Renewable energy / Sustainability

In support of the application the applicant will submit details to discharge Condition 52 of the amended outline consent (ref: 585/APP/2015/848) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4. The Council's Sustainability Officer has raised no objections.

As such the proposal is deemed to be in accordance with Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

Each dwelling has been provided with a water butt to collect rainwater as required by the site wide SUDS strategy. The Council's Flood and Water Management Officer has reviewed the proposals and raised no objections following the submission of additional details.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of drainage strategies to be agreed by the Council, it is therefore considered that the above concerns can be resolved through the discharge of the relevant conditions rather than through the current reserved matters application.

Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan (2016).

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of air quality strategies to be agreed by the Council.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

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

None

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 3C of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 3C, an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension Phase to the north.

The proposed scheme would provide 116 residential units (76 flats and 40 houses) located around a central area which replicates the former Parade Ground in this location. Individual gardens would be provided to the houses and the flats would be provided with communal external amenity spaces. 155 parking spaces for residents and visitors would be provided plus 222 residents cycle spaces and 16 visitor cycle spaces. 4 Motorcycle spaces are also proposed.

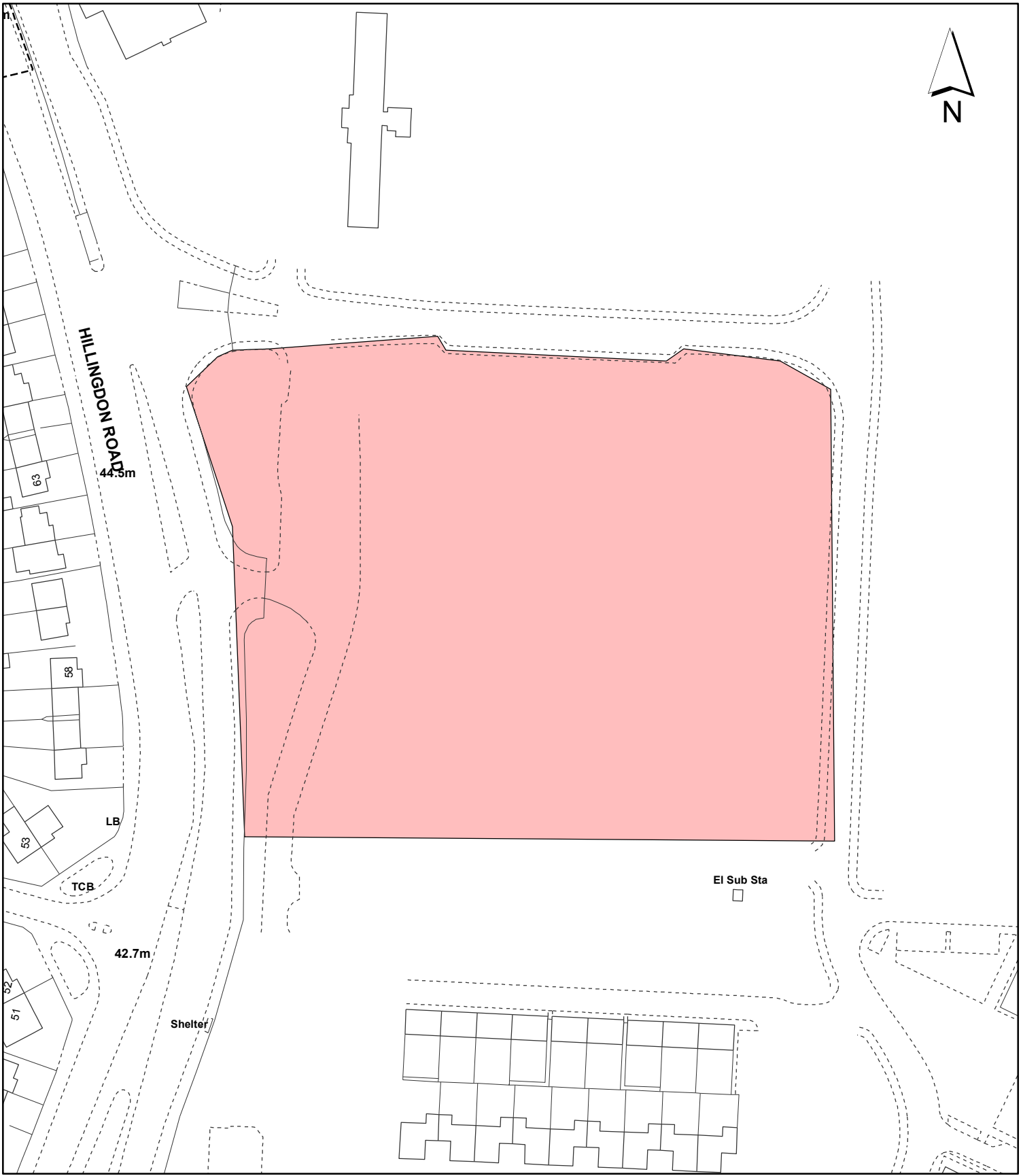
The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**St Andrews
Park Phase 3C**

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

Planning Application Ref:
585/APP/2016/3776

Scale:
1:1,250

Planning Committee:
Major Page 93

Date:
June 2017



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Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (layout, scale, appearance and landscaping) for the erection of 58 dwellings together with associated parking and landscaping, in compliance with conditions 2 and 3 for Phase 6 of planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development).

LBH Ref Nos: 585/APP/2016/3733

Drawing Nos:

- STMO160432_SE01 Rev A - coloured
- STMO160432.GAR.01 Rev A
- STMO160432.GAR.02. Rev A
- HT.A2B825-V.e Rev A
- HT.A2B825-V.p Rev A
- HT.H3B791-V.e Rev A
- HT.H3B791-V.p Rev A
- HT.H3B839-V.e Rev A
- HT.H3B839-V.p Rev A
- HT.H3B920-V.e Rev A
- HT.H3B920-V.p Rev A
- HT.H3B938-V1.pe Rev A
- HT.H3B938-V2.pe Rev A
- HT.H4B1203-V.e Rev A
- HT.H4B1203-V.p Rev A
- HT.H4B1381-V.e Rev A
- HT.H4B1381-V.p Rev A
- HT.H4B1475-V.e Rev A
- HT.H4B1475-V.p Rev A
- STMO160432_LP01_RevA
- HT.H4B1348-V.e1 Rev B
- HT.H4B1348-V.e2 Rev B
- STMO160432.LTD.SS.01
- UXB-HYD-PH6-XX-DR-C-2201 P6
- UXB-HYD-PH6-XX-DR-C-2300 P13
- UXB-HYD-PH6-XX-CA-C-0001
- 2618-LA-08-A
- HT.H4B1381-WU.p-B
- STMO160432 CSL-01 - Rev E
- STMO160432_ML01_RevE
- 2618-PP-05-P5
- 2618-TS-04-P5
- STMO160432-AHWL01-C
- 2618-PP-04-P5
- STMO160432_SL01_Rev E
- UXB-HYD-PH6-XX-DR-C-2001 P7
- P13-16.e1-A

P13-16.e2-A
 P13-16.p1-A
 P13-16.p2-A
 P13-16.p3-A
 P19-22.e1-A
 P19-22.e2-A
 P19-22.p-A
 P29-32.e1-A
 P29-32.e2-A
 P29-32.p1-A
 P29-32.p2-A
 P29-32.p3-A
 P40-43.e1-A
 P40-43.e2-A
 P40-43.p1-A
 P40-43.p2-A
 P40-43.p3-A
 P44-46.e-A
 P44-46.p-A
 UXB-HYD-PH6-XX-DR-C-2000 P7
 UXB-HYD-PH6-XX-DR-C-2100 P2
 UXB-HYD-PH6-XX-DR-C-2200 P6
 5105977_UXB_SCA_0503 Rev C01
 2618-TS-03-P5
 STMO160432_PP01_Rev C
 2618-LA-06-P7
 2618-PP-03-P5
 STMO160432-PM01-F
 HT.H4B1381-WU.e-B
 HT.H4B1348-V.p Rev B
 P51-54.e2-A
 HT.H3B920-WU.e Rev B
 P51-54.e1-A
 P51-54.p-A
 UXB-HYD-PH6-XX-DR-C-2101 P2
 HT.H3B920-WU.p-B

Date Plans Received:	07/10/2016	Date(s) of Amendment(s):	24/11/2016
Date Application Valid:	07/10/2016		19/12/2016
			07/10/2016
			18/11/2016
			12/10/2016

1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 6 of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. This reserved

matters application is submitted pursuant to planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752. The Reserved Matters application relates to Phase 6, an area of land located to the north of the wider site.

The proposed scheme would provide 58 residential units (plus 8 units previously approved in the retained buildings), providing a mix of 2, 3 and 4 bedroom dwellings. Eight dwellings which are to be located within the retained Lawrence House and the Sick Quarters buildings within the application site benefit from full planning permission (application reference 585/APP/2009/2752). Individual gardens would be provided to the houses and there would be 109 parking spaces for residents and visitors.

The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

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

STMO160432-LP01
STMO160432-SL.01-E
STMO160432-CSL.01-E
STMO160432-PP01-C
STMO160432-ML.01-C
STMO160432-AHWL01-C
STMO160432_SE01 Rev A
STMO160432-PM01-F
P13-16.e1-A
P13-16.e2-A
P13-16.p1-A
P13-16.p2-A
P13-16.p3-A
P19-22.e1 -A
P19-22.e2-A
P19-22.p-A
P29-32.e1-A
P29-32.e2-A
P29-32.p1-A
P29-32.p2-A
P29-32.p3-A
P40-43.e1-A
P40-43.e2-A
P40-43.p1-A
P40-43.p2-A
P40-43.p3-A
P44-46.e-A
P44-46.p-A
P51-54.e1-A
P51-54.e2-A
P51-54.p-A
HT.H4B1475-V.p-A

HT.H4B1475-V.e-A
HT.H3B938-V1.pe-A
HT.H3B938-V2.pe-A
HT.H3B920-WU.p-B
HT.H3B920-WU.e-B
HT.H3B920-V.p-A
HT.H3B920-V.e-A
HT.H3B839-V.p-A
HT.H3B839-V.e-A
HT.A2B825-V.p-A
HT.A2B825-V.e-A
HT.H4B1381-WU.p-B
HT.H4B1381-WU.e-B
HT.H4B1381-V.p-A
HT.H4B1381-V.e-A
HT.H4B1348-V.p-B
HT.H4B1348-V.e1-B
HT.H4B1348-V.e2-B
HT.H4B1203-V.p-A
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HT.H3B791-V.e-A
STMO160432.GAR.01-A
STMO160432.GAR.02-A
STMO160432.LTD.SS.01
2618-TS-04 P5
2618-TS-03 P5
2618-PP-03 P5
2618-PP-04 P5
2618-PP-05 P5
2618-LA-08 A
2618-LA-06 P7
UXB-HYD-PH6-XX-DR-C-2000 P7
UXB-HYD-PH6-XX-DR-C-2001 P7
UXB-HYD-PH6-XX-DR-C-2100 P2
UXB-HYD-PH6-XX-DR-C-2101 P2
UXB-HYD-PH6-XX-DR-C-2300 P13
UXB-HYD-PH6-XX-DR-C-2200 P6
UXB-HYD-PH6-XX-DR-C-2201 P6
UXB-HYD-PH6-XX-CA-C-0001
5105977/UXB/SCA/0503-C01

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

2 COM5 General compliance with supporting documentation

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

Design and Access Statement
Planning Statement
Landscape Maintenance Specification
Soft Landscape Specification

Tree Protection Method Statement
Arboricultural Impact Assessment
Transport Statement
Micro Drainage Calculations

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

REASON

To ensure that the development complies with the objectives of policies contained within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 (2015) and national guidance.

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.
BE13	New development must harmonise with the existing street scene.
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.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
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 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
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 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.2	(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 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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 (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). 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

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

5

The following information has been provided regarding waste management.

1) Flats

a) The estimated waste arising from the development to be as shown below:

One bedroom = 140 litres

Two bedroom = 170 litres

Three bedroom = 240 litres

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.

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.

Memorandum

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. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. 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) Internal bin chambers 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.

k) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

2) Street Level Properties

It is best for individual properties whether they be detached, semi-detached or terraced to keep their own waste within their own property boundary until it is collected.

Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The collection system is based on sacks and described below:

-

Weekly residual (refuse) waste - using sacks / bins purchased by the occupier

Weekly dry recycling collection - using specially marked sacks provided by the Council.

Weekly green garden waste collection - three specially marked reusable bags provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags.

Weekly food waste collections (optional) - residents can have a 7 litre internal kitchen caddy and an external 23 litre storage container for food waste. Caddy liners supplied by the Council.

Weekly textile collection - residents issued with a roll of 10 purple tinted sacks.

The waste and recycling should be presented near the curtilage of the property on allocated collection days. The collectors should not have to carry the sacks more than

Memorandum

15 metres from where the waste and recycling is presented to the collection vehicle.

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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site (Phase 6) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 6 is an area of land located to the very north of the site that sits slightly apart from the rest of the site to the south. The site is bounded by unoccupied and semi-derelict former RAF accommodation to the to the south with the wider St Andrew's Park site beyond and the new John Locke Academy school to the east. To the north is a Territorial Army centre and residential properties on Honeycroft Hill. To the west are residential properties of Park Road (B483) and the offices of F. Hinds Company.

Phase 6, is characterised by two retained buildings, the locally listed Lawrence House and the Sick Quarters, with a mature tree belt adjacent to the Sick Quarters. Lawrence House and the Sick Quarters both benefit from full planning permission for change of use and alterations to provide four dwellings (each), associated amenity space and car parking. Other than the buildings to be retained all other built form on the site has been demolished since outline planning permission was granted. The site measures approximately 1.5 hectares (3.9 acres).

The site is situated within a Developed Area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The Phase 6 reserved matters application provides residential accommodation in a single parcel of land. The scheme is contemporary in design and is in accordance with the approved outline consent for the site and recent pre-application discussions.

The scheme comprises of a total of 66 units, including eight x 3 Bed Town Houses which are to be located within the retained buildings and already benefit from full planning consent. Including these 8 units the Phase would provide:

- 1 x 2 Bed flat
- 35 x 3 Bed Houses
- 30 x 4 Bed houses

The proposed 2 bed flat will be located over garages and is numbered unit 37 on the submitted plans. The scheme also includes associated car parking, cycle and refuse storage. The scheme has 15% affordable housing, which equates to 10 units comprising 6 x 3 Bed and 4 x 4 Bed houses. There is also an allocation of 10% wheelchair accessible units within the proposals comprising 6 x 3 Bed units and 1 x 4 Bed unit.

109 vehicle parking spaces are proposed, at a ratio of approximately 1.65 parking spaces per dwelling. Of these 99 spaces would be allocated (including garages), with 10 unallocated. In addition, at least 20% of the car parking spaces (25 spaces) will be provided with electric vehicle charging points and a further 20% of the spaces (24 spaces) will be provided with the passive provision of electric vehicle charging points. This is in accordance with Condition 8 of the outline planning consent. All dwelling houses will have secure cycle storage providing two spaces. Four Sheffield cycle stands (providing eight spaces) are also proposed for visitor cycle parking.

The site layout plan follows the approved parameters plan. The main site entrance is from the site's eastern corner. A central road runs through the site and the layout is guided by the retained buildings and mature tree belt to north-east corner. The layout allows for the potential future linkage between this site and the currently unoccupied properties to the south.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

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

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

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

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Various applications for Reserved Matters relating to Phases 1, 2, 3 and 4 have been approved and development has commenced on site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan (March 2016)

National Planning Policy Framework
 Hillingdon Supplementary Planning Document - Residential Layouts
 Hillingdon Supplementary Planning Document - Residential Extensions
 Hillingdon Supplementary Planning Document - Accessible Hillingdon
 Hillingdon Supplementary Planning Document - Noise
 Hillingdon Supplementary Planning Guidance - Air Quality
 Hillingdon Supplementary Planning Guidance - Community Safety by Design
 Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- 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.
- BE13 New development must harmonise with the existing street scene.
- 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.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
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 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
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 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.2	(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 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 63 local owner/occupiers and the Vine Lane and North Uxbridge Residents' Associations. Site notices were also posted. No letters of objection have been received.

HEATHROW AIRPORT LIMITED (HAL)

I have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observations: Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7 Wind Turbines and Aviation (available at <http://www.aoa.org.uk/operation & safety/safeguarding.htm>).

Case Officer's comment:

No wind turbines are proposed, therefore no informative/condition as suggested is required.

THAMES WATER

The reserved matters application does not affect Thames Water and as such we have no observations to make.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

METROPOLITAN POLICE (MET)

This development has a site wide SBD condition, that has been imposed by the LPA. Having had previously discussions with the developers, I have no objections or further comment in regards to this.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (EPU)

No adverse comments from EPU

WASTE DEVELOPMENT MANAGER

No objection, guidance provided that will be included within an informative.

FLOOD AND WATER MANAGEMENT OFFICER

There is insufficient information contained within these proposals to show that the most sustainable scheme has been provided and the level at which it controls surface water on site, through the provision of calculations. This is important as this can affect the level of permeable paving within a site. For info within the drainage submission water butts should be included on any plan. A management and maintenance plan should also be provided. In addition in order to provide the foul capacity in the current network a number of proposals had to be implemented by Thames Water in order to facilitate this. Demonstration that these have been implemented prior to this application being approved.

Case Officer's comments:

Amended plans have been provided showing the location of proposed water butts for each dwelling plus supporting information on drainage calculations. The Council's Food and Water Management Officer has reviewed these details and provided additional comments:

FLOOD AND WATER MANAGEMENT OFFICER 2nd response

Following the submission of additional information there are no objections to the layout or scale for Phase 6. Any drainage issues will be picked up by conditions attached to the outline consent. Explanation and justification of the sustainable drainage utilised will be expected and the permeable paving maximised in accordance with the overall masterplan. It is expected that information demonstrating that required improvements have been implemented in order to provide the appropriate capacity off site for this development.

CONSERVATION AND DESIGN OFFICER

This proposal has been subject to negotiations with the Conservation and Design Team. The site includes an existing Locally Listed Building, part of the original hospital building known as the Sick Quarters and a number of mature trees. The layout is quite simple, it incorporates the historic buildings and has been designed to retain and utilise the trees in a sympathetic manner, creating a green swath through the Northern Boulevard area. The houses are 2-2.5 storeys in height, faced in two different coloured bricks and include render detailing that reflects something of the character of Lawrence House. Overall, no objections are raised to this proposal on design grounds.

HIGHWAYS

There is a considerable over provision of car parking (132 spaces for 58 units). Council's max. standard permits 2 spaces per unit for curtilage parking and 1.5 per unit for communal parking. 2.4m x 25 m visibility splays are acceptable for 20 mph roads, as such introduce appropriate speed reducing measures to achieve 20 mph speeds. 17 m x 2.0 m visibility splays do not comply with Manual for Street standards. Auto tracks, particularly along the northern most part of the site are shown traversing across the the kerbline and are not acceptable. Please provide clearer plans allowing for a 300mm margin of error and indicating what each line of the auto track is for. At this stage it would be helpful to provide a plan showing the roads to be offered for adoption.

Case Officer's comments:

Amended plans have been provided showing a reduction in parking numbers (now 109 spaces) and alterations to their location and allocation (2 spaces per unit for curtilage parking and 1.5 per unit for communal parking). Amendments have also been made to the visibility splays. The amended plans have been reviewed by the Council's Highways Engineer who has provided the following comments:

HIGHWAYS 2nd response

I am satisfied with the revised car parking layout and with the total parking provision of 109 spaces. I have no further objections.

LANDSCAPE ARCHITECT

The Site Layout drawing, by Thrive, ref. CSL.01 Rev A, reflects the outcome of pre-application discussions. The Phase 6 layout has been informed by a Tree Report / Arboricultural Impact Assessment, by Landmark Trees. The submission is supported by Allen Pyke Associates 'Landscape General Arrangement Plan', ref. 2618-LA-06 Rev P3, 'Detailed Planting Plans' (3 of 3), ref. 2618-PP-03 Rev P2, 04 Rev P2 and 04 Rev P2 and a Soft Landscape Specification and a Landscape Maintenance Specification.

No objection.

ACCESS OFFICER

I have reviewed the plans which by and large satisfy accessibility concerns. On this basis, the best possible provisions have been achieved within the scope of the original planning approval and no objections are raised from an accessibility standpoint.

SUSTAINABILITY OFFICER

I have no objections to the proposals.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development has therefore been established.

7.02 Density of the proposed development

The accommodation schedule for the outline consent indicatively permitted the creation of 66 units across this portion of the site, including 8 within the retained buildings. The current application proposes the erection of 66 residential units (1 flat and 65 houses) of which 8 are proposed within the retained buildings.

The proposals that form this Reserved Matters submission therefore accord with the number of dwellings proposed on this phase at outline stage and as such the proposed density has already been approved and is deemed acceptable.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15).

The site includes an existing Locally Listed Building called Lawrence House and part of the original hospital building known as the Sick Quarters. These buildings benefit from full planning consent under the hybrid original application (reference 585/APP/2009/2752) for

conversion to 8 residential units. The proposed new dwellings reflect the building heights of the retained buildings and are faced in two different coloured bricks and include render detailing that reflects the character of Lawrence House. The surrounding proposals have taken care to create an appropriate setting for these buildings.

The Council's Conservation Officer has been involved in the pre-application discussions for the proposals and they have raised no objections to the submitted details.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. NATS and Heathrow Airport Ltd have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

Not applicable to this application as the site is separated from the Green Belt/District Park by residential units and the John Locke Academy.

7.07 Impact on the character & appearance of the area

The Council's Conservation and Design Team have been involved with pre-application discussions on the site and have been consulted on the proposals. They have raised no objections to the design of this phase and are in agreement with the materials proposed.

Overall the proposal is considered to be well designed which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

DOMINANCE

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure buildings do not appear unduly dominant.

All of the dwellings would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure each dwelling would not be dominated by neighbouring properties, in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of neighbouring dwellings, to ensure no significant loss of privacy would occur. All of the dwellings contained within the phase would have a distance separation of at least 21 metres between habitable room windows.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 58 units within the site. Each of the proposed dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016) and the national technical

housing standards, 2015. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms being proposed.

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts requires minimum levels of external amenity for different residential properties. Each dwelling within the proposed Phase 6 area has private amenity space in the form of a rear garden. The majority of the proposed dwellings benefit from garden amenity areas complying with the HDAS standards.

The St Andrews Park site has a number of significant constraints on the land including providing sufficient parking spaces, complying with the London Plan floor spaces standards and providing a successful built environment which will attract new home owners. In addition this particular Phase has two retained buildings which further constrains layout options. Whilst all of the houses proposed will have external amenity space, it is considered that providing some units with a partial under-provision of external amenity would assist in providing a higher number of residential units at the site, without significantly compromising on living standards for future occupiers. The application site is also very close to the large new district park and further benefits from a pocket park to the south. Therefore, the under provision of external amenity space for a number of units is considered acceptable in this instance and a similar situation has been approved on earlier phases. It should also be noted that Condition 83 of consent reference 585/APP/2015/848 restricts the permitted development rights within the site and as such will assist in the prevention of the loss external amenity space.

Therefore, the proposed units are considered to be provided with sufficient outdoor amenity space for the occupiers of the units, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Vehicle Parking proposed is 109 spaces, at a ratio of approximately 1.65 parking spaces per dwelling. Of these 99 spaces would be allocated (including garages), with 10 unallocated. In addition, at least 20% of the car parking spaces (25) will be provided with electric vehicle charging points and a further 20% of the spaces (24) will be provided with the passive provision of electric vehicle charging points. This is in accordance with Condition 8 of the outline planning consent. All dwelling houses will have secure cycle storage providing two spaces.

A total of 120 cycle spaces are provided within the phase and are located within secure designated cycle stores, garages or garden sheds and four additional cycle stands (providing eight spaces) are provided for visitors. Cycle parking therefore complies with Council standards. Auto tracks for a 10.595m refuse vehicle have been provided and are acceptable.

Trip generation and its impact on the public highway network was approved under the outline consent. The Council's Highway Engineer has reviewed the proposals and following a reduction in parking provision and further information has raised no objections on highway grounds. The scheme is deemed to be in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design and no objections have been raised.

In addition Condition 31 of the outline planning permission requires full details of security measures to achieve the Secured by Design accreditation to be submitted prior to commencement of the phase. This detail will therefore be assessed under this condition.

7.12 Disabled access

All of the proposed units would be built in accordance with the building regulation minimum standards and have been designed to Lifetime Homes standards. In addition 10% of the dwellings across the Reserved Matters phase would be wheelchair accessible in accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

The Council's Access Officer has raised no objections to the proposals.

It is considered that the dwellings within the development are in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The S106 which supported the original outline consent required a provision of 15% of the residential units across the site to be affordable. The phase has 15% affordable housing, which equates to 10 no. houses comprising 6 no. x 3 Bed and 4 no. x 4 Bed houses.

The level of affordable housing to be provided in this phase is in accordance with the 15% required in the original S106 Agreement.

7.14 Trees, landscaping and Ecology

It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The Council's landscape Architect has reviewed the proposals and raised no objection to the development.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The proposed development would create a bin storage point within the curtilage of each house for the storage of waste and recycling during the week. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements.

The Waste Officer has raised no objection to the proposals. The location of the bin storage areas is considered to have an acceptable impact on the streetscene.

Condition 31 of the amended outline consent (ref: 585/APP/2015/848) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7.16 Renewable energy / Sustainability

In support of the application the applicant will submit details to discharge Condition 52 of the amended outline consent (ref: 585/APP/2015/848) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4. The Council's Sustainability Officer has raised no objections.

As such the proposal is deemed to be in accordance with Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

Each dwelling has been provided with a water butt to collect rainwater as required by the site wide SUDS strategy. The Council's Flood and Water Management Officer has reviewed the proposals and raised no objections following the submission of additional details.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of drainage strategies to be agreed by the Council, it is therefore considered that the above concerns can be resolved through the discharge of the relevant conditions rather than through the current reserved matters application.

Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan (2016).

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of air quality strategies to be agreed by the Council.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

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

None

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 6 of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. This reserved matters application is submitted pursuant to planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752. The Reserved Matters application relates to Phase 6, an area of land located to the north within the site.

The proposed scheme would provide 58 residential units (plus 8 units previously approved in the retained buildings), providing a mix of 2, 3 and 4 bedroom dwellings. Eight dwellings which are to be located within the retained Lawrence House and the Sick Quarters buildings within the application site benefit from full planning permission (application reference 585/APP/2009/2752). Individual gardens would be provided to the houses and there would be 109 parking spaces for residents and visitors.

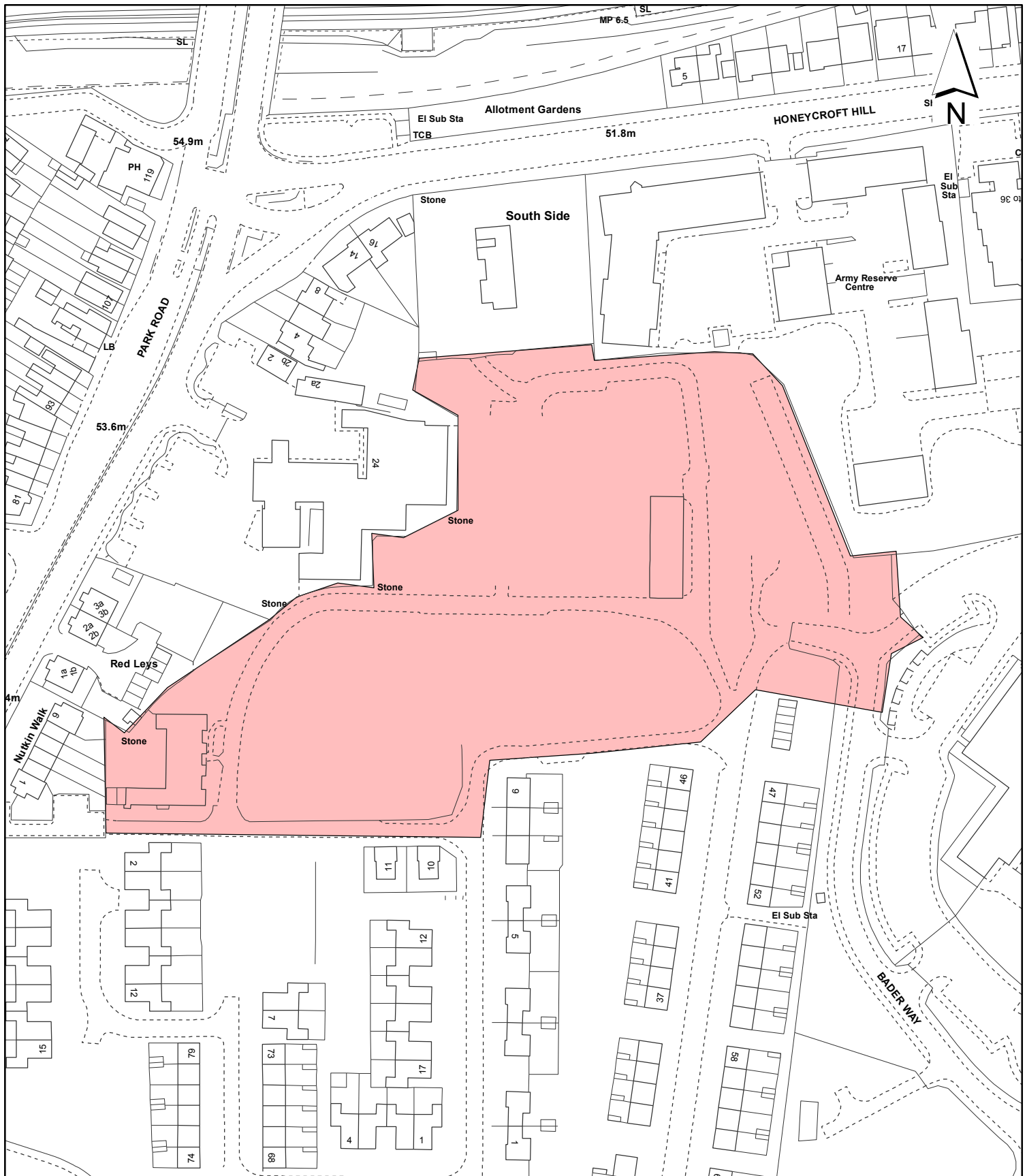
The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**St Andrews
Park Phase 6**

Planning Application Ref:

585/APP/2016/3733

Planning Committee:

Major Page 116

Scale:

1:1,500

Date:

June 2017

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

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



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address WOODBRIDGE HOUSE NEW WINDSOR STREET UXBRIDGE

Development: Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping.

LBH Ref Nos: 20590/APP/2016/1383

Drawing Nos: 447/TP/000
447/TP/001
447/TP/002
447/TP/003
447/TP/004
447/TP/005
447/TP/006
447/TP/007
447/TP/008
447/TP/009
E10 14
CO2 15 G
CO2 15 F
CO2 15 R
CO2 15 S
CO2 15 E1
CO2 15 E2
CO2 15 D
Design and Access Statement April 2016
Planning Statement March 2016
Air Quality Statement
Financial Viability Appraisal

Date Plans Received: 07/04/2016 **Date(s) of Amendment(s):**

Date Application Valid: 20/04/2016

DEFERRED ON 3rd August 2016 FOR FURTHER INFORMATION .

This planning application was originally presented to Planning Committee on the 3rd of August 2016. The full minutes of that committee are copied below:

'Officers introduced the report and highlighted the changes set out in the addendum. Officers explained that the application proposed the existing site was to be replaced with thirty units, and the key aspect of the application was the demolition of the local listed building currently situated on the site.

A petitioner spoke in objection to the application, citing the building's architectural and historical importance, and its interesting and complimentary design in relation to the local area. While he conceded changes should be made to access within the building, these changes should be made without the damage or loss of the only locally listed historic building in the Rockingham

Bridge conservation area.

Two petitioners then spoke in support of the application, and stated that the current building was no longer fit for purpose as an almshouse and could not accommodate residents who were couples or had disabilities. The building had previously been retrofitted, but was now at the end of its economical life and some bedsits had been declared 'not fit for purpose' by Hillingdon Council. They remarked that the proposed redevelopment would help poor residents in the Borough, and the conservation of people was more important than the conservation of a place. Access within the building was a problem and resulted in some residents being forced to move from the complex, while most residents wished to live in a more modern building.

The representative for the applicant also commented that access was a huge concern and this resulted in residents having to move, while the proposed application would improve living conditions for residents and would be financed without public contribution. At present, there was no suitable amenity space for residents, and it was unreasonable to expect visitors to have to sit on beds.

In response to the Chairman's questioning, the representative confirmed that the current building was not full as they struggled to house residents on the first floor and accepted that the ground floor could be made more accessible with changes to the current building. The Head of Planning confirmed that the current building is not set up to be completely wheelchair accessible as it stands, nor was the proposed development.

Councillors had undertaken a site visit before the meeting, and agreed that the Committee should not readily give permission to demolish a listed building. Members noted that a specific reason was needed to go against policy BE8 to preserve locally listed buildings, however the building in its current state was no longer fit for the purpose of housing elderly residents and Members highlighted the NPPF which states 'the harm or loss (of a Heritage Asset) is outweighed by the benefit of bringing the site back into use'. It was commented that without changes, the site in its current state would no longer be able to serve its purpose and it cannot be improved adequately as it stands; without changes to the building it may fall into disrepair which would benefit nobody.

Members agreed that the improved living conditions that were proposed, combined with the purpose of the building as an almshouse, were beneficial enough to outweigh the loss of a Heritage Asset and it was of vital importance to supply suitable affordable housing for elderly residents of the Borough, something the current complex no longer provided. A Member of the Committee noted that the existing building had several recent additions and lacked a general public view, being largely concealed behind houses, which diminished the contribution to the local character.

The Chairman commented that concerns over access were valid, but the new building proposed only 10% of its units be wheelchair accessible (M4(3) units) and he would like the proposed application to allow step-free and wheelchair access for all residents. Members also agreed that they must provide affordable housing for residents, and confirmed that all the units proposed in the application should be supplied for that purpose.

The Committee confirmed that the proposal should include a 100% provision for M4(3), provide affordable housing for residents, ensure details of the cloister were agreed in consultation with the Chairman and Labour Lead and include materials to give the building a lighter appearance. Councillors also agreed that if the application was granted, a photographic record of the site in its current state should be taken and put in the library. The Head of Planning and Enforcement

informed Members that as they were overturning a decision which had been recommended for refusal, other conditions would be added as were standard for approval of buildings of this type. Councillors moved that the application be approved, subject to conditions on the materials, cloisters, photographic survey, M4(3) units and s106. This proposal was seconded, and upon being put to a vote was unanimously agreed.

RESOLVED:

- That the application be approved, subject to additional conditions and s106 agreement.'

Following the resolution of Planning Committee the Applicant has commissioned a Financial Viability Appraisal to demonstrate that the development on its own would not be financially viable with the Committee's proposed wider public benefits included, in particular market flats at an affordable rent. Officers have through a third party financial appraiser identified that the scheme on its own would not be viable with the wider public benefits included.

Given Planning Committee's resolution that the scheme should also be fully M4(3) compliant, officers invited the Applicant to enter into negotiations to see what additional access benefits the scheme could incorporate, over and above standard requirements, in order to outweigh the loss of a Heritage Asset as required by Planning Committee. Officers provided informal guidance (with assistance from the Councils Access Officer) as regards revised accessibility improvements, such as units being designed and constructed to M4(3) compliance with the exception of the kitchens (bar 10% of the units that would be fully compliant). This would result in the scheme going above the standard requirements - which Planning Committee was keen to see and would assist in justifying the loss of the heritage asset. The Access Officer has advised that the kitchens are the most onerous element of the M4(3) requirements. He is of the view that the scheme could be constructed to M4(3), with M4(2) kitchens, within the proposed footprints of the units as submitted and could be used by non-wheelchair users with no detrimental impact to their amenity. Whereas officers understand why a business model with no market flats to provide additional revenue would render the scheme unviable, they do not agree with the applicants stance on accessibility improvements. This must be considered in the context of the justification for demolition being suggested by the applicant in the first place is partly to enable a far superior layout as regards accessibility.

