



HILLINGDON
LONDON



North Planning Committee

Date: WEDNESDAY 12
SEPTEMBER 2018

Time: 8.00 PM, OR UPON THE
RISING OF THE MAJOR
APPLICATIONS PLANNING
COMMITTEE, WHICHEVER
IS LATEST

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

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

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Duncan Flynn (Vice-Chairman)
Councillor Scott Farley
Councillor Becky Haggart
Councillor Henry Higgins
Councillor John Oswell
Councillor Devi Radia
Councillor Robin Sansarpuri
Councillor Steve Tuckwell

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This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=116&Year=0>

Putting our residents first

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Useful information for residents and visitors

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When present in the room, silent mode should be enabled for all mobile devices.

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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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 To sign and receive the minutes of the previous meeting 1 - 4
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part 1 will be considered in public and that the items marked Part 2 will be considered 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.

Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	11 Woodgate Crescent, Northwood 61044/APP/2018/1825	Northwood Hills	New retaining walls to rear and sides and levelling of garden, involving demolition of existing retaining walls (Part retrospective) Recommendation: Approval	5 – 16 50 – 58
7	Land at Victoria Retail Park, Victoria Road, Ruislip 73901/APP/2018/2212	South Ruislip	Proposed two storey building to be used as Class A3/A5 with alterations to parking and landscaping. Recommendation: Refusal	17 – 36 59 – 70

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	124A Field End Road, Eastcote 72371/APP/2016/4200	Eastcote & East Ruislip	Change of use from Use Class A1 (Shops) to Use Class D1 (Non-residential institution) for use as a nursery Recommendation: Refusal	37 – 48 71 – 76

PART I - Plans for North Planning Committee

49 – 76

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Agenda Item 3

Minutes



NORTH Planning Committee

22 August 2018

Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Duncan Flynn (Vice-Chairman), Scott Farley, Becky Haggar, Henry Higgins, John Oswell, Devi Radia, Robin Sansarpuri and Steve Tuckwell</p> <p>LBH Officers Present: James Rodger (Head of Planning, Transportation and Regeneration), Matt Kolaszewski (Planning Team Leader), Glen Egan (Legal Advisor), Kerrie Munro (Legal Advisor), Richard Michalski (Highways Engineer) and Liz Penny (Democratic Services Officer)</p>
60.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
61.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Flynn declared a non-pecuniary interest in agenda item 9. He remained in the room but did not participate in the discussion and did not vote on this item.</p>
62.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meetings on 12 July 2018 and 1 August 2018 were approved as an accurate record.</p>
63.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
64.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that the items of business marked Part I would be heard in public and the items of business marked Part II would be considered in private.</p>
65.	<p>287 WEST END ROAD, RUISLIP - 1084/APP/2018/291 (<i>Agenda Item 6</i>)</p> <p>Two-storey building with habitable roofspace, parking and amenity space to form 3 x 1-bed and 2 x 2-bed self-contained flats involving demolition of existing dwelling.</p>

Officers introduced the report and highlighted the addendum. Members were informed that a crossover on West End Road formed part of the application. The application also included 3 parking spaces to the front and 2 to the rear of the property. Given that there was no particular pattern or character of development along West End Road, the two storey block of flats with a pitched hipped roof and two small rear dormers was deemed to be in keeping with the street scene and the overall character of the area. Members were advised that the height of the proposed building was identical to the adjoining dwelling. The application was for a corner property therefore the only dwelling which would potentially be implicated by the development would be number 283 West End Road. The windows to the side of the house were non-habitable landing windows therefore it was considered that there would be no detrimental overlooking or loss of light to habitable rooms.

A petitioner spoke in objection to the application and suggested that:-

- the development appeared to be in contravention of Council policies as it did not respect the local context, street pattern or the scale and proportion of surrounding buildings;
- the development would affect the amenity of local residents, particularly on-road parking, greenery and privacy;
- the development would create cramping;
- there would be an invasion of privacy as gardens would be overlooked;
- the development would block the sunlight to the neighbouring dwelling;
- the drainage system which became blocked at times would potentially be unable to cope with the extra influx;
- the proposed parking would lead to loss of greenery;
- the proposed crossover was in close proximity to the petitioner's crossover which would be dangerous, particularly for school children attempting to cross the road;
- West End Road was a busy and dangerous road already and any additional traffic would exacerbate the problem;
- The developer had already purchased an additional property in the area for further development;
- The proposed development was having a detrimental effect on the health of residents in the area.

Members requested clarification regarding the matter of the two crossovers and were advised that the new crossing conformed to the Council's scale standards and the gapping between the two crossings was in the region of 5 metres which exceeded required standards.

Members expressed concern regarding the possibility of overlooking into the rear garden of no. 283 and access to the proposed parking spaces. It was confirmed that accessing parking spaces within the site would be achievable. Moreover, Members were advised that there were no habitable windows directly overlooking no. 283; it was possible to see the far end of the rear garden but this was not untypical in the Borough due to the density of housing and was deemed to be acceptable.

Members requested clarification regarding the 10% ceiling on flats in West End Road. It was confirmed that there were very few flatted blocks in the area and there were currently no new flats / apartments in the part of West End Road in question, therefore it was felt that the construction of flats was acceptable in principle.

With regard to the general street scene, the Committee sought further clarification regarding the types of properties on the four corners of the junction of Edwards Avenue / Mahlon Avenue. It was confirmed that there were bungalows on three corners and a 2-storey building on the fourth corner; there were further examples of a similar pattern at other junctions along Edwards Avenue therefore this was deemed to be acceptable for the application site.

Members commented that the proposed development appeared to conform with Council policy; it was compatible with the surrounding street scene, there were no overlooking or rights of light issues and the parking was adequate.

The officer's recommendation was moved and seconded. Upon being put to a vote, seven Members voted in favour with one abstention.

RESOLVED:

- 1) That the application be approved subject to the addendum;
- 2) That authority be delegated to the Head of Planning to add a further condition relating to additional windows and doors.

66. **7 BREAKSPEAR ROAD, NORTH HAREFIELD - 69041/APP/2018/1843** (*Agenda Item 7*)

Part two storey, part single storey side / rear extension, including demolition of existing conservatory.

It was confirmed that this application was a re-submission following a previous refusal. Officers introduced the report and informed Members that the revised proposal had addressed the concerns raised previously by Conservation Officers; it was considered that the proposal would respect the character and appearance of the original dwelling and the open character of the street scene and wider Conservation Area. In the revised scheme, the side extension was no longer set forward of the building line, the roof level had been adjusted as requested and a glass balustrade had been added to screen any potential overlooking. The application was recommended for approval.

Members requested further clarification regarding the appearance of the proposed glass balustrade; this was provided by officers.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the application be approved.

67. **18 HIGH STREET, NORTHWOOD - 42807/APP/2018/2081** (*Agenda Item 8*)

Change of use from Use Class A1 (Shops) to Use Class A2 (Financial and Professional Service) and Use Class B1 (Office other than A2) and installation of new shop front.

Officers introduced the report and highlighted the addendum. Members were informed that the application related to a mid-terraced property in the High Street which was located in a parade of shops but was not in a town centre. The application was recommended for approval.

The officer's recommendation was moved, seconded and, when put to a vote,

	<p>approved unanimously.</p> <p>RESOLVED: That the application be approved.</p>
68.	<p>ENFORCEMENT REPORT (<i>Agenda Item 9</i>)</p> <p>RESOLVED:</p> <p>1. That the enforcement action as recommended in the officer’s report was agreed.</p> <p>2. That the Committee resolved to release their decision and the reasons for it outlined in the report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned.</p> <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
69.	<p>ENFORCEMENT REPORT (<i>Agenda Item 10</i>)</p> <p>RESOLVED:</p> <p>1. That the enforcement action as recommended in the officer’s report was agreed.</p> <p>2. That the Committee resolved to release their decision and the reasons for it outlined in the report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned.</p> <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the Information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>
	<p>The meeting, which commenced at 7.00 pm, closed at 7.34 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250185. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making; however these minutes remain the official and definitive record of proceedings.

Report of the Head of Planning, Transportation and Regeneration

Address 11 WOODGATE CRESCENT NORTHWOOD MIDDLESEX

Development: New retaining walls to rear and sides and levelling of garden, involving demolition of existing retaining walls (Part retrospective)

LBH Ref Nos: 61044/APP/2018/1825

Drawing Nos: Design and Access Statements
1106/1/01
1106/1/6
BRP-11WC-05
1106/1/5
1106/1/4
1106/1/03
1106/1/02

Date Plans Received: 16/05/2018

Date(s) of Amendment(s):

Date Application Valid: 29/05/2018

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises a two storey detached dwellinghouse located on the northern side of Woodgate Crescent. The site is located within the Gatehill Farm Estate Area of Special Local Character (ASLC).

The property has a main hipped roof and front catslide roof with two front dormers. The property has stepped front and rear elevations. There is a recessed garage (with pitch roof to front and parapet wall to rear) and attached single storey projection to the western side of the property. To the rear of the garage is a single storey rear conservatory extension. The lie of the site is such that the ground slopes steeply downwards in both north (rear) to south (front) and east to west directions.

To the north (rear) of the site are the playing fields associated with St Johns School and the Green Belt. A dense screen of trees is sited on the rear boundary. The property has a hardsurfaced front garden with parking for 3 cars and a substantially wide rear garden.

The streetscene is residential in character and appearance mainly comprising of large and wide-fronted detached dwellings set within substantially sized plots. Whilst the facade detail and finish do vary within the streetscene, the dwellings are largely similar in their scale and form, with main hipped roofs and front gable projections.

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

1.2 Proposed Scheme

This application seeks part retrospective planning permission for new retaining walls to

rear and sides of the back garden and levelling of the garden. The scale of the engineering operation is such that officers considered planning permission was required. The existing retaining wall is 1m in height and close to the back of the house. The rear garden slopes upwards to a rear boundary fence. The proposal excavates a large part of the rear garden and involves a new 2m retaining wall.

1.3 Relevant Planning History

61044/APP/2015/1545 11 Woodgate Crescent Northwood Middlesex

Part two storey, part single storey rear extension, first floor side extension incorporating front dormer, single storey infill extension to front, extension to porch and new pitch roof to front and new pitch roof over garage

Decision Date: 01-07-2015 **Approved** **Appeal:**

61044/PRC/2014/36 11 Woodgate Crescent Northwood Middlesex

Part single, part two storey rear extension, first floor extension above existing garage, entrance porch and dormer windows

Decision Date: 13-11-2014 **OBJ** **Appeal:**

Comment on Planning History

61044/APP/2015/1545 - Part two storey, part single storey rear extension, first floor side extension incorporating front dormer, single storey infill extension to front, extension to porch and new pitch roof to front and new pitch roof over garage
Approved on 1/7/2015

61044/PRC/2014/36 - Part single, part two storey rear extension, first floor extension above existing garage, entrance porch and dormer windows
Objection on 13/11/14

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

18 neighbouring properties were consulted by letter on 6/6/18. A site notice was displayed in the area. By the close of the consultation period on 18/7/18, there is a petition on this application and 10 objections were received which are summarised as follows:

EXTERNAL CONSULTEES

- 1.Excavation has damaged the large trees along their root which would have retained water.
- 2.Construction would increase the chance of flood risk and would affect trees
- 3.The outcome looks ugly
- 4.Noise, construction, drainage and materials of the proposal

INTERNAL CONSULTEES:

TREE/LANDSCAPE OFFICER:

SITE CONTEXT

This site is occupied by a detached two-storey house on the north side of Woodgate Crescent.

The rear garden is wide but relatively shallow in depth, sloping up to the north.

The original house and garden featured changes of levels, including terracing and steps required to create accessible areas.

While there are no TPO's or Conservation Areas affecting the site, it lies within the Gatehill Farm Estate Area of Special Local Character, typically composed of detached houses set within well landscaped spacious plots.

The area is also associated with good tree cover, including a young woodland immediately north of the site which is Green Belt land, part of St John's School.

COMMENT

The house has recently undergone extensive alterations and extensions following the approval of application ref. 2015/1545. (According to Ocella, no landscape comments were sought and no landscape conditions were imposed).

The current application is retrospective as significant engineering works have already taken place to modify the design and layout of the back garden.

From the information available it is not known whether any collateral damage to trees has occurred, although the engineering drawing indicates that the piles / retaining wall have been set back from the boundary lines.

The main change to the site is the level access from the rear of the house enabled by the installation of the new retaining walls around the boundaries.

Much of the new rear garden comprises hard landscape detailing incorporating paving, decking and featuring a large hot tub.

According to the D&A the proposal 'will take the opportunity and improve the soft landscaping by introducing new hedges and plants to the rear garden' - landscape details should be conditioned.

The front of the house is currently screened by site hoarding, however, landscaping to the front of the house is also required to ensure that a reasonable proportion (at least 25% of the site area) is retained as soft landscape.

RECOMMENDATION

No objection subject to landscape conditions RES8, RES9 (parts 1,2,5 and 6) and RES10.

4. **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

BE5 New development within areas of special local character

BE13 New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.4	(2016) Local character

5. MAIN PLANNING ISSUES

The main considerations are the impact of the new retaining wall and engineering works on the character and appearance of the original building, the street scene and Gatehill Farm Estate, Northwood Area of Special Local Character and tree impacts.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design.

Policy BE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new developments in an Area of Special Local Character to harmonise with the materials, design features, architectural style and building heights predominant in the area.

Section 10 of the Hillingdon Design and Accessibility Statement (HDAS) - Residential Extensions states all front walls and enclosures should make a positive contribution to the street scene and must ensure adequate visibility for all vehicles entering and exiting the property. To ensure harmonisation with the existing street scene, applicants should ensure the design, materials used and the height of any wall/enclosure must be in keeping with the character of the area. In addition, front gates over 1 metre in height will be refused because of the overbearing impact on the street scene. The erection of railings over 1 metre in height around front gardens will also be refused for this reason, as will the erection of railings onto boundary walls.

The proposed boundary wall would be erected across the length of the North side boundary and partly across the length of East and West side boundary, and would have a maximum height of 2.0 m. The boundary wall would reflect the height of the existing fence and would be finished in materials to match the host dwelling. The proposal is to make the garden much more suitable for the family /occupants by demolishing the existing retaining wall and to build a new one away from the house, closer to the perimeter fence leaving a minimum 1.2m gap. There is not considered to be any objection in principle to these engineering works so long as trees are not affected. The earth removed does not involve going below the internal floor level of the house and the rear patio is not disproportionate in scale to rear patios found elsewhere in the surrounding area. There are not considered to be any adverse drainage implications.

It is considered that the use of the wall would match similar properties within the area and would appear in keeping. The levelling of garden is acceptable and it is considered that the proposal is congruent with the street scene and ASLC. Subsequently, it is considered that the proposal would not have a negative impact upon the visual amenity of the site, the Area of Special Local Character or surrounding area and therefore would comply with Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies

(November 2012).

Given the nature of the development it is considered to have an acceptable level of impact upon the residential amenities of the adjoining neighbours and therefore would continue to accord with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan - saved UDP Policies (November 2012) and to the Council's Supplementary Planning Documents HDAS Residential Extensions.

It is also important to mention that trees on, and close to the site are not protected by TPO or Conservation Area designation. Nor is the site identified as being in a flood risk area. To the north (rear) of the site are the playing fields associated with St Johns School and the Green Belt.

The proposed improvements introduces a reasonable hard landscaping in a form of Patio to the rear, and does not affect the existing front driveway. The proposal will take the opportunity to improve the soft landscaping by introducing new hedges and plants to the rear garden.

The application is recommended for approval subject to all the conditions recommended by the council's tree and landscape officer.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1106/1/6 and 1106/1/01 received on 29/5/18 and BRP-11WC-05, 1106/1/02, 1106/1/4, 1106/1/03 and 1106/1/5 received on 16/8/18 and Design and Access Statements received on 21/5/18

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).

2 RES8 Tree Protection

Within one month of the date of this permission and before any further construction works occur the following tree protection measures shall be submitted to the Local Planning Authority:

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.

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

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 (2012)

3 RES9 Landscaping (car parking & refuse/cycle storage)

Within one month of the date of this permission and before any further construction works occur a landscape scheme shall be submitted to 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 Hard Surfacing Materials

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

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).

4 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

REASON

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

INFORMATIVES

1 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.

2 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).

3 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.

Standard Informatives

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14	New development and car parking standards.
BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.4	(2016) Local character

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

- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.
- 5 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, Environment and Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 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 Planning, Environment and Community Services Reception, Civic Centre, Uxbridge, UB8 1UW.
- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

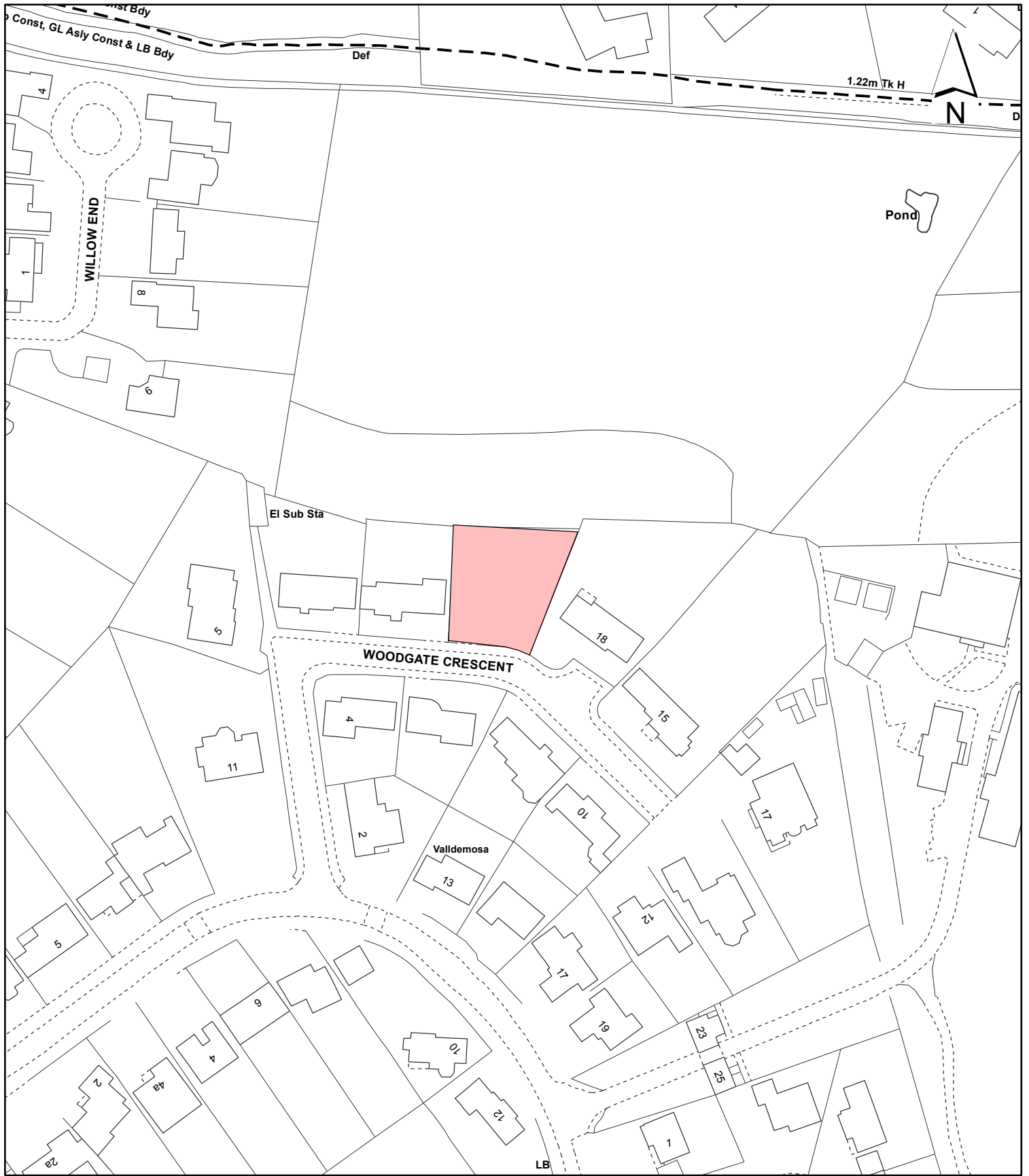
- 9 Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -
- A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.
 - B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
 - C) The elimination of the release of dust or odours that could create a public health nuisance.
 - D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

- 10 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.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that 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).

Contact Officer: Hoda Sadri

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**11 Woodgate Crescent
 Northwood**

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

Planning Application Ref:

61044/APP/2018/1825

Scale:

1:1,250

Planning Committee:

North Page 15

Date:

September 2018



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address LAND AT VICTORIA RETAIL PARK VICTORIA ROAD RUISLIP

Development: Proposed two storey building to be used as Class A3/A5 with alterations to parking and landscaping.

LBH Ref Nos: 73901/APP/2018/2212

Drawing Nos: URB DT(08)0003 D01
URB DT(97)0001 D00
URB DT(98)0001 D00
Noise Assessment.
URB DT(08)0004 D00
URB DT(08)1001 D00
URB DT(08)7001 D00
URB DT(08)2001 D00
URB DT(08)8001 D00
Design & Access Statement
URB DT(08)0002 D00
Transport Statement
Flood Risk & Drainage Assessment May
Appendix A Proposed Site Layout
SUDS
Appendix D EA Product 4 Flood Data
Appendix G Preliminary Drainage Layout
Tree Survey Assessment
CANOPY
Terrace
URB DT(08)0001 D02

Date Plans Received: 14/06/2018 **Date(s) of Amendment(s):** 14/06/0018
Date Application Valid: 05/07/2018 22/06/2018

1. **SUMMARY**

The application proposes a two storey building within the car park of Victoria Retail Park to be used as Class A3/A5 with alterations to parking and landscaping. The proposal is partly within an existing parking area and partly over a linear green strip of land that runs along a substantial part of the south side of Victoria Road.

The linear green strip of land is considered to have strategic importance from a visual landscape perspective, a flood and water management perspective and with regard to the role this linear strip of land with its mature trees in places has in reducing poor air quality. The land south of Victoria Road sits within an air quality management area, although large parts of the north of the Borough are not within the AQMA that covers the entire south of the Borough below the A40, large parts of South Ruislip are nonetheless included in the AQMA due to the poor air quality.

The visual impact of this loss of green infrastructure will be exacerbated by the proposed development of the two-storey structure on the leading edge of the site compared to the retail park sheds which are set well back from the Victoria Road frontage.

A total of 17 No. new / replacement trees has been proposed, however, these will take many years to establish and five of them are within the car park area which will have little effect screening the roadside development. The tree selection is composed of small to medium size trees which will have limited benefit in screening the development or mitigating air quality issues.

A Flood Risk Assessment has been submitted however, it suggests that because the area is already identified as a retail park the sequential test has been passed. This does not acknowledge that this proposal introduces a new building within Flood Zone 3a and an area identified at risk of surface water flooding. Furthermore the surrounding area has suffered from flooding according to Council records. The Sequential Test is not therefore considered to have been passed.

The FRA does not properly consider the implications of the immediate proximity of the development to Yeading Brook. The proposals compromise LBH and EA's long term objective of opening up culverted watercourses, by constructing within 8m of the actual location of the main river. The entire site is within an area at risk of surface water flooding and the FRA does not adequately deal with this risk only managing the risk from this site and not to the site. The proposals just raise finished flood levels to ensure that the property itself is protected and does not satisfy the Council that surface water risk will not be increased elsewhere.

The proposal does not demonstrate satisfactory servicing of the proposed A3/A5 unit. There is considered to be insufficient manoeuvring space both into and out of the A3/A5 unit site and within the site itself. The implications of this will affect the proposed A3/A5 unit, adjoining retail park and public highway to the potential detriment of highway and pedestrian safety. Furthermore insufficient evidence has been provided to clarify the parking impacts of the proposals due to the failure to provide a parking accumulation study and evidence of residual parking capacities. As the location exhibits vehicular and foot traffic at present which would be exacerbated by the proposal, there is the significant concern that the proposals will result in highway and pedestrian safety problems.

The proposal is therefore considered contrary to policies AM7, AM14, BE38, OE7, OE8, AM7 and AM14 of the Development Plan (2012) and policies 5.13, 6.3 and 6.13 of the London Plan (2016).

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal involves the loss of part of a linear landscaped area that runs along the south side of Victoria road. The existing landscaped area and its mature landscaping and trees is considered to make an important contribution to the character and appearance of the streetscene. The site is located within an air quality management area and the landscaped area helps mitigate local area quality impacts. The loss of the green infrastructure will be exacerbated by the proposed development of the two-storey structure on the leading edge of the site along the Victoria Road frontage and it is not considered that the above impacts can be mitigated by the limited replacement landscaping proposed. Therefore, the proposal would be contrary to Policy BE38 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the Mayors London Plan 2016.

2 NON2 Non Standard reason for refusal

The proposal, sited within the 8 metre main river buffer zone and within an area of high

probability of flooding, fails to demonstrate that flood risk will be suitably mitigated and is therefore contrary to Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) Policy 5.12 of The London Plan (2016) and the National Planning Policy Framework (July 2018).

3 NON2 Non Standard reason for refusal

The proposal does not demonstrate satisfactory servicing of the proposed A3/A5 unit. There is considered to be insufficient manouvering space both into and out of the A3/A5 unit site and within the site itself. The implications of this will affect the proposed A3/A5 unit, adjoining retail park and public highway to the potential detriment of highway and pedestrian safety. Furthermore insufficient evidence has been provided to clarify the parking impacts of the proposals due to the failure to provide a parking accumulation study and evidence of residual parking capacities. As the location exhibits vehicular and foot traffic at present which would be exacerbated by the proposal, there is the significant concern that the proposals will result in highway and pedestrian safety problems. The proposal is therefore contrary to policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I59 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.

2 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).

3 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.

- | | |
|------|--|
| AM1 | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
| 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 |

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE29	Advertisement displays on business premises
LE2	Development in designated Industrial and Business Areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
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
LPP 4.7	(2016) Retail and town centre development
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

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.

3. CONSIDERATIONS

3.1 Site and Locality

Ruislip Retail Park is an established retail destination located on the northeast corner of the junction of Victoria Road and Stonefield Way. The main access into the car park is off Crown Road which is a spur road from Victoria Road.

The site is located within an area of an existing retail car park fronting Victoria Road (a Classified Road) which is designated for shoppers of several commercial establishments such as DFS and Curry's PC World. Opposite the site is Queensmead School and residential properties.

3.2 Proposed Scheme

The application proposes a two storey building to be used as Class A3/A5 with alterations to parking and landscaping. The proposed building for a McDonald's Drive Thru would be located within the existing retail park car park.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history.

4. Planning Policies and Standards

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon Local Plan: Part 1, Saved Unitary Development Plan policies, the London Plan 2015, the NPPF and supplementary planning guidance prepared by both LB Hillingdon and the GLA.

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:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE29	Advertisement displays on business premises
LE2	Development in designated Industrial and Business Areas
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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
LPP 4.7	(2016) Retail and town centre development
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.6	(2016) Architecture

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

167 neighbouring properties and the South Ruislip Residents Association were notified of the proposed development on 6th July 2018 and a site notice was erected adjacent to the site on 10th July 2018.

By the close of the consultation period 16 neighbouring residents had objected to the proposed development and a petition with 73 signatures was received which objects to the proposal and asks for it to be refused.

The objections can be summarised as the following:

- i) Increase in traffic congestion;
- ii) No demand for this use, there are two empty A3 class units at the new Arla complex;
- iii) Increase in traffic;
- iv) Increase in litter;
- v) Increase in noise;
- vi) Increase in smells from cooking;
- vii) Restrict sales of food to school children between 8am-6pm Monday to Friday;
- viii) Loss of existing parking spaces;
- ix) Highway and pedestrian safety;
- X) Increase in anti-social behaviour;
- Xi) Undermine healthy eating initiatives promoted by the school.

Case Officer Comments: These above concerns will be considered in the main body of the report.

3 letters of support were also received, summarised below:

- i) Create more job;
- ii) Good for the community and vitality of the retail park;
- iii) It would not increase crime.

THAMES WATER

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services> There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Thames Water recommends

the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Water Comments With regard to water supply, this comes within the area covered by the Affinity Water Company.

Environment Agency: Consulted but no reply received. Given the flood risk implications of the proposals any late comments received will be included in the Committee addendum.

Internal Consultees

WASTE STRATEGY

No objection to the size and location of the bins.

HIGHWAY COMMENTS

The site is located within an area of an existing retail car park fronting Victoria Road (a Classified Road) which is designated for shoppers of several commercial establishments such as DFS and Curry's PC World. The main access into the car park is off Crown Road which is a spur road from Victoria Road.

The surrounding roads are extensively covered by parking controls and the address exhibits a PTAL rating of 1b/2 which is considered as low and therefore heightens dependency on the use of a private motor vehicle in lieu of alternate sustainable travel modes.

Parking Appraisal:

The proposal is for a 'drive -in' McDonald's establishment (547m² GIFA). The site envelope footprint would demand the reduction of the existing total retail car park capacity (which is split into 2 segments divided by Crown Road) from 495 spaces to 453 equating to a loss of 42 spaces.

The capacity of the car park directly affected by the proposal equates to approximately 192 spaces with a loss of 42 spaces (i.e. a 22% reduction).

The applicant quotes the client's observations with regard to an underuse of the existing capacity but this is anecdotal and not formally quantified. However random Council officer observations suggest that an element of spare capacity does in fact exist during peak retail periods on both Friday afternoons and Saturday periods.

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

The quantum of 547m² GIFA of proposed A3/A5 use would demand approximately 11 on-plot spaces. It is proposed to provide 4 spaces in total including 2 disabled compliant spaces and 2 reserve spaces for 'drive-thru' customers with reliance on the 'underused' retail car park to accommodate overspill demand.

However a row of 13 potential spaces has also been indicated within the area of the proposal however these appear to have a dual function in facilitating the anticipated '3 times a week' service delivery via articulated lorry. Although not stated within the submission, this arrangement could be managed via a parking management strategy (PMS) for the site which could ensure that the 13 spaces are cleared at anticipated times of delivery and would remain available at all other times. This aspect would need to be secured via planning condition within the PMS.

However the applicant has not demonstrated or quantified the level of reserve capacity that would remain (if any) within the main car park (which is within their tenure) when considering that 42 spaces out of 192 are already being subsumed by the development proposal. Parking accumulation data relating to the activities of the whole car park should have been submitted in this respect. Without such information it is therefore not possible to make an informed decision on whether 'McDonalds' patrons can be satisfactorily accommodated with other customers utilising the retail car park which lies within the site envelope.

A refusal reason on the premise of the insufficient submission of information (i.e. parking accumulation studies) on parking grounds is therefore considered appropriate.

Cycle Parking:

In terms of cycle parking there should be a provision of at least 10-11 secure and accessible spaces for this scale of proposal in order to conform to the adopted borough cycle parking standard. 10 Sheffield stand spaces are indicated within a suitable location and therefore conform to the required standard.

Trip Generation:

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The predicted peak times of activity with the proposal are estimated to be during the following periods:-

- Friday - 4pm to 5pm
- Saturday - 1pm to 2pm

This is considered a reasonable assumption as it broadly fits the typical use profile for 'drive-in' establishments of this scale and positioning within the highway network. It is estimated that up to 89 additional two-way trips can be anticipated as arising from the proposal during the highest peak of development activity which occurs on Saturday. This estimated figure results from the application of certain vehicular trip reducing factors itemised as follows:-

- Diverted trips - These include for vehicles already on the road network that may plan/vary their route to 'food and drink' destinations such as the proposal site.
- Pass-by trips - These also include vehicles already on the road network but who may make an unplanned and spontaneous decision to attend a 'food and drink' establishment whilst passing the location.
- Shared/linked trips - These are incidental to targeted trips to the retail park itself.

As a consequence, the uplift in activity would approximate to an additional 4.5% on peak Saturday baseline traffic flows on the highway network. Again this is considered as a broadly reasonable approximation.

In relation to the above uplift in traffic, the Chartered Institute of Highways and Transportation (CIHT) traffic assessment guidelines (circa 1994) trip generation percentage thresholds were traditionally recognised and applied as appropriate guidance which would allow for an informed decision to be made on whether development impacts could be absorbed within existing highway networks with or without highway interventions i.e. mitigations. Threshold triggers of 5 and 10% development traffic uplift were established for congested and other roads respectively before any mitigations were deemed necessary to enable a proposal to be considered acceptable on highway grounds. Although this once ubiquitous method of approach is no longer applied on a widespread basis, it is still considered as a worthwhile measure and guide for gauging the suitability or non-suitability of a proposal on highway traffic generation grounds. As this proposal is highly likely to exhibit a development traffic uplift less than 5% there are no specific or identified requirements for mitigation or otherwise. The proposal is therefore considered acceptable in this respect and it is envisaged that any additional development traffic can be absorbed without highway detriment.