Nonetheless the Applicant has advised that they will not be providing any additional access benefits over standard policy requirements of all units being M4(2) compliant plus 10% of units being M4(3) as to do so would add additional costs to the scheme which they consider would adversely impact on viability.

As such the scheme is now presented back to Planning Committee following the submission of the Financial Viability Appraisal. The application is recommendation for refusal as it fails to achieve any additional public benefits as required by Planning Committee to outweigh the loss of the Heritage Asset. The proposed Reasons for Refusal are as outlined in Section 2 of this report. This is the same recommendation which was presented at the planning committee meeting of 3rd August 2016. It is recommended that this application is Refused.

Nonetheless given that committee did indicate previously that it would be minded to approve the application, at the end of this report is a list of suggested conditions should committee wish to approve the application.

1. SUMMARY

The application proposes the demolition of existing almshouses and the construction of a new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2

bedroom flats for live-on-site staff and an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over.

The existing building is locally listed and is considered to make a significant contribution to the character of the Rockingham Bridge Conservation Area within which it is located. The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The National Planning Policy Framework (NPPF) is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'the substantial public benefits that outweigh that harm or loss' the applicant has put forward a number of public benefits of the proposal, including; the existing units are inaccessible and not capable of adaptation, proposals will reduce energy usage and CO2 emissions, will increase sheltered housing provision and provides affordable housing, is financed without contribution from the public, addresses an identified deficit in elderly housing provision, contributes to the social fabric of Uxbridge and reduces inequality and discrimination in the existing accommodation offer.

The value of the stated public benefits has been considered against the loss of the Heritage Asset and, given the value of the Heritage Asset and the professional opinion of the Access Officer that the buildings could be adapted, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be unacceptable.

The application is therefore contrary to Policy BE4 and BE8 of the Hillingdon Local Plan (November 2012), Policy 7.8 of the London Plan (March 2016) and the NPPF.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The total loss of Woodbridge House, a locally listed building and non-designated heritage asset of considerable local significance, would be to the detriment of the historic character, identity and distinctiveness of the immediate area and cause substantial harm to the special architectural and historic character of the Rockingham Bridge Conservation Area. In these respects, the proposal would fail to meet the requirements of Paragraphs

132, 133 and 135 of the National Planning Policy Framework (NPPF), London Plan Policy 7.8 and Policies BE4 and BE8 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

2 NON2 Non Standard reason for refusal

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of off-site sustainability contribution to a carbon fund). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE13	New development must harmonise with the existing street scene.
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.

H3	Loss and replacement of residential accommodation
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
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 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2015) Sustainable design and construction
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
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 (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). 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

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of, and accessed from, New Windsor Street approximately

400 metres west of Uxbridge Town Centre. It is in a secluded 'precinct-type' location, sitting behind buildings fronting New Windsor Street and behind buildings in the Lynch, to the west, and Lawn Road, Cross Road and Lynch Close to the north and east.

The site provides almshouse accommodation for elderly residents of Uxbridge. The current building provides 10 almshouse units on the ground floor and 10 almshouse units on the first floor. The existing two storey building on the site is 'U' shaped and sits around a central courtyard that is now utilised to predominantly provide 12 parking spaces and for vehicle turning, though some soft landscaping is present. The building, known as Woodbridge House, dates from 1905 and was designed by local architect William Eves. There have been additions to either end of the building (to provide staff accommodation and ancillary office provision) plus other additions such as a glazed 'cloister' to the front of building. To the north, east and west of the buildings are further areas of soft landscaping.

The site is owned and run by Uxbridge United Welfare Trust and information submitted within the application states that the Trust has provided almshouses for the community of Uxbridge since the 1720s. The Trust's Mission Statement is given as:

'The Trust maintains and improves the living conditions of the community within the almshouses, and maximises the assistance available to those in need within the area of benefit'.

The site has a Public Transport Accessibility Level (PTAL) of 4 and sits within the Rockingham Bridge Conservation Area, with the building itself locally listed. The site is also within an Archaeological Priority Area, an Air Quality Management Area and is within the Developed Area, as designated within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application proposes the demolition of the existing almshouses and other buildings on the site (20 existing almshouse bed-sit units, 2 No. 2 bed flats and a 3 bedroom house) and the construction of a new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2 bedroom flats for live-on-site staff and, in order to finance the modernisation of the almshouse stock, an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over. These units would also be part of the sheltered, warden controlled environment. Also proposed are an ancillary staff office (to include kitchen, store and meeting room) plus a communal social room/cafe with kitchen for the residents.

The buildings proposed are three storeys in height, with a section of two storey height in the north west corner. Rather than provide internal corridors the scheme incorporates external sheltered circulation routes, predominately to the rear. A 'Cloister' is proposed at ground floor level that spans the front of the 'u' shaped layout and incorporates a 'gate house' entrance. Within this space the internal courtyard will be redesigned to create an external partially soft and partially hard landscaped area for use by residents. The proposed units will be Lifetime Homes compliant and, following the supersedence of Lifetime Homes, the Applicant has confirmed that 'Enhancements will be included as necessary to ensure that M4(2) is met across all areas'.

8 parking spaces and a buggy/bike store are proposed to the west of the site adjacent to properties on The Lynch. Parking is proposed as staff/visitor parking and incorporates 2 disabled parking bays and 1 electric vehicle charging point. To the north of the buildings an area of soft landscaping is proposed plus a plant and store room. To the east of the site a private resident's garden is proposed with further soft landscaping.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has been subject to a small number of previous planning applications for minor extensions.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
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LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.8	(2015) Heritage assets and archaeology
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LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF12	NPPF - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **25th May 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

16th May 2016

6. Consultations

External Consultees

Consultation letters were sent to circa 130 local owner/occupiers and site notices were also posted. 2 petitions have been received, one in support of the application and one objecting to the development. In addition 16 letters of objection have been submitted against the proposals.

PETITION IN SUPPORT

The petition in support of the proposals (76 signatures) states:

'We the undersigned as local residents of the London Borough of Hillingdon petition the council to approve the planning applications to replace the outdated, tired and uneconomical Woodbridge House with modern almshouses and apartments that offer life time homes standards and step free access for all.'

PETITION OF OBJECTION

The petition of objection to the proposals (21 signatures) states:

'We the undersigned petition Hillingdon Council to reject the planning permission to demolish to current Woodbridge House Almshouses. We believe that the application undervalues the contribution that Woodbridge House makes to the Rockingham Bridge Conservation Area and the degree of harm that will be suffered if it is lost.'

Woodbridge House was built in 1908 in a garden suburb style with its port hole windows and decorative chimneys. It was designated as a 'locally listed' building by Hillingdon Council within the Rockingham Bridge Conservation Area. We don't believe this should be lost.'

LETTERS OF OBJECTION

The 16 letters of objection to the proposals can be summarised to cover the following points:

- Detrimental impact on the character of the area
- Loss of a outlook/visual amenity
- Almshouses contribute to the heritage/history of the area and should be retained
- Existing buildings are of high quality
- Damage to architectural legacy
- Loss of daylight
- Loss of privacy
- Insufficient parking and increase in parking stress
- Impact on highway safety
- Increase in noise
- Detrimental impact on residential amenity
- Heritage Statement undervalues contribution Woodbridge House makes to Conservation Area
- Existing building compliments area and proposal will not
- Benefits of new scheme do not outweigh harm should building be lost
- Existing buildings remain viable
- Unsympathetic design
- Inappropriate materials
- More than 8 units will be private rentals
- Increased risk of flooding
- Loss of security
- CGIs are incorrect and deceiving
- Renovation of existing roof space should be investigated further
- Detrimental impact on wildlife (bats)

- Detrimental impact on amenity during construction
- Level of care is lower than stated and therefore staff accommodation is not required
- Insufficient detail on transitional arrangements
- Numerous existing residents with mobility issues and no evidence of difficulties
- No evidence that accommodation for elderly couples is required
- Damage to adjacent buildings
- Air pollution
- Detrimental impact on property values
- Stress causation to pets
- Health and safety during construction
- Who will police parking during construction
- Alternative sites should be further investigated

UXBRIDGE LOCAL HISTORY AND ARCHIVES SOCIETY

The members of this Society would be saddened to see the demolition of this listed building, since it is of impressive appearance and was designed by William Lionel Eaves, an Uxbridge Architect. We hope that it can be adapted for continued use.

If this is found impossible, then we request that a full photographic record of the site be made, and deposited in the Borough Archives in Uxbridge Central Library.

NATIONAL AIR TRAFFIC SERVICES (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly NATS has no safeguarding objection to the proposal.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgement of its impact on heritage assets of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Uxbridge; Colne Valley.

In pre-application consultation I advised the applicant to submit a desk-based assessment in support of this application because the proposed development lies on the edge of both the Colne Valley Archaeological Priority Zone and the Uxbridge Archaeological Priority Area. The latter relates to the medieval and postmedieval town which was focused along the High Street but by 1754 (Rocque's map) included a road running down to the river and buildings in this general area.

This part of the Colne Valley is also well known for important late glacial and early post-glacial hunter-gatherer occupation sites and associated palae-environmental remains. Well preserved sites of this period are rare and likely to be of national importance. This site lies close to the boundary between the alluvial river floodplain and the terrace gravel which could be a favoured topographical location for early prehistoric settlement, although the existing development will presumably have caused some disturbance. Unfortunately, the applicant has chosen not to take this advice and has submitted a heritage statement which explicitly does not consider buried archaeology. I am therefore unable to recommend a favourable determination of this application at the present time.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures. The report should focus on the issues identified above, and in particular create a geo-archaeological deposit model to assess whether there is potential for in-situ survival of early prehistoric remains. Depending upon the results there may be a need for field evaluation test pits or trenches to inform the planning decision.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

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.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is no feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal. Further information on archaeology and planning in Greater London is available on the Historic England website. Please note that this advice relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

Case Officer's Comments:

Should the application be recommended for approval then a condition could be added to require the study/assessment requested by GLAAS. As such the lack of such an assessment is not deemed sufficient to warrant a reason for refusal of the proposal.

Internal Consultees

A request has been received from a Ward Councillor that this application be presented to the Major Applications Planning Committee.

FLOOD AND WATER MANAGEMENT OFFICER

The site appears to currently discharge to soakaways, any new proposal for this site would need to confirm the adequacy of these systems and ensure that their design meets current standards for controlling water on site.

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

The scheme shall demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating 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,
- 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. 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) 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.
- ii. Where infiltration techniques (soakaway) or a basement are 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).
- iii. 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.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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.

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. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

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

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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

WASTE SERVICES

The proposed scheme provides sufficient space for the refuse and recycling requirements. As such Waste Services has no objection to the proposals.

S106 OFFICER

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status
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 £25,000 subject to comments from LBH air quality specialists.
4. Travel Plan to include £20,000 Bond
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Case Officer comment's:

The proposed Heads of Terms have been discussed with the applicant and the Council's S106 Officer. Given that there are no S278/S38 works, Air Quality Monitoring or Travel Plan required for the development it is considered that these Heads of Terms are not relevant or appropriate. Also with regards to the Trust's charitable status the Construction Training and Project Management and Monitoring fee are deemed overly burdensome. The Council's Sustainability Officer has however requested an off-site contribution of £8,856, which is deemed appropriate and would be an agreed Heads of Term should the application be recommended for approval.

CONSERVATION AND DESIGN

a. The Existing Building

Woodbridge House was built in 1906 by the celebrated local architect, William Eves, for the Uxbridge United Charities. It is a two storey, U shaped building, arranged around a central courtyard. It was designed in the style of 'workers' cottages', each ground floor flat being handed, the paired front doors having an external door between, leading to the first floor flats above, though with some slight modification to this at the corners.

In external appearance, Woodbridge House has many similarities with the cottages built (a few years later) by Parker and Unwin at Hampstead Garden Suburb. Very much in the style of vernacular cottages, Woodbridge House has features such as steep roofs, dominant and ornate chimney stacks, the pairing of dormers which break the eaves line, open eaves, applied timber framing in the gables, ornate brick banding, runs of three side-hung casements, the use of 'oculi', the finishing of upper walls in whitewashed roughcast with the lower in brick, and the arrangement around planned open spaces.

The original plans and elevations demonstrate that much of the external appearance of the front of the building, together with its general layout, have survived intact, a tribute to its being used as almshouses for over a century. Woodbridge House also appears to be in good condition, having been well maintained over the years.

Although acknowledged as not being quite statutorily listable (neither are the cottages at Hampstead Garden Suburb), Woodbridge House is considered to be a very good locally listed building, which makes a positive contribution to the special architectural and historic interest of the Rockingham Bridge Conservation Area.

Rockingham Bridge Conservation Area was designated three years ago, in December 2012. At the time of designation, a leaflet was published with a Statement of Significance. This states that the Conservation Area is characterised by good quality, tightly developed 19th century two storey workers' terraces, that it has an urban character, softened by green spaces and modest plot sizes. Woodbridge House though a little later in date, is nevertheless very much consistent with this character.

The Statement picks out for particular mention: Rockingham Bridge, Union Villas, Woodbridge House and Fassnidge Park. Woodbridge House is the single, most important building in the Conservation Area, and the only one to be locally listed. It is thus a very important contributor to the special architectural character of the Conservation Area.

b. The Proposed Building

Without prejudice to the above, the replacement buildings have been assessed for their architectural merit, and ability to integrate with the character and context of the Conservation Area.

The buildings are three storeys, rather than two as now, and have been arranged around a smaller courtyard, each side being linked by a service core and cloister. There are outward facing walkways linking the flats on the second floor: a difficult plan to reconcile successfully with the traditional roofscapes in the Conservation Area. The development would certainly be visible from the wider area and the spaces within and around the buildings would be impacted by the extra storey height and reduced courtyard.

However the pre-application comments have been taken on board and the overall design now exhibits a much clearer vertical emphasis and cohesion of architectural elements, roof line and materials. Remaining concerns relate to the degree of dominance of the second storey windows in the courtyard and the heavy impact of the second storey walkways (on both the garden side and the Fassnidge Park side) on the roofscape of the external elevations. Also, whilst understanding the thinking behind the palette of browns and greys, there is a concern that such a large group of buildings might appear very dark overall.

c. Policy

The Rockingham Bridge Conservation Area is a designated Heritage Asset and Woodbridge House, through its local listing, has been identified as a Heritage Asset in its own right. It has also been highlighted in the Council's 'Statement of Significance' as making a positive contribution to the special architectural and historic character of that Conservation Area.

The NPPF (Para 126) advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. Conservation is defined as 'maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances' its significance.' (Appendix 2)

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Conclusions:

Woodbridge House is a locally listed building of some quality, which makes a positive contribution to the character of Rockingham Bridge Conservation Area. It has been well maintained and appears to be in good condition. It is understood that it is fully occupied. The Access Officer has suggested some alterations to the ground floor to make it more accessible. Moreover, potential alterations/additions at the rear, to increase the floor area of some at least of the flats, have been discussed with the applicants.

It is considered that the significance of Woodbridge House is such that its demolition would be a great loss, not only in itself, but to the character of the Conservation Area. In weighing the scale of the loss (total) with the significance of the building (sizeable), the argument for retaining the building is very strong.

Recommendation: Unacceptable

ACCESS

In assessing this application, reference is made to the National Planning Policy Framework [NPPF]: conserving and enhancing the historic environment, Easy Access to Historic Buildings (Historic England, June 2015), and the Equality Act 2010.

The existing Almshouse complex was built in circa 1906, and Woodbridge House is understood to be a locally listed building. NPPF, paragraph 133, states that:

"Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use"

In view of the Uxbridge United Welfare Trust's aspirations to improve accessibility, I visited during October 2015 to carry out an assessment. The existing courtyard is block paved and provides some 12 parking spaces. The route from the car park to the external walkway, which leads to the ground and first floor flats, is essentially level. The threshold and water bar leading from outside into the external walkway does however exceed a height difference of 15 mm, resulting in an undesirable level difference between the external paved area and internal floor. The walkway floor has a crossfall gradient in excess of 1:60. However, it is considered that these two design issues could be remedied without too much disruption or cost.

Gaining access into the ground floor flats is via a 150-180 mm step up. The external walkway could be gently graded (1:21) to eliminate the single step leading to the flats. The door widths leading to and into the flats are, at 790 mm, considered to be acceptable. The front door to the flat visited led directly into a good-sized bedsit, and the accommodation benefits from a separate shower room and kitchen. The bathroom visited measures 4.16 m² and achieves an effective door opening width of 640 mm. The space has potential to achieve a level access showering area of 1200 x 1200 mm directly opposite the door opening. The toilet pan could be positioned adjacent to this area, with a half pedestal hand basin on the return wall in front of the toilet. The cupboard space could be relocated to the area where the toilet pan is currently positioned. To allow wheelchair access, the bathroom door would need to be widened to achieve a clear opening of no less than 800 mm.

I accept that the existing Almshouse accommodation, and particularly the first floor flats, could never be fully accessible to older and disabled people with more complex care support needs. However,

the primary function of the UUWT, I believe, is to provide residence for older persons, who find themselves impoverished and distressed. I also consider that persons with more complex support needs would meet the criteria for Social Care, and in all probability would be provided with accommodation where their mobility and/or care support needs could be fully met. Whilst the provision of modern, fully accessible accommodation would ordinarily be welcomed, I am of the professional view that accessibility improvements to the ground floor accommodation are possible, without harming the heritage asset, and thus allowing those who have an age-related mobility impairment to avail themselves of the charitable services offered by UUWT.

Should the council be minded to approve the application, it should be noted that page 67 of the Design & Access Statement refers to the Lifetime Home Standards and Category M4(1), as one and the same, which is not the case. In accordance with London Plan Policy 3.8, any approved redevelopment of the site would be subject to compliance with the Housing Technical Standards, which came into effect on 1st October 2015. To this end, 10% of the proposed residential units should meet the standards for M4(3) Category 3 - Wheelchair User Dwellings, with all remaining units designed to the standards for M4(2) Category 2 - Accessible and Adaptable Dwellings, as set out in Approved Document M to the Building Regulations (2010), 2015 edition.

The submitted drawings lack the necessary detail to determine whether the technical standards referred to above could be successfully incorporated into the proposed flat layouts.

Conclusion: unacceptable.

1. Accessibility improvements could be made to allow reasonable use of the site for persons with impaired mobility.
2. To support any approval, revised floor plans of at least 1:100 should be requested as a prerequisite to any planning approval. These should include furnished planned layouts, which clearly demonstrate the access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

LANDSCAPE ARCHITECT

Tree Preservation Order (TPO)/Conservation Area: This site is within Rockingham Bridge Conservation Area.

Significant trees / other vegetation of merit in terms of Saved Policy BE38: There are several trees on and adjacent to this site. Most of the trees appear to be far enough away from the proposals to be unaffected (directly); however, the trees could be indirectly affected by construction-related activities / storage of materials etc.

Scope for new planting: This matter can be dealt with by condition.

Recommendations: In order to show that this scheme makes adequate provision for the protection and long-term retention of valuable tree/s, the following detail is required (in accordance with BS 5837:2012):

A Tree Survey to categorize the trees on and off site;

An Arboricultural Impact Assessment showing existing and proposed levels (any proposed changes in levels must be clearly defined and shown in colour on the plans)

ALL existing and proposed drainage must be shown

A Tree Protection Plan to show how the trees (to be retained) will be protected during development;.

An Arboricultural Method Statement to show any incursion into tree root protection areas (RPA's) will

be addressed.

Details of how the tree protection measures will be assessed before demolition / construction starts and how the tree protection (and any procedures described within approved arboricultural method statements) will be supervised during construction.

A landscape scheme should also be submitted and any new tree planting specifics should be provided and must conform to BS 8545:2014.

Conclusion (in terms of Saved Policy BE38): Acceptable subject to conditions to RES8, RES9 and RES10.

HOUSING

Any new residential development on the site of over 10 units will be expected to provide 35% affordable housing.

Case Officers comments:

The proposed development incorporates 20 almshouses that the applicant has confirmed via email of the 12/07/16 will be available at 80% or less of market rate, therefore qualifying as affordable housing.

HIGHWAYS

I have considered the above application and have the following comments:

The site is located off New Windsor Street (A4007) which is a classified road. The site is on the edge of the Uxbridge Controlled Parking Zone.

The site has a PTAL value of 4 (good), which is a result of the proximity of local bus services and the 700+m walk from Uxbridge Station.

The site has a private vehicular and pedestrian access off New Windsor Street.

The site has approximately 12 car parking spaces available off the New Windsor Street access under the current arrangements

The proposals include the demolition of the existing 20 bedsit/studio almhouse facility and replacing it with 20 bedsit/studio flats+2x2bed staff flats and 8 sheltered housing flats.

The existing access is being re-used as part of the proposed development.

8 car parking spaces are proposed along with mobility scooter parking and EV charging point and a car parking management plan.

There is sufficient room within the development to provide the proposed car parking spaces and for vehicles to enter and leave the site in a forward direction.

On the basis of the above comments no highway objections are raised.

SUSTAINABILITY

I have no objections to the proposed development subject to the following:

The energy strategy (Woodbridge House, Uxbridge, February 2016) shows that the development does not achieve the required 35% reduction in CO2 from 2013 Building Regulations. The development is short of its target by 4.92tCO2/annum. Consequently, the development is not policy compliant. However, the attempts made to make the development compliant have been robust and are acceptable in principle. Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite.

The contribution is calculated using the 'Greater London Authority guidance on preparing energy assessments' (April 2015). This sets a contribution value of £60/carbon tonne/annum for 30years.

In this instance, the development would be compliant with Policy 5.2 subject to the following

condition and a contribution of £8,856 (4.92CO₂ x £60 x 30years).

Condition

Prior to the commencement of development, full details of the PVs required to meet the CO₂ reductions set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority. The details shall be the specifications of the PVs selected, as well as roof plans and elevations showing the PVs. The development must proceed in accordance with the approved plans and details.

Reason

To ensure the development reaches the carbon reduction targets set out in the London Plan.

ENVIRONMENTAL PROTECTION UNIT

With reference to this planning application I have no objections subject to the following conditions respectively:

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.

Noise affecting residential property

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

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.

AIR QUALITY

The applicant has addressed how any potential impacts of the development will be controlled during both construction and operation. I can confirm that I have no air quality objections to the development provided appropriate conditions are attached. Please see below for consideration:

None of the development hereby permitted shall be commenced until an Air Quality Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The approved strategy shall then be implemented as soon as the scheme hereby permitted is brought into use and the strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall incorporate as minimum the following components:

- a) The demolition and construction of the proposed development to be carried out as detailed in the requirements introduced by the Mayor of London, SPG, 'The control of dust and emissions during construction and demolition;
- b) Compliance with the requirements listed in the London's Low Emission Zone for non-road mobile machinery. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out below. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments. All Non-Road Mobile Machinery (NRMM) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

- c) Mechanical ventilation including NOx/NO2 filtration is included for all habitable rooms in the residential units across the ground and 1st floors. The filtration system shall secure compliance with the EU Directive 2008/50/EC (the CAFE Directive) European Union Air Quality and the inlet positioned away from major traffic sources. This will provide a supply of clean air to rooms affected by any high pollution levels. Natural ventilation is only permitted for rooms located second floor level or above with inlets positioned at this level or above and away from major traffic sources to ensure the supply of clean air. The height at which this may occur may need to be estimated by detailed modelling to accommodate any on-site energy emissions.

- d) Compliance with the specification of the energy production unit as efficient ultra-low NOx gas boilers;

REASON

In order to protect residents from poor air quality and safeguard human health in compliance with policy 5.3 of the London Plan (2015); paragraph 124 of the NPPF, policy 7.14 of the London Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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 (brownfield land)."

Policy H3 of the Hillingdon Local Plan states that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site. An increase in residential accommodation will be sought.

The development proposes the demolition of the existing staff accommodation and studio units and the erection of 30 units to include one bedroom flats plus staff accommodation. The development in use class terms is considered an acceptable use on a brownfield site and would represent an increase in residential accommodation, in accordance with Policy H3 of the Hillingdon Local Plan (November 2012). The site is currently in residential use and therefore the principle of residential use on the site is already established.

However Policy BE4 of the Hillingdon Local Plan (November 2012) states that there will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area and Policy 7.8 of the London Plan (March 2015) states that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

The Rockingham Bridge Conservation Area is a designated Heritage Asset and Woodbridge House, through its local listing, has been identified as a Heritage Asset in its own right. It has also been highlighted in the Council's 'Statement of Significance' as making a positive contribution to the special architectural and historic character of that Conservation Area.

Having reviewed the proposals and the submitted Heritage Statement it is considered that there is insufficient justification for the demolition of the existing heritage asset. The applicant's main argument for the demolition of the building is that it is no longer fit for purpose as it is not sufficiently accessible and could not be adapted to achieve this. However the Council's Access Officer has visited the site and is of the view that the buildings could be adapted to reach an acceptable degree of accessibility for residents.

The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss' the applicant has put forward the following arguments:

1. The proposal replaces units that are cramped and inaccessible to older, less mobile users and not capable of improvement through demonstrably viable adaptation, with highly specified, accessible units.
2. It performs an environmental role in reducing energy usage and CO2 emissions, through good design, improved building fabric and energy generation on-site.
3. It increases sheltered housing provision in a location determined by LP and Borough planning policies to be highly desirable for such uses, avoiding isolation and social exclusion.
4. It provides 67% of units within the scheme at a recognised level of 'affordability'.
5. It is financed without contribution from the public purse and directly supports the Local Authority's Housing Department in providing accommodation for the elderly.
6. It addresses an identified and increasing deficit in specialist elderly housing provision in both the Borough and London-wide.
7. It enables The Trust to maintain a use on this site that contributes importantly to the social fabric of Uxbridge.
8. It enables The Trust to reduce present inequality and discrimination in the accommodation offers it is able to make.

The value of the stated public benefits has been considered against the loss of the Heritage Asset. There would be no net increase in the number of affordable units as a result of the development. The reduction in CO2 emissions is limited and not even policy compliant. The slight increase in units is not of the magnitude it could be given substantial weighting. The existing complex of 20 units seems to be very popular and is already successfully addressing exclusion and contributing to the social fabric of Uxbridge. The Council's Access Officer has visited the site and concluded that the existing building could be amended to create accessible units, all be it on the ground floor only.

In summary, although the eight public benefits the applicant says apply are all laudable, none could be given substantial weighting. Given the substantial value of the Heritage Asset, the remaining stated public benefits are not deemed to outweigh the harm caused by the loss of the existing building. The principle of the demolition of the existing locally listed building and replacement with the proposed development is therefore considered to be unacceptable.

The application is therefore contrary to Policy BE4 of the Hillingdon Local Plan (November 2012), Policy 7.8 of the London Plan (March 2016) and the NPPF.

7.02 Density of the proposed development

The application site has an area of 2,725 sq.m which equates to 0.275 hectares, and the proposed development is for 30 units. This results in a proposed density of approximately 110 units per hectare.

In terms of habitable rooms the 28 No. 1 bed units have a kitchen/diner/living room space of 27 sq.m approximately, plus a bedroom. This equates to 3 habitable rooms each = 84 habitable rooms.

The 2 No. 2 bed units (staff) have 4 habitable rooms each = 8 habitable rooms.

Total proposed habitable rooms is therefore 92 and results in 340 Hr/Ha.

The London Plan's 'Sustainable Residential Quality Matrix' is used to determine the acceptability of density for proposed new development. For an application site with a PTAL

(Public Transport Accessibility Level) of 4 in an urban setting (predominantly dense development, terraced houses, between 2 and 4 storeys, within 800 metres of a District Centre) the indicative densities by PTAL and setting are 200-700 Hr/Ha and for smaller unit sizes (2.7-3.0 Hr/Ha) = 70-260 Units/Ha.

The proposed development therefore accords with the density ranges deemed appropriate with the London Plan (March 2016) and the Mayor's Housing SPG. It is worth noting that the densities are within the lower range of the threshold, however given the setting of the site within a conservation area the quantum of development is deemed appropriate.

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

The Uxbridge Local History Society have raised an objection to the demolition of the locally listed building stating that 'it is of impressive appearance and was designed by William Lionel Eaves, an Uxbridge Architect. We hope that it can be adapted for continued use.'

The Council's Head of Conservation has carefully considered the proposed development and provided detailed comments on the application. The proposals can be considered in two parts, firstly the demolition of the existing building and secondly the proposed new development.

Loss of the Existing Building:

Woodbridge House was built in 1906 by the celebrated local architect, William Eves, for the Uxbridge United Charities. Although it is acknowledged as not being quite statutorily listable, Woodbridge House is considered to be a very good locally listed building, which makes a positive contribution to the special architectural and historic interest of the Rockingham Bridge Conservation Area. Woodbridge House is considered the single, most important building in the Conservation Area, and the only one to be locally listed. It is thus a very important contributor to the special architectural character of the Conservation Area.

As set out in section 7.01 of this report it is considered that the significance of Woodbridge House is such that its demolition would be a great loss, not only in itself, but to the character of the Conservation Area. The application is therefore contrary to Policy BE4 of the Hillingdon Local Plan (November 2012) and Policy 7.8 of the London Plan (March 2016).

The Proposed Building:

The buildings are three storeys, rather than two as now, and have been arranged around a smaller courtyard, each side being linked by a service core and cloister. There are outward facing walkways linking the flats on the second floor: a difficult plan to reconcile successfully with the traditional roofscapes in the Conservation Area. The development would certainly be visible from the wider area and the spaces within and around the buildings would be impacted by the extra storey height and reduced courtyard. However the pre-application comments have been taken on board and the overall design now exhibits a much clearer vertical emphasis and cohesion of architectural elements, roof line and materials. Remaining concerns relate to the degree of dominance of the second storey windows in the courtyard and the heavy impact of the second storey walkways (on both the garden side and the Fassnidge Park side) on the roofscape of the external elevations. Also, there is a concern that such a large group of buildings might appear very dark overall.

Conclusions:

Whilst some concerns are raised with the design of the new proposals and their subsequent impact on the Conservation area, they are not deemed sufficient to warrant a recommendation of refusal of the application. However it is considered that the significance

of Woodbridge House is such that its demolition would be a great loss to the character of the Conservation Area and the this loss is deemed sufficient to warrant a recommendation for refusal of the application due to this detrimental impact.

ARCHAEOLOGY

The proposed development lies on the edge of both the Colne Valley Archaeological Priority Zone and the Uxbridge Archaeological Priority Area.

The Greater London Archaeology Advisory Service was consulted as part of the application process and has reviewed the site and development proposals. They have raised an objection to the proposals based on the lack of a desk-based assessment of the site. Such an assessment was requested from the applicant however one has not been provided. Whilst the requirement of a desk-based assessment is deemed appropriate given the potential archaeological value of the site, the lack of an assessment is not deemed sufficient to warrant a recommendation of refusal of the application as such an assessment could be required by an appropriately worded planning condition should the application be approved.

7.04 Airport safeguarding

The National Air Traffic Services have been consulted as part of the application process and have raised no objections to the development proposed.

7.05 Impact on the green belt

The application site is within a developed area and is not within close proximity of the green belt.

7.07 Impact on the character & appearance of the area

The impact of the proposals on the character of the area, and in particular the Rockingham Bridge Conservation Area, are discussed above in section 7.03 of this report. It is concluded that the proposals would have an unacceptable impact on the character and appearance of the area and is therefore recommended for refusal. The proposal therefore fails to be in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan (November 2012).

7.08 Impact on neighbours

With the exception of small elements of circulation space and new single storey outbuildings, the proposed new development will sit within the footprint of the existing Woodbridge House buildings and will therefore be no closer to neighbouring residential properties than as currently exists on site. However the development will replace a two storey building with a new development that is three stories in height. The impact of the additional storey on the privacy and amenity of adjacent occupiers is an important consideration as to the acceptability of the proposed development.

In terms of loss of privacy one of the main concerns with the new development is the potential for overlooking from the external sheltered walkways or 'cloisters'. This concern was raised at pre-application stage and some efforts have been made to amend the design to reduce the possibility of overlooking occurring. Particular concerns were raised with regard to the proximity of the first and second floor walkways and properties to the west on The Lynch. The proposals have been amended to incorporate glazed sections on these floors rather than sections which remain open. The proposed elevation plans indicate that 'All first floor and second floor windows in this elevation in opaque glass'. It is considered that should the application be recommended for approval a condition is attached to any consent that confirms the requirement for these windows to be fixed shut and obscure glazed. Subject to the attachment of this condition the impact of the proposal on the privacy

of the neighbouring properties is considered to be acceptable.

The proposal incorporates a mansard roof to reduce the scale of the building from a traditional three storey design. However it will still raise the ridge height from approximately 8m above ground level to 11m in height. The applicant has submitted a Shadow Analysis and Daylight Study as part of the planning application. These studies conclude that whilst there will be some impact caused by the proposed new buildings, this impact will not be sufficiently detrimental to the amenity of adjacent occupiers to warrant a recommendation of refusal of the scheme. The Council's Environmental Protection Unit have reviewed the details submitted and raised no objection to the development subject to the attachment of conditions requiring the protection of neighbouring residential properties from unacceptable noise disturbance. These conditions would therefore be recommended to be attached to any approval of the application in order to protect residential amenity.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 30 units within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016). However should the council be minded to approve the application, it should be noted that page 67 of the Design & Access Statement refers to the Lifetime Home Standards and Category M4(1), as one and the same, which is not the case. As the Council's Access Officer has advised, in accordance with London Plan Policy 3.8, any approved redevelopment of the site would be subject to compliance with the Housing Technical Standards, which came into effect on 1st October 2015. To this end, 10% of the proposed residential units should meet the standards for M4(3) Category 3 - Wheelchair User Dwellings, with all remaining units designed to the standards for M4(2) Category 2 - Accessible and Adaptable Dwellings, as set out in Approved Document M to the Building Regulations (2010), 2015 edition.

The submitted drawings lack the necessary detail to determine whether the technical standards referred to above could be successfully incorporated into the proposed flat layouts. It is therefore recommended that should the application be approved a condition be attached to any consent that revised floor plans of at least 1:100 be requested as a prerequisite to any planning approval. These should include furnished planned layouts, which clearly demonstrate the access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

EXTERNAL AMENITY SPACE

The present balance of open space to building footprint would not be significantly altered by the proposal. To determine whether amenity space provision remains adequate in light of the additional units, the Council sets out a guideline figure for flats of 20 sq.m for 1 bed flats and 25 sq.m for 2 bed flats. If space is provided within balconies, this may be deducted from the requirement. The proposed development makes provision as follows:

HDAS Requirement: 28 No. 1 bed flats @ 20 sq.m = 560 sq.m
2 No. 2 bed flats @ 25 sq.m = 50 sq.m
Total HDAS Requirement = 610 sq.m

Total Proposed Amenity Space Provision = 1138.75 sq.m

The proposed shared amenity space for the flats will be a mixture of formal and informal space that would provide an attractive setting for the new development. Therefore, the proposed development is considered to be provided with sufficient outdoor amenity space for the occupiers of the development, in accordance with Policy BE23 of the Hillingdon Local Plan.

LIGHT, OUTLOOK AND OVERLOOKING

All of the habitable rooms within the units require an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 of the London Plan (March 2016).