'Thru site' Access/Service Provisions:

The internal site envelope facilitates access to all of the allocated parking spaces for the 'food and drink' use and provides for a suitable 'drive thru' arrangement which allows 'stacking' for up to 18 passenger vehicles thereby limiting the likelihood of overflow into the main car park. The layout is therefore considered 'fit for purpose' in this respect. However it is apparent that service vehicles which are required to attend 3 times a week, and consist of 16.5 tonne articulated trucks, would exhibit some physical manoeuvring difficulties as they are required to enter and leave the site via the main access onto Crown Road which is shared with retail customer based traffic (moving and static) within the remainder of the retail car park. The problem is due to the positioning of certain parking spaces and the narrowness of the circulatory lanes within the existing retail parking

arrangement which does not afford ample clearance for large service vehicles to negotiate the marked out parking and access arrangement within the car park itself linking to Crown Road.

A pedestrian footway in proximity of the proposal would also need to be breached (overrun) in order for an articulated lorry to service the A3/A5 use.

As the location exhibits vehicular and foot traffic at present which would be exacerbated by the proposal, there is the significant concern that general safety within the overall site envelope would be potentially compromised. This is clearly unacceptable.

In summary, if the applicant cannot recommend that a smaller vehicle can be utilised for service/delivery purposes which can mutually coexist with the remaining car park and new patrons of the proposal - there is a justifiable reason to refuse this application.

Workplace Travel Plan (WTP):

A WTP would be required to be secured via planning condition in order to capture the workplace element of the proposal.

The WTP represents a long term strategy for managing travel by employees and delivery related activities which conforms with Transport for London's (TfL's) guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode by staff to and from the site.

Conclusion:

The application has been reviewed by the Highway Authority who are concerned with the following aspects of the proposal:-

1) There has been insufficient evidence provided with regard to the absence of parking accumulation studies and evidence of residual parking capacities which are required to determine whether the proposal can mutually coexist with the existing retail car park usage and the proposed A3/A5 use.

2) The servicing aspect of the proposal would be potentially prejudicial to all users of the retail car park in terms of the lack of demonstrated and satisfactory manoeuvring space within the site envelope resulting in a safety compromise for all vehicular and pedestrian users of the site.

The proposal is therefore considered contrary to policies AM7 and AM14 of the Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016).

A highways refusal on this basis is therefore recommended.

FLOOD WATER MANAGEMENT

The site lies in Flood Zone 3a as identified by the West London SFRA, is identified in an area at surface water flood risk and is identified in a Critical Drainage Area. A Flood Risk Assessment has been submitted however, it suggests that because the area is already identified as retail park the sequential test has been passed. This does not acknowledge that this proposal introduces a new building within Flood Zone 3a (as a result of incorporating SW in Flood Zone definition, please see West London SFRA for further information) and an area at SW flood risk, and which has suffered from flooding. The Sequential Test is therefore considered not to have been passed.

There is no detailed information provided within the FRA of the distance to the Yeading Brook Main River and there for what is within 8m of the main river. The proposals as they appear to compromise a clear aim of LBH and EA to open up culverted watercourses by building up close to and if not over the edge of the watercourse. No building work should be within 8m of the main river.

Part of this site is currently also one of the few areas of green screening along Victoria Road and area of poor air quality and which is opposite Queensmead School which provides air quality benefit and so the loss or narrowing of this green corridor would not be accepted.

The entire site is within an area at risk of SW flooding and the FRA does not adequately deal with this risk only managing the risk from this site and not to the site. The proposals just raise finished flood levels to ensure that the property itself is protected and does not not reassure the Council that surface water risk will not be increased elsewhere.

Officer Comment: The applicants consultants did their assessment on the basis of the site being in flood zone 2. It was previously in flood zone 2, what the Flood and Water Management Officer tries

to explain in her comments is that the latest surface water flooding data has recently been factored into the West London Strategic Flood Risk Assessment (West London SFRA) and as a result of this the site now falls within Flood zone 3A. Flood zone 3A is where there is a greater than 1% annual risk of flooding, whereas Flood zone 2 is a lower 0.1-1% risk.

TREES AND LANDSCAPE COMMENTS

A tree report by Indigo has surveyed and assessed the condition and value of 47 individual trees, of which none are 'A' category. There are 19No. 'B' category trees which constitute a material consideration for retention and should be considered a constraint on development. A further 27No. trees are rated 'C' (poor) which are not normally considered to be a constraint - albeit they may have some collective, or ecological value. Five trees are rated 'U' and should be removed in the interests of sound management. In order to accommodate the proposed development 10No. 'B' grade trees will be removed (T29, 30, 31, 32, 33, 34, 37, 40, 41, 42) and 11No. 'C' grade trees will be lost (T4, 5, 10, 11, 12, 13, 14, 22, 23, 38, 47) together with the 'U' grade trees. The visual impact of this loss of green infrastructure will be exacerbated by the proposed development of the two-storey structure on the leading edge of the site - compared to the retail park sheds which are set well back from the Victoria Road frontage. A total of 17No. new / replacement trees has been proposed, however, these will take many years to establish and five of them are within the car park area which will have little effect screening the roadside development.

The tree selection is composed of small to medium size trees on a site which could accommodate larger species. The landscape plan by Urban Edge includes various ornamental shrub mixes and herbaceous planting which will benefit the visual amenity within the site - but will fail to mitigate the tree loss when viewed from the public realm. The proposal therefore fails to comply with saved policy BE38 and is unacceptable in this regard.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

INDUSTRIAL & BUSINESS AREA (IBA)

The site is located within the Stonefield Way Industrial and Business Area (IBA) where development that does not constitute industrial or business development, or support these sectors, is not normally permitted as set out in Local Plan Policy LE 2. However, the site is within the curtilage of an established retail use site and it is considered that the land could not be viably returned to industrial use.

The proposals therefore need to be considered on their merits with respect to other plan policies.

7.02 Density of the proposed development

Not applicable to the proposed development.

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

The site is not within or adjacent a special character area.

7.04 Airport safeguarding

No safeguarding issues arise from the proposal.

7.05 Impact on the green belt

The site is not within or adjacent to Green Belt land.

7.07 Impact on the character & appearance of the area

The proposed building is a two-storey structure with a flat roof with an overhanging canopy feature. The site is located on a stretch of road that is flanked, on its southern side, by retail and industrial parks in which a variety of building designs are present, none of which possess any significant architectural merit. It is therefore considered that it is not necessary for the proposed building to replicate the appearance of nearby structures and

that the introduction of a contrasting design will add a positive level of variety to the appearance of the area without appearing incongruous or overly dominant. Various external finishes will be utilised for the building walls and roof and it is considered that will help prevent it from appearing monotonous.

As such, on its own the proposal is in compliance with Policies BE13, BE15, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Nonetheless the building is sited over an existing landscaped area and the impact of this is fully considered under the Trees, landscape and ecology section of this report.

7.08 Impact on neighbours

The proposed facility would be located within an established retail park and the proposed use is considered to be compatible with the retail environment. There are residential properties located on the opposite side of the road. Details of advertisement has not been included as part of this application which could caused undue harm to the amenities of the occupants of these properties if any advertisement is illuminated.

It is noted that the hours of operation are unknown. If the application is to be recommended for approval, this would be conditioned to mitigate harm to existing residential properties on the northern side of Victoria Road. If the application is to be approved, details of any plant and machinery, including the speaker system used for taking orders, will need to be submitted along with details of any necessary mitigation measures to minimise noise, light and odour emissions that would adversely impact upon the amenities of staff, patrons, pedestrians and customers and occupiers of surrounding buildings will also be required.

The proposal is thus considered to accord with Policies BE24 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to the proposed development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The main access into the car park is off Crown Road which is a spur road from Victoria Road. The surrounding roads are extensively covered by parking controls and the site has a PTAL rating of 1b/2 which is considered to be low and therefore heightens dependency on the use of a private motor vehicle in lieu of alternate sustainable travel modes.

Parking Appraisal

The proposal is for a 'drive -in' McDonald's establishment (547m² GIFA). The site envelope footprint would demand the reduction of the existing total retail car park capacity (which is split into 2 segments divided by Crown Road) from 495 spaces to 453 equating to a loss of 42 spaces.

The capacity of the car park directly affected by the proposal equates to approximately 192 spaces with a loss of 42 spaces (i.e. a 22% reduction).

The applicant quotes the client's 'observations' with regard to an underuse of the existing capacity but this is anecdotal and not formally quantified. There is no statistical evidence provided to back this up.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. The quantum of 547m² GIFA of proposed A3/A5 use would demand approximately 11 on-plot spaces. It is proposed to provide 4 spaces in total including 2 disabled compliant spaces and 2 reserve spaces for 'drive-thru' customers with reliance

on the 'underused' retail car park to accommodate overspill demand.

However a row of 13 potential spaces has also been indicated within the area of the proposal however these appear to have a dual function in facilitating the anticipated '3 times a week' service delivery via articulated lorry. Although not stated within the submission, this arrangement could be managed via a parking management strategy (PMS) for the site which could ensure that the 13 spaces are cleared at anticipated times of delivery and would remain available at all other times. This aspect would need to be secured via planning condition within the PMS.

However the applicant has not demonstrated or quantified the level of reserve capacity that would remain (if any) within the main car park (which is within their tenure) when considering that 42 spaces out of 192 are already being subsumed by the development proposal. Parking accumulation data relating to the activities of the whole car park should have been submitted in this respect. Without such information it is therefore not possible to make an informed decision on whether 'McDonalds' patrons can be satisfactorily accommodated with other customers utilising the retail car park which lies within the site envelope.

A refusal reason on the premise of insufficient submission of information (i.e. parking accumulation studies) on parking grounds is therefore considered appropriate.

Cycle Parking

In terms of cycle parking there should be a provision of at least 10-11 secure and accessible spaces for this scale of proposal in order to conform to the adopted borough cycle parking standard. 10 Sheffield stand spaces are indicated within a suitable location and therefore conform to the required standard.

Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The predicted peak times of activity with the proposal are estimated to be during the following periods:-

- Friday - 4pm to 5pm
- Saturday - 1pm to 2pm

This is considered a reasonable assumption as it broadly fits the typical use profile for 'drive-in' establishments of this scale and positioning within the highway network. It is estimated that up to 89 additional two-way trips can be anticipated as arising from the proposal during the highest peak of development activity which occurs on Saturday. This estimated figure results from the application of certain vehicular trip reducing factors itemised as follows:-

- Diverted trips - These include for vehicles already on the road network that may plan/vary their route to 'food and drink' destinations such as the proposal site.
- Pass-by trips - These also include vehicles already on the road network but who may make an unplanned and spontaneous decision to attend a 'food and drink' establishment whilst passing the location.
- Shared/linked trips - These are incidental to targeted trips to the retail park itself.

As a consequence, the uplift in activity would approximate to an additional 4.5% on peak Saturday baseline traffic flows on the highway network. Again this is considered as a

broadly reasonable approximation.

In relation to the above uplift in traffic, the Chartered Institute of Highways and Transportation (CIHT) traffic assessment guidelines (circa 1994) trip generation percentage thresholds were traditionally recognised and applied as appropriate guidance which would allow for an informed decision to be made on whether development impacts could be absorbed within existing highway networks with or without highway interventions i.e. mitigations. Threshold triggers of 5 and 10% development traffic uplift were established for congested and other roads respectively before any mitigations were deemed necessary to enable a proposal to be considered acceptable on highway grounds. Although this once ubiquitous method of approach is no longer applied on a widespread basis, it is still considered as a worthwhile measure and guide for gauging the suitability or non-suitability of a proposal on highway traffic generation grounds. As this proposal is highly likely to exhibit a development traffic uplift less than 5% there are no specific or identified requirements for mitigation or otherwise. The proposal is therefore considered acceptable in this respect and it is envisaged that any additional development traffic can be absorbed without highway detriment.

'Thru site' Access/Servicing Provisions

The internal site envelope facilitates access to the all of the allocated parking spaces for the 'food and drink' use and provides for a suitable 'drive thru' arrangement which allows 'stacking' for up to 18 passenger vehicles thereby limiting the likelihood of overflow into the main car park. The layout is therefore considered 'fit for purpose' in this respect. However it is apparent that service vehicles which are required to attend 3 times a week, and consist of 16.5 tonne articulated trucks, would exhibit some physical manoeuvring difficulties as they are required to enter and leave the site via the main access onto Crown Road which is shared with retail customer based traffic (moving and static) within the remainder of the retail car park. The problem is due to the positioning of certain parking spaces and the narrowness of the circulatory lanes within the existing retail parking arrangement which does not afford ample clearance for large service vehicles to negotiate the marked out parking and access arrangement within the car park itself linking to Crown Road.

A pedestrian footway in proximity of the proposal would also need to be breached (overrun) in order for an articulated lorry to service the A3/A5 use.

As the location exhibits vehicular and foot traffic at present which would be exacerbated by the proposal, there is the significant concern that general safety within the overall site envelope would be potentially compromised. This is clearly unacceptable.

Conclusion

The application has been reviewed by the Highway Authority who are concerned with the following aspects of the proposal:-

- 1) There has been insufficient evidence provided with regard to the absence of parking accumulation studies and evidence of residual parking capacities which are required to determine whether the proposal can mutually coexist with the existing retail car park usage and the proposed A3/A5 use.
- 2) The servicing aspect of the proposal would be potentially prejudicial to all users of the retail car park in terms of the lack of demonstrated and satisfactory manoeuvring space within the site envelope resulting in a safety compromise for all vehicular and pedestrian users of the site.

The proposal is therefore considered contrary to policies AM7 and AM14 of the Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (2016).

The application is therefore considered to have failed to demonstrate that the proposed development is acceptable on highways grounds.

7.11 Urban design, access and security

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with.

7.12 Disabled access

No disabled access issues arise from the proposed development.

7.13 Provision of affordable & special needs housing

Not applicable to the proposed development.

7.14 Trees, Landscaping and Ecology

The proposal is partly within an existing parking area and partly over a linear green strip of land that runs along a substantial part of the south side of Victoria Road.

The linear green strip of land is considered to have strategic importance from a visual landscape perspective, a flood and water management perspective and with regard to the role this linear strip of land with its mature trees in places has in reducing poor air quality. The land south of Victoria Road sits within an air quality management area, although large parts of the north of the Borough are not within the AQMA that covers the entire south of the Borough below the A40, large parts of South Ruislip are nonetheless included in the AQMA due to the poor air quality. The main landscape feature in this part of South Ruislip is the wide landscaped/tree planted verge, much of which is highway land.

A tree report by Indigo has surveyed and assessed the condition and value of 47 individual trees, of which none are 'A' category. There are 19No. 'B' category trees which constitute a material consideration for retention and should be considered a constraint on development. Normally category B trees should be retained due to the contribution they make to streetscenes.

A further 27No. trees are rated 'C' (poor) which are not normally considered to be a constraint - albeit they may have some collective, or ecological value. Five trees are rated 'U' and should be removed in the interests of sound management. In order to accommodate the proposed development 10No. 'B' grade trees will be removed (T29, 30, 31, 32, 33, 34, 37, 40, 41, 42) and 11No. 'C' grade trees will be lost (T4, 5, 10, 11, 12, 13, 14, 22, 23, 38, 47) together with the 'U' grade trees. The visual impact of this loss of green infrastructure will be exacerbated by the proposed development of the two-storey structure on the leading edge of the site - compared to the retail park sheds which are set well back from the Victoria Road frontage.

A total of 17No. new / replacement trees have been proposed, however, these will take many years to establish and five of them are within the car park area which will have little effect screening the roadside development. The tree selection is composed of small to medium size trees on a site which could accommodate larger species. The landscape plan by Urban Edge includes various ornamental shrub mixes and herbaceous planting which will benefit the visual amenity within the site - but will fail to mitigate the tree loss when viewed from the public realm.

It is considered that the proposed siting of the retail unit will cause harm to the streetscene by virtue of loss of the existing landscaped area and that replacement landscaping will not compensation for this loss. The proposal therefore fails to comply with saved policy BE38 and is unacceptable.

7.15 Sustainable waste management

The Waste Strategy team has no objection to the proposed bin store location and size.

7.16 Renewable energy / Sustainability

Not applicable to the proposed development.

7.17 Flooding or Drainage Issues

The site lies in Flood Zone 3a as identified by the West London SFRA, is identified in an area at surface water flood risk and is identified in a Critical Drainage Area. It must first be considered whether the site is a suitable location for development, this is undertaken through a sequential assessment. If properly undertaken such an assessment should correctly identify the flood risks associated with the application site and also consider alternative possible locations. Another matter which has to be properly assessed is the surface water impacts of building in flood prone locations.

Policy OE8 of the Saved Policies UDP states:

PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS WHICH WOULD RESULT IN AN INCREASED FLOOD RISK DUE TO ADDITIONAL SURFACE WATER RUN-OFF, UNLESS THE PROPOSED DEVELOPMENT INCLUDES APPROPRIATE ATTENUATION MEASURES TO A STANDARD SATISFACTORY TO THE COUNCIL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY AND, WHERE APPROPRIATE, OTHER DRAINAGE BODIES.

The explanatory text to this policy then further states;

'6.18 The Council acts as agents for Thames Water Utilities for the sewerage functions of the Borough. Under the agency arrangement the Council has recently completed the Harrow Branch Relief Foul Water Sewer to alleviate the foul flooding problem in the Ruislip area and other schemes are being investigated. The most significant is likely to be a storm relief sewer for the South Ruislip area. Surface water run-off generated by the development of a green field site or redevelopment of an existing built-up area can exacerbate an existing flooding problem or may overload the existing surface water sewerage system. The Council should therefore be consulted at an early stage about the drainage requirements for development proposals.'

The Hillingdon LFRMS dated 2016 indicates that surface water flooding was recorded within the retail park in 2015. Victoria Road flooded on the 28th of July 2014 and the 23rd of June 2016 due to surface water, although this was at different locations to the red line application site.

A Flood Risk Assessment has been submitted, however it suggests that because the area is already identified as a retail park the sequential test has been passed. This does not acknowledge that this proposal introduces a new building within Flood Zone 3a in an area at risk of surface water flooding and which has suffered from flooding. The Sequential Test is therefore not considered to have been passed.

The FRA does not properly consider either the strategic flood risk implications or the surface water implications properly.

A further issue is that strategic flood and water management authorities could deploy to tackle flood risk is to remove culverts. The proposals appear to compromise such an objective by building so close to the existing culvert (the Councils Flood and water management officer was unsure whether the proposals would even involve construction over the existing culverted river, nonetheless what is clear is that the proposals definitely go far closer than surrounding development and well within the 20m buffer that triggers Environment Agency consultation).

The entire site is within an area at risk of SW flooding and the FRA does not adequately deal with this risk only managing the risk from this site and not to the site. The proposals just raise finished flood levels to ensure that the property itself is protected and does not not reassure the Council that surface water risk will not be increased elsewhere.

It is considered that the proposals should be refused as the proposal is sited within the 8 metre main river buffer zone and within an area of high probability of flooding, fails to demonstrate that flood risk will be suitably mitigated and is therefore contrary to Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) Policy 5.12 of The London Plan (2016) and the National Planning Policy Framework (July 2018).

7.18 Noise or Air Quality Issues

The land south of Victoria Road sits within an air quality management area, although large parts of the north of the Borough are not within the AQMA that covers the entire south of the Borough below the A40, large parts of South Ruislip are nonetheless included in the AQMA due to the poor air quality.

The loss of existing trees and this strategic landscaped area in such a location is considered to cause serious concern. Trees, in particular mature trees with large canopies, can play an important strategic role in trapping air pollutants. Boroughs are encouraged to consider new tree planting in strategic locations, such as transport corridors, where they can help mitigate air quality problems, in particular in AQMA's. Although the Council does not have a published strategy to undertake tree planting along Victoria Road this is the sort of location it is considered that such planting would be more effective, or at the very least is the sort of location where the Council would not wish to see extensive loss of tree planting with limited replacement. Policy 7.14 of the Mayor's London Plan 2016 refers to development proposals not leading to further deterioration of air quality. It is considered that this proposal for a drive through restaurant involving extensive loss of existing trees at a location within an AQMA is contrary to this policy.

7.19 Comments on Public Consultations

The planning related matters are addressed in the report. Issues relating to the health of patrons of McDonalds is not a planning consideration.

7.20 Planning Obligations

Not applicable.

7.21 Expediency of enforcement action

There are no enforcement issues on this site.

7.22 Other Issues

CIL

The scheme would be CIL liable.

Presently calculated the amounts would be as follows;

LBH CIL £0

London Mayoral CIL £26,871.68

Total CIL £26,871.68.

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

10. CONCLUSION

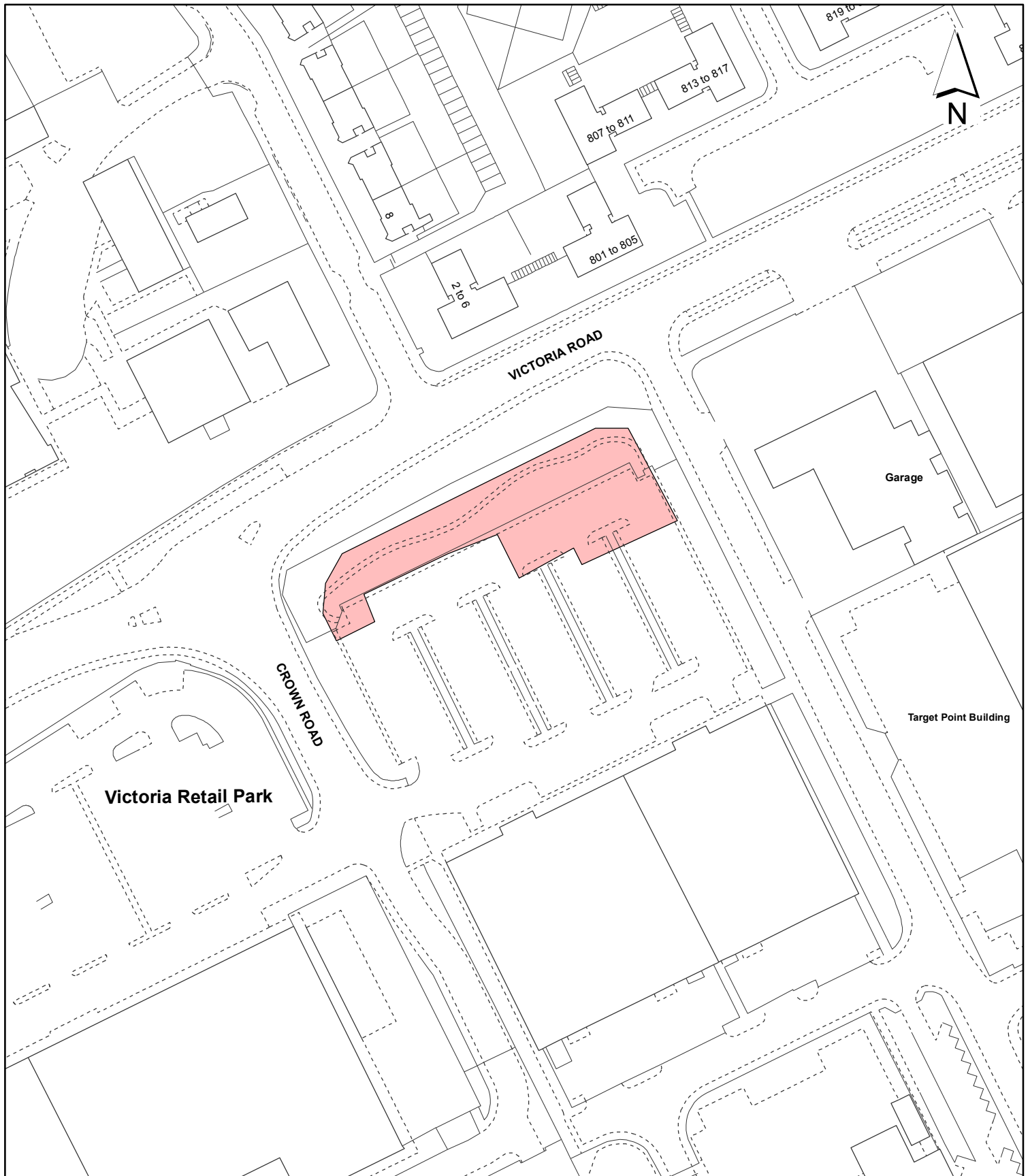
The development is considered to conflict with national, regional and local policies and is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan (November 2012)
London Plan (2016)
National Planning Policy Framework
Supplementary Planning Guidance - Community Safety by Design
Supplementary Planning Guidance - Noise
Supplementary Planning Guidance - Air Quality
HDAS: Accessible Hillingdon

Contact Officer: Mandeep Chaggar

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Land at Victoria Retail Park
 Victoria Road
 Ruislip**

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

Planning Application Ref:

73901/APP/2018/2212

Scale:

1:1,250

Planning Committee:

North Page 35

Date:

September 2018



HILLINGDON
 LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address 124A FIELD END ROAD EASTCOTE

Development: Change of use from Use Class A1 (Shops) to Use Class D1 (Non-residential institution) for use as a nursery

LBH Ref Nos: 72371/APP/2016/4200

Drawing Nos: ASB464-01
ASB464-02
ASB464-03
Location Plan

Date Plans Received: 18/11/2016 **Date(s) of Amendment(s):**
Date Application Valid: 12/12/2016

1. **SUMMARY**

The site is located on the West side of Field End Road. Vacant since at least March 2016, the ground floor was last used as a post office, with the use ceasing in March 2016. The main planning issues are considered to be:-

- (1) The principle of development.
- (2) Transport and parking.
- (3) Potential impact on residential amenity.

The site has an authorised use as Class A1 (retail). It was last used as a post office but has been vacant since March 2016, the use having relocated to an alternative premises nearby. The site has been subject of extensive marketing for Class A1 purposes and it has not proved possible to find a suitable occupier. One overriding reason has been the large overall size of the unit compared to the anticipated footfall. It is considered, on balance, that it would be difficult to sustain a refusal based on loss of retail. There is a shortfall of childcare facilities in this part of the Borough and this needs to be balanced against a long term vacancy which does nothing for the vitality and viability of this secondary shopping centre. On balance it is considered that the principle of the proposed use is acceptable.

Impact on local traffic and car parking provision has been subject of extensive discussion with the applicant. The site has a PTAL value of 3 (moderate) meaning that it will be reliant on private vehicles by staff and parents of the children at the proposed nursery. As such it is considered that there is a need to provide off-street car parking so that existing parking stress is not exacerbated. The applicant does not intend to provide off street parking and has submitted a travel plan which includes provision of a mini bus to deliver and take children and parents from the site. However, notwithstanding this, it is considered, on the basis of provided information, that the scheme still requires off-street parking and, in the absence of this is likely to result in additional parking stress. As such, the proposal is considered to be contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The submitted Acoustic report made several recommendations which include both management and physical measures to control noise and disturbance which may

otherwise adversely impact on occupants of residential units above and adjoining the proposed use. These matters could be conditioned if the application was to be approved. Given the various highway and parking concerns the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The application fails to provide an accurate assessment of transportation and parking impacts associated with the proposed development including trip generation, car parking, cycle parking, loading/unloading, refuse provision and as such the scheme fails to demonstrate that it would not be detrimental to highway and pedestrian safety and free flow of traffic, and that it would have acceptable parking provision, refuse and loading & Unloading arrangements contrary to policies AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 159 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.

2 152 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).

3 153 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.

**

Pt 1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area

Pt 1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards

Pt 1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing

Pt 1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations

	Pt 1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.
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
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	National Planning Policy Framework
NPPF8	NPPF - Promoting healthy communities
S6	Change of use of shops - safeguarding the amenities of shopping areas
S7	Change of use of shops in Parades
S8	Change of use of corner shops

4 I71 LBH worked applicant in a positive & proactive (Refusing)

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.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within Eastcote Town Centre and is on the West side of Field End Road. It comprises a ground floor Class A1 unit with residential over. Formerly a Post Office, it has been closed since March 2016.

The site lies within the Secondary Shopping Area of the Eastcote Town Centre as identified in the policies of the adopted Hillingdon Unitary Development Plan (Saved Policies November 2012). The surrounding shopping frontage has a mix of A-class uses.

3.2 Proposed Scheme

The proposal involves change of use of the ground floor from Use Class A1 (Shops) to Use Class D1 (Non-residential institution) for use as a nursery. It will have a total internal space of 200 square metres and an external play space of approximately 42 square metres. The nursery will be open between 7am and 7 pm (Monday to Fridays) and will operate 4 sessions with an estimated total of 50 children attending over a typical day.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

**	Pt 1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area
	Pt 1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards
	Pt 1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing
	Pt 1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations
	Pt 1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.
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
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S7	Change of use of shops in Parades

S8 Change of use of corner shops

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbours were notified on 15/12/2016 and a site notice was displayed on 19/12/2016.

By the end of the consultation period 12 objections/comments were received raising the following issues -

- (1) Not a suitable location for a nursery.
- (2) Traffic generation and additional car parking will be unacceptable.
- (3) Noise and disturbance for residents as a result of intensity of activity.
- (4) Concern for the safety of children due to proximity of open play area to rear service yard.
- (5) Internal staff and other facilities do not appear to be accurately shown.
- (6) The travel plan includes several inaccuracies.

Officer comments - The planning issues raised are dealt with elsewhere in the report. The travel plan has been subject of discussion between the applicant and Highway Officers. In terms of the internal arrangements the general subdivision of the space is shown on the submitted drawing. The actual day to functioning and operational requirements are matters of detail beyond the scope of this application. However, overall there appears to be sufficient space to accommodate the activities.

Internal Consultees

Highways and Traffic

1. TRICS data. The applicant provided a summary table in the Travel Plan but did not cite the data sources from the TRICS database. I am concerned that for a nursery of 50 children and 12 staff that there are only 12 car trips in the peak hour so I wanted to know what nursery locations (Road, Borough, Number of pupils, PTAL, car parking etc) were used to create this estimate of trip generation to ensure the estimates are robust. That information has not been provided. I am concerned that trips generated by the proposed use could cause delays to traffic in the service road and could generate illegal parking on Field End Road.
2. Mini bus service - the applicant has offered to provide a mini-bus service to pick up and set down children at the site from a 5 mile radius. I am concerned that if the mini-bus service stopped in the service road there would be further delays in an already congested facility. The latest response suggests that the rear access could be used as a place where children can be set down and picked up in a mini-bus and this could be conditioned if other issues were resolved.
3. Off-street parking - the site has a PTAL value of 3 (moderate) so there will be a reliance on private vehicles by staff and parents of the children at the proposed nursery so there is a need to provide off-street car parking so that existing parking stress is not exacerbated.
4. NPPF- we are aware of the NPPF and particularly para 32 but I am not aware of the requirement of an 'LPA to provide evidence to demonstrate that a tangible and very significant highway problem would indeed flow directly from the proposed development.' (as quoted by the applicant) Perhaps the

agent could direct me to the reference where such action is required by the LPA.

5. Victoria Road application - each application is dealt with on its own merits and in the case of the Victoria Road nursery proposal the application for 35-45 pupils had 5 dedicated set-down/pick-up spaces provided. The applicants for this proposal in their response quoted paragraphs of the officer's report on the Victoria Road application but omitted to cite the paragraph above that set out the requirement for 5 set-down spaces for 35-45 pupils.

6. Connectivity - the site has a current PTAL value of 3 (moderate) which is midway between 'very poor' and 'excellent'. It is clear from the level of parking stress in the area close to the site that car use is high and local shoppers rely on cars for trips to local centres. It is likely that parents of pupils at the proposed nursery would require car parking spaces to be available so that they could set down or pick up their children which could take 10 minutes.

The applicant's comments have not provided any further data so I would suggest unless there is further forthcoming information that you refuse this application.

Retail Policy

The proposal would be in contradiction to the 50% threshold outlined in the subtext of the UDP for maintaining Class A1 usage in secondary shopping areas of town centres. We have the following evidence taken from our Town Centre Survey October 2016:

By Frontage: 43.1%

By Units: 45%

Despite this, there will need to be material consideration given to the length of vacancy (which in turn provides nothing for vitality and viability of the town centre) and the need for new childcare provision in this specific part of the borough.

Environmental Protection Unit

Very concerned about the application for a change of use; because the proposed location is not ideal for a nursery due to the likely occurrence of noise disturbance at the entrance as well as the immediate vicinity. A robust noise mitigation measures by the applicant may allay concerns. The applicant has not provided any details for instance floor plans, numbers of children, whether they will be using any outside space, any noise mitigation measures. The only information provided is the hours 7-7 Mon to Sat which are quite long.