In terms of outlook for future residents, Policy BE21 of the Local Plan seeks to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

It is considered that the site layout would provide an acceptable standard of amenity for future occupiers. 28 of the 30 proposed units would be dual aspect units. One aspect would be onto the shared sheltered circulation spaces, however the layout has been designed so that kitchen windows would face onto these spaces rather than bedrooms. This conforms with the approach suggested at pre-application stage. The two units in the north west corner of the site would be single aspect and the outlook for the ground floor unit is deemed less than ideal. However given the constraints of the site and the general quality of the amenity level proposed this is not deemed sufficient to warrant a recommendation of refusal of the proposal.

The layout ensures that there is adequate separation between the units. This would result in a satisfactory outlook from the proposed units and reduces the potential for disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed development incorporates eight car parking spaces, including two disabled spaces and an electric vehicle charging point. The application site has a PTAL of 4 and is within close proximity to Uxbridge Town Centre. Sufficient space would be provided to enable service vehicles to manoeuvre within the site.

The Council's Highway Engineer has considered the details submitted as part of the application and raised no objections to the proposals.

7.11 Urban design, access and security

The layout provides natural surveillance of the surrounding and central spaces. The main approach is observed from three sides, and directly from the Warden and staff office. The social space (cafe) also ensures an active building appearance within the site and would contribute to surveillance of this area. Additionally the 24 hour warden presence adds considerably to the security of the setting.

The applicant has held discussions with the Metropolitan Police Designing out Crime Officer during the design process and the Officer has been consulted as part of the application process. The Metropolitan Police Designing out Crime Officer has not raised an objection to the proposals. Should the application be approved it is recommended that a condition is attached that requires the development to meet Secure by Design standards.

7.12 Disabled access

The Council's Access Officer has reviewed the proposals in detail and commented on both the justification for the demolition of the heritage asset and the proposed scheme as set out within this report.

The applicant stated in the original submission that the proposed 28 units (20 almshouses and 8 rented flats) will be Lifetime Homes compliant. When advised that Lifetimes Homes have now been superseded with M4(2) Category 2 - Accessible and Adaptable Dwelling (as set out in Approved Document M to the Building Regulations (2015)), the Applicant stated via email on 07/06/16 that 'Enhancements will be included as necessary to ensure that M4(2) is met across all areas'.

The Council's Access Officer has raised no objections to the proposed scheme subject to a condition being attached to any consent that requires the scheme to demonstrate access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

7.13 Provision of affordable & special needs housing

The application has been submitted by the Uxbridge United Welfare Trust who are a registered charity. The Trust has also confirmed that the proposed almshouses within the development will be provided at 80% or below open market rate which under the London Plan (March 2016) definitions meets the requirements of 'affordable housing'. As such 20 of the proposed 30 units within the development would constitute affordable housing.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the details submitted with the application and raised no objections to the development subject to the attachment of planning conditions to any consent. These conditions are required to include a Tree Survey, An Arboricultural Impact Assessment, existing and proposed drainage, Tree Protection Plan and an Arboricultural Method Statement to show any incursion into tree root protection areas (RPA's) will be addressed.

A landscape scheme should be also be submitted and any new tree planting specifics should be provided. Subject to these requirements it is deemed that the proposal is acceptable and would be compliant with Policy BE38 of the Hillingdon Local Plan (November 2012).

7.15 Sustainable waste management

The Council's Waste Services Officer has reviewed the application and confirmed that the proposed scheme provides sufficient space for the refuse and recycling requirements. As such Waste Services has no objection to the proposals.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer has reviewed the details submitted within the application and whilst the energy strategy shows that the development does not achieve the required 35% reduction in CO₂ from 2013 Building Regulations he has raised no objections to the proposed development. This is because the attempts made to make the development compliant have been robust and are acceptable in principle.

Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite and sets a contribution value of £60/carbon tonne/annum for 30years. The Council's Sustainability Officer advised that the development would be compliant with Policy 5.2 subject to a contribution of £8,856 (4.92CO₂ x £60 x 30years) and a condition requiring that, prior to the commencement of development, full details of the PVs required to meet the CO₂ reductions set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the details submitted as part of the application and raised no objection to the application subject to the attachment of a condition requiring a scheme for the provision of sustainable water management.

Subject to this condition the scheme is considered to be in accordance with Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policies 5.12 and 5.13 and 5.15 of the London Plan (March 2015).

7.18 Noise or Air Quality Issues

The applicant has addressed how any potential impacts of the development will be controlled during both construction and operation. The Council's Air Quality Officer has reviewed the details submitted as part of the application and raised no objection to the proposals subject to the attachment of a condition requiring a scheme for the protection of air quality.

Subject to this condition the scheme is considered to be in compliance with policies 5.3 and 7.14 of the London Plan (March 2015) and paragraph 124 of the NPPF.

7.19 Comments on Public Consultations

Comments received from members of the public that refer to material planning considerations have been discussed within the body of this report. Matters or concerns that are not material planning considerations have not been discussed as they are not material to the consideration of the application.

7.20 Planning obligations

Policy R17 of the Hillingdon UDP 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 consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development:

As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, these heads of terms would have been pursued:

1. Off-site sustainability contribution of £8,856 to a carbon fund.

No legal agreement to address the above issue has been offered. As such, the proposal fails to comply with Policy R17 of the UDP and it is recommended the application should be refused for the following reasons:

1. failure to provide off-site sustainability contribution of £8,856 to a carbon fund.

7.21 Expediency of enforcement action

Not relevant to this application

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

None

10. CONCLUSION

The application proposes the demolition of existing almshouses and the construction of a new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2 bedroom flats for live-on-site staff and an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over.

The existing building is locally listed and is considered to make a significant contribution to the character of the Rockingham Bridge Conservation Area within which it is located. The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'the substantial public benefits that outweigh that harm or loss' the applicant has put forward a number of public benefits of the proposal, including; the existing units are inaccessible and not capable of adaptation, proposals will reduce energy usage and CO2 emissions, will increase sheltered housing provision and provides affordable housing, is financed without contribution from the public, addresses an identified deficit in elderly housing provision, contributes to the social fabric of Uxbridge and reduces inequality and discrimination in the existing accommodation offer.

The value of the stated public benefits has been considered against the loss of the Heritage Asset and, given the value of the Heritage Asset and the professional opinion of the Access Officer that the buildings could be adapted, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be unacceptable.

The application is therefore contrary to Policy BE4 of the Hillingdon Local Plan (November 2012), Policy 7.8 of the London Plan (March 2016) and the NPPF.

Appendix A - Possible conditions:

1. 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. 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:

447/TP/000

447/TP/001

447/TP/002

447/TP/003

447/TP/004

447/TP/005

447/TP/006

447/TP/007

447/TP/008

447/TP/009; 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. 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:

Design and Access Statement - April 2016

Planning Statement - March 2016

Air Quality Statement - July 2016

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

REASON

To ensure that the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4. Age Restriction

None of the retirement living units hereby approved shall be occupied at any time by any person other than:

A person or persons of 60 years of age or above; or a person or persons of pensionable age or above.

REASON

To safeguard the residential amenities of the occupiers of the units and surrounding area, to safeguard the adequacy of ancillary vehicular parking provision at the site and to mitigate the impacts of the development on local educational facilities and to accord with policies

BE19, AM14 and R17 of the London Borough of Hillingdon Local Plan (November 2012).

5. Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of external features such as the colonnade and balconies, 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 make, product/type, colour and photographs/images.

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. 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),

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 1 parking space is served by an electrical charging point)

2.e Hard Surfacing Materials

2.f External Lighting

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

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 (2015).

7. 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.

8. 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9. 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.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10. Photographic Record

Prior to commencement of development (including any demolition works) recording of the building to Historic England Level 1 shall be completed, submitted, and approved in writing by the Local Planning Authority (LPA).

The scope of recording is to be agreed with the LPA prior to the commencement of works. Copies of the final documents are to be made available to the LPA, Local History Library and Historic England.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with 'saved' policies BE8, BE9, BE10, BE11 and BE12 of the Unitary Development Plan (2007); policy 7.8 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

11. Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12. Sustainable Water Management

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which

shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

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

13. Demolition and Construction Environmental Management Plan

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

- (i) The hours during which development works will occur
- (ii) 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.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) 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).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) 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 Two Saved UDP Policies (November 2012).

14. 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 Two Saved UDP Policies (November 2012).

15. No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (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 the development hereby approved facing North, South, East or West.

REASON

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

16. Obscure Glazing

The window(s) facing west shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

17. No roof gardens

Access to any flat roofs hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

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

18. 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).

19. Compulsory Informative (2)

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

20. 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 (2015). 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.

21. Non Standard Informative

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

22. Nuisance from demolition and construction work

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

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

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

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

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

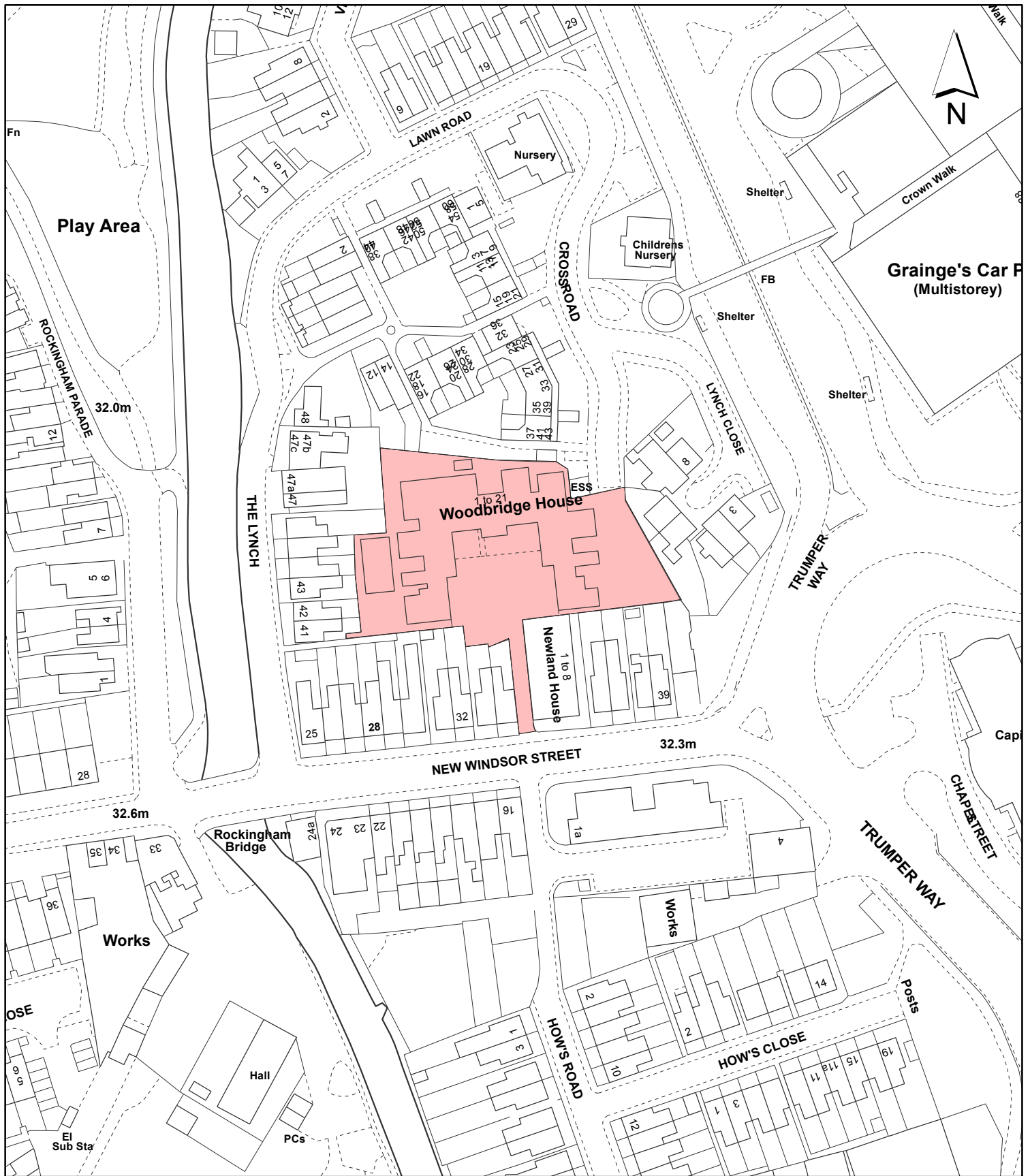
You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set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

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Woodbridge House

Planning Application Ref:

20590/APP/2016/1383

Planning Committee:

Major Page 155

Scale:

1:1,250

Date:

June 2017

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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



HILLINGDON
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Plans for Major Applications Planning Committee

Tuesday 20th June
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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Report of the Head of Planning, Sport and Green Spaces

Address 22 NEW ROAD HILLINGDON

Development: Erection of 9 dwellings with associated parking, amenity space and access involving demolition of existing industrial units. REVISED TO 8 DWELLINGS

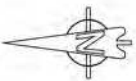
LBH Ref Nos: 4519/APP/2016/3619

Date Plans Received: 03/10/2016

Date(s) of Amendment(s): 06/10/2016

Date Application Valid: 07/10/2016

03/10/2016



Legend

	SINGLE STOREY BUILDINGS
	TWO STOREY BUILDINGS Max. Ridge 9.7m
	TWO & HALF STOREY BUILDINGS Max. Ridge 10.8m
	THREE STOREY BUILDINGS Max. Ridge 12.0m

SITE LAYOUT 1:500



Rev.	Date	Description
F	26-05-17	Amended in line with revised planning layout.
E	21-04-17	Apartments amended and plots renumbered accordingly.
D	16-01-17	Layout amended to suit revised planning layout.

DGP DGP
DGP DGP
DGP JS
Drawn Checked

Client AQUINNA HOMES

Scale 1:500 / 1:1250 @ A3

Drawn BAS

Checked DGP

Project New Road, Hillingdon

Date July 2015

File

Drawing Title Heights layout

Dwg.No. P1327/03

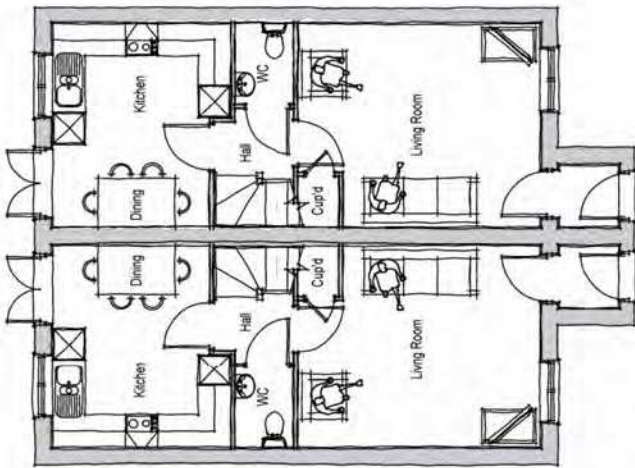
Rev. F

Drawing Status PLANNING

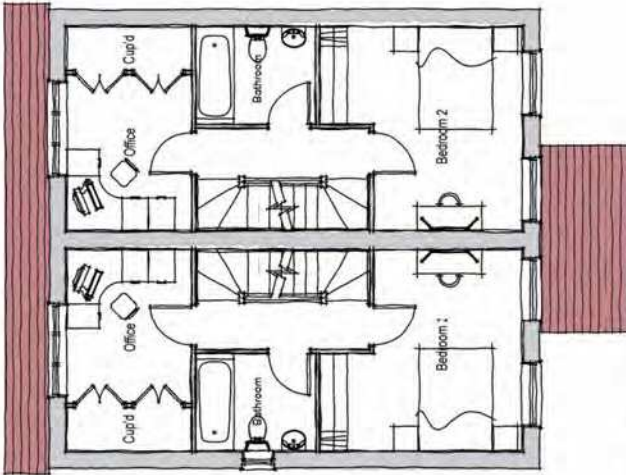



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Web: www.aap-arc.co.uk E-mail: projects@aap-arc.co.uk

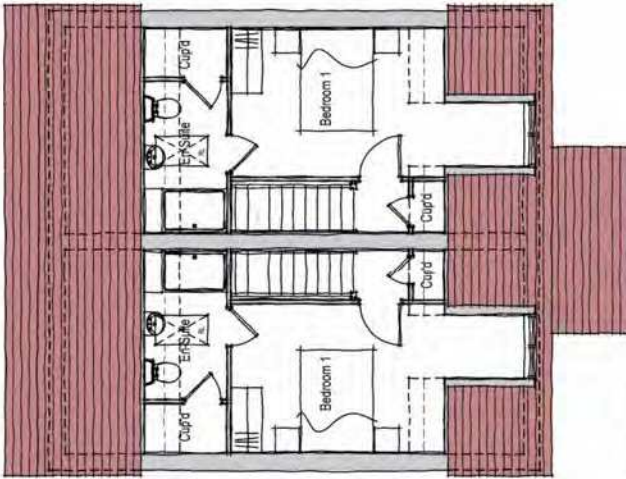
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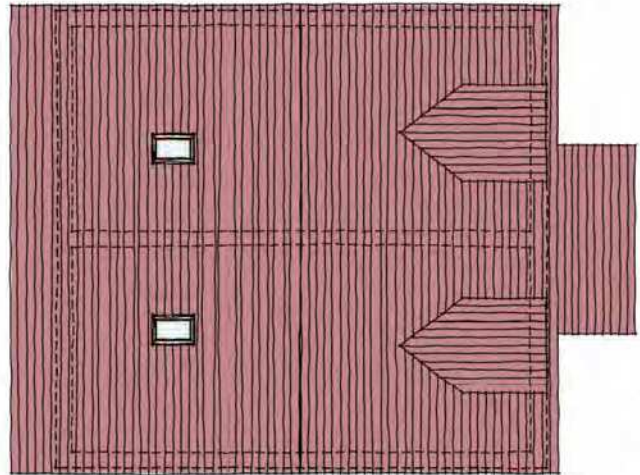
GROUND FLOOR PLAN
PLOT 1 PLOT 2



FIRST FLOOR PLAN
PLOT 1 PLOT 2



SECOND FLOOR PLAN
PLOT 1 PLOT 2



ROOF PLAN
PLOT 1 PLOT 2

PLOTS 1 & 2



SCALE BAR

Rev. A 31-05-17 Plo: 2 side window removed.

Description

DGP Drawn Checked

Client AQUINNA HOMES

Project New Road, Hillingdon, UB8 3DX.
Drawing Title Plots 1 & 2
Floor & Roof Plans



Scale 1:100 @ A3

Date Aug 2016

File Plots 1 & 2

Rev. A

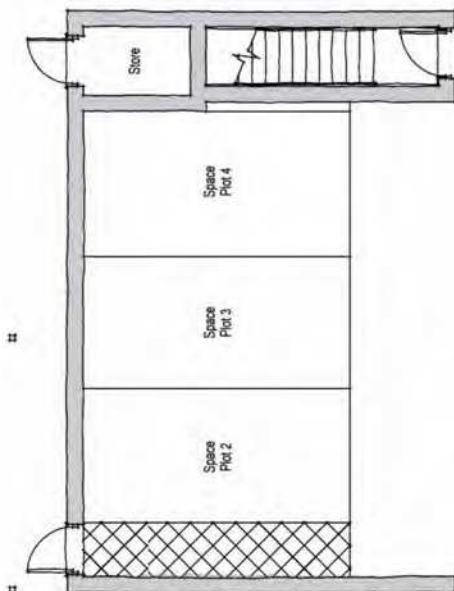
Drg No. P1327/P1&2.01

Checked DGP

Drawn MCN

Drawing Status

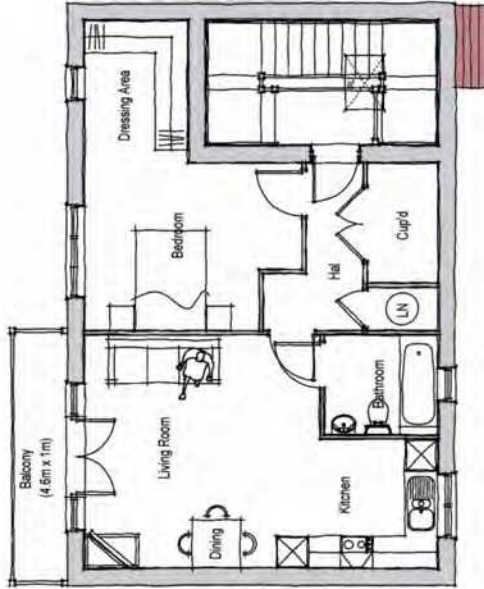
PLANNING



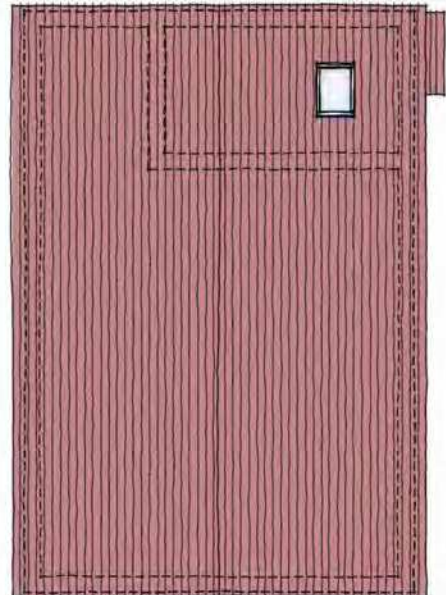
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



ROOF PLAN

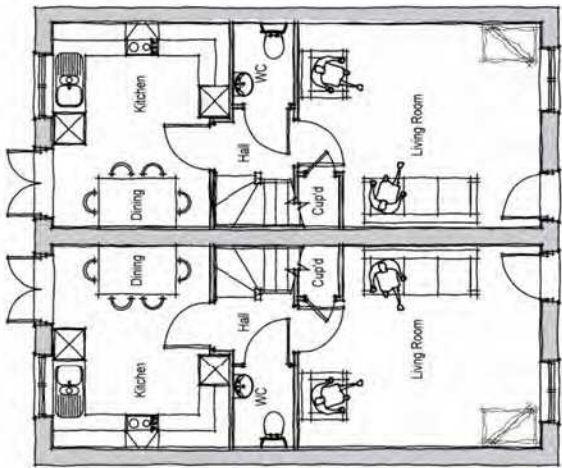
PLOTS 3 & 4

E	20-04-17	Second floor added.	Scale	1:100 @ A3	Drawn	MCN	Checked	DGP
D	04-01-17	Balcony added to bedroom 2.	Client	AQUINNA HOMES				DGP
C	16-12-16	Balcony amended.	Project	New Road, Hillingdon, UB8 3DX.	Date	Aug 2016	File	Plots 3 & 4
B	15-12-16	Paving (ground floor) redefined, gates added. Plot 3/1st floor plan redefined. Plot 4/2nd floor removed.	Drawing Title	Plots 3 & 4	Drg.No.	P1327 P3&4 01	Rev.	E
A	11-11-16	Cycle storage amended and reference added.	Floor & Roof Plans				Drawing Status	PRELIMINARY
Rev.	Date	Description						

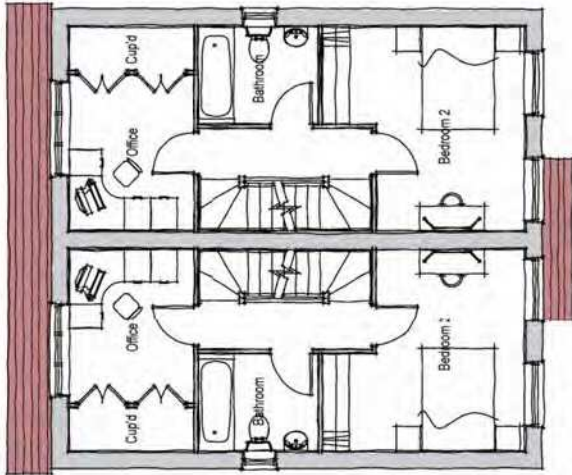


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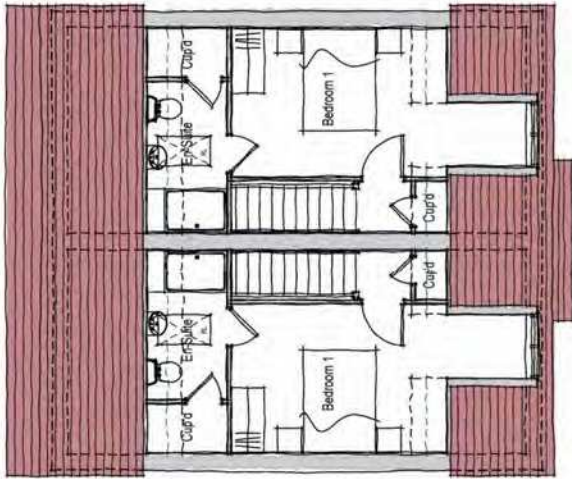
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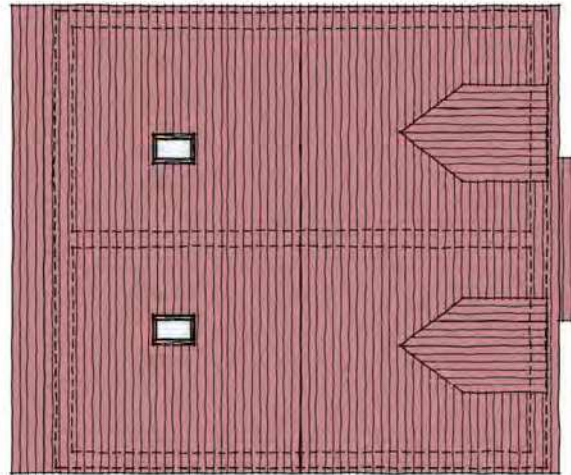
GROUND FLOOR PLAN
PLOT 4 PLOT 5



FIRST FLOOR PLAN
PLOT 4 PLOT 5



SECOND FLOOR PLAN
PLOT 4 PLOT 5



ROOF PLAN
PLOT 4 PLOT 5



PLOTS 5 & 6

B 31-05-17 Plot numbers updated.
A 16-12-16 Plot numbers updated.
Rev. Date Description

DGP DGP
BAS -
Drawn -
Checked -

Client
AQUINNA HOMES

Scale 1:100 @ A3

Drawn MCN

Checked DGP

Project
New Road, Hillingdon,
UB8 3DX.

Date Aug 2016

File Plots 5 & 6

Drg No. P1327.P5&6.01

Rev. B

Drawing Status
PLANNING

Project
New Road, Hillingdon,
UB8 3DX.

Drawing Title
Plots 5 & 6
Floor & Roof Plans

Client
AQUINNA HOMES

Scale 1:100 @ A3

Drawn MCN

Checked DGP

Project
New Road, Hillingdon,
UB8 3DX.

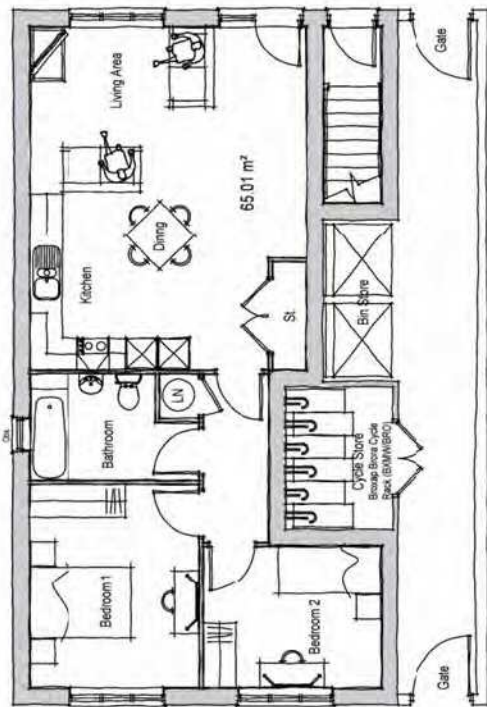
Date Aug 2016

File Plots 5 & 6

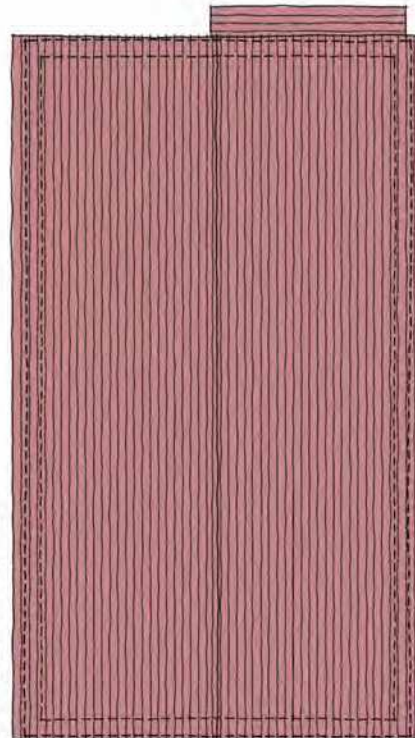
Drg No. P1327.P5&6.01

Rev. B

Drawing Status
PLANNING



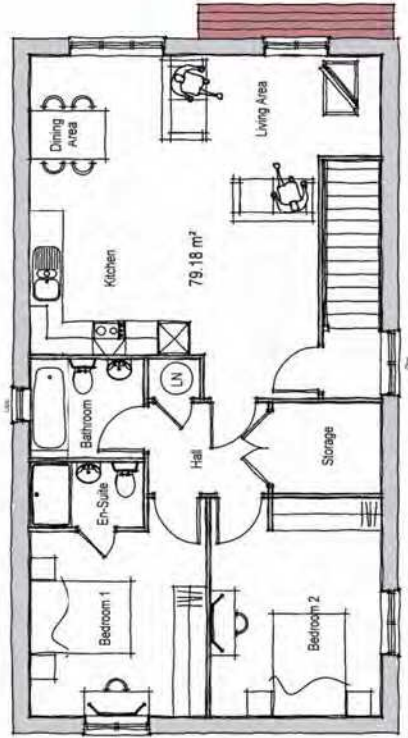
GROUND FLOOR PLAN



ROOF PLAN



SCALE BAR



FIRST FLOOR PLAN

PLOTS 7 & 8

Rev.	Date	Description
J	31-05-17	Plot numbers corrected.
I	25-05-17	Windows and furniture repositioned.
G	24-05-17	Replanned
F	22-05-17	Cycle store amended.
E	20-04-17	Second floor removed. First floor layout revised.
D	13-01-17	Balcony removed. Second floor layout revised.
C	04-01-17	Cycle store enlarged.
B	16-12-16	Plot numbers updated.
A	11-11-16	Cycle storage reference added.

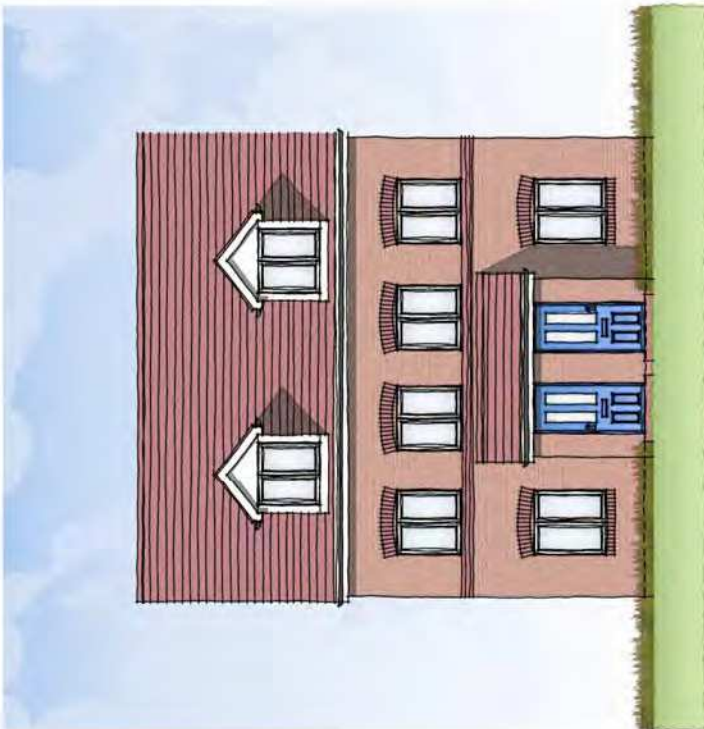
DGP	DGP	Drawn	Checked
ACG	DGP	MCN	DGP
ACG	DGP	File	Plots 7 - 9
ACG	DGP	Date	Aug 2016
ACG	DGP	Drg.No.	P1327.P7-9.01
BAS	-	Rev.	J
BAS	-	Drawing Status	PLANNING
BAS	-		
BAS	-		



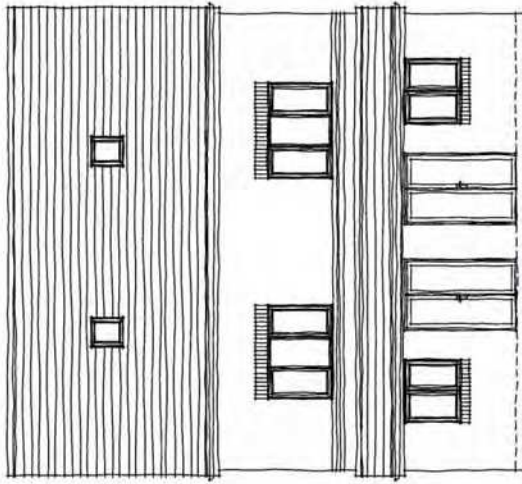
Client: AQUINNA HOKIES
 Project: New Road, Hillingdon, UB8 3DX.
 Drawing Title: Plots 7 & 8 Floor & Roof Plans
 Scale: 1:100 @ A3
 Date: Aug 2016
 Drg.No.: P1327.P7-9.01
 Rev.: J
 Drawing Status: PLANNING

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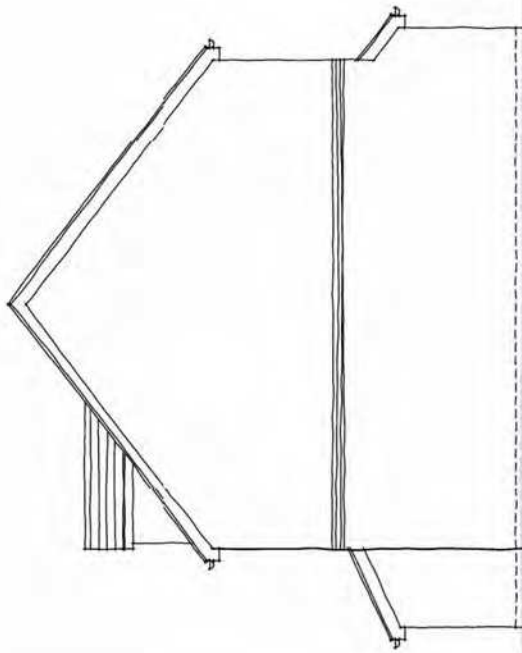
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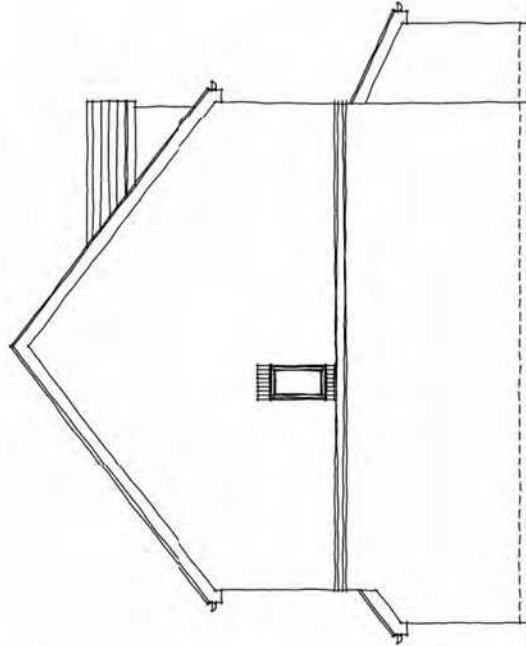
FRONT ELEVATION
PLOT 1



REAR ELEVATION
PLOT 1



SIDE ELEVATION
PLOT 2



SIDE ELEVATION
PLOT 1

PLOTS 1 & 2

- B 31-05-17 Plot 2 side window removed.
- A 06-10-16 Side elevation amended.