Officer comments - the applicant subsequently submitted a noise and general acoustic report . This concluded that it was unlikely that residents would suffer an unacceptable level of noise and disturbance but made several recommendations to respond to concerns. This included management to ensure that children are hastily admitted and discharged to minimise noise of children at the front of the premises, that a new insulated ceiling should be installed below the existing as this will tidy up and cosmetically repair the existing, erection of a new fence around the outside play area at the rear which should be 1.8 m high and measures to control children when running from building to the play area. It is now considered that enough information is provided that a suite of conditions could address noise issues.

Access Officer

As the application appears to be for a straightforward change of use with no apparent physical

alterations to the building, no accessibility improvements could reasonably be required within the remit of planning. However, the following informative should be attached to any grant of planning permission: 1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people. Conclusion: no objection is raised from an accessibility perspective.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 8.24 of the adopted Hillingdon Unitary Development Plan (Saved Policies November 2017) defines secondary shopping areas as peripheral to the primary areas in which shopping and service uses are more mixed although Class A1 shops should still be the majority use. Class A1 shops should remain the predominant use in secondary areas and the Local Planning Authority will expect at least 50% of the frontage to be in Class A1 use. The proposal would not comply with this policy as it would remove an existing Class A1 retail use. However, it is material that the unit has been vacant for over two years. The submitted marketing report indicates that unit has been extensively marketed over that period without success. This included advertising on 4 different marketing portals and contacting known potential occupiers. There were viewings by 30 potential occupiers. One potential A1 use made an offer but subsequently withdrew. The overall concern was the size of the unit with none considering they could achieve the necessary footfall.

The former use of the unit was as a Post Office. This has been re-provided within the local area.

On balance, the principle of this proposal is therefore considered to be acceptable and would comply with Policy S6 of the Adopted Hillingdon Unitary Development Plan (Saved Policies November 2012).

7.02 Density of the proposed development

Not applicable.

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

Not applicable.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

The proposals would not materially alter the external appearance of the building and therefore no issues arise.

7.08 Impact on neighbours

There are residential occupiers above the shops. Whilst an acoustic report was submitted which indicates that it is unlikely that the development will result in undue noise and disturbance, the report also indicates a requirement for additional measures to be put in place to ensure residents will not suffer loss of amenity. These would suggest the need for a management plan and / or conditions to control these matters. The applicant did not make amendments as a result of these recommendations or submit a management plan. In view of the recommendation to refuse it is considered that it has not been demonstrated that the development has achieved an acceptable level of amenity for residents and an

additional reason for refusal is recommended.

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The site has a PTAL value of 3 (moderate) meaning that there will be a reliance on private vehicles by staff and parents of the children at the proposed nursery. As such there is a need to provide off-street car parking so that existing parking stress is not exacerbated. In the absence of this and notwithstanding the submitted traffic management plan and other submitted data, the proposal is contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). As part of a travel plan the applicant is proposing a mini-bus to bring children and parents to the site. If Members were minded to approve the proposal this matter would need to be conditioned or agreed, so as to ensure the drop off is from the service road in order to avoid conflict with other users of the on street parking to the front.

(see full Highways comments above).

7.11 Urban design, access and security

The only external changes are to the rear where an open play area would be provided. It is indicated that this would be fenced. Overall the changes are modest and as children are involved, security measures are paramount. The children will be subject to close supervision by staff. The proposed fencing of the open play area will add to security. No significant issues are considered to arise.

7.12 Disabled access

The Access Officer has no objections. (see internal consultation responses)

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, Landscaping and Ecology

Not applicable.

7.15 Sustainable waste management

Not applicable

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

Not applicable.

7.18 Noise or Air Quality Issues

The proposal would give rise to noise issues, however, subject to conditions such as a management plan and noise insulation measures together with the Town centre location, it is not considered a noise reason for refusal could be substantiated at appeal.

7.19 Comments on Public Consultations

See summary above. The matters raised have been considered throughout the report.

7.20 Planning Obligations

Not applicable.

7.21 Expediency of enforcement action

Not applicable.

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 site is located on the West side of Field End Road. Vacant since at least March 2016, the ground floor was last used as a post office, with the use ceasing in March 2016.

It is considered, on balance, that it would be difficult to sustain a refusal based on loss of retail. There is a shortfall of childcare facilities in this part of the Borough and this needs to be balanced against a long term vacancy which does nothing for the vitality and viability of this secondary shopping centre. On balance it is considered that the principle of the proposed use is acceptable.

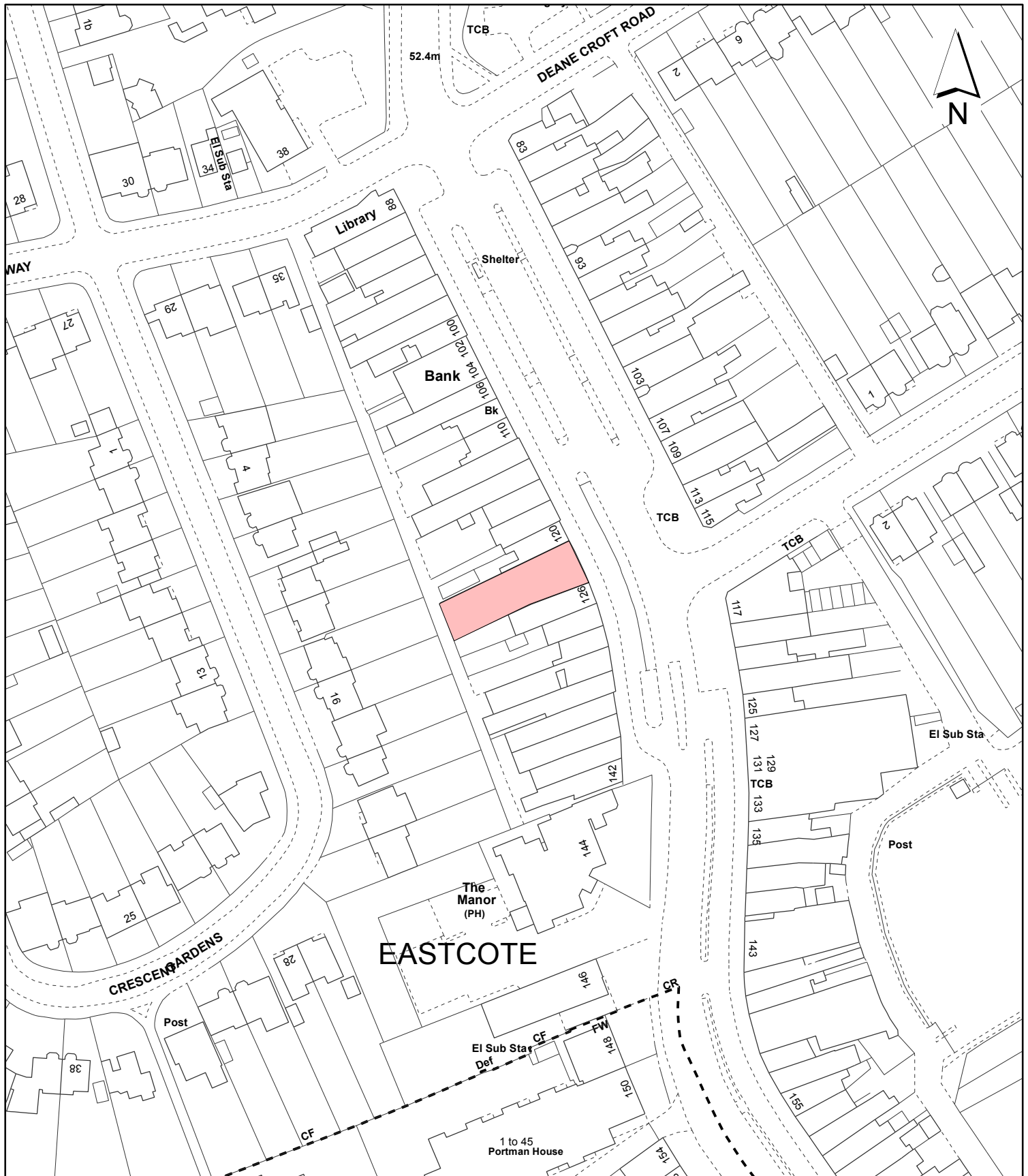
The applicant does not intend to provide off street parking and has submitted a travel plan which includes provision of a mini bus to deliver and take children and parents from the site. However, notwithstanding this, it is considered, on the basis of provided information, that the scheme still requires off-street parking and, in the absence of this is likely to result in additional parking stress. As such, the proposal is considered to be contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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)
National Planning Policy Framework

Contact Officer: Cris Lancaster

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**124A Field End Road
 Eastcote**

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

Planning Application Ref:
72371/APP/2016/4200

Scale:
1:1,250

Planning Committee:
North Page 47

Date:
**September
 2018**



HILLINGDON
 LONDON

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Plans for North Applications Planning Committee

Wednesday 12th September
2018



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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Report of the Head of Planning, Transportation and Regeneration

Address 11 WOODGATE CRESCENT NORTHWOOD MIDDLESEX
Development: New retaining walls to rear and sides and levelling of garden, involving demolition of existing retaining walls (Part retrospective)
LBH Ref Nos: 61044/APP/2018/1825

Date Plans Received: 16/05/2018
Date Application Valid: 29/05/2018

Date(s) of Amendment(s):



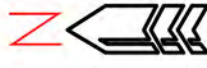
ORDNANCE SURVEY (C) CROWN COPYRIGHT 2014. ALL RIGHTS RESERVED. LICENCE NUMBER 100022432

LOCATION PLAN

Disclaimer

X

This plan is intended to provide information only and does not constitute a contract. The client is responsible for providing all necessary information and for ensuring that the plan is used for the purposes intended. The client is responsible for ensuring that the plan is used for the purposes intended. The client is responsible for ensuring that the plan is used for the purposes intended.



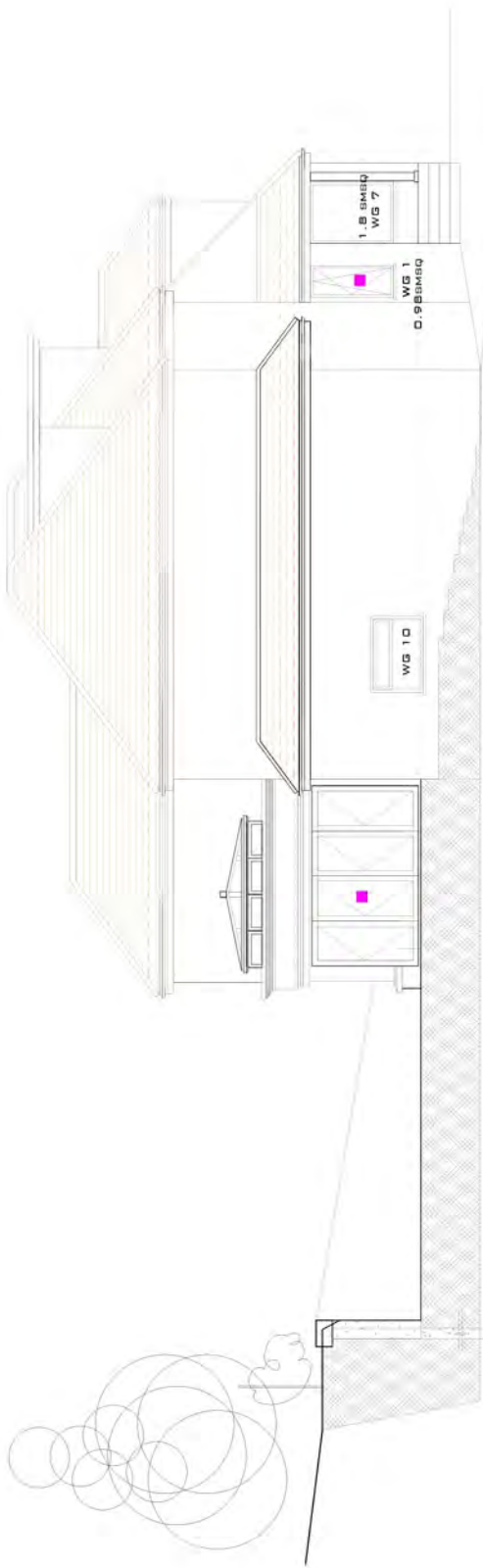
REVISION

DATE	REV	DESCRIPTION

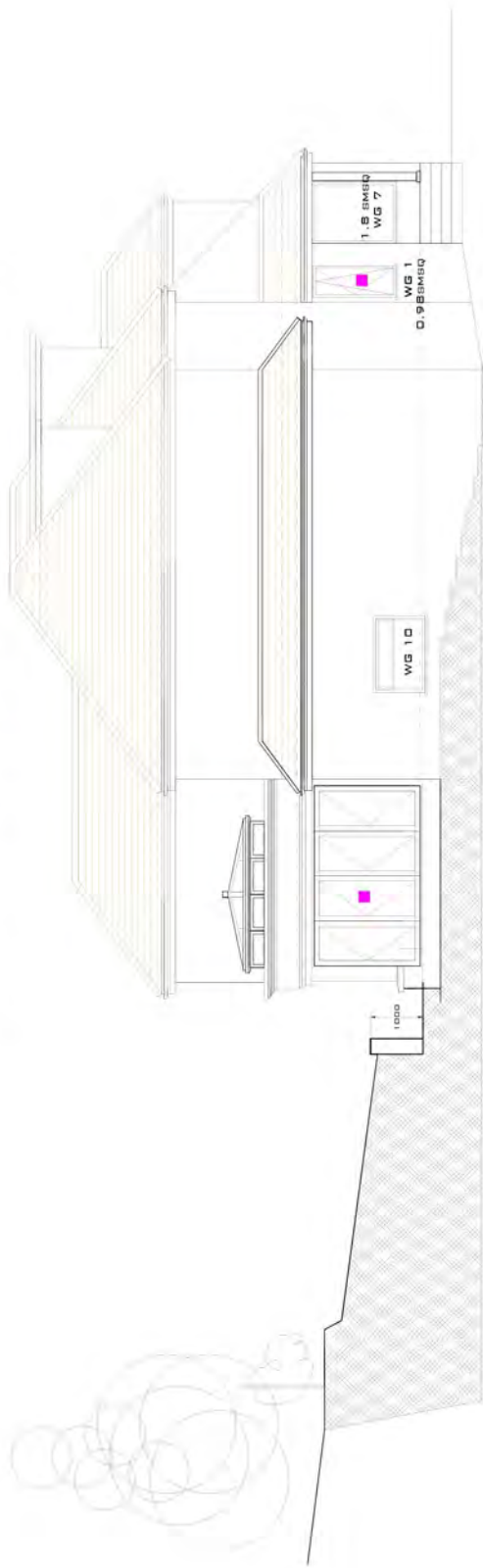
The client is responsible for providing all necessary information and for ensuring that the plan is used for the purposes intended. The client is responsible for ensuring that the plan is used for the purposes intended. The client is responsible for ensuring that the plan is used for the purposes intended.