DGP
DGP
DGP
Drawn Checked

Client: AQUINNA HOMES

Project: New Road, Hillingdon, UB8 3DX.

Drawing Title: Plots 1 & 2 Elevations

Scale: 1:100 @ A3

Date: Aug 2016

Drg No: P1327/P1&2.02

Rev: B

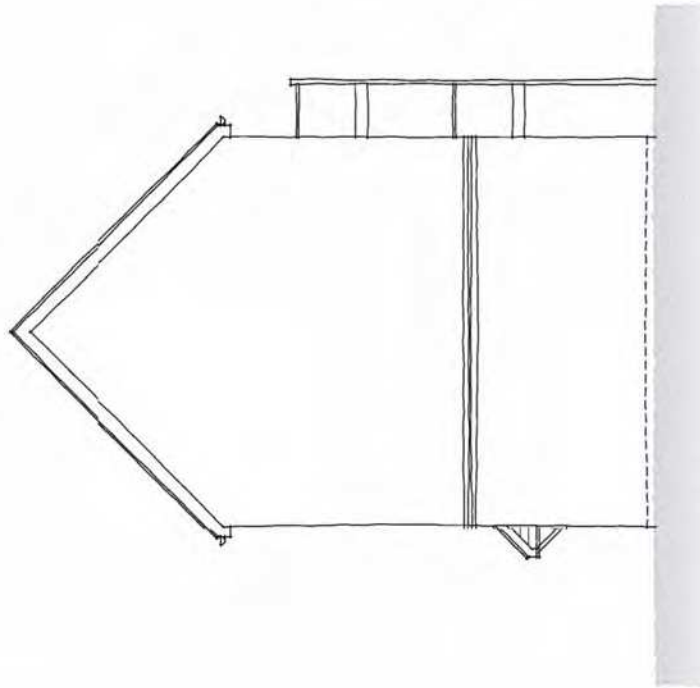
File: Plots 1 & 2

Checked: DGP

Drawing Status: PLANNING



SCALE BAR



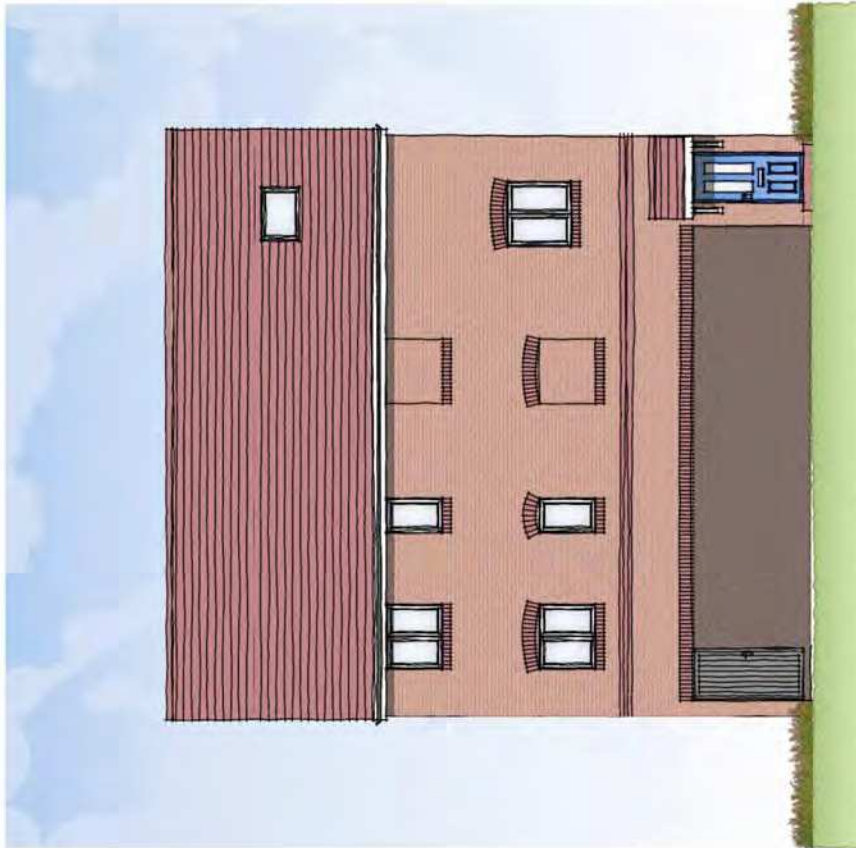
SIDE ELEVATION

D	20-04-17	Second floor added.	Scale	1:100 @ A3	Drawn	MCN	Checked	DGP	
C	04-01-17	Balcony added to front and side elevation.	Date	Aug 2016	File	Plots 3 & 4	Drawing Status	ACG	
B	16-12-16	Windows heights and position amended. Balcony amended. Eaves lower.	Rev.	A	Rev.	D	PLANNING	DGP	
A	15-12-16	Paving (ground floor) redefined, gates added. Plot 3/1st floor plan redefined. Plot 4/2nd floor removed.	Client	AQUINNA HOMES					Drawn
Rev.	Date	Description	Project	New Road, Hillingdon, UB8 3DX.					



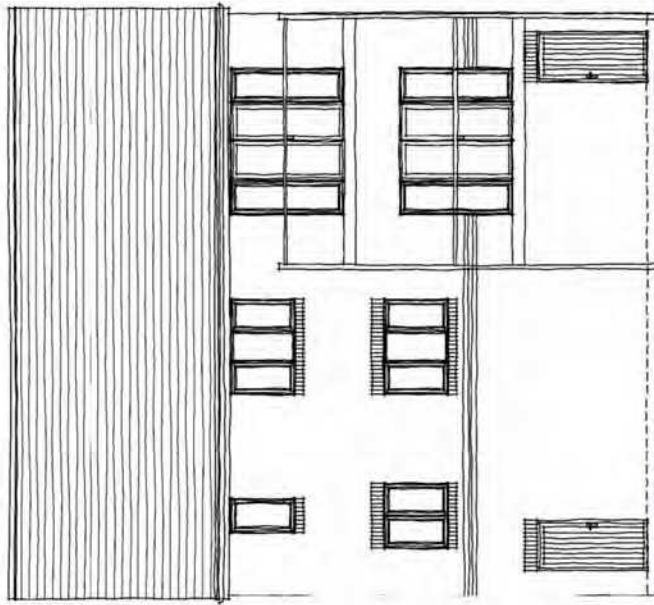
 Client: AQUINNA HOMES
 Project: New Road, Hillingdon, UB8 3DX.
 Drawing Title: Plots 3 & 4
 Front & Side Elevations
 Drawing Status: PLANNING
 Rev. D
 Drg.No. P1327 P3&4 02
 Scale: 1:100 @ A3
 Date: Aug 2016
 File: Plots 3 & 4
 Checked: DGP
 Drawn: MCN
 Rev. D
 Drawing Status: PLANNING

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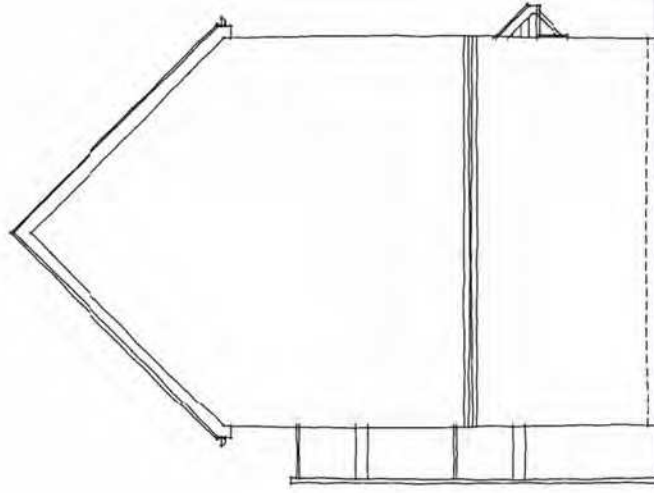


FRONT ELEVATION

PLOTS 3 & 4



REAR ELEVATION



SIDE ELEVATION

Rev.	Date	Description	Scale	1:100 @ A3	Drawn	MCN	Checked	DGP
D	20-04-17	Second floor added.						ACG
C	04-01-17	Balcony added to side elevation.						DGP
B	16-12-16	Windows heights and position amended. Balcony amended. Eaves lower.						BAS
A	15-12-16	Paving (ground floor) redefined, gates added. Plot 3/1st floor plan redefined. Plot 4/2nd floor removed.						ACG
								DGP
								Drawn
								Checked

Client: AQUINNA HOMES

Project: New Road, Hillingdon,
UB8 3DX.
Drawing Title: Plots 3 & 4
Rear & Side Elevations

Date: Aug 2016
File: Plots 3 & 4

Drg.No: P1327 P3&4 03
Rev. D
Drawing Status: PRELIMINARY



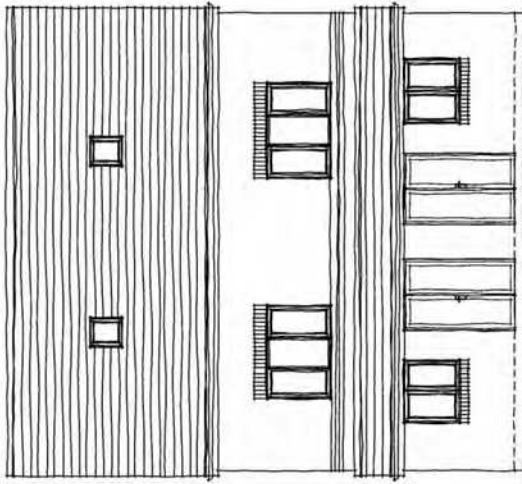
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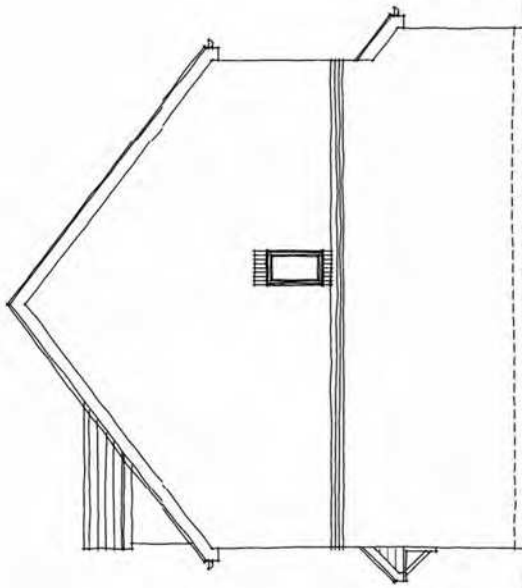
PLOTS 3 & 4



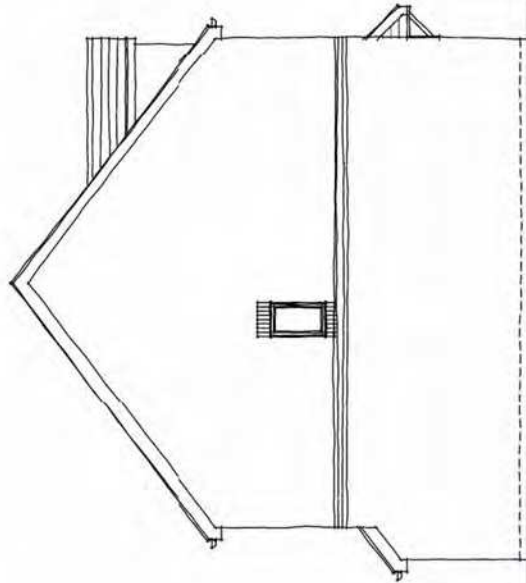
FRONT ELEVATION
PLOT 4



REAR ELEVATION
PLOT 5



SIDE ELEVATION
PLOT 5



SIDE ELEVATION
PLOT 4

PLOTS 5 & 6



SCALE BAR

Rev.	Date	Description
B	31-05-17	Plt: numbers updated.
A	16-12-16	Plt: numbers updated.

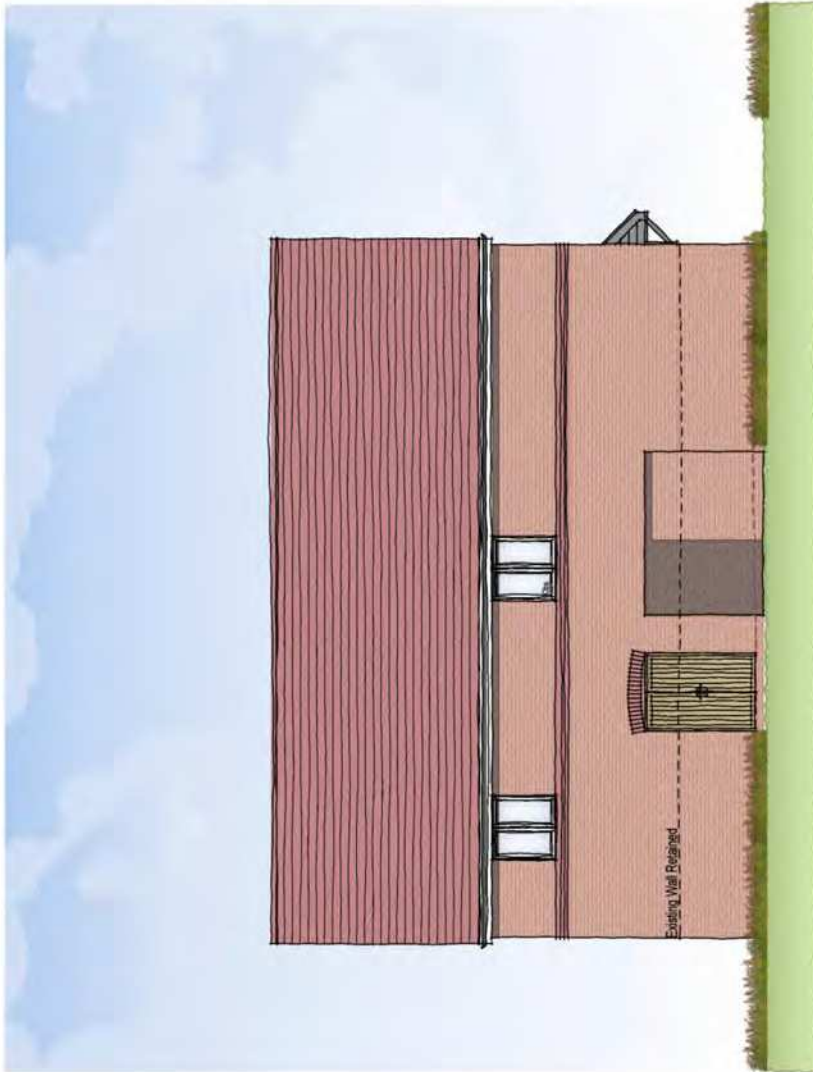
DGP DGP
BAS -
Drawn -
Checked

Client
AQUINNA HOMES

Project
New Road, Hillingdon,
UB8 3DX.



Scale	1:100 @ A3	Drawn	MCN	Checked	DGP
Date	Aug 2016	File	Plots 5 & 6		
Drg.No.	P1327/P5&6.02	Rev.	B	Drawing Status	PLANNING



FRONT ELEVATION



SIDE ELEVATION

- G 25-05-17 Windows repositioned.
 - F 24-05-17 New elevations to match with the new plans.
 - E 22-05-17 Cycle store amended.
 - D 20-04-17 Second floor removed.
 - C 13-01-17 Balcony removed. Window added in lieu of double doors.
 - B 04-01-17 Cycle store enlarged.
 - A 16-12-16 Plo. numbers updated.
- | Rev. | Date | Description |
|------|----------|--|
| G | 25-05-17 | Windows repositioned. |
| F | 24-05-17 | New elevations to match with the new plans. |
| E | 22-05-17 | Cycle store amended. |
| D | 20-04-17 | Second floor removed. |
| C | 13-01-17 | Balcony removed. Window added in lieu of double doors. |
| B | 04-01-17 | Cycle store enlarged. |
| A | 16-12-16 | Plo. numbers updated. |

- ACG DGP
- ACG DGP
- ACG DGP
- ACG DGP
- BAS -
- BAS -
- BAS -
- Drawn Checked

Client
AQUINNA HOMES

Scale 1:100 @ A3
Drawn MCN
Checked DGP

Project
New Road, Hillingdon,
UB8 3DX,
Drawing Title
Plots 7 & 8
Front & Side Elevations

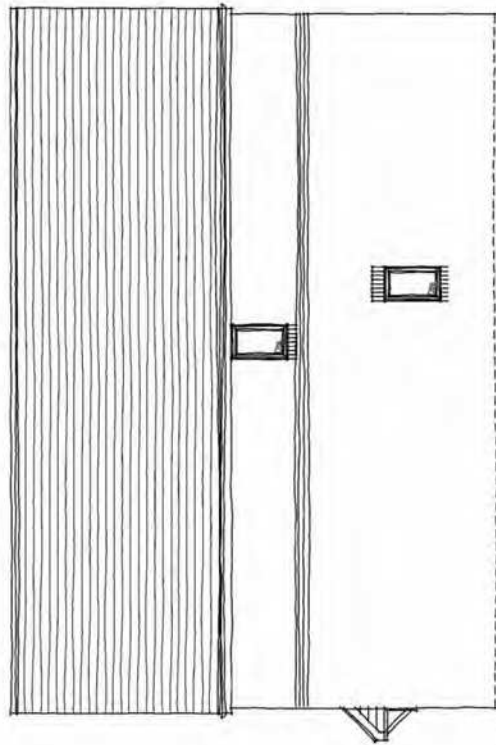
Date Aug 2016
File Plots 7-9
Drg.No. P1327.P7-9.02
Rev. G
Drawing Status
PLANNING



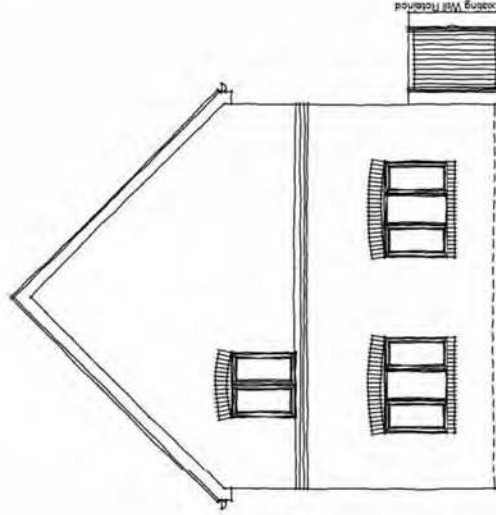
PLOTS 7 & 8

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REAR ELEVATION



SIDE ELEVATION

Rev.	Date	Description
G	25-05-17	Windows repositioned.
F	24-05-17	New elevations to match with the new plans.
E	22-05-17	Cycle store amended.
D	20-04-17	Second floor removed.
C	13-01-17	Balcony removed.
B	04-01-17	Cycle store enlarged.
A	16-12-16	Plc. numbers updated.

ACG DGP
ACG DGP
ACG DGP
ACG DGP
BAS -
BAS -
BAS -
Drawn Checked

Client: AQUINNA HOMES

Project: New Road, Hillingdon, UB8 3DX.
Drawing Title: Plots 7 & 8 Rear & Side Elevations

Scale: 1:100 @ A3
Date: Aug 2016
Drg.No.: P1327/77-9.03
File: Plots 7-9
Rev.: G
Drawing Status: PLANNING



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PLOTS 7 & 8



Rev.	Date	Description
D	31-05-17	Plot 3 & 4 flank shown.
C	25-05-17	Plot 7-8 amended.
B	21-04-17	Building heights amended.
A	16-01-17	Balcony removed from plots 6 & 8.

DGP
DGP
ACG
DGP
ACG
DGP
DGP
DGP
DGP
Drawn
Checked



Client
 AQUINNA FINANCIAL
 Project
**New Road, Hillingdon,
 UB8 3DX.**
 Drawing Title
Street Scenes

Scale **1:200 @ A2** Drawn **ACG** Checked **DGP**
 Date **August 2016** File **P11327.SS** Drawing Status
 Cg.No **P1327.SS.01** Rev. **D** **PLANNING**

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REFUSE STRATEGY:

Private Refuse Storage for houses is located in rear gardens and moved by residents on collection day, to kerbside (on curtilage) or collection points.
 Private Refuse Collection is from kerbside, adjacent to the dwelling boundary or from collection points.
 Communal Refuse Storage is provided for apartments.

- Private refuse storage locations, generally in rear gardens. Moved on collection day by resident.
- Kerbside refuse collection points for individual houses. To be placed on BCP on collection day only

Travel Distances

- - - - - Operatives - Generally 15m (25m max.)
- - - - - Residents - Generally <30m

Refuse Provision for Houses

- One 240 ltr. Wheeled Bin (Refuse)
- One 240 ltr. Wheeled Bin (Recycling)
- One 25 ltr. Kitchen Bin (Not Shown)

SITE LAYOUT 1:500



F	26-05-17	Amended in line with revised planning layout.
E	21-04-17	Apartment amended and plots renumbered accordingly.
D	16-01-17	Layout amended to suit revised planning layout.
Rev.	Date	Description

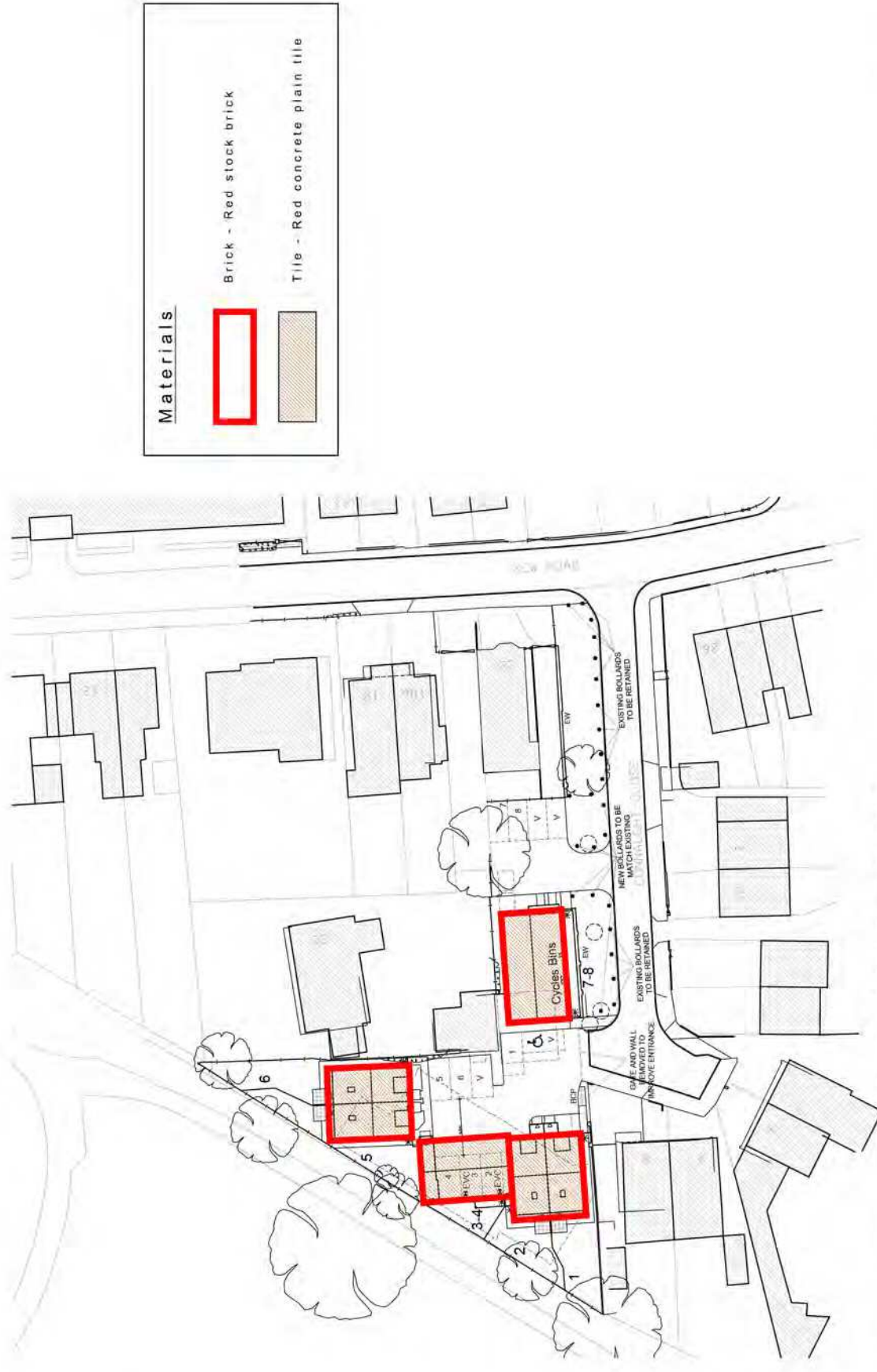
Client	AQUINNA HOMES
Project	New Road, Hillingdon
Drawing Title	Refuse Layout
Scale	1:500 / 1:1250 @ A3
Date	July 2015
Rev.	F
Dwg.No.	P1327/05
Checked	DGP
Drawn	BAS
File	
Drawing Status	PLANNING



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DGP DGP
 DGP DGP
 DGP JS
 Drawn Checked



SITE LAYOUT 1:500

Rev.	Date	Description	Client	Scale	Drawn	Checked
F	26-05-17	Amended in line with revised planning layout.	AQUINNA HOMES	1:500 / 1:1250 @ A3	BAS	DGP
E	21-04-17	Apartments amended and plots renumbered accordingly.				DGP
D	16-01-17	Layout amended to suit revised planning layout.				DGP JS
						Drawn Checked

Project: New Road, Hillingdon
 Drawing Title: Materials layout
 Date: July 2015
 Drg.No: P1327/02
 Rev: F
 Drawing Status: PLANNING




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Legend	
	ALLOCATED PARKING SPACE
	ALLOCATED CARPORT PARKING SPACE
	UNALLOCATED PARKING SPACE
12 Spaces Total	
	SECURE CYCLE STORAGE
10 Spaces Total	

SITE LAYOUT 1:500



F	26-05-17	Amended in line with revised planning layout.	Checked	DGP
E	21-04-17	Apartment amended and plots renumbered accordingly.	Drawn	DGP
D	16-01-17	Layout amended to suit revised planning layout.	Drawn	DGP
Rev.	Date	Description	Drawn	Checked

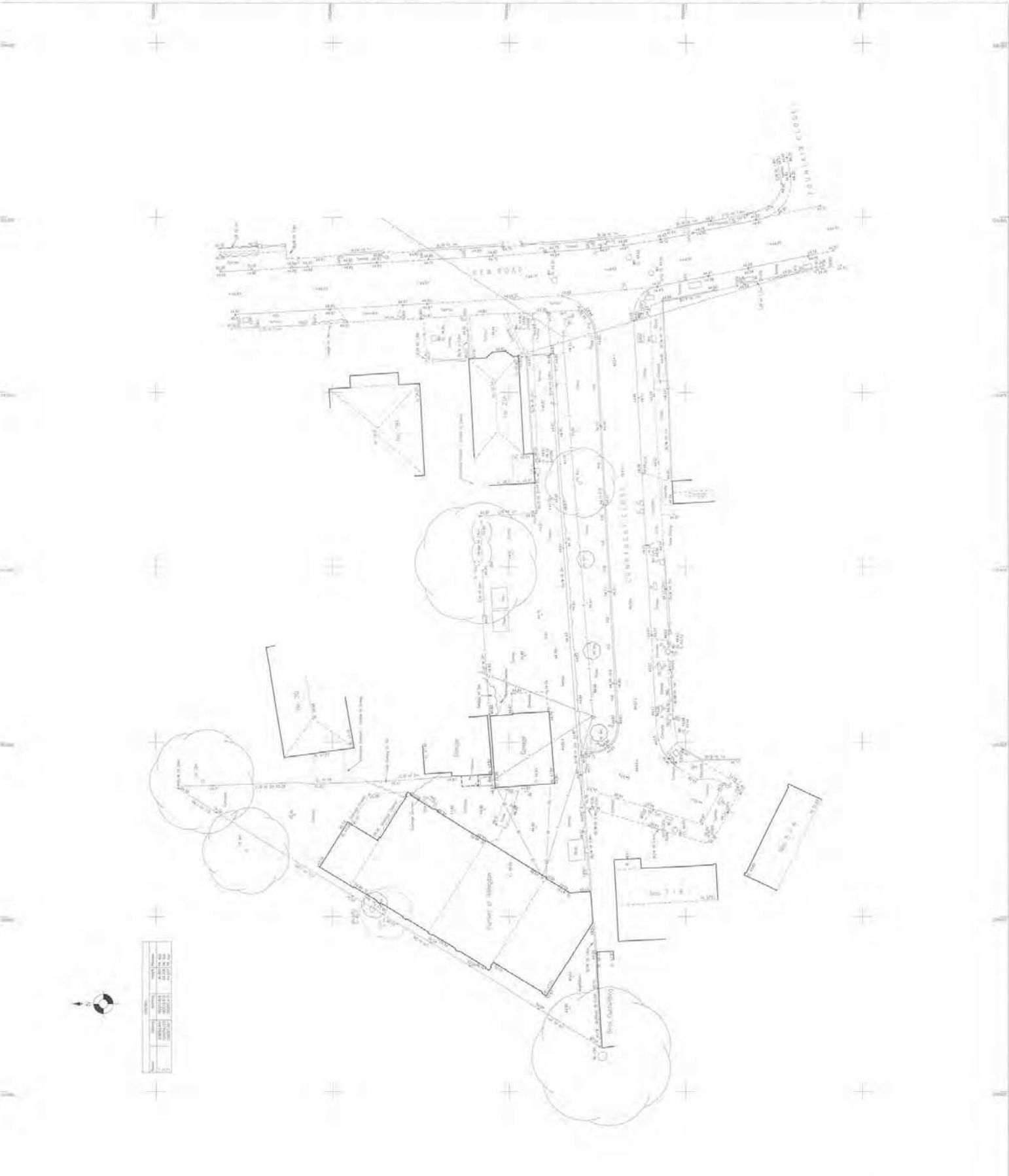
Client	AQUINNA HOMES	Scale	1:500 / 1:1250 @ A3	Drawn	BAS	Checked	DGP
Project	New Road, Hillingdon	Date	July 2015	File			
Drawing Title	Parking Layout	Dwg.No.	P1327/04	Rev.	F	Drawing Status	PLANNING

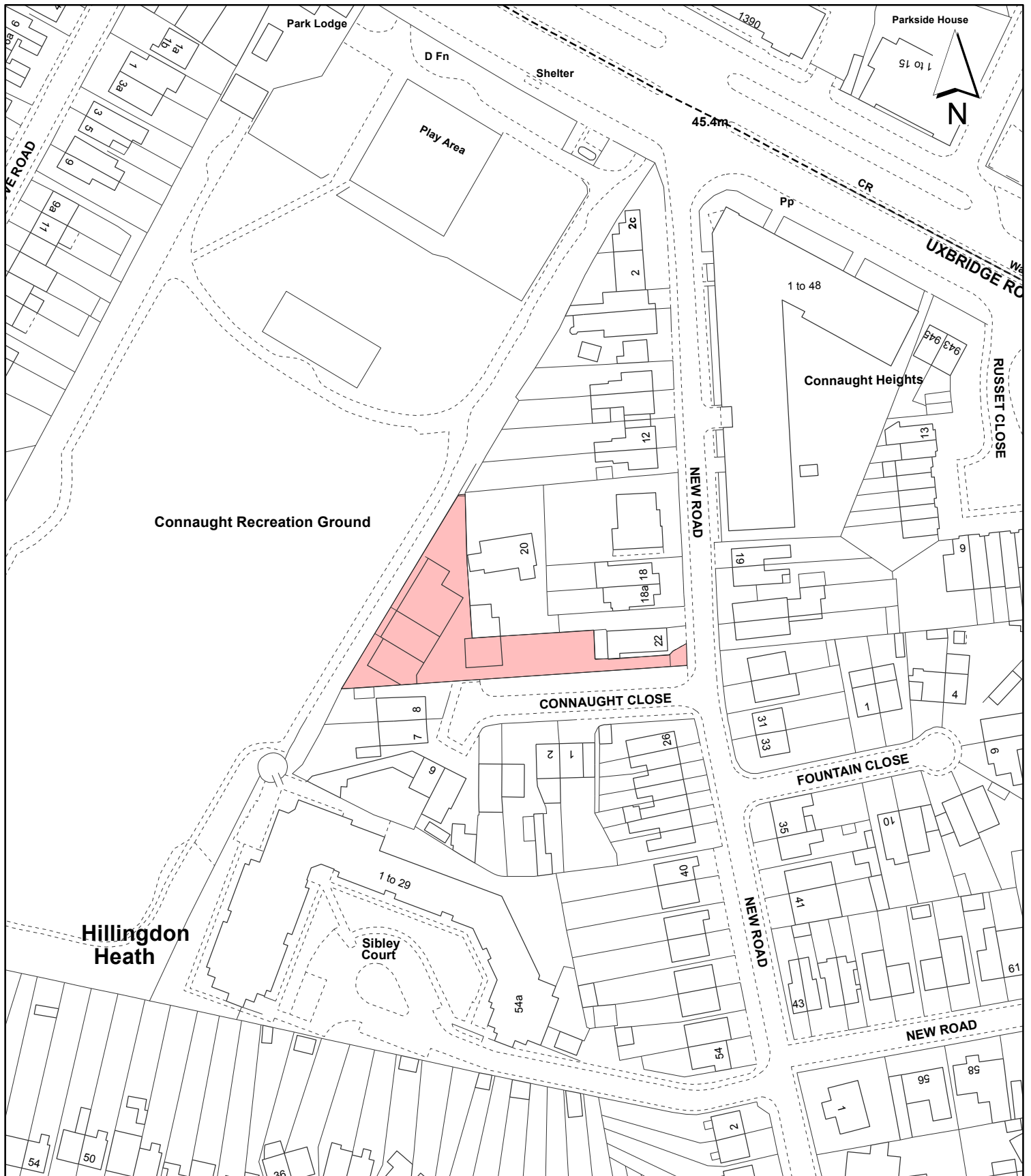


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<p>PROJECT ADDRESS</p> <p>1234 Main Street Suite 500 New York, NY 10001 Phone: (212) 555-1234 Fax: (212) 555-5678 Email: info@global.com</p>		<p>CLIENT</p> <p>ABC Corporation 100 Wall Street New York, NY 10005 Phone: (212) 555-9000 Fax: (212) 555-8000 Email: abc@corp.com</p>		<p>DATE</p> <p>10/15/2023</p>		<p>SCALE</p> <p>1" = 100'</p>	
<p>PROJECT DESCRIPTION</p> <p>Site plan for new building addition and parking lot expansion.</p>		<p>DESIGNER</p> <p>John Doe, P.E. 1234 Main Street Suite 500 New York, NY 10001 Phone: (212) 555-1234 Fax: (212) 555-5678 Email: john.doe@global.com</p>		<p>CHECKED BY</p> <p>Jane Smith, P.E. 1234 Main Street Suite 500 New York, NY 10001 Phone: (212) 555-1234 Fax: (212) 555-5678 Email: jane.smith@global.com</p>		<p>DATE</p> <p>10/15/2023</p>	
<p>PROJECT LOCATION</p> <p>1234 Main Street Suite 500 New York, NY 10001</p>		<p>PROJECT NO.</p> <p>GS-2023-001</p>		<p>DATE</p> <p>10/15/2023</p>		<p>SCALE</p> <p>1" = 100'</p>	
<p>PROJECT STATUS</p> <p>Final Design</p>		<p>PROJECT NO.</p> <p>GS-2023-001</p>		<p>DATE</p> <p>10/15/2023</p>		<p>SCALE</p> <p>1" = 100'</p>	





Notes:

 Site boundary

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Site Address:

22 New Road

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

Planning Application Ref:
4519/APP/2016/3619

Scale:
1:1,250

Planning Committee:
Major Page 176

Date:
June 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST
DRAYTON

Development: Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

LBH Ref Nos: 829/APP/2016/3167

Date Plans Received: 19/08/2016 **Date(s) of Amendment(s):**
Date Application Valid: 01/09/2016

NOTES

1. All dimensions and levels to be checked on site. Client to be notified of any discrepancies.
2. All structural details to be checked against the structural engineers drawings.
3. This drawing to be read in conjunction with the other relevant project drawings and in addition, with structural, M&E engineers, approved sub-contractors, drawings and current instructions.
4. All work to be undertaken with the requirements of the current Building and Water Regulations.



Block Plan 1/500



Location Plan 1/1250

No.	Description	Date

GA&A DESIGN LTD		Block and location plan	
560 SIPSON ROAD WEST DRAYTON UB7 0JD			
Project number	408	Drawn by	KB
Date	Oct 2014	Checked by	SSB
Mountbatten House, Fairacres, Dedworth Rd, Windsor, Berkshire, SL4 4LE 01753 754 817 07595069413 sundeeep@gaadesign.co.uk		Scale 1/500 1/1250	



1
Proposed Basement Plan
1 : 100

LEGEND	
	300x600 COLUMN
	300 DIA COLUMN

PARKING BAY SIZES	
SIZES	2-4x4.8m 2 TO 10, 20 & 21
BAY NUMBERS	2, 7, 14, 15, 16, 17, 18, 19, 20, 21
SIZES	2,7x4.8m 1 & 22
SIZES	2-4x6.0m 12 TO 14



PROJECT NAME: 560 SPRING ROAD
 PROPOSED BASEMENT PLAN
 DRAWN BY: KS
 CHECKED BY: CL
 DATE: 24-01-2017
 PROJECT NO: 408
 DRAWING NO: 408-10-A1
 SCALE: 1:100

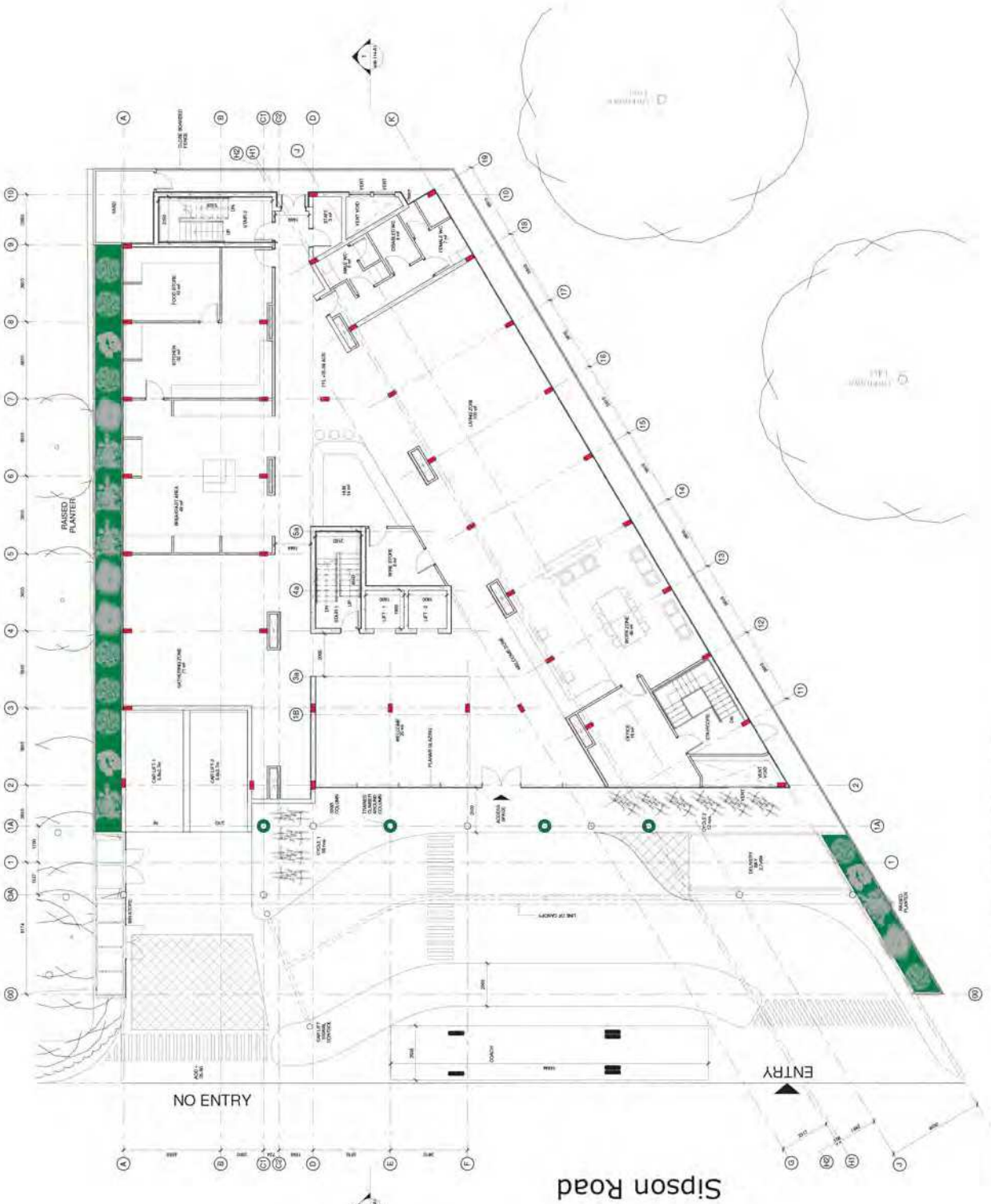
Mountbatten House, Felixstowe,
 Debarrow Road, Weymouth, Dorset, UK
 T: +44 (0)1494 443525
 E: info@grain.co.uk
 www.grain.co.uk
 f s b
 a r b

SCALE:

0m	2m	4m	6m	8m	10m
SCALE 1:100 @ A1					
0m	1m	2m	3m	4m	5m
SCALE 1:50 @ A1					

Revision	Date	Description	Revision	Date	Description

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1 Proposed Ground Floor Plan
1 : 100

PROJECT NAME: 500 SIPSÓN ROAD
PROPOSED GROUND FLOOR PLAN
DATE: 24-01-2017
PROJECT NO: 408

CLIENT: SATE DAMAN
ARCHITECT: GR&A
SCALE: 1:100 @ A1
SCALE: 1:50 @ A1

REVISIONS:

Rev	Date	Description	Revision Date	Description
1				

SCALE:
 0m 2m 4m 6m 8m 10m
 SCALE 1:100 @ A1
 0m 1m 2m 3m 4m 5m
 SCALE 1:50 @ A1

GR&A **ARB** **fsb**

Mountbatten House, Falmouth,
 Bideford Road, Weymouth, Dorset, UK
 T: +44 (0)1844 443520
 E: info@grandarc.co.uk
 www.grandarc.co.uk

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Key plan



North Elevation
1 : 100

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Revision	Date	Description
1	20/07/2016	Issue for construction
2	14/03/2016	Issue for construction
3	17/02/2016	Issue for construction
4	20/07/2016	Issue for construction

Revision	Date	Description
1	20/07/2016	Issue for construction
2	14/03/2016	Issue for construction
3	17/02/2016	Issue for construction
4	20/07/2016	Issue for construction

SCALE:
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SCALE 1:100 @ A1
0m 1m 2m 3m 4m 5m
SCALE 1:50 @ A1

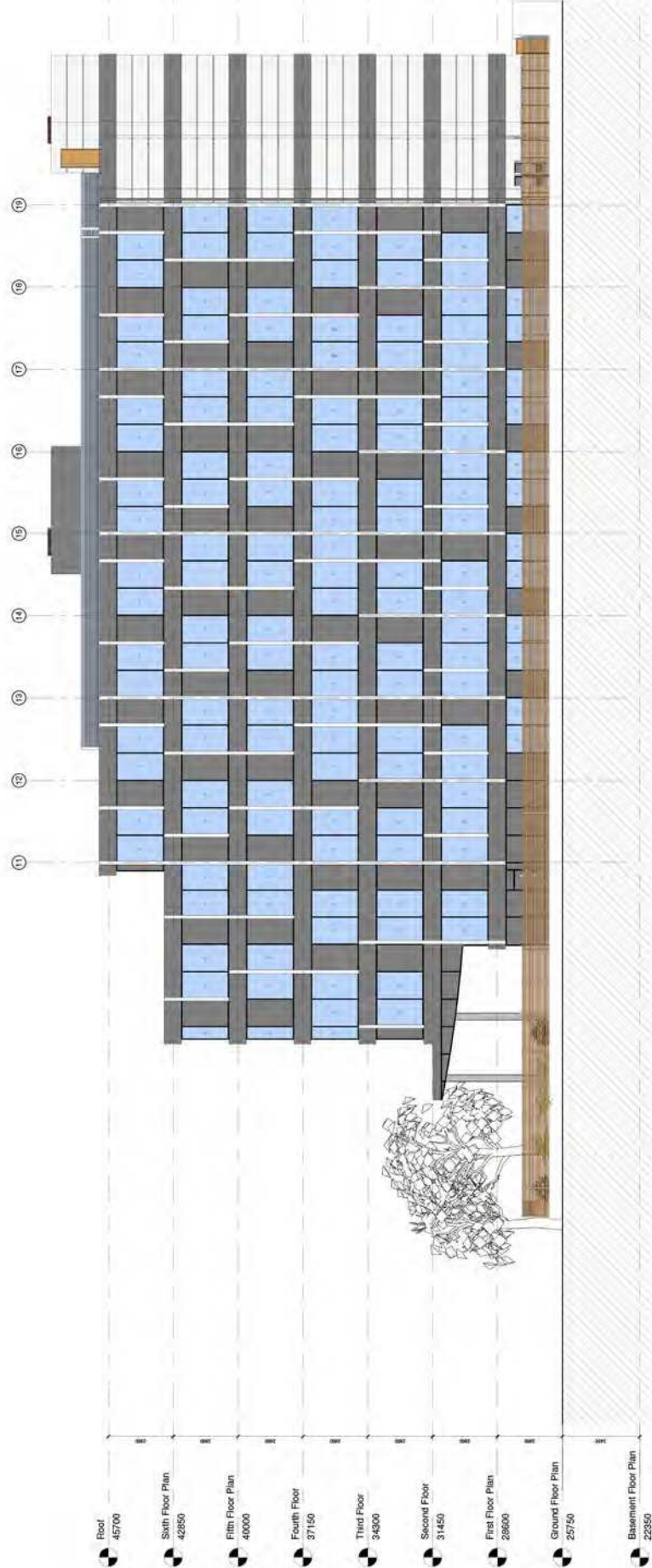
G R & A RIBA # **arb** **fsb**
 Mountbatten House, Fitzrovia,
 Baker Street, W1B 5LE
 T: +44 (0)844 443 52 50
 E: info@grand.co.uk
 www.grand.co.uk

PROJECT NAME:
500 SPIRON ROAD
 Proposed North Elevation
 STATUS: EAST DAWN
 Planning: 24-01-2017
 PROJECT NO: 408
 DRAWN BY: CL
 CHECKED BY: XE
 DATE: 24-01-2017
 SCALE: 1:100 @ A1





Key plan



1 West Elevation
1 : 100

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Revision	Date	Description
A	21/10/2016	Issue for construction
B	21/10/2016	As per above
C	14/10/2016	Revised drawing
D	12/09/2016	Final drawing issued
E	26/07/2017	Final drawing issued

Revision	Date	Description

Revision	Date	Description

SCALE:

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SCALE 1:100 @ A1

0m 1m 2m 3m 4m 5m

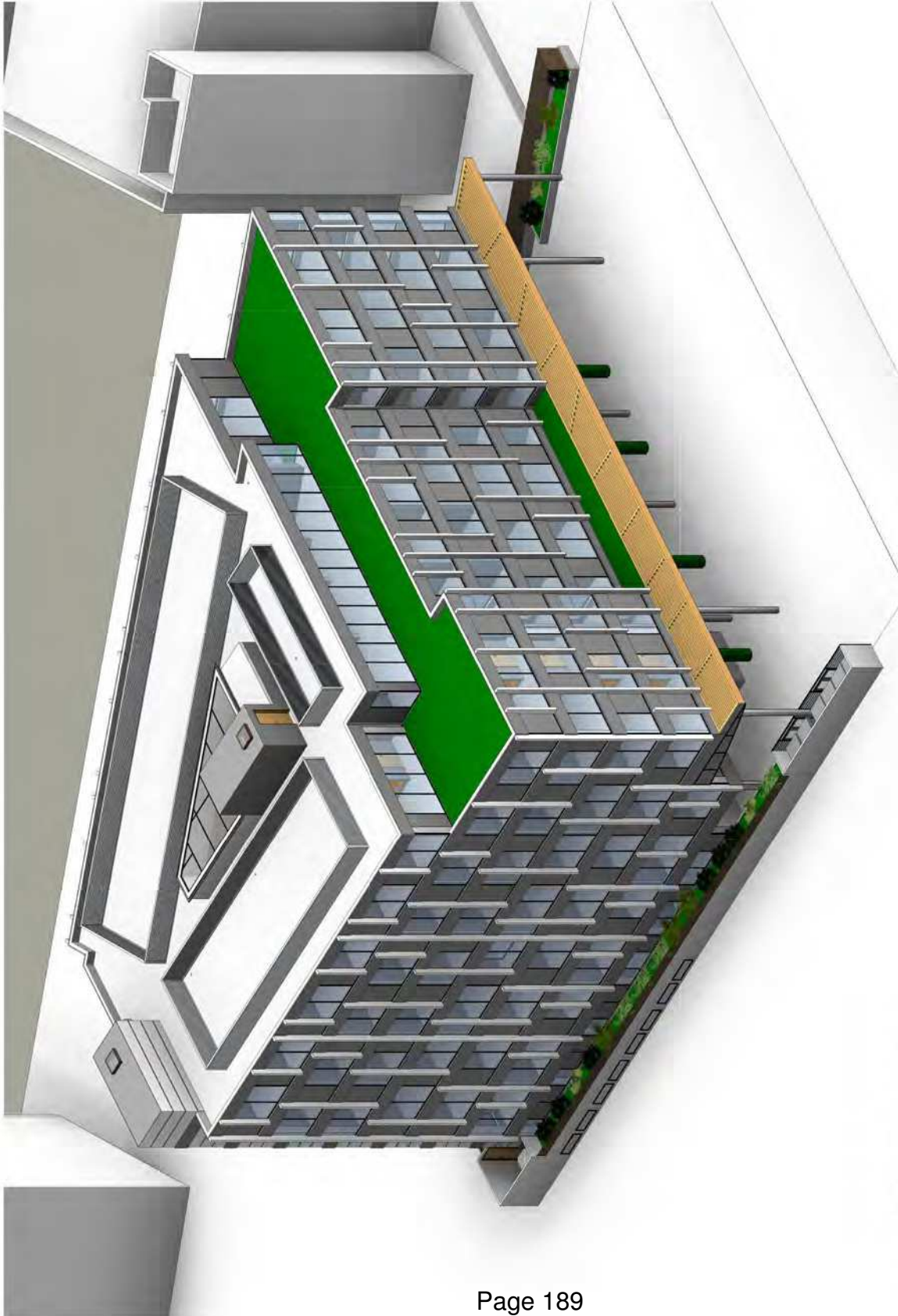
SCALE 1:50 @ A1

Mountbatten House, Fitzrovia, Bedford Row, London, W1T 3LF
 T: +44 (0)20 7464 4433
 F: +44 (0)20 7464 4433
 www.gra.co.uk

GRA G R A R I B A # arb fsb

PROJECT NAME: 500 SUTTON ROAD
 Proposed West Elevation
 DRAWN BY: DANIEL CLAYTON
 CHECKED BY: DANIEL CLAYTON
 DATE: 24-01-2017
 PROJECT NO: 02000000
 DRAWN BY: DANIEL CLAYTON
 CHECKED BY: DANIEL CLAYTON
 DATE: 24-01-2017
 PROJECT NO: 02000000





1 North side axo rendered view



Key plan

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Revision	Date	Description

Revision	Date	Description

Revision	Date	Description

Revision	Date	Description

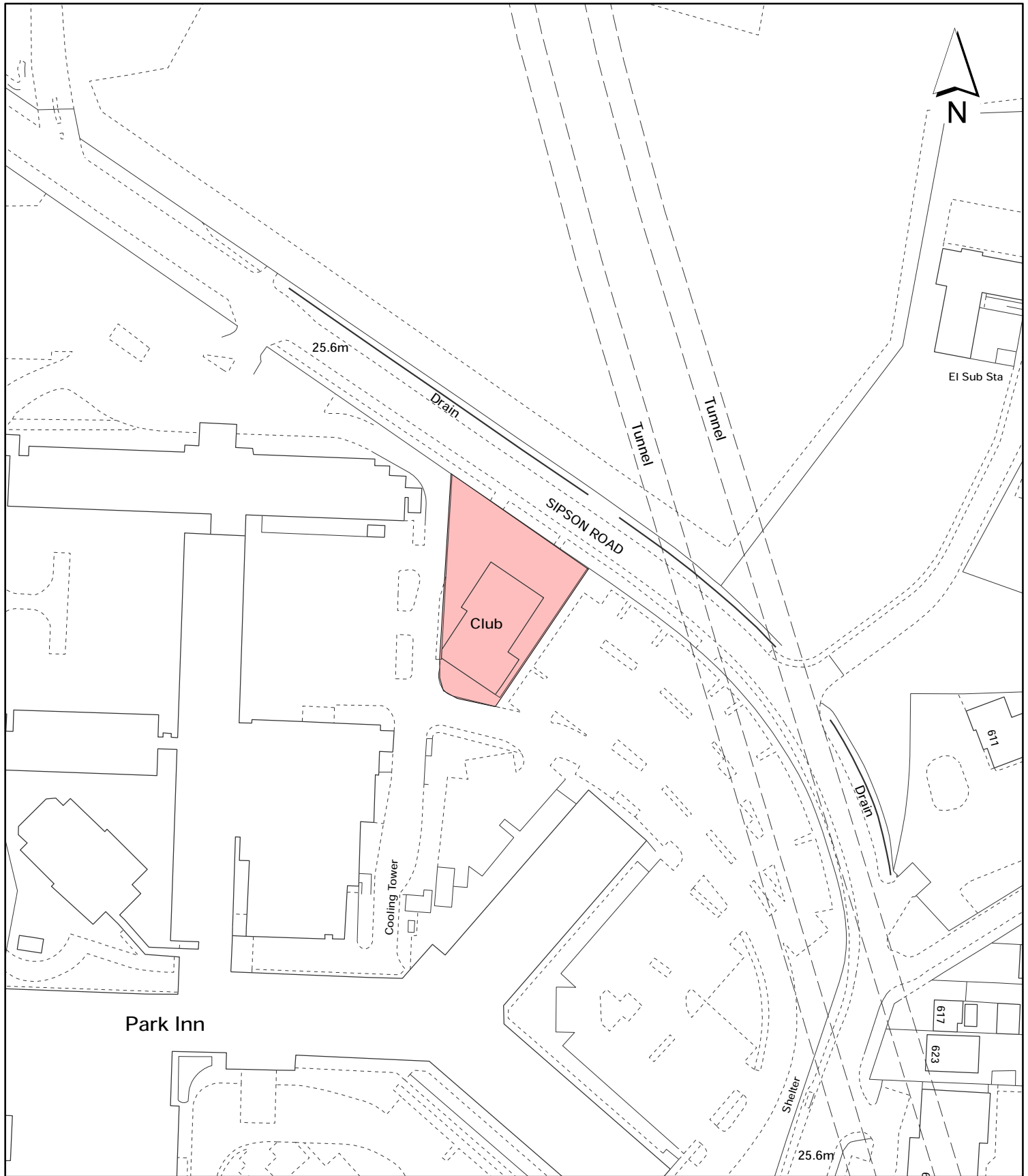
SCALE:
 0m 2m 4m 6m 8m 10m
 SCALE 1:100 @ A1
 0m 1m 2m 3m 4m 5m
 SCALE 1:50 @ A1

PROJECT NAME: 500 BIRSON ROAD
PROJECT NO: 408
DATE: 24-01-2017
DESIGNED BY: XS
CHECKED BY: CL
SCALE: A3
DATE: 24-01-2017
PROJECT NO: 408

Mountbatten House, Falmouth,
 Dalwood Road, Wether, SA4 4LE
 t: +44 (0)844 443 5250
 e: info@gabriel.co.uk
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GR&A
ARB **fsb**

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Notes:

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Site Address:
**Former Royal British Legion Club
 Sipson Road**

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

Planning Application Ref:
829/APP/2016/3167

Scale:
1:1,250

Planning Committee:
Major Page 194

Date:
May 2017



Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 3C the 'Parade Ground' of outline planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development).

LBH Ref Nos: 585/APP/2016/3776

NOTES

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REV	DESCRIPTION	DATE	AUTHOR	CHKD
A	Status amended to planning	05.09.16	JA	



scale 1:1250

Primary Office
 Building 200, The Grange, Farnley Road,
 Wakefield, WF1 3AQ
 T: 01974 367703 F: 01974 367276
 www.thepersimmon.co.uk

PERSIMMON
 Building Britain's Homes for 40 years

PROJECT
St Andrews Park, Uxbridge
 Phase 3C
 Persimmon Homes (Thames Valley)

SCALE: 1:1250 @ A1 DATE: Sept 2016 AUTHOR: JA DWT:

DRAWING
Location Plan

DRAWING NO: PERS130438 DATE: LP01 REV: A



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REV	DESCRIPTION	DATE	AUTHOR	DESK
A	Status amended to planning	05/09/16	CW	
B	Landscaping updated	02/11/2016	CW	
C	Layout redesign following feedback from Hillingdon Council Flat Block 3, H&K revised. Landscaping areas increased	09/05/2017	JWW	
D	Central landscaping amended parking spaces 400-405 440, 499 revised over 2.5m wide as per Landscapers request. Flat Blocks J&K not over scaled. Flat line adjusted as per client comments. Landscaping updated (trees and soft landscaping) adjusted to Phase 4/5/6/5/11	10/05/2017	JWW	
E	Software updated	12/05/2017	JWW	
F	Minor amendment	15/05/2017	JWW	
G	Former Road Junction Location located	16/05/2017	CAW	
H	Parking numbers reduced and allocation revised. M/C sign and cycle stand added.	06/06/2017	MWP	CW

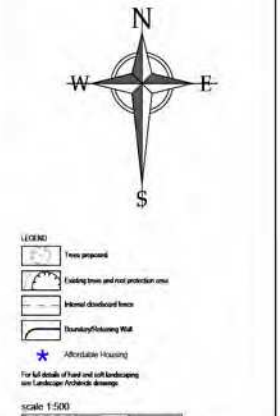
PHASE 3C

Private

Room Type	Description	No of Bedrooms	No of Washable Rooms	Apn	Sqft	No	Total Apn	Total Sqft	Total Washable Rooms
Flt	1 Bed Flat	2	3	73.34	752.84	25	1458.05	15428.20	45
Flt2	3 Bed Flat	2	4	105.44	993.21	14	7383.29	14495.75	72
Flt3	1 Bed Flat	2	3	121.10	1300.25	3	2643.36	26111.14	18
Flats J & K									
Flt4	2 Bed Flat	2	3	81.05	857.81	4	3443.36	3742.81	12
Flt5	2 Bed Flat	2	3	68.73	745.00	3	4732.23	4442.05	12
Flats G & H									
Flt6	1 Bed Flat	1	2	48.32	520.00	4	2091.82	2130.00	12
Flt7	1 Bed Flat	1	2	64.49	715.81	2	136.26	1435.15	4
Flt8	1 Bed Flat	1	2	64.51	695.81	3	206.82	1785.81	4
Flt9	1 Bed Flat	1	2	65.75	708.81	1	65.75	708.81	2
Flt10	2 Bed Flat	2	3	83.40	879.81	10	4048.00	4721.81	36
Flt11	2 Bed Flat	2	3	83.72	844.81	1	83.72	844.81	3
Flt12	2 Bed Flat	2	3	84.47	893.81	2	162.55	1645.81	6
Flt13	2 Bed Flat	2	3	88.40	975.81	4	390.40	2081.81	12
Flt14	2 Bed Flat	2	3	88.11	940.81	4	354.44	2194.81	12
Flt15	2 Bed Flat	2	3	88.48	944.81	4	357.84	2194.81	12
Flt16	2 Bed Flat	2	3	83.25	878.81	4	342.00	2032.81	12
Flt17	2 Bed Flat	2	3	82.97	878.81	4	341.40	2032.81	12
Flt18	2 Bed Flat	2	3	82.47	870.81	4	335.08	2003.81	12
Flt19	2 Bed Flat	2	3	83.09	879.81	4	335.76	2019.81	12
TOTALS						113	6748.44	27124.66	128

Affordable

Room Type	Description	No of Bedrooms	No of Washable Rooms	Apn	Sqft	No	Total Apn	Total Sqft	Total Washable Rooms
Flt20	1 Bed Flat	1	2	93.40	973.76	1	702.40	3719.76	3
Flt21	1 Bed Flat	1	2	131.12	1392.72	1	1331.12	13351.72	3
Flats G									
Flt22	1 Bed Flat	1	2	58.80	613.81	2	188.80	1843.81	4
Flt23	1 Bed Flat	1	2	44.71	480.81	2	180.22	1300.81	4
Flt24	1 Bed Flat	1	2	65.75	708.81	1	65.75	708.81	2
Flt25	1 Bed Flat	1	2	62.40	670.81	2	147.00	1344.81	4
Flt26	2 Bed Flat	2	3	83.72	844.81	2	167.44	1645.81	6
Flt27	2 Bed Flat	2	3	84.43	893.81	1	84.43	893.81	3
TOTALS						114	6748.44	27124.66	129



Summary Data
 Building 200, The Grange, Pinner Road, Uxbridge, Middlesex, UB8 3DA
 Tel: 01754 347700 Fax: 01754 347276
 www.persimmon.co.uk

PERSIMMON
 Building Smarter Homes for All Years

Project: **St Andrews Park, Uxbridge Phase 3C**

Client: **St Andrew's Homes (Thames Valley)**

Scale: 1/500 Date: 27/06/2016 Author: MWP

Sheet: **Site Layout**

Drawn: PERS130438

Checked: SL01

Rev: H

NOTES

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NO.	REVISION	DATE	BY	CHECKED
1	ISSUED FOR PERMITS	15/08/2016	JM	AM
2	ISSUED FOR PERMITS	15/08/2016	JM	AM
3	ISSUED FOR PERMITS	15/08/2016	JM	AM
4	ISSUED FOR PERMITS	15/08/2016	JM	AM
5	ISSUED FOR PERMITS	15/08/2016	JM	AM
6	ISSUED FOR PERMITS	15/08/2016	JM	AM
7	ISSUED FOR PERMITS	15/08/2016	JM	AM
8	ISSUED FOR PERMITS	15/08/2016	JM	AM
9	ISSUED FOR PERMITS	15/08/2016	JM	AM
10	ISSUED FOR PERMITS	15/08/2016	JM	AM



Scale: 1:200

Project: St Andrew's Park, Uxbridge

Phase: 3C

Client: Persimmon Homes (Thames Valley)

Date: August 2016

Drawn by: JM

Checked by: AM

Project No: PPS130438

Sheet No: F

ST ANDREW'S PARK

PERSIMMON

PHASE 3C

STATION 2019 B2

STATION 2020 B2

STATION 2021 B2

STATION 2028 B2

STATION 2029 C2

STATION 2031 B2

STATION 2032 B2

STATION 2033 C2/U

STATION 2034 C2

STATION 2035 B2

STATION 2036 C2

STATION 2037 B2

STATION 2040 C2

STATION 2053 B2

STATION 2054 B2

STATION 2055 B2

STATION 2056 B2

STATION 2057 B2

STATION 2058 B2

STATION 2059 B2

STATION 2060 B2

STATION 2061 B2

STATION 2062 B2

STATION 2063 C2/U

STATION 2064 B2

STATION 2068 B2

STATION 2069 B2

STATION 2070 B2

STATION 2071 C2

STATION 2072 C2

STATION 2074 C2

STATION 2077 C2

STATION 2078 C2

STATION 2079 C2

STATION 2080 C2

STATION 2081 C2

STATION 2082 C2

STATION 2083 C2

STATION 2084 C2

NOTES

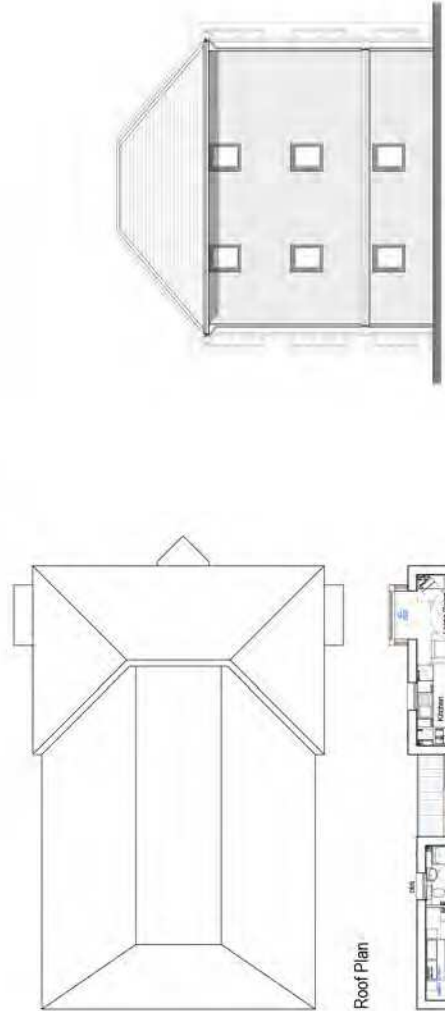
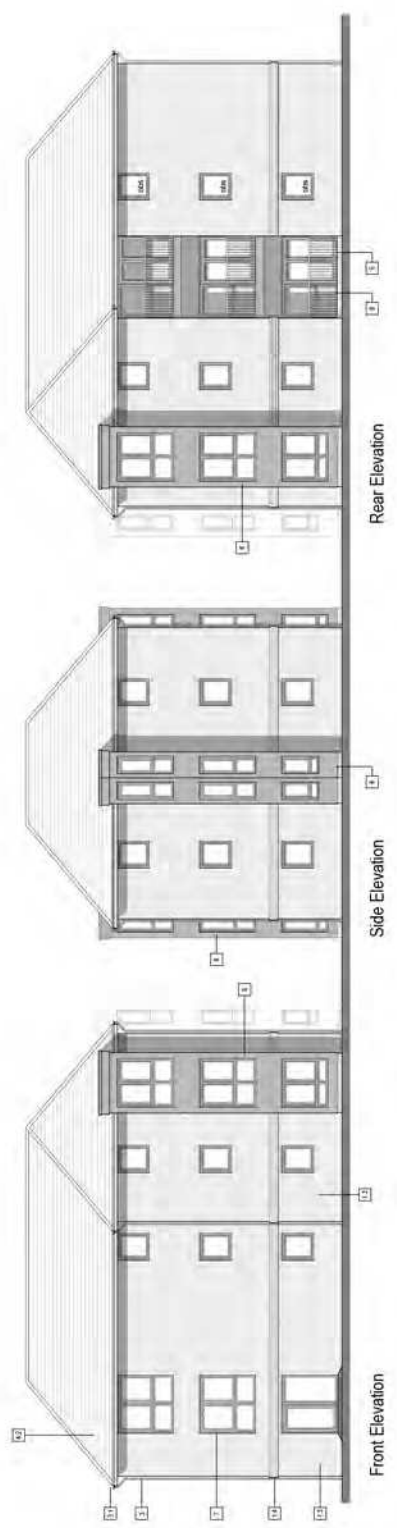
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REV	DESCRIPTION	DATE	AUTHOR	CHECK
A	Design approved for planning	11/08/16	JJA	JJA
B	Final design approved for building	05/03/2018	DW	DW
C	Final design approved for building	10/08/17	JMW	JMW
D	Design reference amended	12/05/17	JMW	JMW
E	Minor revision amended to floor	15/05/17	HIS	HIS



- MATERIALS LEGEND**
For detailed specifications of materials please refer to the Plans External Finishes
- 1 Roof Brick Type 2 - Forterra Dunbar (see history)
 - 2 Blue Brick Type 3
 - 3 Rammed aggregate in situ concrete
 - 4 Facades and bargeboards in South (or similar) ash coloured in grey (externals)
 - 5 External glazing sliding panels in (RAL 7016) Dark Grey or similar
 - 6 External glazing sliding panels in (RAL 7016) Dark Grey or similar
 - 7 Windows in (RAL 7016) Dark Grey or similar
 - 8 Windows in (RAL 7016) Dark Grey or similar
 - 9 Windows in (RAL 7016) Dark Grey or similar
 - 10 Windows in (RAL 7016) Dark Grey or similar
 - 11 Windows in (RAL 7016) Dark Grey or similar
 - 12 Windows in (RAL 7016) Dark Grey or similar
 - 13 Windows in (RAL 7016) Dark Grey or similar
 - 14 Windows in (RAL 7016) Dark Grey or similar
 - 15 Windows in (RAL 7016) Dark Grey or similar
 - 16 Windows in (RAL 7016) Dark Grey or similar
 - 17 Windows in (RAL 7016) Dark Grey or similar
 - 18 Windows in (RAL 7016) Dark Grey or similar
 - 19 Windows in (RAL 7016) Dark Grey or similar
 - 20 Windows in (RAL 7016) Dark Grey or similar
 - 21 Windows in (RAL 7016) Dark Grey or similar
 - 22 Windows in (RAL 7016) Dark Grey or similar



First Floor Plan



Second Floor Plan



Ground Floor Plan

Plot No.	Area (sqm)	Volume (m³)	Height (m)	Notes
2B	657	61.05	3	
2B	740	68.72	3	

PROJECT
St Andrews Park, Uxbridge
Phase 3C
Persimmon Homes (Thames Valley)

SCALE
1:100 @ A1

DATE
July 2016

DESIGNER
JA

PROJECT NO.
PER130138

DATE
P.442-447.pe

REV
E



Plot No.	Area (sqm)	Volume (m³)	Height (m)	Notes
2B	657	61.05	3	
2B	740	68.72	3	

NOTES

1. This drawing is prepared to scale from the drawings for the purposes of Local Authority Planning Approval only. In all other circumstances DO NOT scale from this drawing. Please contact this office for any additional information required.

2. Dimensions and levels of the site and building before commencing any site drainage or building work. Any discrepancies should be recorded in the Architect's Report.