CLIENT ADDRESS	CLIENT	AUTHORIZED BY	DATE
11 WOODGATE CRESCENT HAG 3RB	MR NADIM GATA & MR ABNESS SHAKA	MR NADIM GATA	10/01/19
11 WOODGATE CRESCENT HAG 3RB	PROJECT 1	DESIGNED BY:	STATUS DATE
11 WOODGATE CRESCENT HAG 3RB	EXTENSION AND MODIFICATIONS	A.M.MER	10/01/19
11 WOODGATE CRESCENT HAG 3RB	DRAWING TITLE:	SCALE	LOCATION
11 WOODGATE CRESCENT HAG 3RB	LOCATION PLAN	A3 = 1:800	L-11-0000
JOB NO. 1106	REVISION	DRAWING STATUS	LOCATION PLAN
DRAWING NO. 1106/1/01			



PROPOSED LEFT SIDE ELEVATION



EXISTING LEFT SIDE ELEVATION

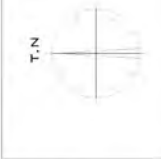


SCALE BAR

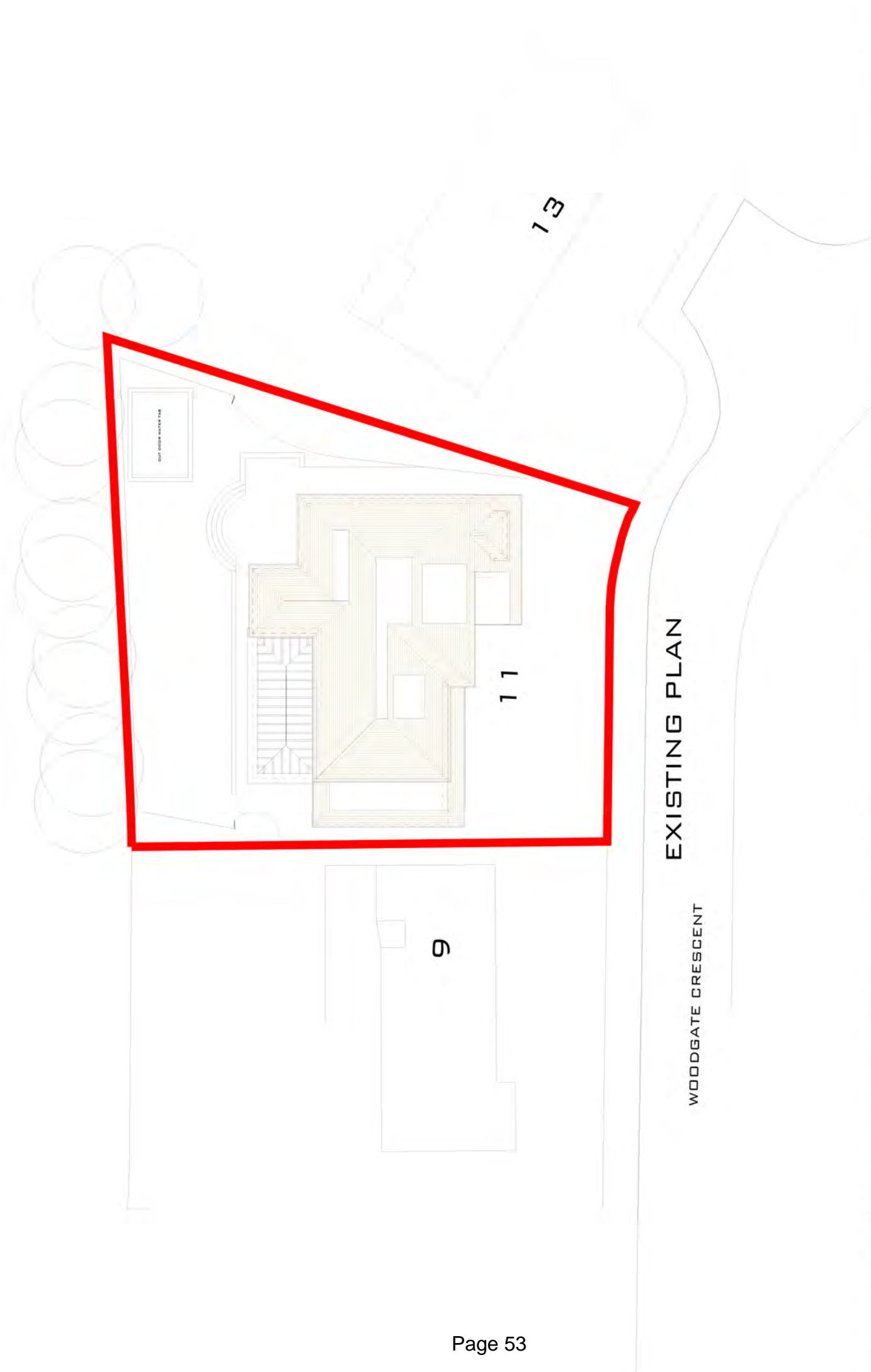
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DATE	REV	DESCRIPTION

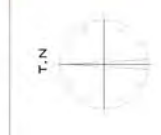
The Architect shall own the copyright in the drawings in the original, when produced, of the drawings, and shall retain the right to use the drawings in the future for the same project. The drawings shall be used for the purpose of the project only and shall not be used for any other purpose. The drawings shall be used for the purpose of the project only and shall not be used for any other purpose. The drawings shall be used for the purpose of the project only and shall not be used for any other purpose.



CLIENT:	MR NABOTH GATA & MS ABNESS BAKALA	AUTHORIZED BY:	MR NABOTH GATA
CLIENT ADDRESS:	11 WOODGATE CRESCENT HAB 3RD FLOOR HAB 3RD	PROJECT 1:	EXTENSION AND MODIFICATIONS
SITE ADDRESS:	11 WOODGATE CRESCENT HAB 3RD FLOOR HAB 3RD	DESIGNED BY:	A.M. MERI
		DRAWING TITLE:	PROPOSAL
		SCALE:	A3=1:50 A4=1:100
		REVISION:	
		JOB NO.:	1106
		DRAWING NO.:	1106/1/6
		STARTING DATE:	NOV 2013
		LOCATION:	L.B.HILLINGDON
		DRAWING STATUS:	PROPOSAL



DATE	REV	DESCRIPTION	DRAWN BY	AUTHORISED	CHECKED	REVISION	CLIENT ADDRESS	CLIENT	AUTHORIZED BY	DATE
							11 WOODGATE CRESCENT HAS 3NB	Mr NAMOH GAGA & Mrs ABNESS SAMALA	Mr NAMOH GAGA	11/06/10
							11 WOODGATE CRESCENT HAS 3NB	PROJECT 1	DESIGNED BY:	STATUS DATE
								EXTENSION AND MODIFICATIONS	A. M. MERI	11/06/10
								DRAWING TITLE:	SCALE	LOCATION
								PROPOSAL	A3 1:100	L-11/06/10
									A3 1:1200	
									DRAWING STATUS	
									PROPOSAL	
									JOB NO.	
									1106	
									DRAWING No.	
									1106/1/02	



The architect shall own the copyright in the original work produced by the architect and shall retain the right to use the work in any form or for any purpose in the future. The architect shall not be held liable for any errors or omissions in the drawings or specifications. The architect shall not be held liable for any damage or injury caused by the use of the drawings or specifications. The architect shall not be held liable for any loss or damage to the property or other movable property. The architect shall not be held liable for any other matter. See page 10 of the contract for full terms and conditions.



VIEW A



VIEW B

RETAINING WALL GRABBED AREA HARDSTANDING



PROPOSED PLAN

WOODGATE CRESCENT

REVISION

DATE	REV	DESCRIPTION	DRAWN BY	AUTHORISED	CHECKED

THE ARCHITECT SHALL OWN THE COPYRIGHT IN THE ORIGINAL WORK PROVIDED IN THE PROJECT TO BE DELIVERED AS NOT AUTHORISED BY THE CLIENT WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT IF THE DRAWING IS MODIFIED OTHER THAN BY THE ARCHITECT OR HIS EMPLOYEES OR AGENTS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT IF THE CLIENT OR HIS EMPLOYEES OR AGENTS MAKE ANY CHANGES TO THE DRAWING WITHOUT THE ARCHITECT'S CONSENT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT IF THE CLIENT OR HIS EMPLOYEES OR AGENTS MAKE ANY CHANGES TO THE DRAWING WITHOUT THE ARCHITECT'S CONSENT.



CLIENT ADDRESS 11 WOODGATE CRESCENT WINDYBUSH H45 3NB	CLIENT MR NABOTH DAZA & MS ABNESS SAKALA	AUTHORIZED BY MR NABOTH DAZA 10/01/19	DATE 10/01/19
SITE ADDRESS 11 WOODGATE CRESCENT WINDYBUSH H45 3NB	EXTENSION AND MODIFICATIONS EXTENSION AND MODIFICATIONS	DESIGNED BY A.A. ARCHITECTS 10/01/19	STATUS DATE 10/01/19
	DRAWING TITLE PROPOSAL	SCALE A3=1:100 A3=1:1200	LOCATION L.A. LINDSAY
	JOB NO. 1105	REVISION	DRAWING STATUS PROPOSAL
	DRAWING NO. 1105/1/03		

EXISTING FENCE

EXISTING GARDEN LEVEL

EXISTING ELEVATION

EXISTING FENCE

PROPOSED GARDEN LEVEL

PROPOSED RETAINING WALL ELEVATION



SCALE BAR

REVISION

DATE	REV	DESCRIPTION

The Architect shall own the copyright in the original work prepared by the Architect and shall retain the right to use the work for any purpose in the future. The Architect shall be responsible for the design and construction of the retaining wall. The Architect shall be responsible for the design and construction of the retaining wall. The Architect shall be responsible for the design and construction of the retaining wall.

T.N



CLIENT ADDRESS	CLIENT	AUTHORIZED BY
11 WOODGATE CRESCENT H45 3RB	MR NABITH GAZA & MR ABNESS SHAKA	MR NABITH GAZA
SITE ADDRESS	PROJECT 1	DESIGNED BY
11 WOODGATE CRESCENT H45 3RB	EXTENSION AND MODIFICATIONS	A.M.MERI
	DRAWING TITLE:	SCALE
	PROPOSAL	A3=1:50 A4=1:100
JOB No. 1106	REVISION	STARTING DATE
DRAWING No. 1106/1/5		NOV 2013
		LOCATION
		L.B.HILLINGDON
		DRAWING STATUS
		PROPOSAL



EXISTING RIGHT SIDE ELEVATION



PROPOSED RIGHT SIDE ELEVATION

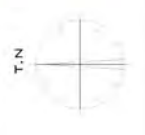


SCALE BAR

REVISION

DATE	REV	DESCRIPTION

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CLIENT ADDRESS	CLIENT:	AUTHORIZED BY:
11 WOODGATE CRESCENT HAG 3NB	Mr Namthi Daza & Ms Annessh Sakala	Mr Namthi Daza
SITE ADDRESS	PROJECT 1	DESIGNED BY:
11 WOODGATE CRESCENT HAG 3NB	EXTENSION AND MODIFICATIONS	A.M.MERI
	DRAWING TITLE:	SCALE
	PROPOSAL	A3=1:50 A4=1:100
JOB No. 1106	REVISION	STARTING DATE
DRAWING No. 1106/1/4		Nov 2013
		LOCATION
		L.HILLINGDON
		DRAWING STATUS
		PROPOSAL

NOTES

1. The drawings to be used in conjunction with all relevant Architecture drawings and specifications.
2. All structural levels are in metres and dimensions are in millimetres unless otherwise stated. Refer to relevant Architecture drawings for further information.
3. All structural levels are in metres and dimensions are in millimetres unless otherwise stated. Refer to relevant Architecture drawings for further information.
4. Drawings should not be scaled by hand and only signed dimensions are to be used.
5. Dimensions are to be used in conjunction with the following instructions, insertion and removal of temporary works.

NOTES FOR CONCRETE

1. The contractor is to coordinate with all relevant Architects drawings and specifications.
2. All concrete works shall meet the requirements of BS 8110 and BS 5400: Part 2.
3. All concrete works shall meet the requirements of BS 8110 and BS 5400: Part 2.
4. All proposed mix proportions to be submitted to Engineer for approval.
5. The use of admixtures is not permitted without prior approval of the Engineer.
6. Methods of curing concrete, timing of formwork, and timing of construction joints to be agreed with the Engineer prior to commencement of work.
7. Testing procedures for the workability and quality control of concrete to be agreed with the Engineer prior to commencement of work.
8. Reinforced concrete has been designed in accordance with BS 8110: Part 2.
9. The design is assumed to be 1m. To be confirmed by the Engineer.
10. The contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.
11. The Engineer's approval is required for all concrete work to be undertaken in accordance with BS 8110: Part 2.
12. All concrete work to be placed within 24 hours of casting and to be cured in accordance with BS 8110: Part 2.
13. When casting concrete, the contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.

NOTES FOR CONCRETE PILES

1. All piling shall be in accordance with the ICE model using appropriate and latest amendments.
2. The contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.
3. The contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.
4. Piling concrete shall be maximum class C52/2 in accordance with BS 5400: Part 2.
5. All concrete work shall meet the requirements of BS 8110 and BS 5400: Part 2.
6. All material used in the production of concrete shall comply with the requirements of BS 8110 and BS 5400: Part 2.
7. The contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.
8. The contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.
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12. The contractor is to ensure that all piles are laid on 1200 gauge polythene membrane on compacted granular sub-base. The sub-base is to be rolled to achieve a minimum $\pm 25mm$. The position of construction joints to be agreed with the Engineer.

GENERAL

All relevant documents and health & safety risk assessments for the works should be issued to the Engineer and through the Designer for comment before works are commenced.

BRP & ASSOCIATES
CONSULTING STRUCTURAL ENGINEERS
17, WOODGATE AVENUE
STANTON
HARTFORD
Middlesex HA7 2LA
Phone 020 8907 9440 Fax 020 8621 8858