3. This drawing is to be used in conjunction with the Consultant's drawings.

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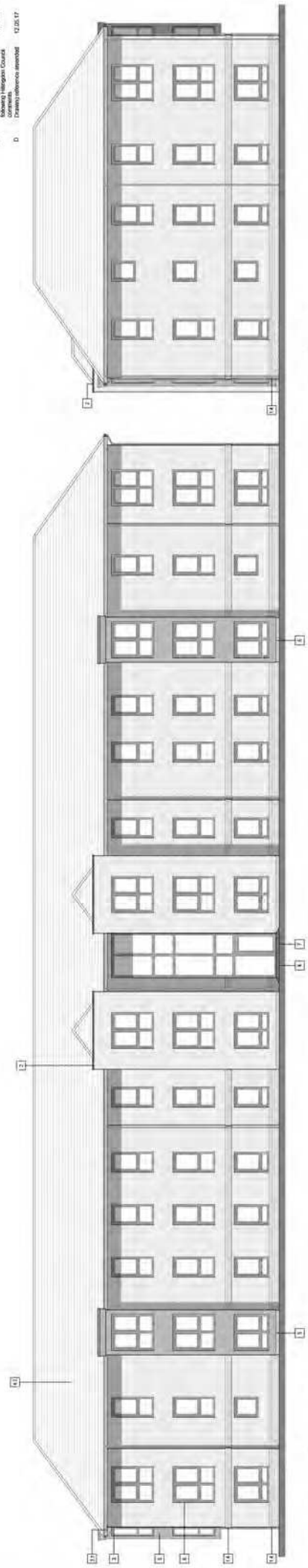
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REV	DESCRIPTION	DATE	AUTHOR	CHECKED
A	Initial approved by planning	11/08/16	JJA	
B	Not shown updated			
C	Final Block No. assigned	02/09/16	CPY	
D	Final Block No. assigned	02/09/16	CPY	
E	Final Block No. assigned	02/09/16	CPY	
F	Final Block No. assigned	02/09/16	CPY	
G	Final Block No. assigned	02/09/16	CPY	
H	Final Block No. assigned	02/09/16	CPY	
I	Final Block No. assigned	02/09/16	CPY	
J	Final Block No. assigned	02/09/16	CPY	
K	Final Block No. assigned	02/09/16	CPY	
L	Final Block No. assigned	02/09/16	CPY	
M	Final Block No. assigned	02/09/16	CPY	
N	Final Block No. assigned	02/09/16	CPY	
O	Final Block No. assigned	02/09/16	CPY	
P	Final Block No. assigned	02/09/16	CPY	
Q	Final Block No. assigned	02/09/16	CPY	
R	Final Block No. assigned	02/09/16	CPY	
S	Final Block No. assigned	02/09/16	CPY	
T	Final Block No. assigned	02/09/16	CPY	
U	Final Block No. assigned	02/09/16	CPY	
V	Final Block No. assigned	02/09/16	CPY	
W	Final Block No. assigned	02/09/16	CPY	
X	Final Block No. assigned	02/09/16	CPY	
Y	Final Block No. assigned	02/09/16	CPY	
Z	Final Block No. assigned	02/09/16	CPY	



Front Elevation (to Hillingdon Road)

Side Elevation



Rear Elevation (to courtyard)

Side Elevation

- MATERIALS LEGEND**
- For detailed specifications of materials please refer to the following documents:
- 1. Red Brick Type 2 - Fulham Quarter Road feature
 - 2. Blue Brick Type 3
 - 3. Projected coping detail in dark grey
 - 4. UPVC finish
 - 5. Rainwater goods - Black UPVC
 - 6. Fascias and bargeboards in Slate (or similar) self-coloured in grey (Alternative)
 - 7. External glazing - double glazed in (RAL 7016) dark grey or similar
 - 8. External glazing - double glazed in (RAL 7016) dark grey or similar
 - 9. External glazing - double glazed in (RAL 7016) dark grey or similar
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Scale: 1:100

PROJECT
St Andrews Park, Uxbridge
Phase 3C
Persimmon Homes (Thames Valley)

DATE
1-10 @ A1

DATE
July 2016

SCALE
1:100

PROJECT
Plots 410-441
Flats Block H
Elevations

DATE
1-10 @ A1

DATE
July 2016

SCALE
1:100

PROJECT
St Andrews Park, Uxbridge
Phase 3C
Persimmon Homes (Thames Valley)

DATE
1-10 @ A1

DATE
July 2016

SCALE
1:100

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PROJECT
Plots 410-441
Flats Block H
Elevations

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DATE
July 2016

SCALE
1:100

PROJECT
Plots 410-441
Flats Block H
Elevations

DATE
1-10 @ A1

DATE
July 2016

SCALE
1:100

PROJECT
St Andrews Park, Uxbridge
Phase 3C
Persimmon Homes (Thames Valley)

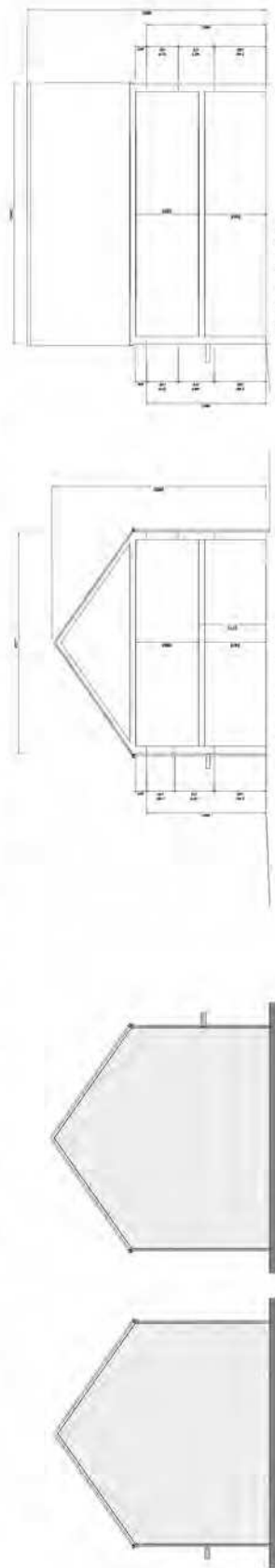
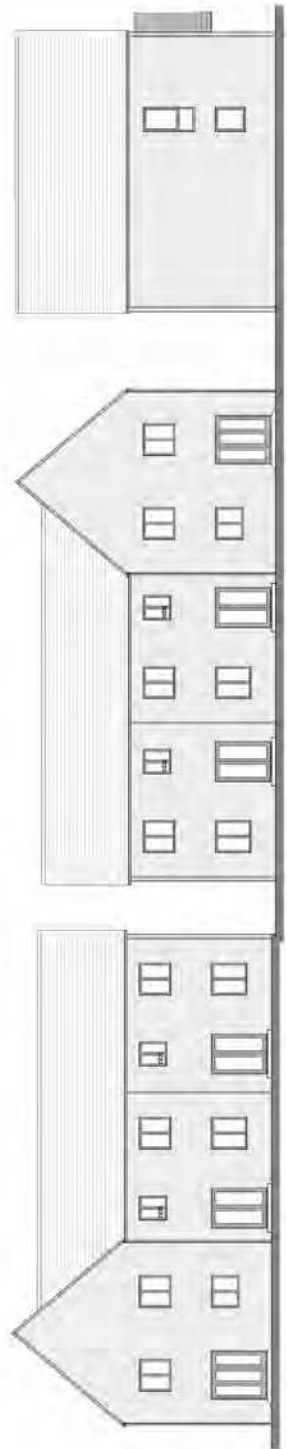
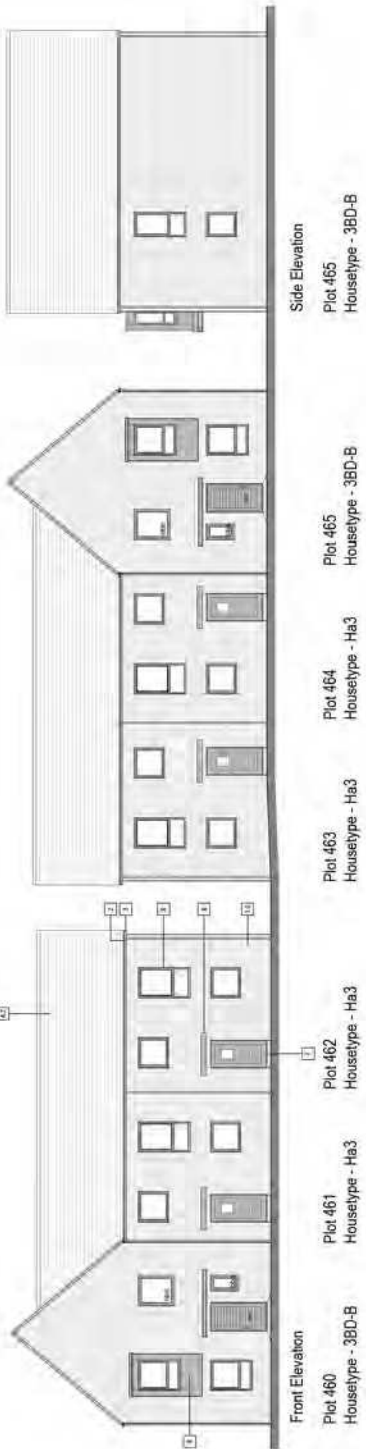
DATE
1-10 @ A1

DATE
July 2016

SCALE
1:100

NOTES
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REV	DESCRIPTION	DATE	BY	CHECKED
A	Stake amended to drawing	11/06/16	JH	JH
B	Final construction	23/02/16	JH	JH



- MATERIALS LEGEND**
 For detailed (and even idiosyncratic) specifications of materials please refer to:
- 1 Red Brick Type 1 (Extra Quality) (H)
 - 2 House Block, Frame and Ramp Boards
 - 3 Travertine panels - Stone, U.P.C
 - 4 Facias and bargeboards in Stone (or similar) left colored in grey (optional)
 - 5 Porcelain Tiles (see specification)
 - 6 Terrazzo Tiles (see specification)
 - 7 Windows, Doors & Door Thresholds
 - 8 Windows U.P.C. (RAL 9010)
 - 9 Dark Grey
 - 10 Entrance concrete slabs (minimum 150mm)
 - 11 Floor Slabs
 - 12 Concrete slabs (minimum 150mm)
 - 13 Concrete slabs (minimum 150mm)
 - 14 Entry Grilles (Composite Door)
 - 15 Down Pipes & Soil Pipes
 - 16 Down Pipes (RAL 9010)

PROJECT: **Plots 460-465 Elevations & Sections**
 DRAWN BY: PERSIMMON
 DATE: August 2016
 SCALE: 1:100 @ A1
 SHEET NO: PERS130438
 SHEET OF: P.460-465.e
 OF: B

PROJECT: **St Andrews Park, Uxbridge Phase 3C**
 DRAWN BY: PERSIMMON
 DATE: August 2016
 SCALE: 1:100 @ A1
 SHEET NO: PERS130438
 SHEET OF: P.460-465.e
 OF: B



ST ANDREW'S PARK
 PERSIMMON
 1:100 @ A1 August 2016 P.460-465.e B

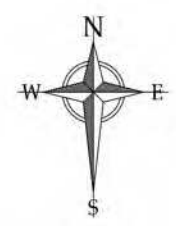
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REV	DESCRIPTION	DATE	AUTHOR	DATE
A	Plans amended to planning	05/09/16	JACW	
	Three updates			
B	Base layout updated	03/11/16	CW	
C	Revised in line with site layout	11/05/17	JAW	
D	Revised in line with site layout	15/05/17	JAW	
E	Base Site Layout updated	16/05/17	CW	
F	Base Site Layout updated	07/09/17	MWP	



Affordable

House Type	Description	No of Bedrooms	No of Habitable Rooms	SqM	SqFT	No	Total SqM	Total SqFT	Total Habitable Rooms
HO3	3 Bed House	3	5	90.46	973.70	1	90.46	973.70	5
3RD-B	3 Bed House	3	5	121.12	1300.72	1	121.12	1300.72	5
Flah G									
1B-D1a	1 Bed Flat	1	2	66.40	715.00	2	132.80	1430.00	4
1B-D1a-A	1 Bed Flat	1	2	64.11	690.00	2	128.22	1380.00	4
1B-D1a-B	1 Bed Flat	1	2	65.75	708.00	1	65.75	708.00	2
2B	2 Bed Flat	2	3	62.40	672.00	2	124.80	1344.00	6
2B-A	2 Bed Flat	2	3	61.72	664.00	1	61.72	664.00	3
2B-B	2 Bed Flat	2	3	64.47	693.00	1	64.47	693.00	3
TOTALS						11	789.34	8494.42	32
SITE TOTALS						11.6	8195.98	8922.28	360



NOTES

1. This drawing is a preliminary drawing and is not to be used for construction. It is subject to change without notice.

2. The owner is responsible for obtaining all necessary permits and approvals from the relevant authorities.

3. The owner is responsible for ensuring that the design complies with all applicable laws and regulations.

4. The owner is responsible for ensuring that the design is suitable for the intended use and site conditions.

5. The owner is responsible for ensuring that the design is suitable for the intended use and site conditions.

6. The owner is responsible for ensuring that the design is suitable for the intended use and site conditions.

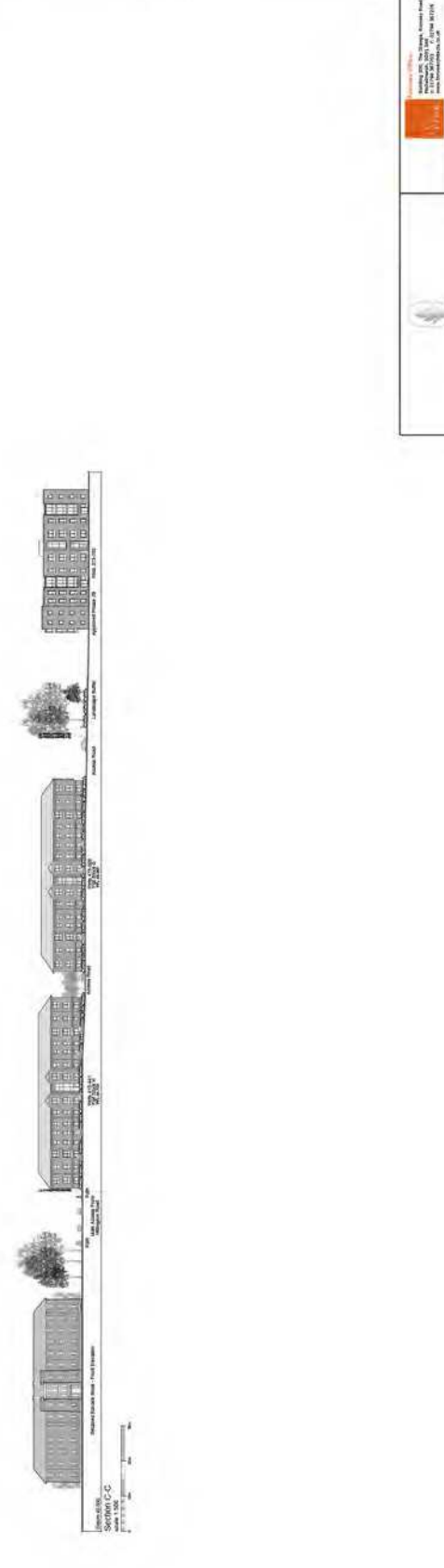
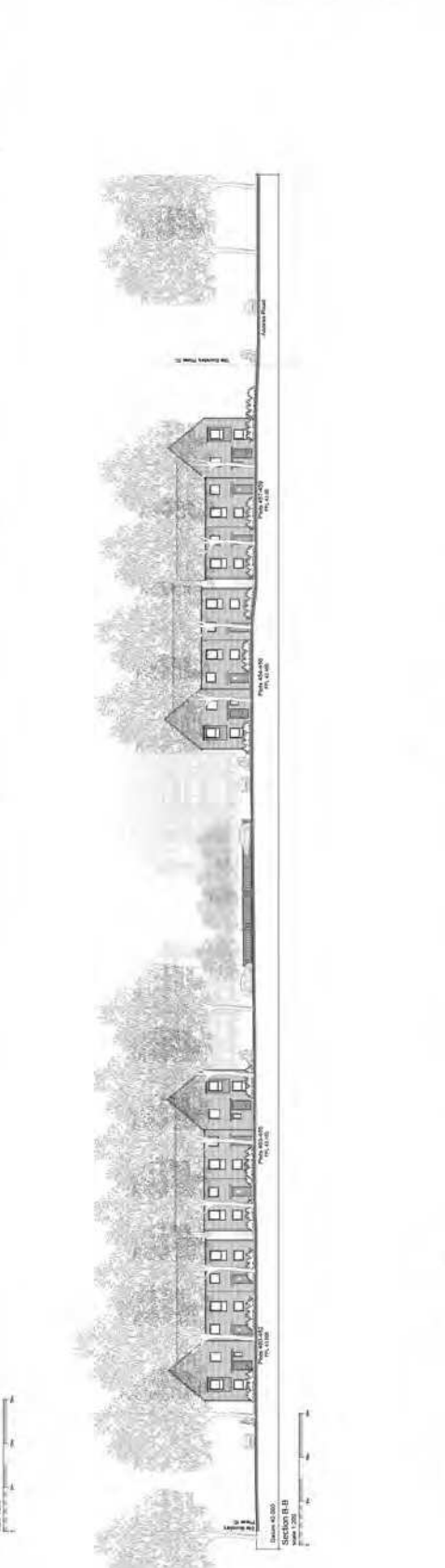
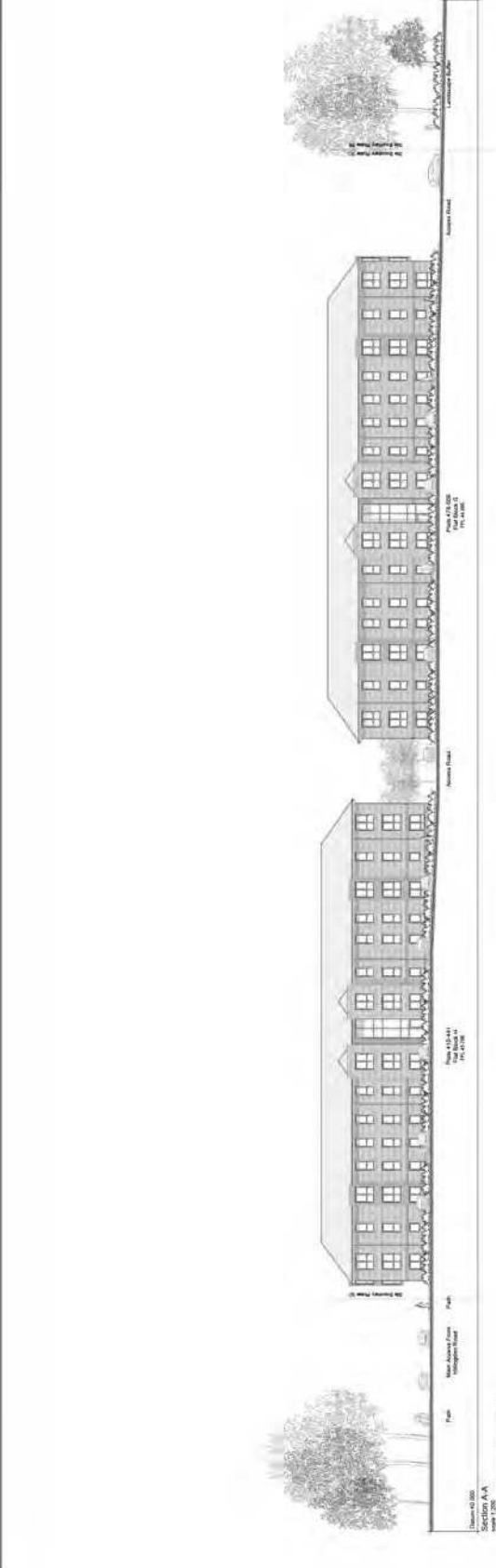
7. The owner is responsible for ensuring that the design is suitable for the intended use and site conditions.

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9. The owner is responsible for ensuring that the design is suitable for the intended use and site conditions.

10. The owner is responsible for ensuring that the design is suitable for the intended use and site conditions.

Item	Description	Quantity	Unit	Notes
1	Site preparation	1	Lot	
2	Foundation	1	Lot	
3	Structure	1	Lot	
4	Roofing	1	Lot	
5	Interior fit-out	1	Lot	
6	External works	1	Lot	
7	Landscaping	1	Lot	
8	Services	1	Lot	
9	Final works	1	Lot	
10	Handover	1	Lot	

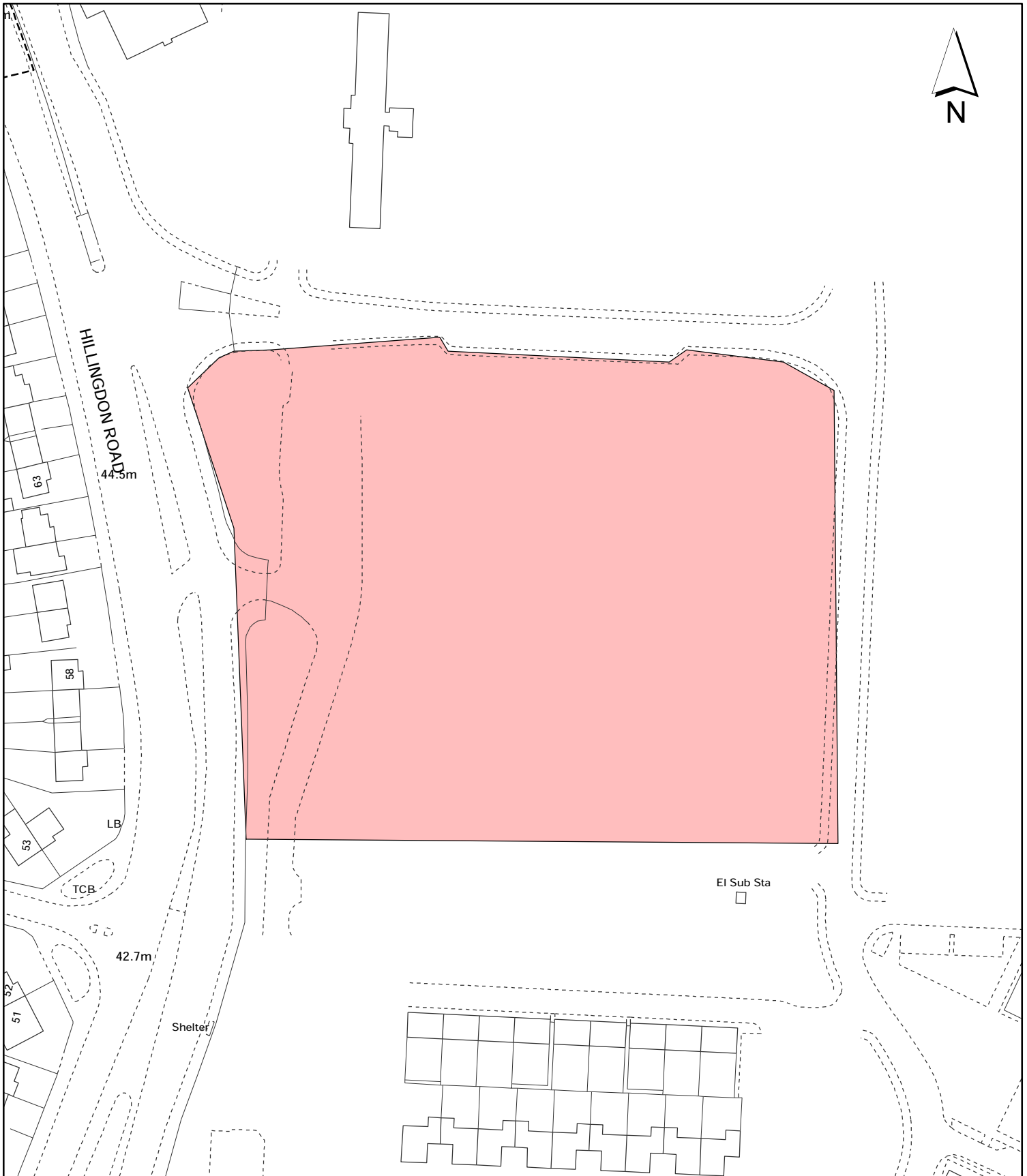


Section Location Key

St Andrews Park, Lubridge
 Phase 3C
 Parliament Homes (Charles Valley)
 1200 @ AO August 2016 JA
 PER/S130438 S591 D

PERSIMON

ANDREWS PARK



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**St Andrews
Park Phase 3C**

**LONDON BOROUGH
OF HILLINGDON**

Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

585/APP/2016/3776

Scale:

1:1,250

Planning Committee:

Major Page 205

Date:

June 2017



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

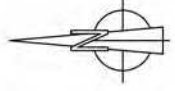
Development: Reserved matters (layout, scale, appearance and landscaping) for the erection of 58 dwellings together with associated parking and landscaping, in compliance with conditions 2 and 3 for Phase 6 of planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development).

LBH Ref Nos: 585/APP/2016/3733

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 Consultants' drawings.

REV	DESCRIPTION	DATE	AUTH	CHKD
A	Status updated to planning	05/10/16	MP	CW



KEY:



Application Boundary



PLANNING



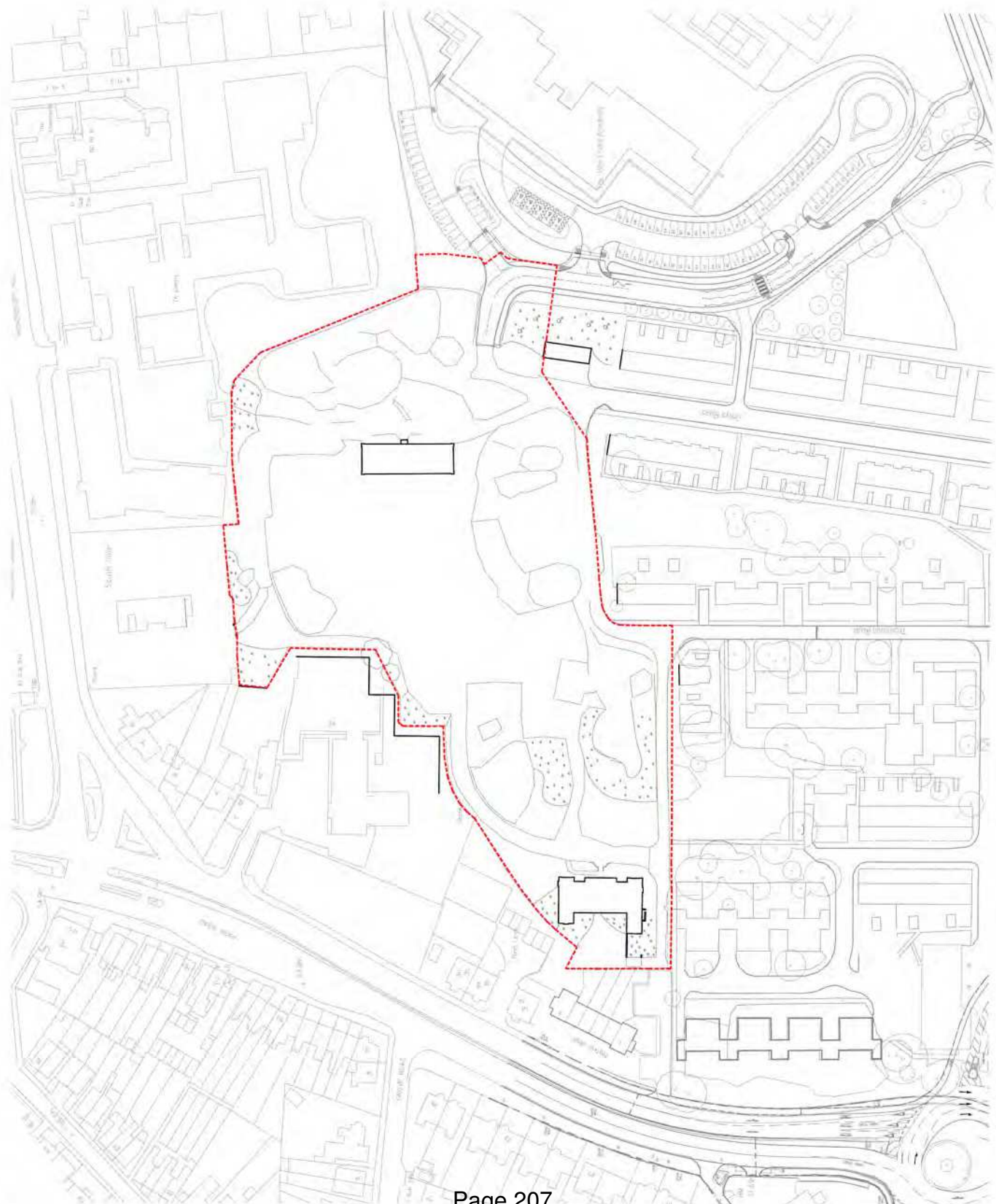
Romsey Office
 Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

PROJECT
 St Andrews Park, Uxbridge
 Phase 6
 For: St Modwen

DRAWING
 Location Plan

SCALE	DATE	AUTHOR	CHKD
1:1250 @ A3	Sep 2016	MP	CW
JOB NO.	DRAWING NO.	REV	
STM0160432	LP-01	A	

CLIENT REF.





NOTES

1. This plan is a preliminary design and is subject to change without notice.
2. All dimensions are in meters unless otherwise stated.
3. The site is bounded by the following roads: [Road names]
4. The site is bounded by the following roads: [Road names]
5. The site is bounded by the following roads: [Road names]
6. The site is bounded by the following roads: [Road names]

PLANNING

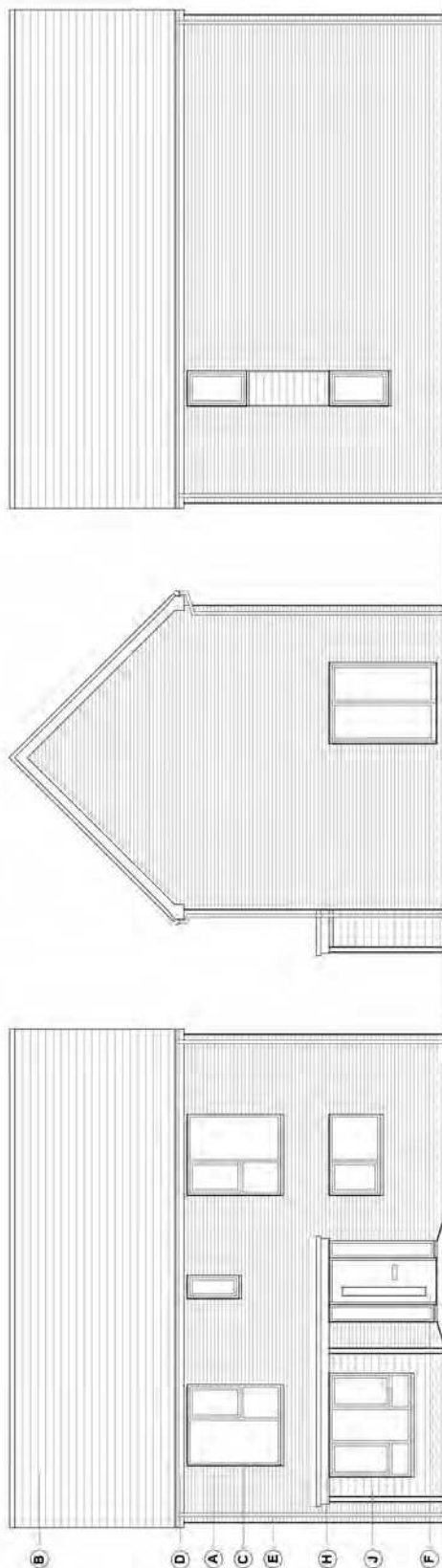
thrive
architects

1000 B AO Sep 2016 MP CAN
1700 160337 P/03
For: St. Michael's

Parameters Plan

Scale: 1:200

- KEY:**
- IM COLLECTION
 - ACTIVE CHARGING POINT FOR ELECTRIC VEHICLES
 - PASSIVE CHARGING POINT FOR FUTURE ELECTRIC VEHICLE (EV) DEMAND
 - ALLOCATED PARKING
 - UNALLOCATED SPACES
 - PRIVATE GARDENS & PRIVATE AMENITY SPACE
 - OPEN SPACE PROVISION
 - CYCLE STORAGE AREA
 - 5m ACCESSIBLE ROUTE FOR ACCESSIBLE DWELLINGS
 - 1.2m ACCESSIBLE ROUTE FOR FULL WHEELCHAIR ACCESSIBLE DWELLINGS
- Bin Storage Location**
- Paths & paths to be constructed 400x600mm wide. These paths should link with the main path leading to the rear entrance of the pod garden. All paths widths to be the minimum of the pod garden. All paths widths to be 300mm wide.
- 200L waste bins with 2400mm lid, connected to the remote storage system. Waste bins to be located adjacent to the rear entrance of the pod garden. All paths widths to be 300mm wide.
- Washrooms to have 6m x 3m vanity cubicle dryer and storage. Units to have two 20m drying racks to be placed over the vanity cubicle. Units to be 1500mm high. Units to be capable of being locked.
- Indicates position of PV panels.
- Exact size & quantity to be determined.



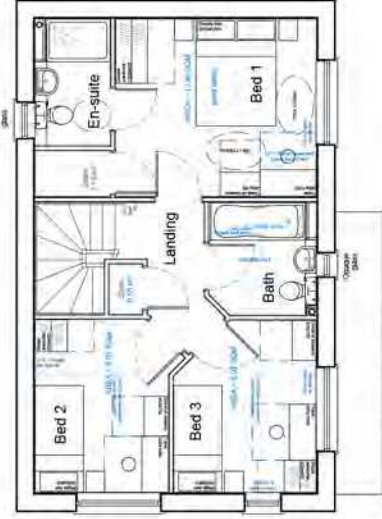
Front Elevation

Side Elevation

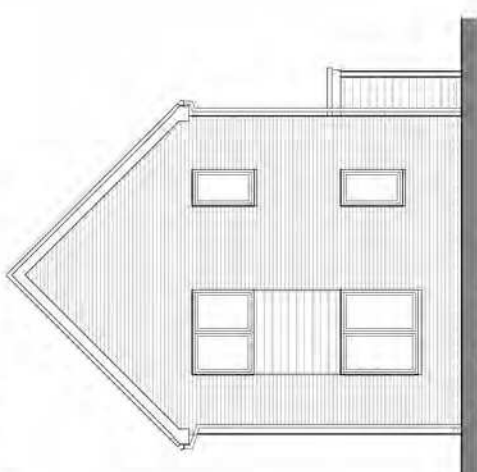
Rear Elevation



Ground Floor Plan



First Floor Plan



Side Elevation

scale 1:100
0 2m 4m 6m

PLANNING



Romsay Office
Building 305, The Grange, Ramsey Road, Mickleham, S21 5AE
T: 01794 367703 F: 01794 367776 www.thrivearchitects.co.uk

PROJECT
St Andrews Park, Uxbridge
Phase 6
For: St. Modwen Homes

DRAWING
House Type H3B938-V1
Variation 1
Plans & Elevations

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	
JOB NO.	DRAWING NO.	REV	
STM0160432	HT-H3B938-V1.pe	A	
CLIENT REF.			