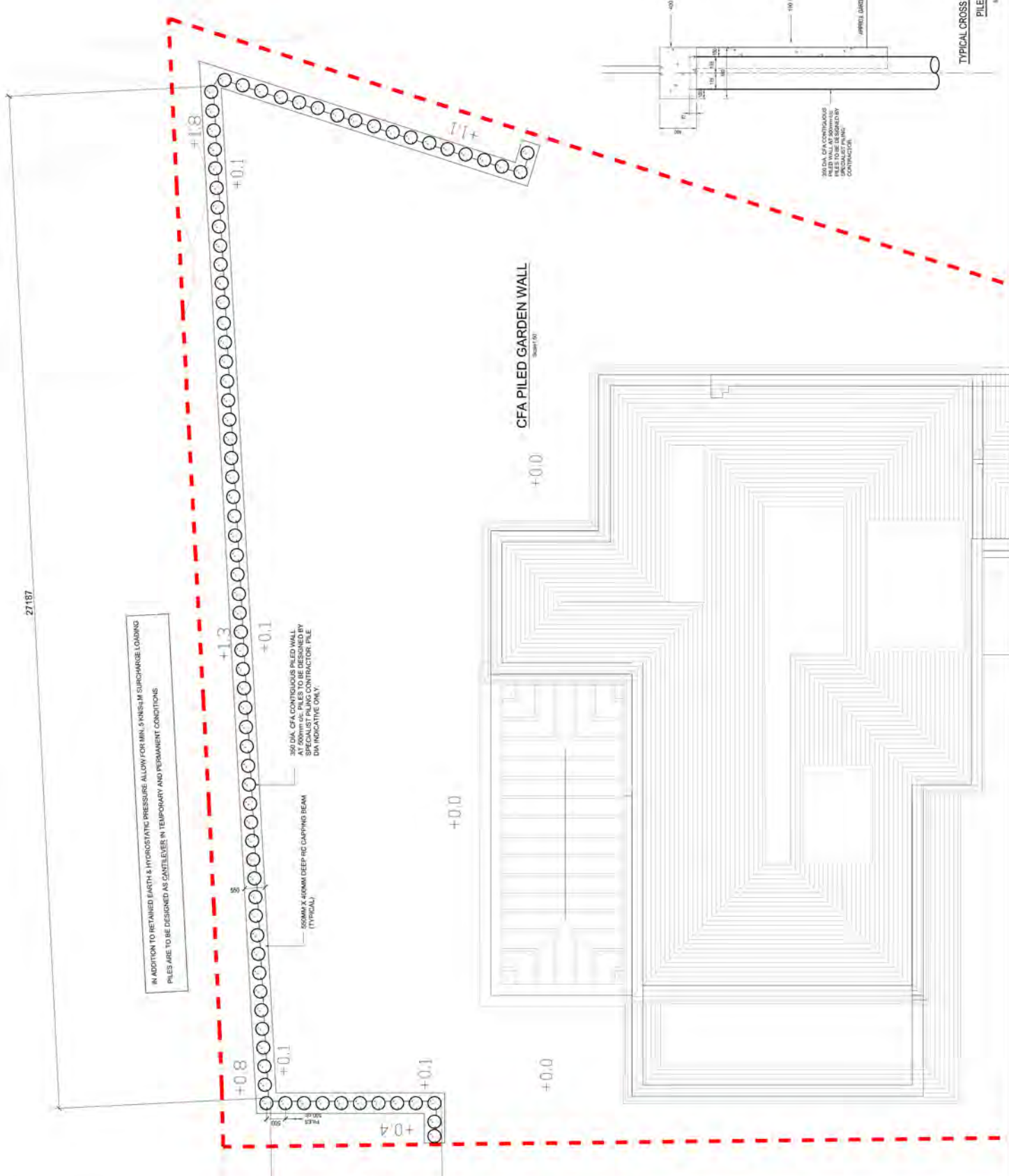
Rev.	Date	Revised	By

Project
11 Woodgate Crescent
Northwood HA6 3RB

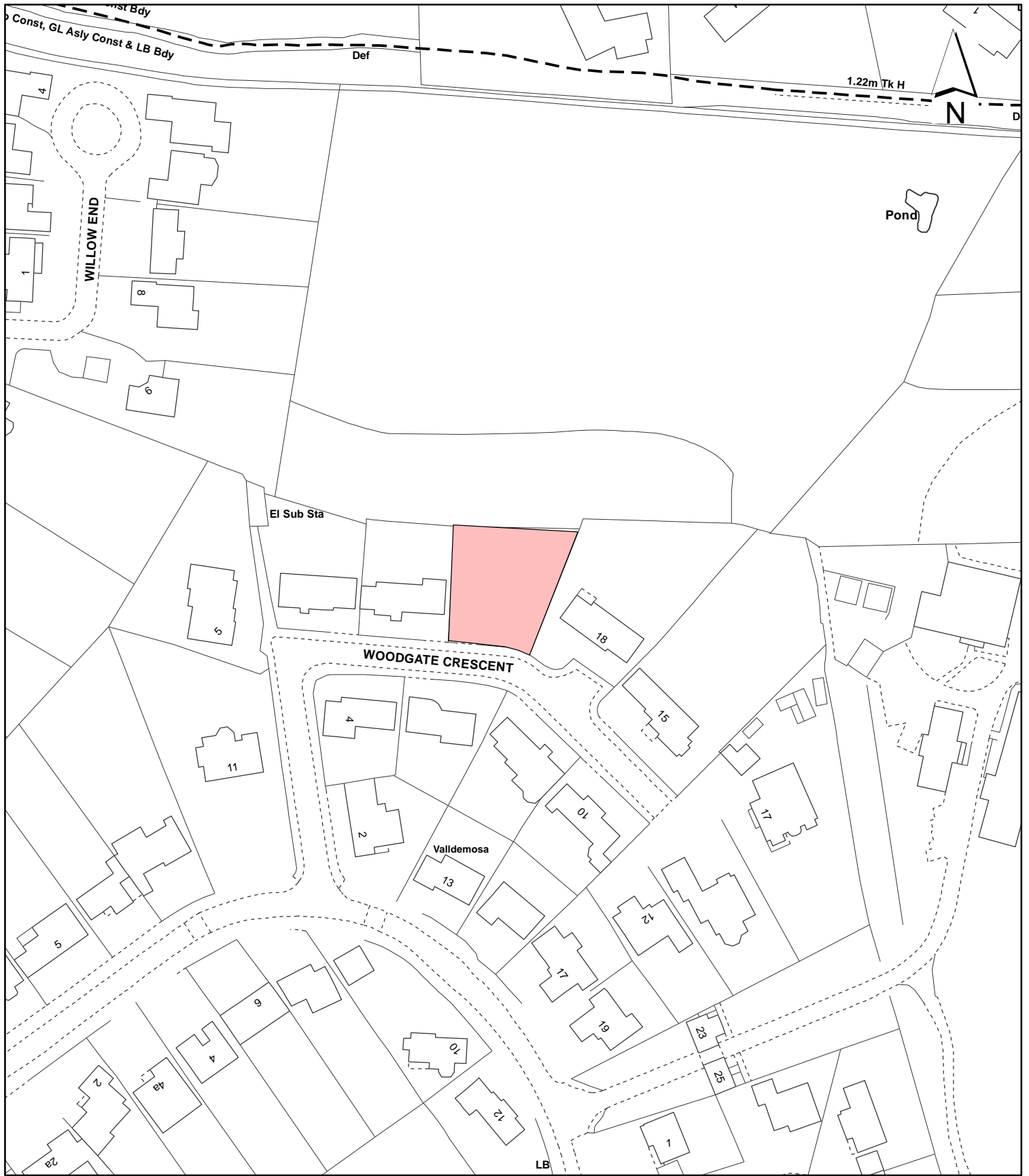
Drawing Title
CFA PILED GARDEN WALL

Drawn By	Check By	Scale
		1:50 @ A1

Draw No
BRP-11WC-05



27187



Notes:

 Site boundary

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Site Address:

**11 Woodgate Crescent
 Northwood**

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

Planning Application Ref:

61044/APP/2018/1825

Scale:

1:1,250

Planning Committee:

North Page 58

Date:

September 2018



Report of the Head of Planning, Transportation and Regeneration

Address LAND AT VICTORIA RETAIL PARK VICTORIA ROAD RUISLIP

Development: Proposed two storey building to be used as Class A3/A5 with alterations to parking and landscaping.

LBH Ref Nos: 73901/APP/2018/2212

Date Plans Received: 14/06/2018
Date Application Valid: 05/07/2018

Date(s) of Amendment(s): 14/06/0018
22/06/2018

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DRAWING TO BE READ IN COLOUR

SITE ADDRESS:
VICTORIA RETAIL PARK,
CROWN ROAD,
SOUTH RUISLIP,
GREATER LONDON
HA4 0AJ

LEGEND:
— LANDLORD OWNERSHIP BOUNDARY
— APPLICATION AREA

Revision	Description	Date
D02	BOUNDARY ALTERATION	04.02.2018
D01	FOR SUBMISSION	02.02.2018
D00	FORMALLY ISSUED	16.05.2018
A03	BOUNDARY ALTERATION	27.02.2018
A02	FOR SUBMISSION	02.02.2018
A01	PLAN ALTERATION	15.02.2018

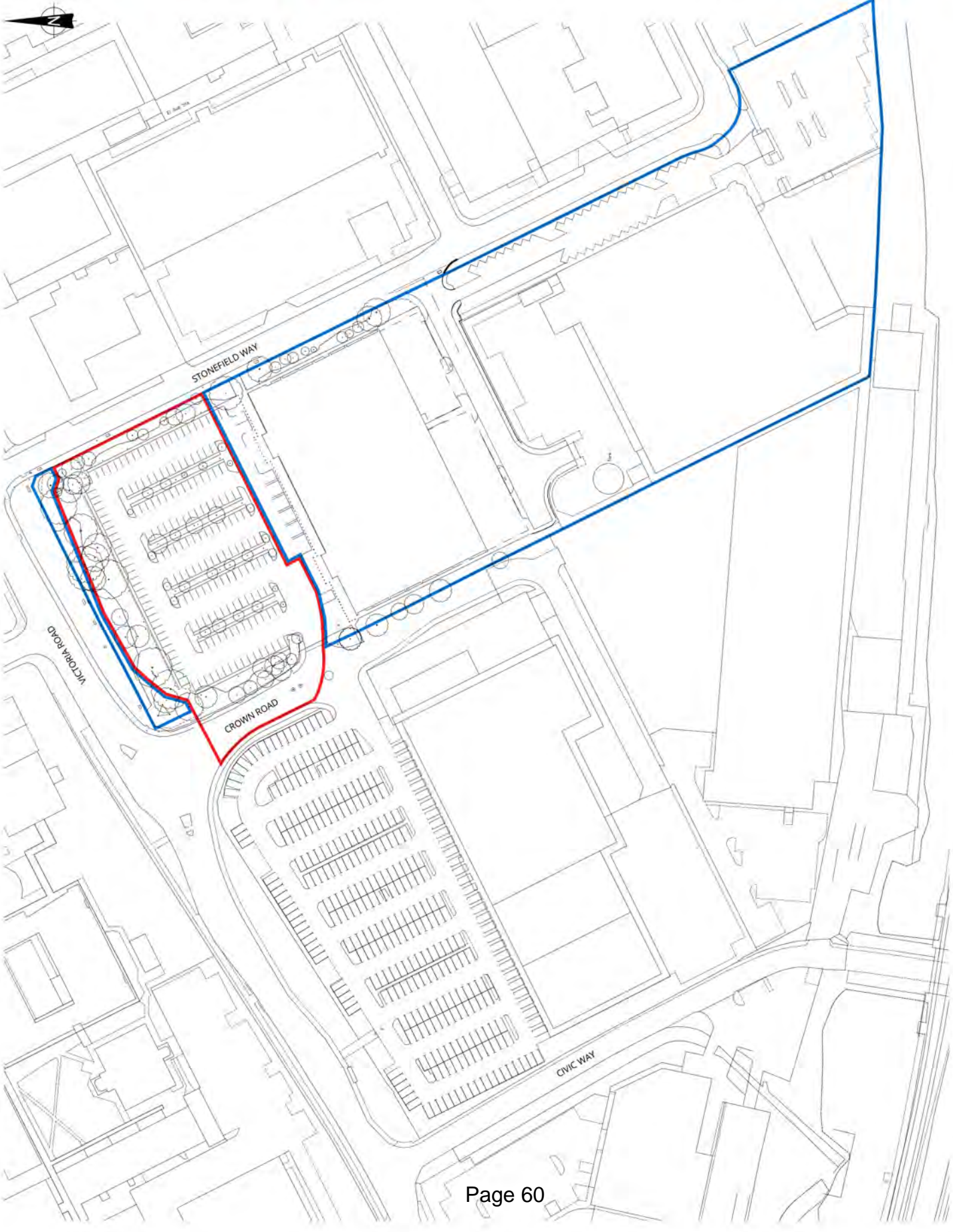
URBANEDGE
architecture / landscape / masterplanning

**SCOTTISH WIDOWS PROPERTY
AUTHORISED CONTRACTUAL
SCHEME 1**

SOUTH RUISLIP

**SITE LOCATION PLAN
DRIVE THRU**

Scale	1:1250 @ A3	Drawn	SS
Date	FEB 2018	Revision	
Project No.	1829 URB DT[08]00 01	Revision	D02



SCALE 1 : 1250
SCALE 1 : 1

0m 10m 20m 40m 60m 80m 100m 120m
0m 10mm 20mm 40mm 60mm 80mm 100mm

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ISSUED FORMALLY
PLAN ALTERNATION
DATE
18.05.2018
28.02.2018
19.02.2018

Revision Description Date

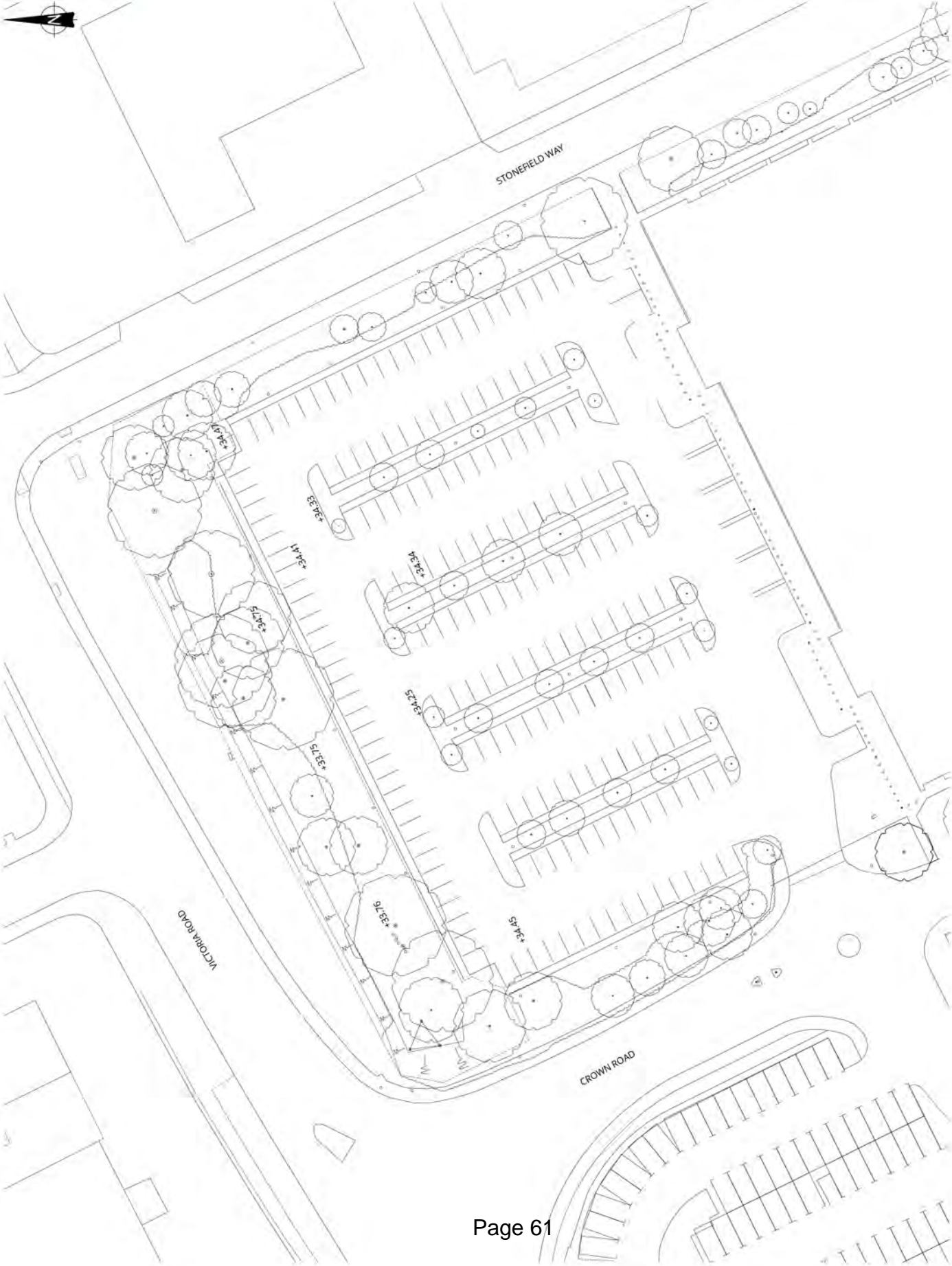
URBANEDGE
architecture / landscape / masterplanning

Client
**SCOTTISH WIDOWS PROPERTY
AUTHORISED CONTRACTUAL
SCHEME 1**

Project
**SOUTH RUISLIP
DRIVE THRU**

Drawing
**SITE BLOCK PLAN
AS EXISTING**

Scale 1:500 @ A3
Date FEB 2018
Project No. Drawing No.
1829 URB DT[08]00 02
Revision
D00

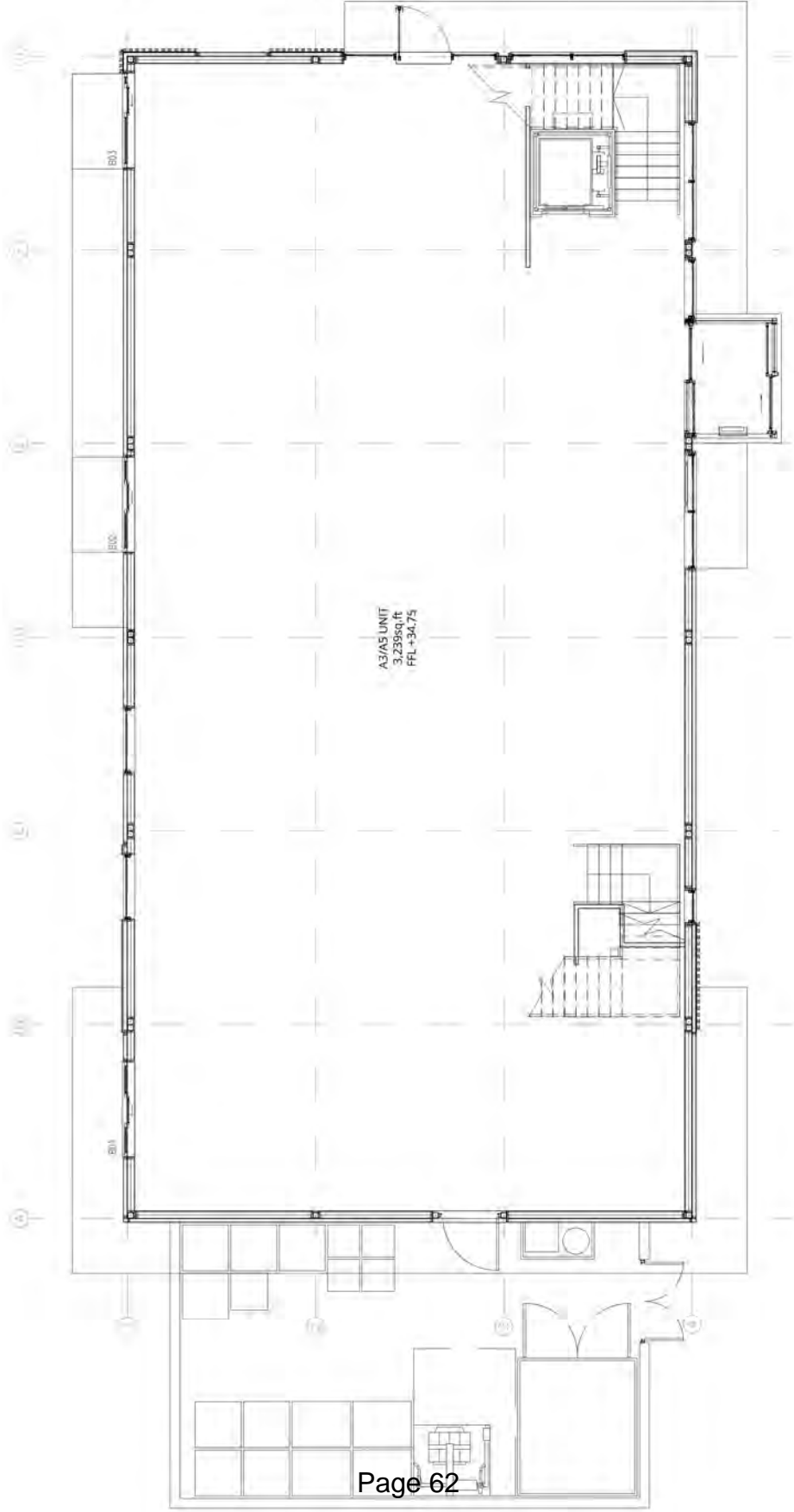


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Revision	Description	Date
000	ISSUED FORMALLY	16.02.2018
A03	PLAN ALTERATION	28.02.2018
A04	PLAN ALTERATION	19.02.2018
A01	PLAN ALTERATION	19.02.2018