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Planning Issue	05/09/16		GNV

PLOT No.
As Drawn -
Handed - 3

Areas measured to the actual finish.	
House No.	Variation
H3B938-V	Option
Discipline	Perimeters
3	5
Site	sq m
1019	94.74

- Materials**
- A - Buff or Brown brick (refer to materials layout)
 - B - Roof Tiles (Refer to materials layout)
 - C - White casement windows and doors
 - D - White Fascia and barge boards
 - E - Rainwater goods hair round gutters and circular downpipes (black)
 - F - Front doors GRP Timber effect with glazed panels Colour grey
 - G - Garage doors metal colour grey
 - H - Door canopies dark grey roofing material with white fascia
 - J - Horizontal boarded cladding colour grey
 - K - Cement render banding colour white
 - L - Balustrades - Metal handrail and glass balustrade

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Planning Issue	06/16/16	GMV	

scale 1:100



PLANNING



Romsay Office
 Building 300, The Grange, Boreley Road, Wickham, S151 8AE
 T: 01794 367703 F: 01794 367776 www.thrivearchitects.co.uk

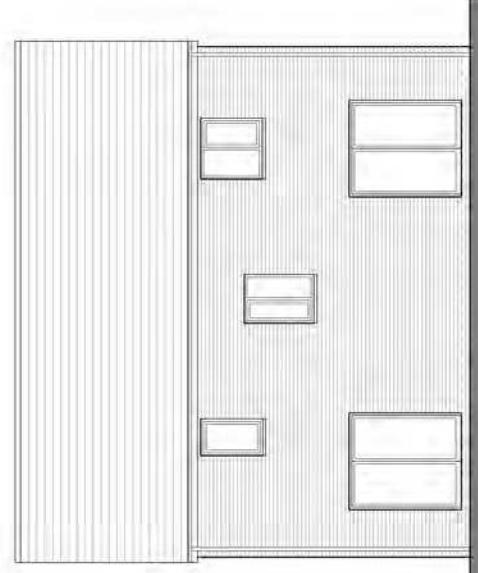
PROJECT
St Andrews Park, Uxbridge

Phase 6

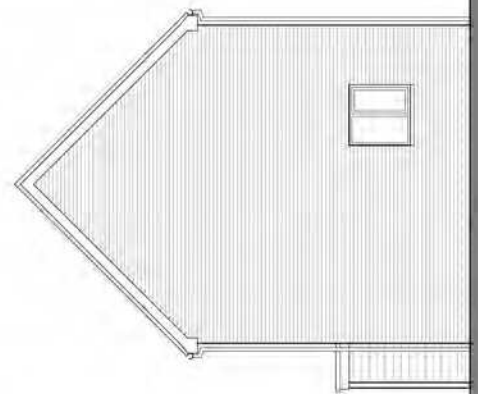
For: St. Modwen Homes

DRAWING
House Type H3B938-V2
Variation 2
Plans & Elevations

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	
JOB NO.	DRAWING NO.	REV	
STM0160432	HT-H3B938-V2.pe	A	
CLIENT REF.			



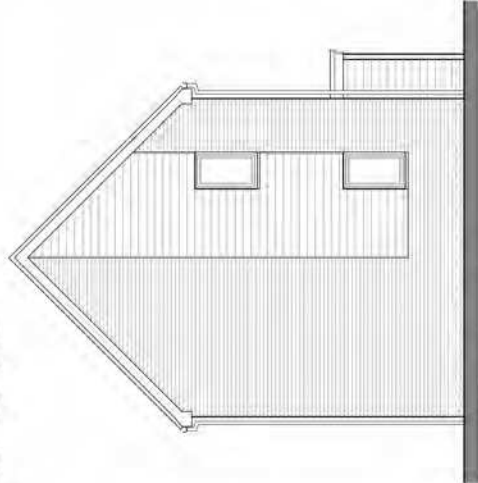
Front Elevation



Side Elevation



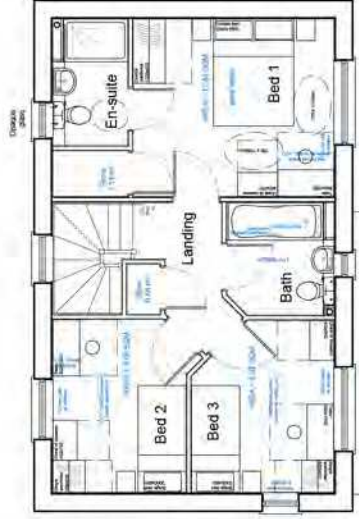
Rear Elevation



Side Elevation



Ground Floor Plan



First Floor Plan

PLOT No.
 As Drawn -
 Handed - 58

Areas measured to the actual finish.	
House No. H3B938-V	Option B
Permissible 3	5
Size ft 1019	Size m ² 94.74

- Materials**
- A - Buff or Brown brick (refer to materials layout)
 - B - Roof Tiles (Refer to materials layout)
 - C - White casement windows and doors
 - D - White Fascia and barge boards
 - E - Rainwater goods half round gutters and circular downpipes (black)
 - F - Front doors GRP timber effect with glazed panels Colour grey
 - G - Garage doors metal colour grey
 - H - Door canopies dark grey roofing material with white fascia
 - J - Horizontal boarded cladding colour grey
 - K - Cement render banding colour white
 - L - Balustrades - Metal handrail and glass balustrade

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Planning Issue	05/10/16	LEW	

scale 1:100

PLANNING

thrive.
architects
Romsey Office
Building 300, The Canals, Romsey Road, Winchester, SO51 0BE
T: 01794 367703 F: 01794 367776 www.thrivearchitects.co.uk

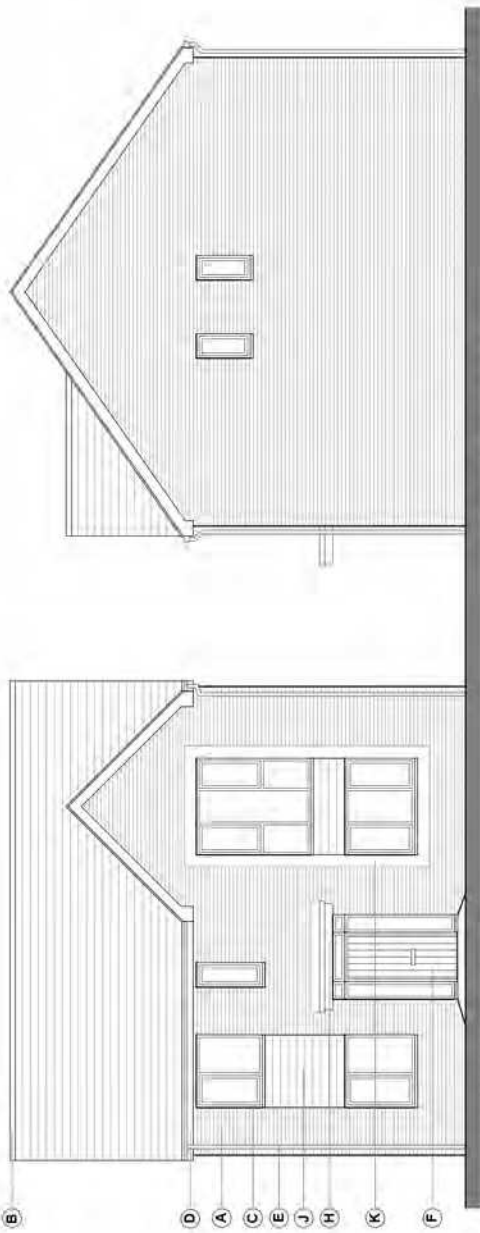
PROJECT
 St Andrews Park, Uxbridge
 Phase 6
 For: St. Modwen Homes

DRAWING
 House Type H4B1381-V
 Elevations

SCALE	DATE	AUTHOR	CHK'D
1:100 @ A3	Aug 2016	ND	ND

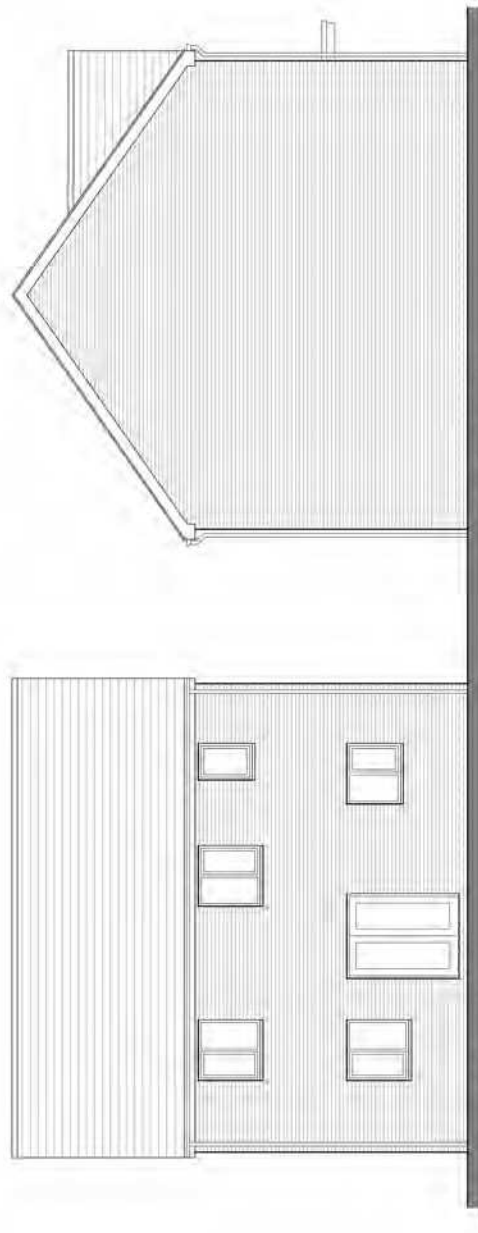
JOB NO.	DRAWING NO.	REV
STMO160432	HT.H4B1381-V.e	A

CLIENT REF.



Side Elevation

Front Elevation

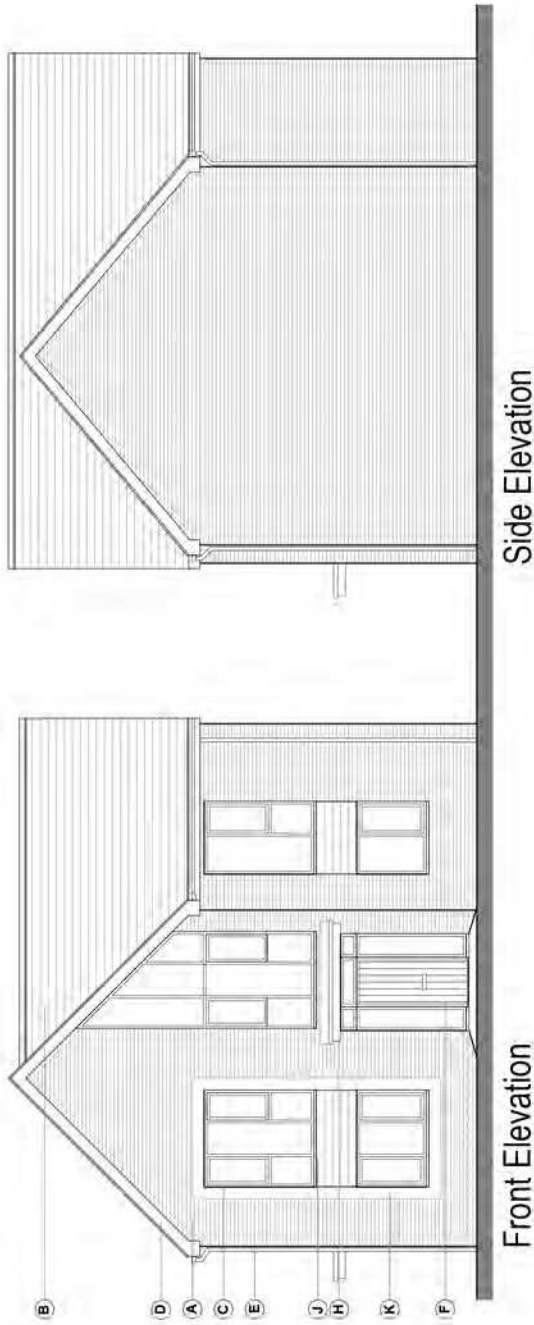


Side Elevation

Rear Elevation

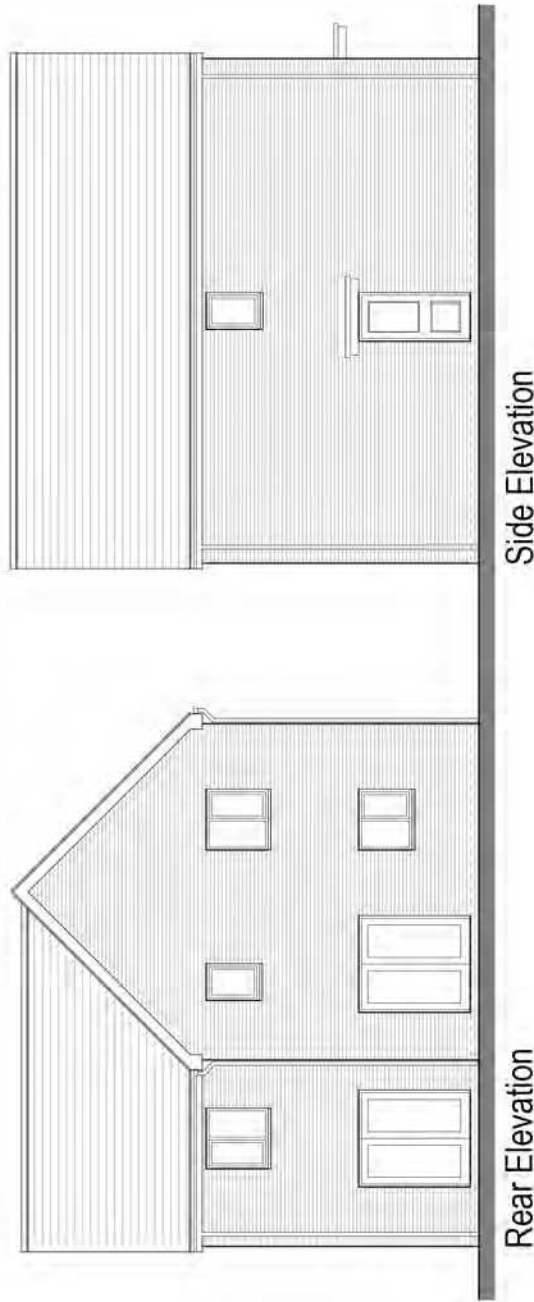
Materials
 A - Buff or Brown brick (refer to materials layout)
 B - Roof Tiles (Refer to materials layout)
 C - White casement windows and doors
 D - White Fascia and barge boards
 E - Rainwater goods half round gutters and circular downpipes (black)
 F - Front doors GRP Timber effect with glazed panels Colour grey
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 H - Door canopies dark grey roofing material with white fascia
 J - Horizontal boarded cladding colour grey
 K - Cement render banding colour white
 L - Balustrades - Metal handrail and glass balustrade

PLOT No.
 As Drawn - 59
 Handed -



Side Elevation

Front Elevation



Side Elevation

Rear Elevation

PLOT No.
As Drawn - 8, 62
Handed -

Materials
A - Buff or Brown brick (refer to materials layout)
B - Roof Tiles (Refer to materials layout)
C - White casement windows and doors

D - White Fascia and barge boards
E - Rainwater goods half round gutters and circular downpipes (black)
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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Final Elevation updated drawing changed to Planning stage status	02/10/16	CAW	

scale 1:100



PLANNING



Remsey Office
Building 300, The Grange, Remsey Road, Melchamstead, SC05 0AE
T: 01794 367703 F: 01794 367776 www.thrivearchitects.co.uk

PROJECT

St Andrews Park, Uxbridge
Phase 6
For: St. Modwen Homes

DRAWING

House Type H4B1475-V
Elevations

SCALE	DATE	AUTHOR	CHKD
1:100 @ A3	Aug 2016	ND	

JOB NO.	DRAWING NO.	REV
STMO160432	HT.H4B1475-V.e	A

CLIENT REF.

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REV	Description	Date	Author	Check
A	Issue for planning	15/12/16	MP	CW
B	Issue for planning	22/11/16	CW	CW
C	Issue for planning	15/12/16	CW	CW



KEY:

- ★ Affordable Unit
- ★ Wheelchair Accessible Unit



PLANNING



thrive.
 architects
 Strategy Office
 Building 300, The Gateway, Abbey Park, Hockley, SO14 0AE
 01704 20720 | 01704 20721 | www.thrivearchitects.co.uk

PROJECT
 St Andrews Park, Uxbridge
 Phase 6
 For: St Modwen

DRAWING
 Affordable Housing &
 Wheelchair Unit Layout

DATE	BY	AUTHOR	CHKD
1:500 @ A1	Sep 2016	CW	
DRAWING NO.	REV	CLIENT REF.	
STM0160432	AHWL.01	C	



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 Contractor's drawings.

REV	DESCRIPTION	DATE	BY	CHECKED	STATUS
A	Revised to coordinate with IFL, G52018				MP



Section A-A

Scale 1:200



Section B-B

Scale 1:200

PLANNING



thrive.
architects
Bromley Office
Building 200, The Grange, Bromley Road, Richmond, S20 1AM
T: 01754 347031 F: 01754 302276 www.thrivearchitects.co.uk

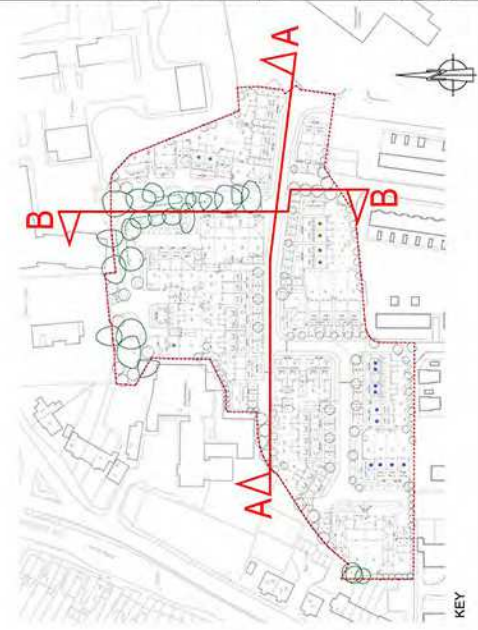
PROJECT
St Andrews Park, Uxbridge
Phase 6
For: St Modwen

DRAWING
Street Elevations

SCALE	DATE	AUTHOR/CHKD
1:200 @ A1	Sep 2016	MP CW

DRAWING NO.	REV
STM0160432	SE.01

CLIENT REF: A



KEY

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Based on drawing by
Drawing number

LEGEND



Phase 6 Reserved Matters
Application Boundary



Existing Tree to be retained



Existing Tree to be removed



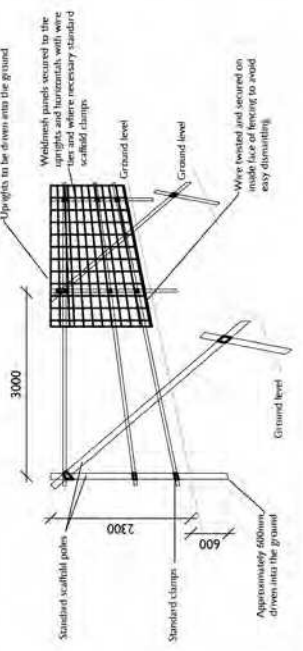
Root protection area



Line of protective fencing
installed prior to construction
(must comply with
BS5837:2012, section 6.2.)



Indicative area of canopy or
RPA (i.e. Tree canopy
2380-PhB-TS-02) within area
of construction operations.
No on-site construction methods
BS5837:2012 in RPAs. No
damage to be caused to
canopies by movement of
equipment etc. Where canopies
are damaged, remedial areas
of hardening/Construction
to provide Method Statement.



TYPICAL DETAIL OF PROTECTIVE FENCING (Not to scale)



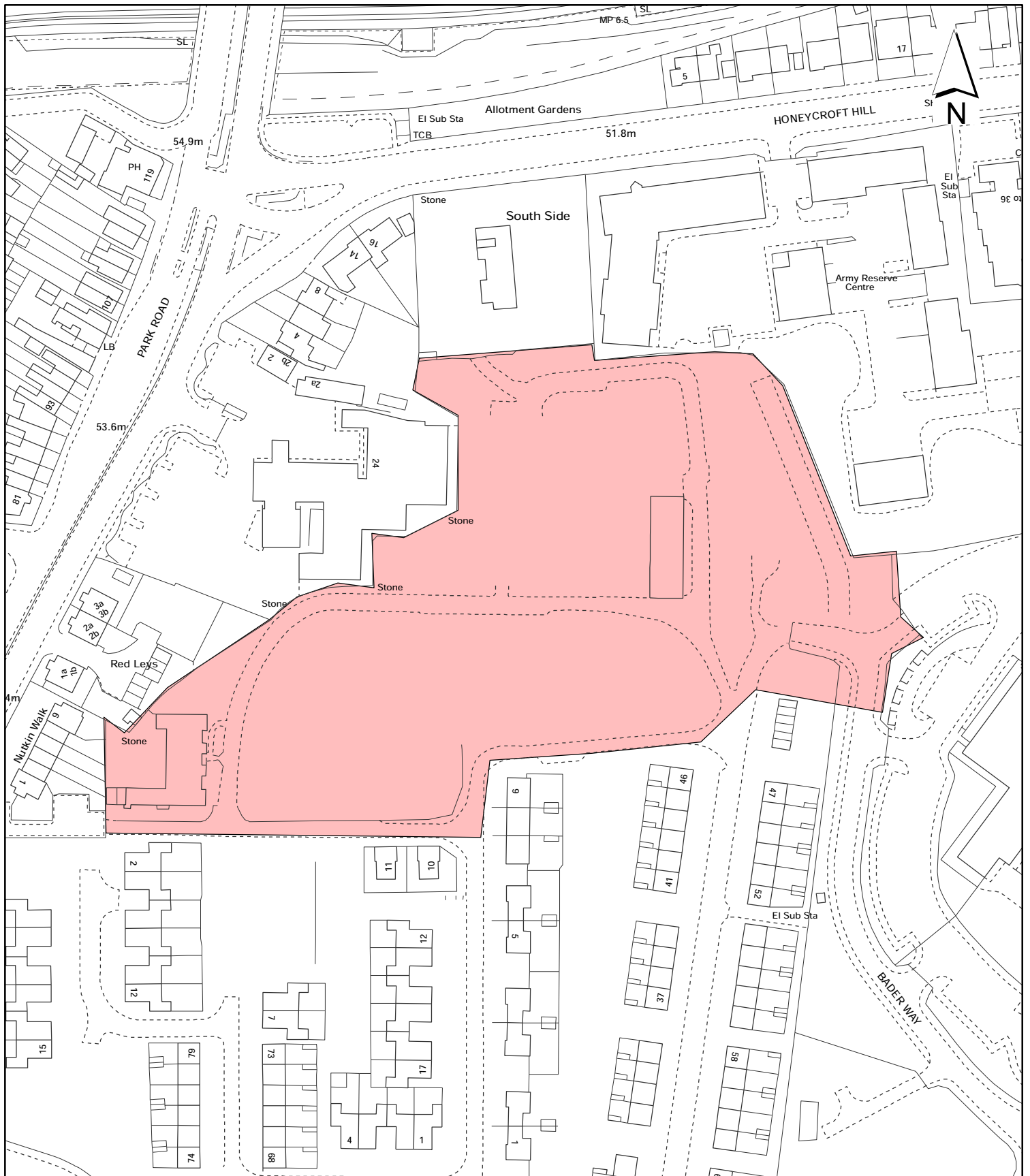
- Protective measures**
- Prior to the commencement of any work whatsoever, or any materials being brought on site, existing trees and vegetation to be retained are to be protected from damage by fencing similar to that shown. This shall be maintained in good and effective condition until the work is completed.
 - The protective fencing is to follow the alignment shown on the adjacent plan. Any new alignments are to be agreed with the landscape architect or arboriculturalist.
 - The following measures are particularly important:
 - Materials are never to be stacked within the root spread of the tree.
 - No oil, tar, bitumen, cement or other material is to be allowed to contaminate the ground beneath the root spread of the tree.
 - No fires shall be lit beneath or in close proximity to the canopy.
 - Trees to be retained should not be used as anchorages for equipment used for removing stumps, roots or other trees or for other purposes.
 - No notice boards, telephone cables, or other services should be attached to any part of the tree.
 - Cement mixing should not be carried out within the canopy/protected area of the tree.
 - Soil levels are to be maintained as existing within the root spread of the tree. Any alteration to soil levels in an area up to one and a half times the diameter of the tree canopy must be agreed with the landscape architect/arboriculturalist.
 - Erection of fencing is to be carried out in accordance with BS 5837:2012.
 - Any unavoidable and essential excavation within the fenced area should be undertaken by hand.
 - Within any hand excavation all roots are to be neatly cut back to the excavation face nearest the vegetation using secateurs or loppers to minimise wound area and drying out.
 - Hand excavations should comply with the recommendations contained within Section 7.2 "Principles for Avoiding Tree Root Damage during Construction" of BS5837:2012 "Trees in Relation to Construction - Recommendations".
 - Protective fencing should remain installed around the unaffected portions of the RPA during such works and until the completion of construction.

Rev	Description	Date	Drawn	Checked
01	Update to line with Issue Architects	14/11/16	SK	SK
02	Update to line with Issue Engineers	13/12/16	SK	SK
03	Update to line with Issue Report	12/11/16	SK	SK
04	Update to line with Issue Report	01/04/16	SK	SK

PLANNING

Allen Pyke Associates
Landscape architects Urban design Environmental planning
The Factory, 7 Race Road,
Marlow, Bucks MK35 9EF
Surrey KT2 4EP
T 01843 83434 F 01843 71075
www.allenpyke.co.uk

Approved version of this document
51/16/00/042
Project: Brent Park
Phase: BBLB
Drawing Title: Tree Protection Plan
Date: 22/09/16
Drawing Number: 2618-TS-03



Notes:

 Site boundary

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Site Address:

**St Andrews
Park Phase 6**

**LONDON BOROUGH
OF HILLINGDON**

Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

585/APP/2016/3733

Scale:

1:1,500

Planning Committee:

Major Page 217

Date:

June 2017



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address WOODBRIDGE HOUSE NEW WINDSOR STREET UXBRIDGE

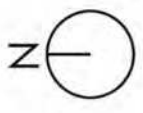
Development: Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, residents' cafe/social room, ancillary buildings and associated parking and landscaping.

LBH Ref Nos: 20590/APP/2016/1383

Date Plans Received: 07/04/2016

Date(s) of Amendment(s):

Date Application Valid: 20/04/2016



KEY

	Boundary
	Existing
	Proposed

Town Planning

Reference	447/TP/000
Date	

AA+D

Aleiler Architecture + Design Ltd
 Akeman Business Park, B1 - 62 Akeman Street
 Tring, Herts, HP23 6AF
 P: 01492 828201 | E: info@aleiler-architects.co.uk
 www.aleiler-architects.co.uk

As Proposed

Project
 New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

Location Plan

Scale: 1:1250 @A4

Date: 04.04.2016

Location Plan Scale 1:1250 @A4



447 / TP / 000

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NOTES
1. ALL DIMENSIONS IN MILLIMETERS
2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE SPECIFIED
3. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE SPECIFIED
4. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE SPECIFIED

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447. 22400mm x 22400mm x 22400mm
448. 22450mm x 22450

NOTES
1. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
2. ALL WORK IS TO BE ACCORDING TO THE LATEST EDITIONS OF THE SANS STANDARDS.
3. ALL WORK IS TO BE ACCORDING TO THE LATEST EDITIONS OF THE SANS STANDARDS.
4. ALL WORK IS TO BE ACCORDING TO THE LATEST EDITIONS OF THE SANS STANDARDS.
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10. ALL WORK IS TO BE ACCORDING TO THE LATEST EDITIONS OF THE SANS STANDARDS.

ABBREVIATION LIST

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10

REVISIONS

NO.	DATE	DESCRIPTION

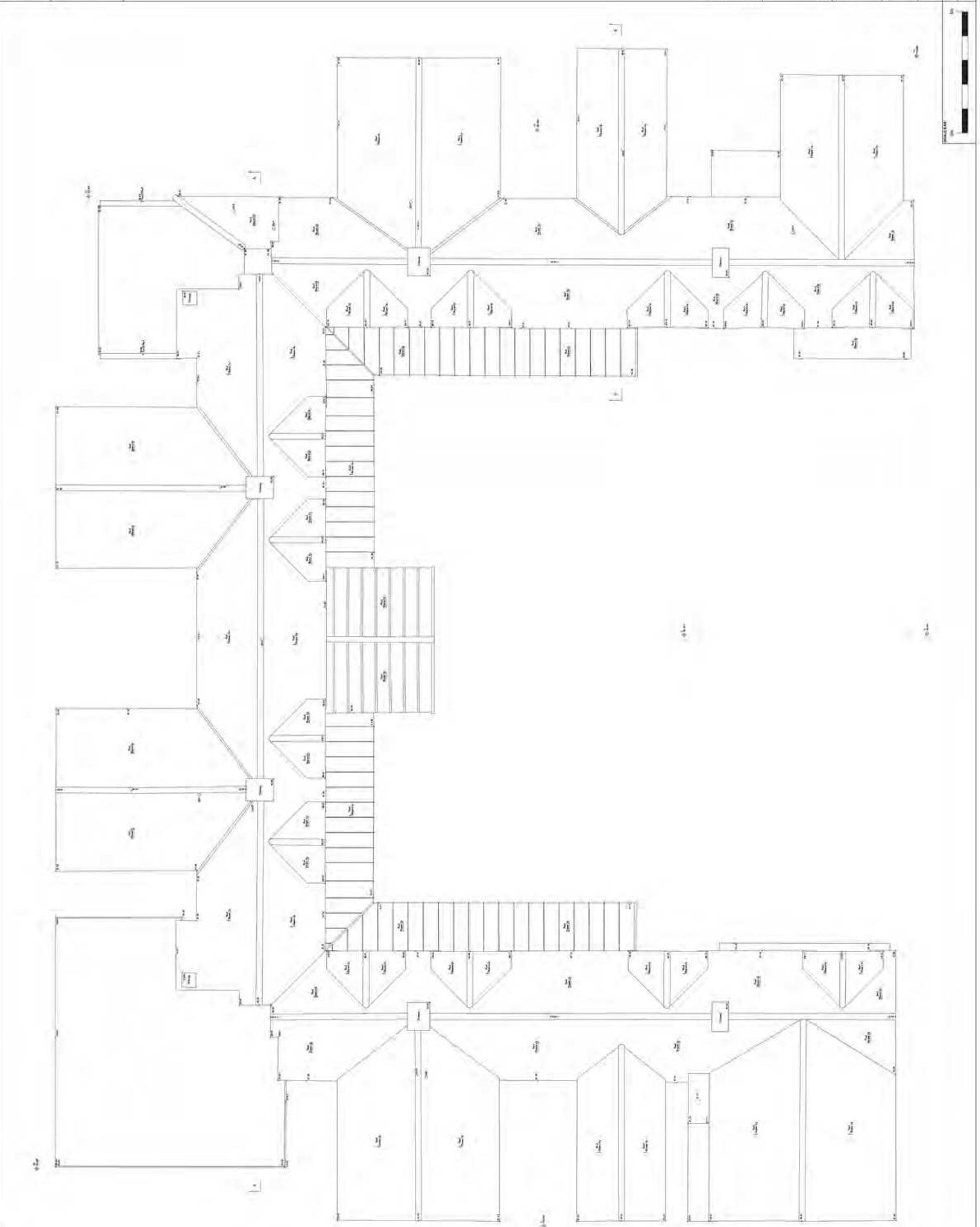


REGISTERED ARCHITECT
MEMBER OF THE SOUTH AFRICAN COUNCIL FOR THE ARCHITECTURAL PROFESSION (SACAP)
MEMBER OF THE SOUTH AFRICAN ASSOCIATION OF ARCHITECTS (SAA)

PROJECT NAME
PROJECT NO.
CLIENT NAME
CLIENT ADDRESS
PROJECT ADDRESS
PROJECT CONTACT
PROJECT PHONE
PROJECT EMAIL

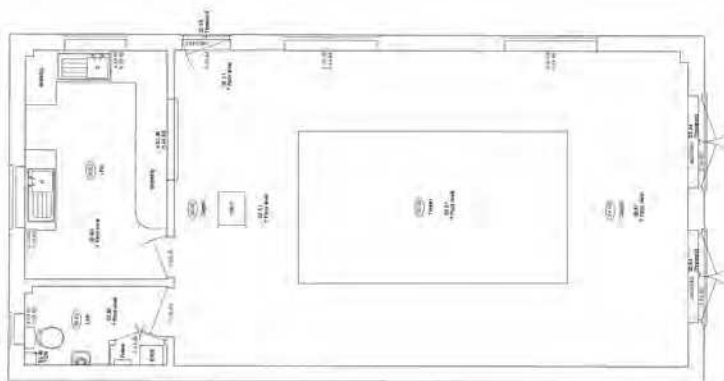
DATE
SCALE
DRAWN BY
CHECKED BY
APPROVED BY

1:50
1:100
1:200
1:500
1:1000
1:2000
1:5000
1:10000

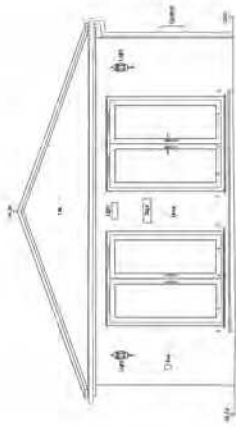


Roof

Dining Room Floor Plan

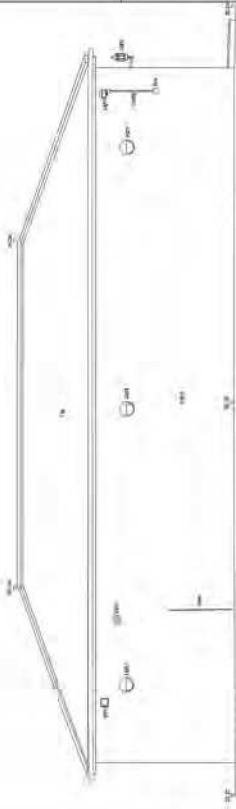


Dining Room Elevation 1



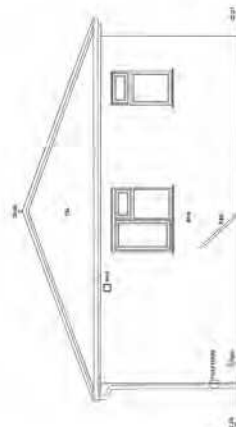
30.00 Metres A.O.D.

Dining Room Elevation 2



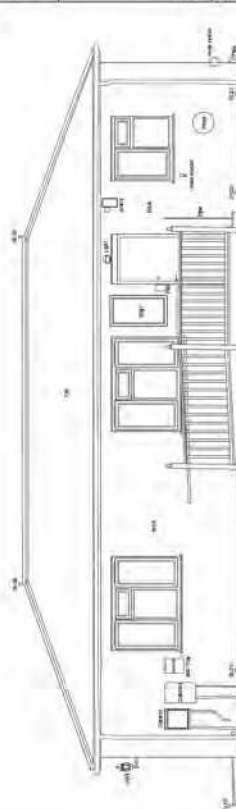
30.00 Metres A.O.D.

Dining Room Elevation 3



30.00 Metres A.O.D.

Dining Room Elevation 4



30.00 Metres A.O.D.

NOTES

1. LEVELS ARE RELATED TO DRAIN LOCATED AT THE OUTSIDE OF THE BUILDING.
2. SURVEY HAS BEEN CARRIED OUT TO AN ACCURACY CONSISTENT WITH A 1:50 SCALE DRAWING.

ELEVATION PLAN



NO.	DATE	DETAILS

REVISIONS

KSN DESIGN
 74 WATFORD LANE
 HOLEBROOK
 FAY, DUNDEE T17 5YU
 BUCKINGHAMSHIRE
 01494 610000
 ksn@ksndesign.co.uk

CLIENT

LUXURIOUS WELFARE TRUST ALMSHOUSES
 WOODBROOK HOUSE
 NEW WINDSOR STREET
 WINDSOR

JOB TITLE

LUXURIOUS WELFARE TRUST ALMSHOUSES
 WOODBROOK HOUSE
 NEW WINDSOR STREET
 WINDSOR

DRAWING TITLE

DINING ROOM FLOOR PLANS AND ELEVATIONS

DRAWING NO.	CS018 D	DRAWN BY	MM/ING	CHECKED BY	MM/ING	DATE	16 MAR 2016
SCALE	1:50						



1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO



EAST ELEVATION WEST WING

1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO



EAST ELEVATION

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - East Elevations - 1:100 @ AO



Town Planning

AA+D
 A&D Architecture + Design Ltd
 4th Floor, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

As Proposed

1:100 @ AO
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 1:100 @ AO
 1:100 @ AO
 1:100 @ AO
 1:100 @ AO

New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

East Elevations

Date: 04.04.2016

Scale: 1:100 @ AO

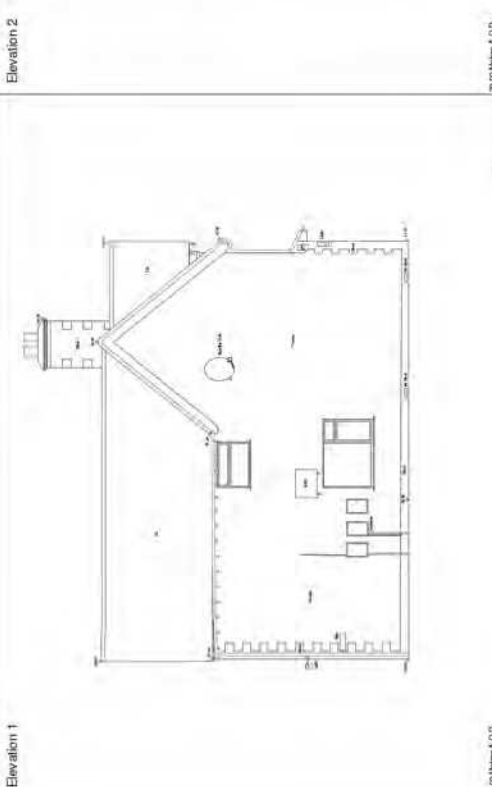
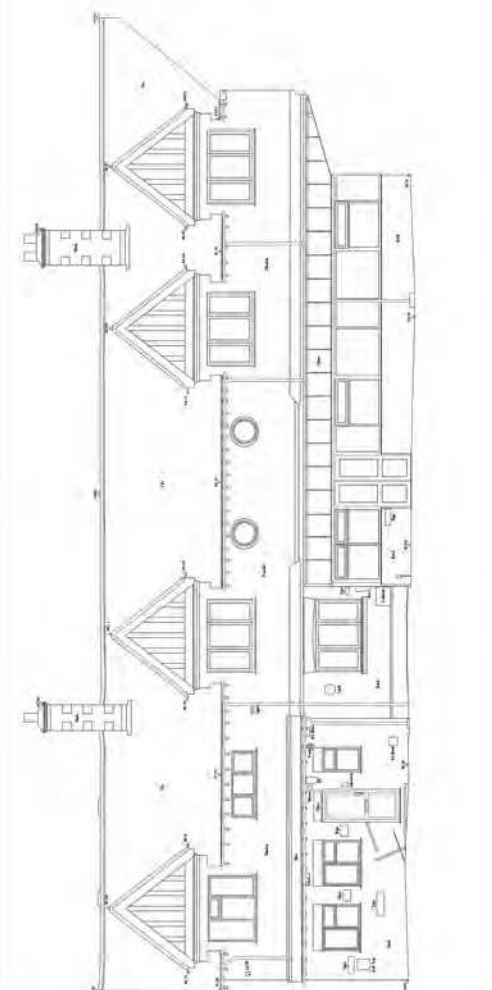
447 / TP / 007

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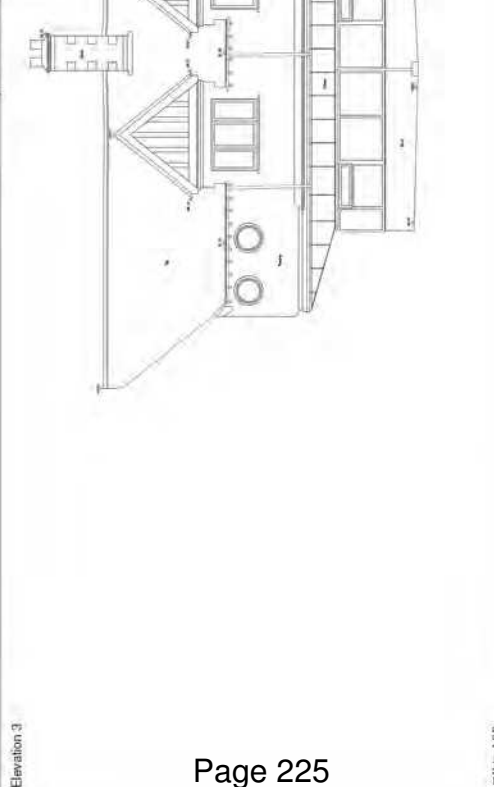
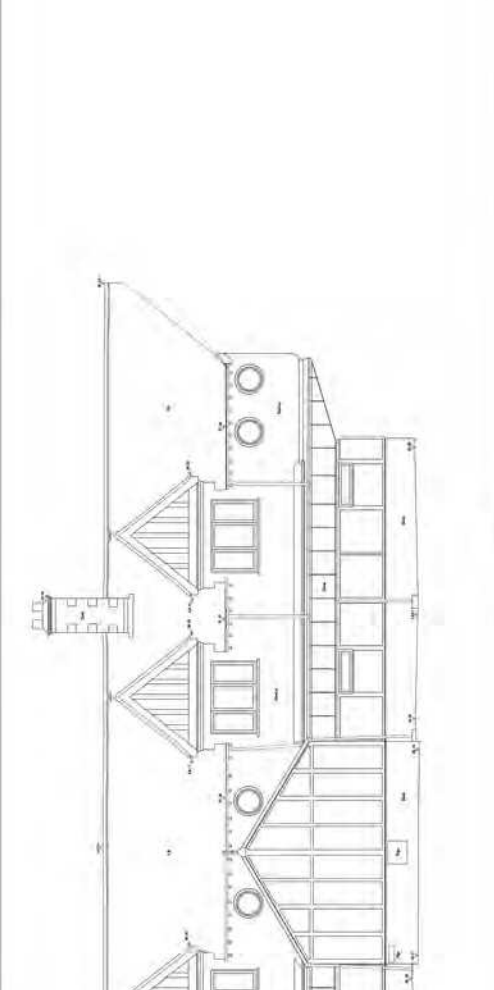
NOTES

1. ELEVATIONS ARE TO BE CONSIDERED AS APPROXIMATE AND NOT TO BE USED FOR CONSTRUCTION.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL MATERIALS ARE TO BE AS SHOWN ON THE DRAWINGS UNLESS OTHERWISE SPECIFIED.
4. ALL WORK IS TO BE ACCORDING TO THE NATIONAL BUILDING REGULATIONS.

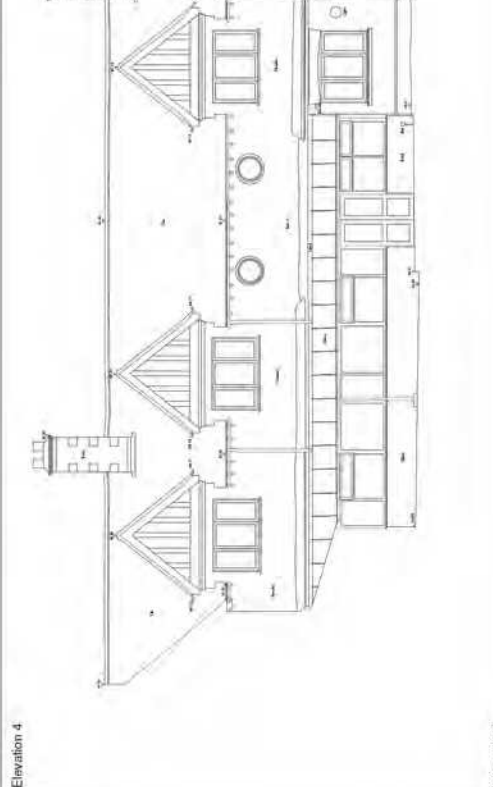
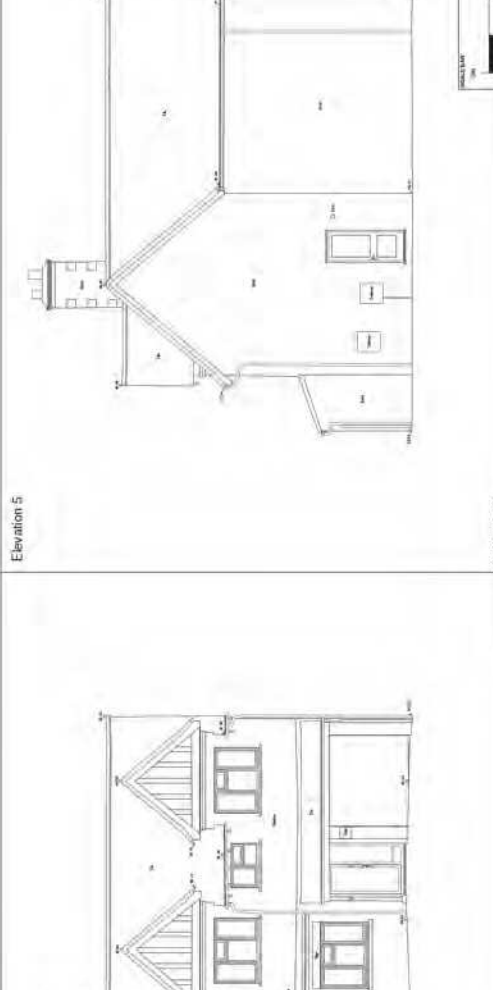
ELEVATION SECTION MAP



Elevation 1
20.00 Meter A.O.D.
Elevation 2
20.00 Meter A.O.D.



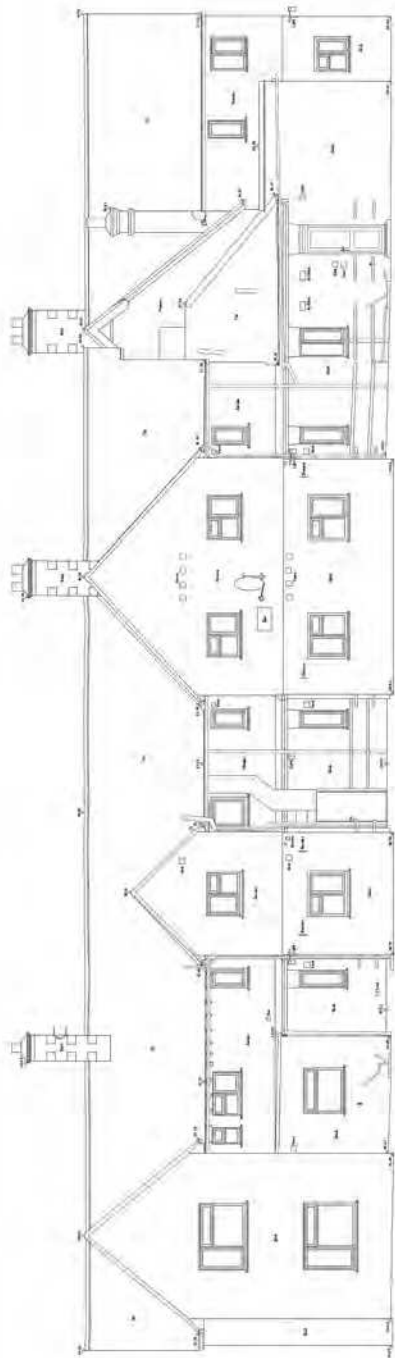
Elevation 3
20.00 Meter A.O.D.
Elevation 4
20.00 Meter A.O.D.



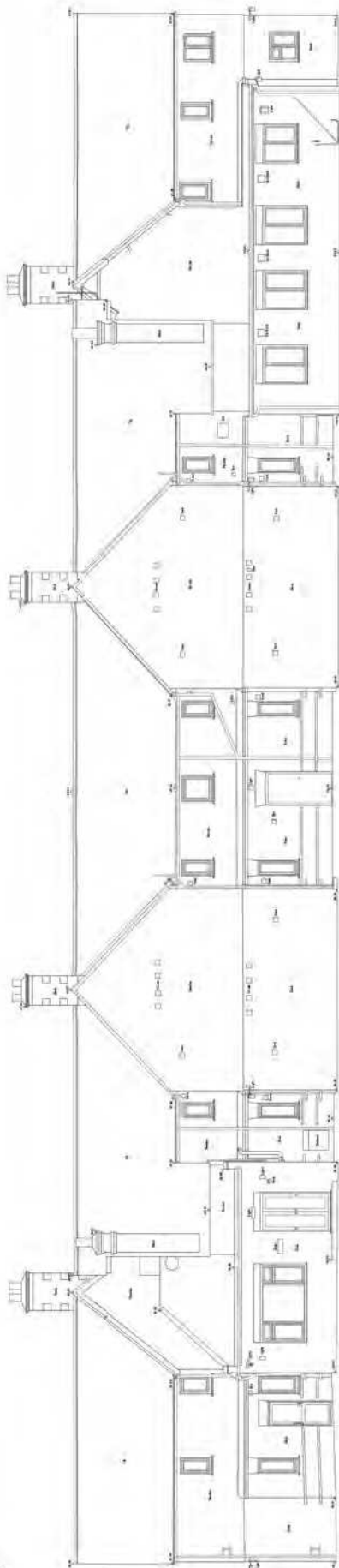
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20.00 Meter A.O.D.

NO.	DATE	REVISION

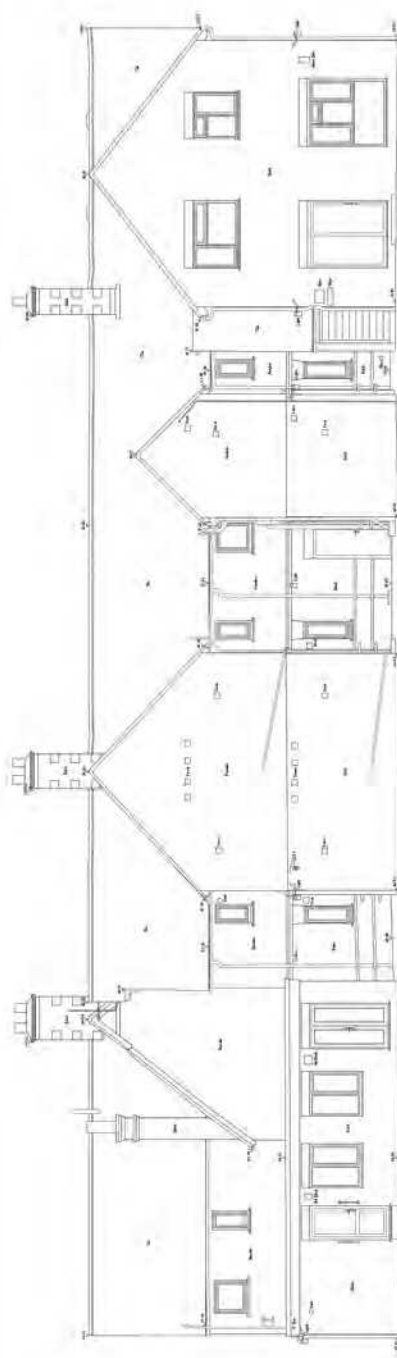
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NOTES
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 9. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE
 10. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE

NO.	DATE	DESCRIPTION

ARCHITECTURAL FIRM
 1000 MAIN ST.
 SUITE 100
 WASHINGTON, DC 20001
 TEL: (202) 555-1234
 FAX: (202) 555-5678
 WWW: www.archfirm.com

PROJECT: 1000 MAIN ST.
 SHEET: 1000 MAIN ST. ELEVATIONS
 DATE: 10/10/2024
 SCALE: 1/8" = 1'-0"





FIRST FLOOR PLAN
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - First Floor Plan - 1:100 @ A0

KEY:
 Site Boundary
 Existing Footprint
 Proposed Building

Town Planning

Revision	Description	Date

AA+D

Alder Architecture - Design Ltd
 Almonon Business Park, 41 - 42 Almonon Street
 Birmingham, B15 2JF
 T: 01442 828201 E: info@alder-architects.co.uk
 www.alder-architects.co.uk

Project:
 New Almshouses, Uxbridge United Welfare Trust
 Woodridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

Drawing Title:
 First Floor Plan

Scale: 1:100 @ A0

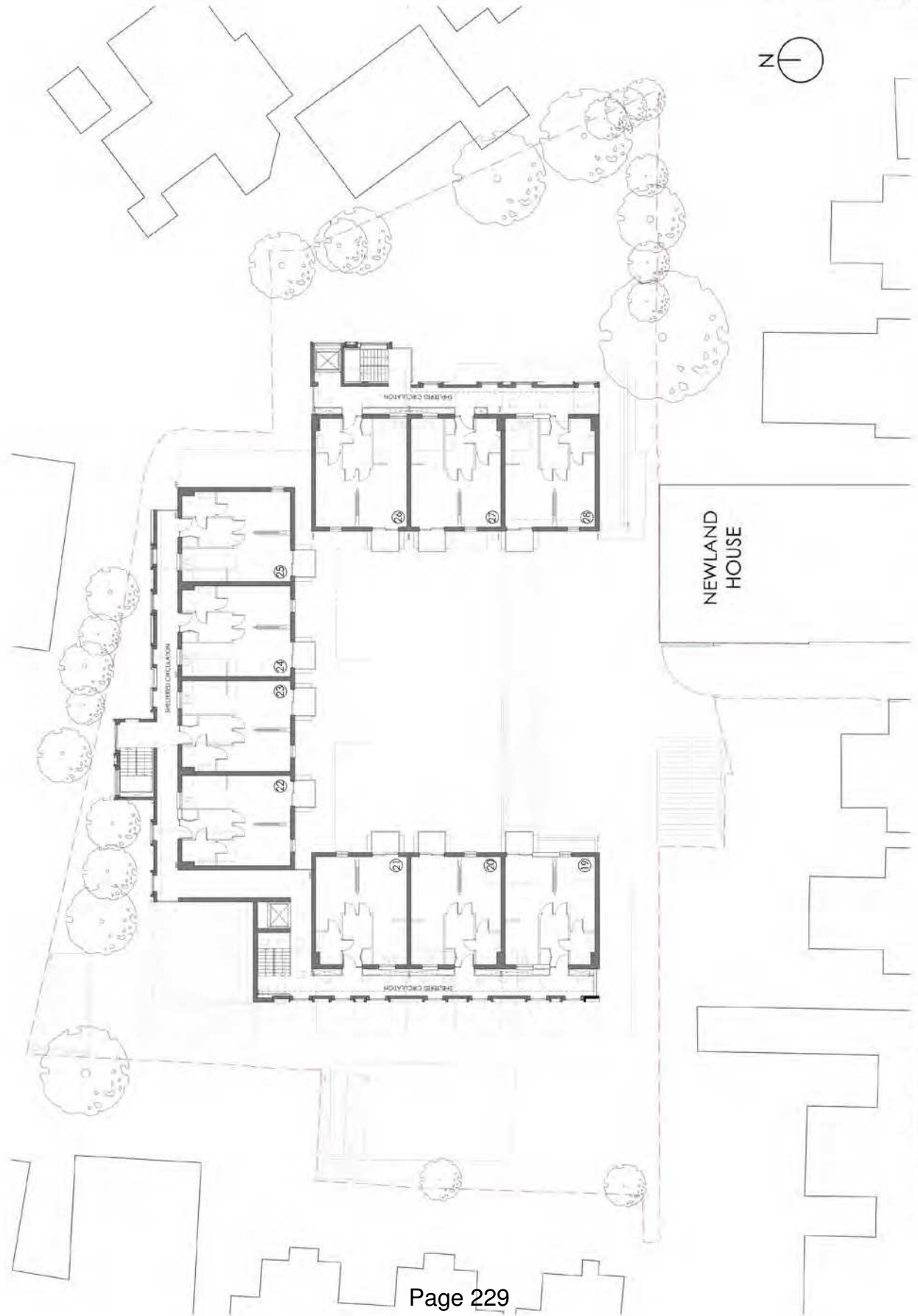
Date: 04.04.2016

Drawing No: **447 / TP / 002**
 Rev:
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As Proposed



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 1:100 @ A0



SECOND FLOOR PLAN
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Second Floor Plan - 1:100 @ AO

As Proposed

Town Planning

- Key:
- Site Boundary
- Existing Footprint
- Proposed Building

Issue / Amendment	Date

AA+D

AA+D Architecture - Design Ltd
 Almonon Business Park, 81 - 82 Almonon Street
 Birmingham, B9 5JH
 T: 01442 828201 E: info@aa+d-architects.co.uk
 www.aa+d-architects.co.uk

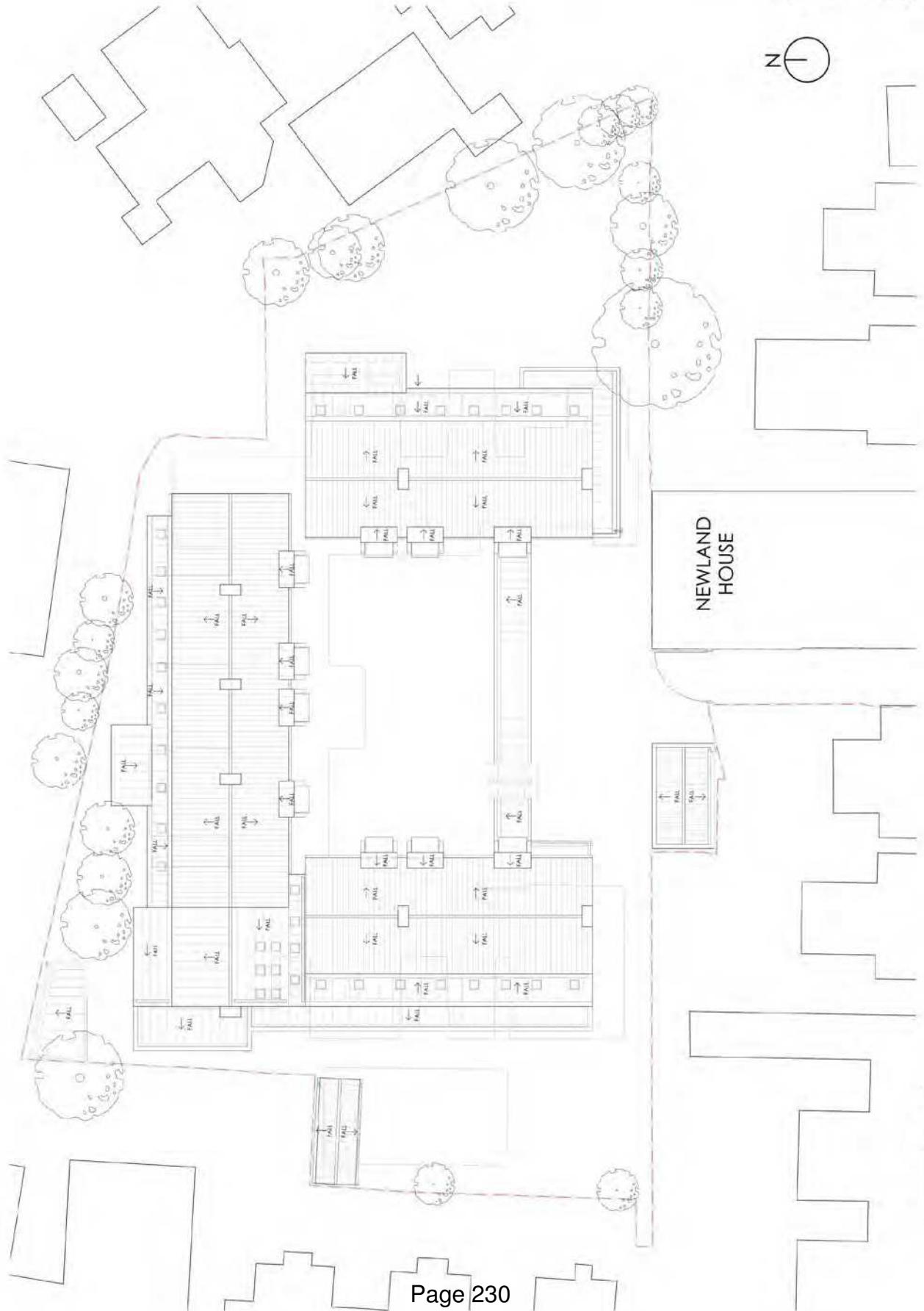
Project:
 New Almshouses - Uxbridge United Welfare Trust
 Windsor House - New Windsor Street - Uxbridge
 Greater London, UB8 2TY
 Drawing Title:
 Second Floor Plan

Scale: 1:100 @ AO

Date: 04-04-2016

Drawing No:	447 / TP / 003
Rev:	

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1:100@AO

KEY:
Site Boundary
Existing Footprint
Proposed Building

Town Planning

Version / Amendment	Date

AA+D

Alder Architecture - Design Ltd
Almston Business Park, 41 - 47 Almston Street
Ilmington, Leics, LE12 6AF
T: 01452 828201 E: info@alder-architects.co.uk
www.alder-architects.co.uk

Project:
New Almshouses, Uxbridge United Welfare Trust
Woodbridge House, New Windsor Street, Uxbridge
Greater London, UB8 2TY

Drawing Title:
Roof Plan

Scale: 1:100 @ AO

Date: 04.04.2016

As Proposed

Drawing No:	447 / TP / 004
Rev:	

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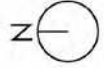
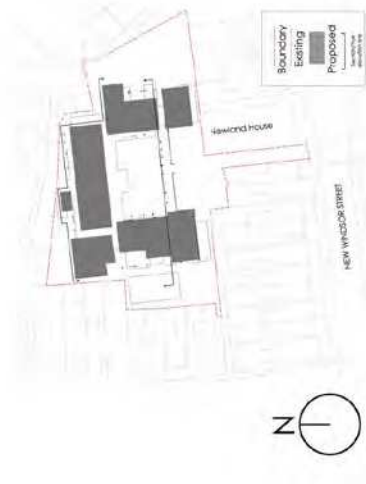
ROOF PLAN
New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Roof Plan - 1:100 @ AO



NORTH ELEVATION REAR



SITE SECTION



Town Planning

Project Name	
Client	
Location	
Date	

AA+D

Alder Architecture + Design Ltd
 Almonry Business Park, 81 & 82 Almonry Street
 1790, North, M17 2JF
 01462 232201 | E: info@alderarch.co.uk
 www.alderarchitecture.co.uk

New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

North Elevation and Site Section

Scale: 1:100 @ AO Date: 04-24-2016



447 / TP / 006

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New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - North Elevation and Site Section - 1:100 @ AO

MATERIAL SCHEDULE

- Walls:** light grey/brown brick, red brick
- Downers:** red/brown and grey standing seam zinc
- Pitched roofs:** grey slate, grey standing seam zinc
- Mansard and flat roof:** grey standing seam zinc
- Door and windows:** grey powder coated aluminium
- Chimneys:** full grey/brown brick with red/brown zinc coping
- Rainwater:** grey powder coated steel
- Rainwater goods:** grey powder coated aluminium
- Clotter wall (low):** grey/brown brick
- Clotter post:** red/brown zinc
- Clotter roof:** red/brown standing seam zinc
- Drive surface:** tarmac
- Car park surface:** red brick paving
- External landscape:** see Landscape Architect's plan.
- Colles:** timber edged and backed with metal frame fence to match existing
- Boundary fence:** new timber close boarded fence to match existing
- PV frame:** grey anodised aluminium
- PV rail:** grey powder coated aluminium
- PV Panel:** high transmission, low iron, tempered glass with mono-crystalline cells



SOUTH ELEVATION SOUTH WING



SOUTH ELEVATION FRONT

Town Planning

AA+D
 Atelier Architecture + Design Ltd
 Alcock Buildings Park, 81 - 87 Alcock Street
 London E20 2JH
 Tel: 0203 2020 111
 www.aaand.co.uk

As Proposed
 New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY
 Drawing Title: South Elevations
 Scale: 1:100 @ AO
 Date: 04.04.2016



New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - South Elevations - 1:100 @ AO

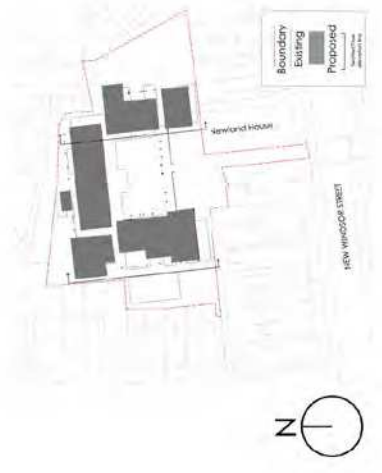
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WEST ELEVATION EAST WING



WEST ELEVATION WEST WING



Town Planning

AA+D
 Alder Architecture + Design Ltd
 ALDER ARCHITECTURE + DESIGN LTD
 11, THE SQUARE, HERTINGHAM, HERTS, SG12 2AF
 T: 01474 822011 E: info@alderarch.co.uk
 www.alderarch.co.uk

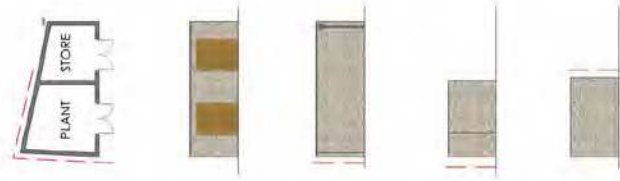
As Proposed

New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

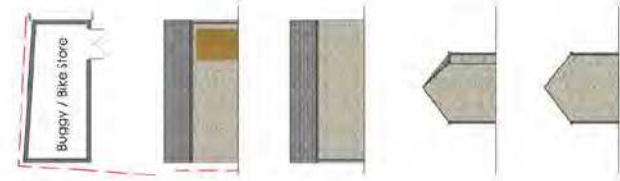
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 West Elevations

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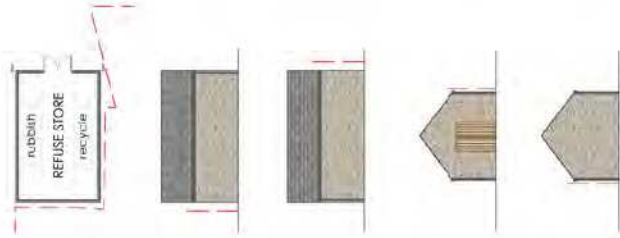
New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - West Elevations - 1:100 @ AO



North
South
East
West



North
South
East
West



North
South
East
West

MATERIAL SCHEDULE
 Walls: light grey/brown brick
 Pitched roofs: grey stone
 Flat roof: grey, sloping semi-bc
 Doors: timber cased and boxed with metal frame
 Rainwater goods: silver powder coated aluminium

Town Planning



AA+D
 A+D Architecture + Design Ltd
 Alveston Business Park, 81-87 Alveston Lane
 1079 North, MK25 0AF
 1-944 6330 | E: info@aa+d.co.uk
 www.aa+d.com/aa+d/aa+d

New Almshouses, Uxbridge United Welfare Trust
 Woodbridge House, New Windsor Street, Uxbridge
 Greater London, UB8 2TY

Ancillary Elevations

Scale: 1:100 @ AO
 Date: 04.04.2016

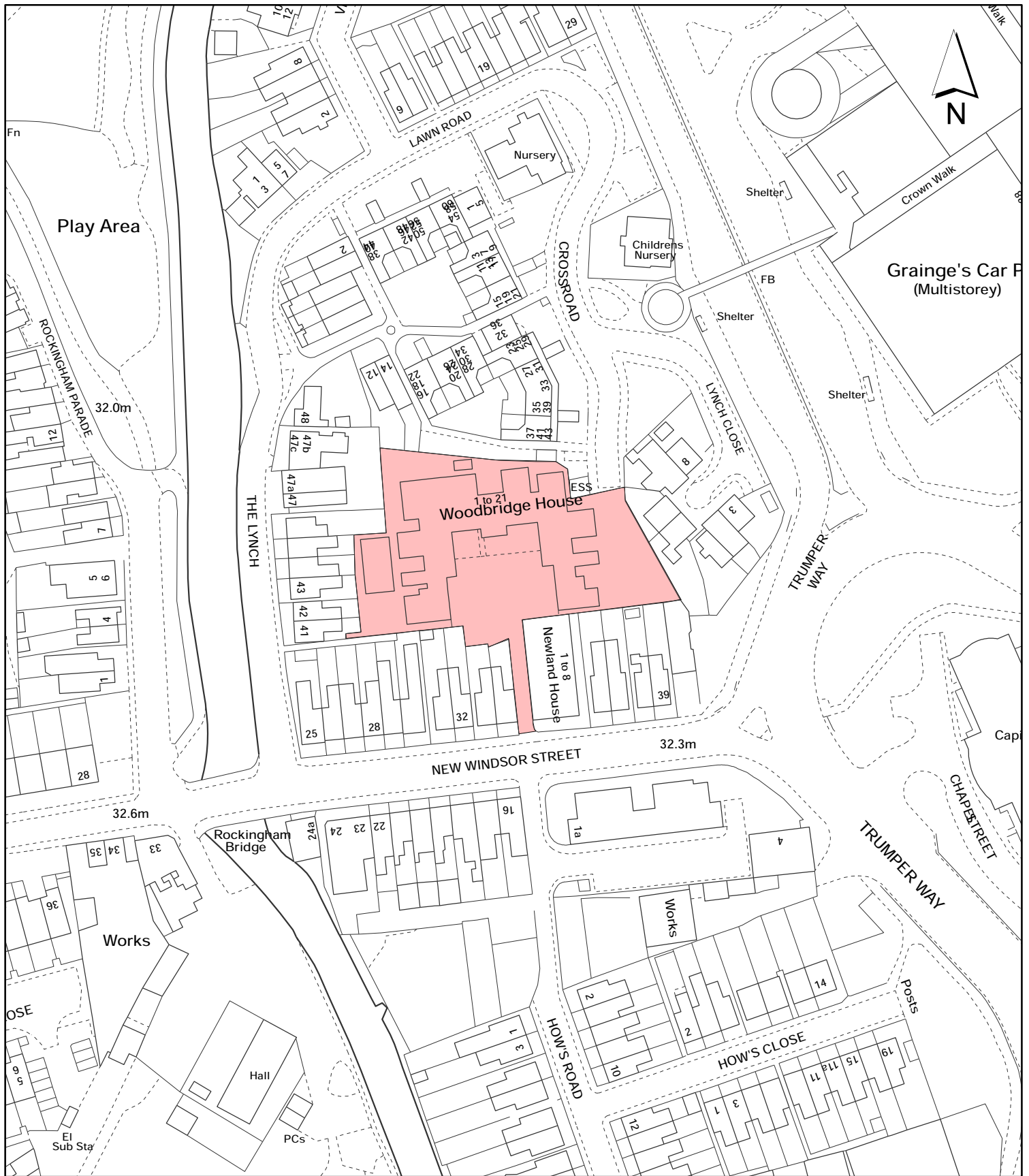


ANCILLARY BUILDINGS

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Ancillary Buildings - 1:100 @ AO

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As Proposed



Notes:

 Site boundary

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Site Address:

Woodbridge House

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

Planning Application Ref:
20590/APP/2016/1383

Scale:
1:1,250

Planning Committee:
Major Page 237

Date:
June 2017



HILLINGDON
 LONDON

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