URBANEDGE
architecture / landscape / masterplanning

Client: **SCOTTISH WIDOWS PROPERTY AUTHORITY CONTRACTUAL SCHEME 1**

Project: **SOUTH RUISLIP DRIVE THRU**

Drawing: **GROUND FLOOR AS PROPOSED**

Scale	1:100@A1	Drawn	25
Date	FEB.2018		

Project No.	1829	Drawing No.	DT[08]00 04	Revision	D00
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PLANNING

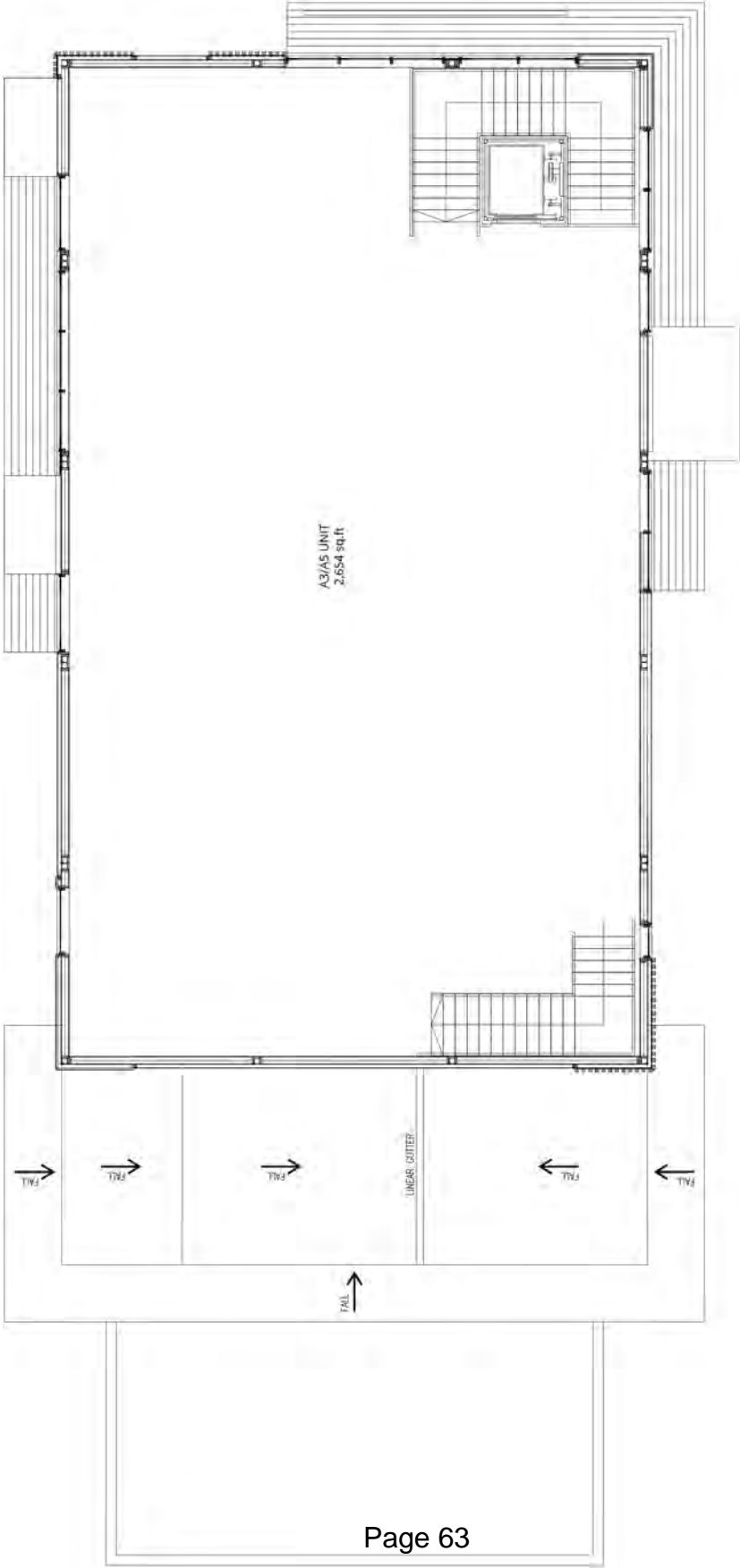


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ISSUED NORMALLY FOR PERMIT APPLICATION
DATE: 14.02.2018
DRAWN BY: [Name]
CHECKED BY: [Name]

Revision Description Date

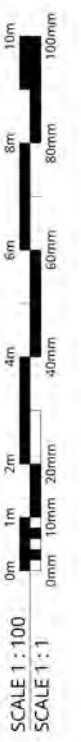


Client: SCOTTISH WIDOWS PROPERTY AUTHORITY CONTRACTUAL SCHEME 1

Project: SOUTH RUISLIP DRIVE THRU

Drawing: FIRST FLOOR AS PROPOSED

Scale:	1:100p A1	Drawn:	55
Date:	FEB 2018	Project No.:	1829 URB DT[08] 10 01
		Drawing No.:	D00

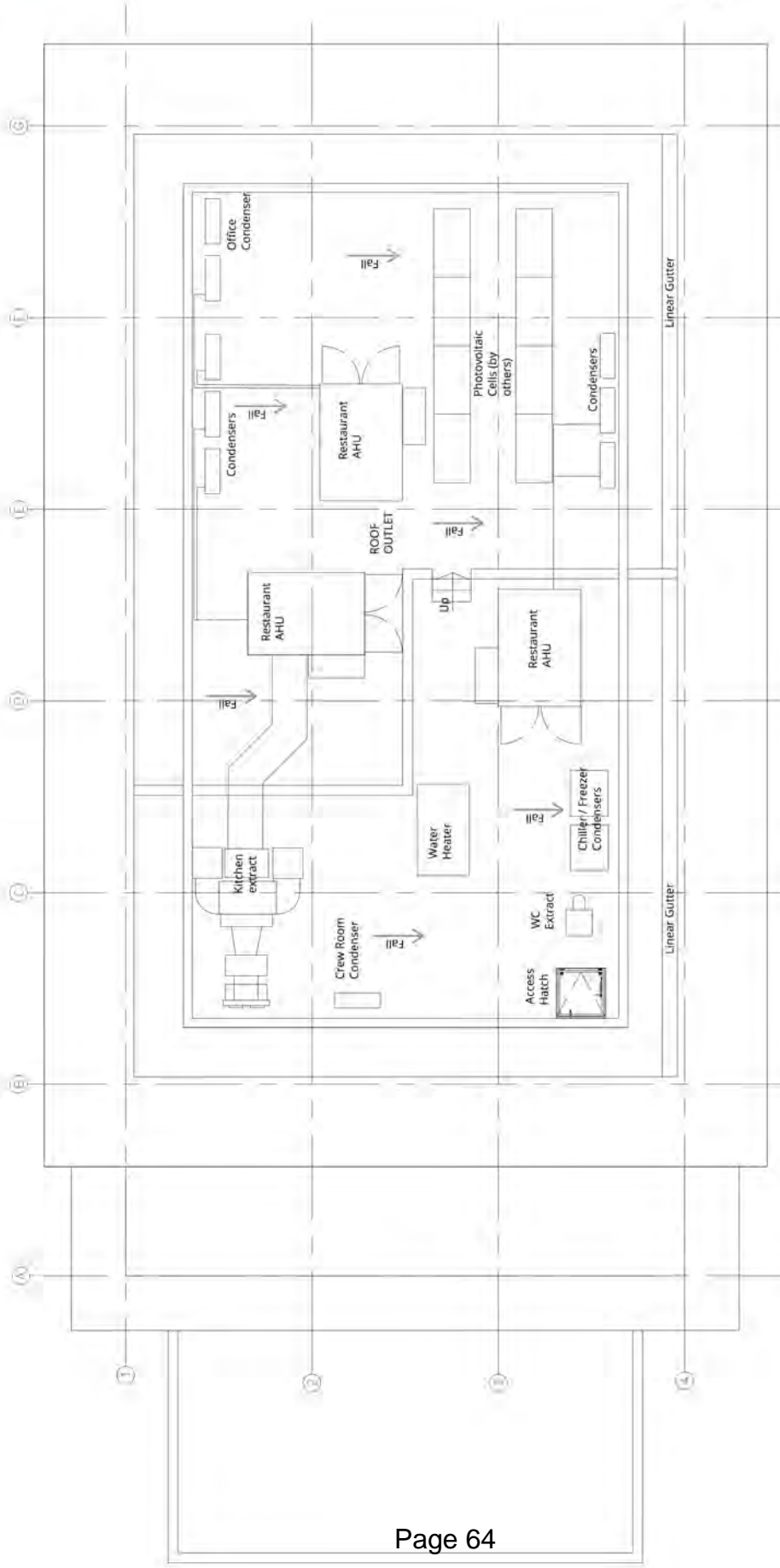


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R08 18.06.2018
A01 19.02.2018

SCOTTISH WIDOWS PROPERTY
PLAN ALTERATION

Revision Description Date



Client **SCOTTISH WIDOWS PROPERTY
AUTHORISED CONTRACTUAL
SCHEME 1**

Project **SOUTH RUISLIP
DRIVE THRU**

Drawing **ROOF
AS PROPOSED**

Scale 1:1000 A1
Date FEB 2018
Drawn 25

Project No. Drawing No. Revision
1829 URB DT[08]20 01 D00



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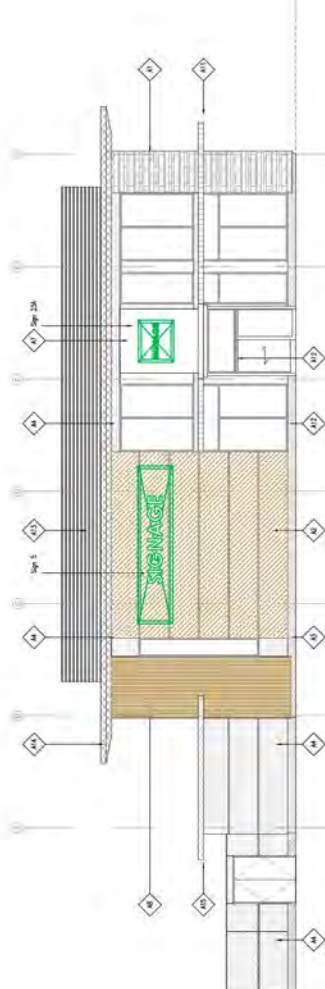
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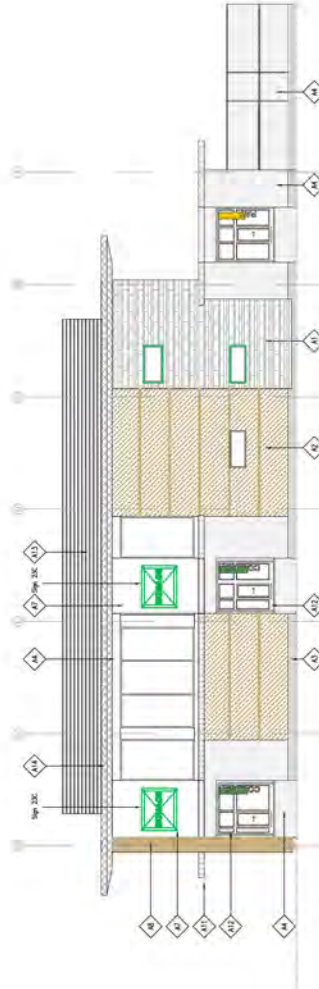
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- 3 DARK GRAY MATERNAL STONE, 100% BTG, 100% BTG 10 (FINISH BY GRANITE TEMPLAR)
- 4 DARK GRAY MATERNAL STONE, 100% BTG, 100% BTG 10 (FINISH BY GRANITE TEMPLAR)
- 5 DARK GRAY MATERNAL STONE, 100% BTG, 100% BTG 10 (FINISH BY GRANITE TEMPLAR)
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- 10 DARK GRAY MATERNAL STONE, 100% BTG, 100% BTG 10 (FINISH BY GRANITE TEMPLAR)
- 11 DARK GRAY MATERNAL STONE, 100% BTG, 100% BTG 10 (FINISH BY GRANITE TEMPLAR)
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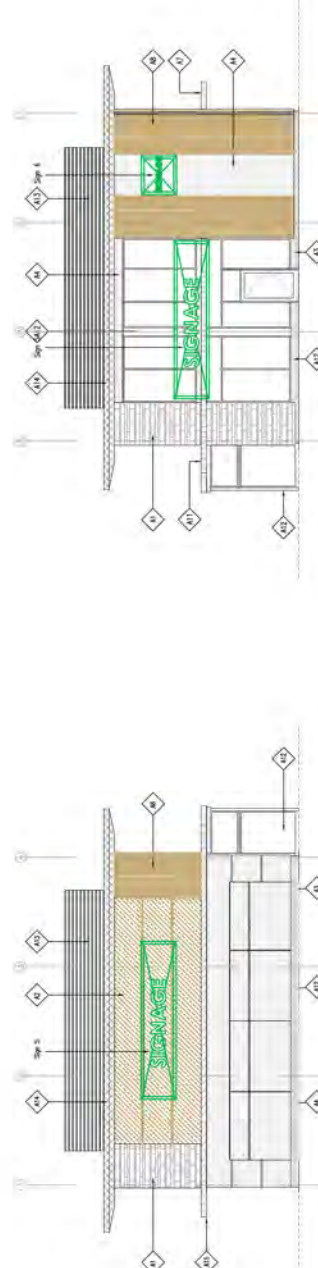
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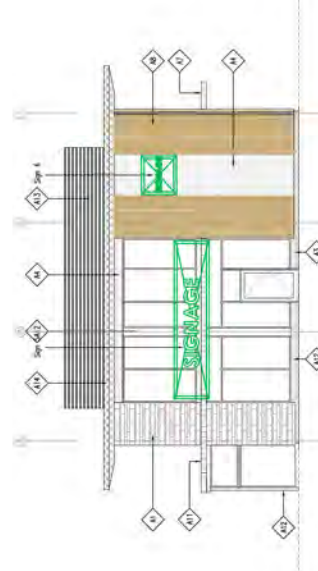
FRONT ELEVATION 01:



REAR ELEVATION 02:



SIDE ELEVATION 03:



SIDE ELEVATION 04:



SCALE 1 : 200

SCALE 1 : 1

Revision	Description	Date
000	ISSUED FORMALLY	18.02.2018
001	PLAN ALTERATION	19.02.2018
001	PLAN ALTERATION	19.02.2018

URBANEDGE
architecture / landscape / masterplanning

**SCOTTISH WIDOWS PROPERTY
AUTHORISED CONTRACTUAL
SCHEME 1**

Project
SOUTH RUISLIP
DRIVE THRU

Drawing
ELEVATIONS
AS PROPOSED

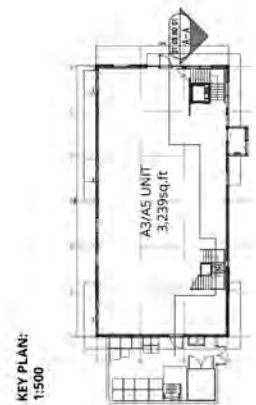
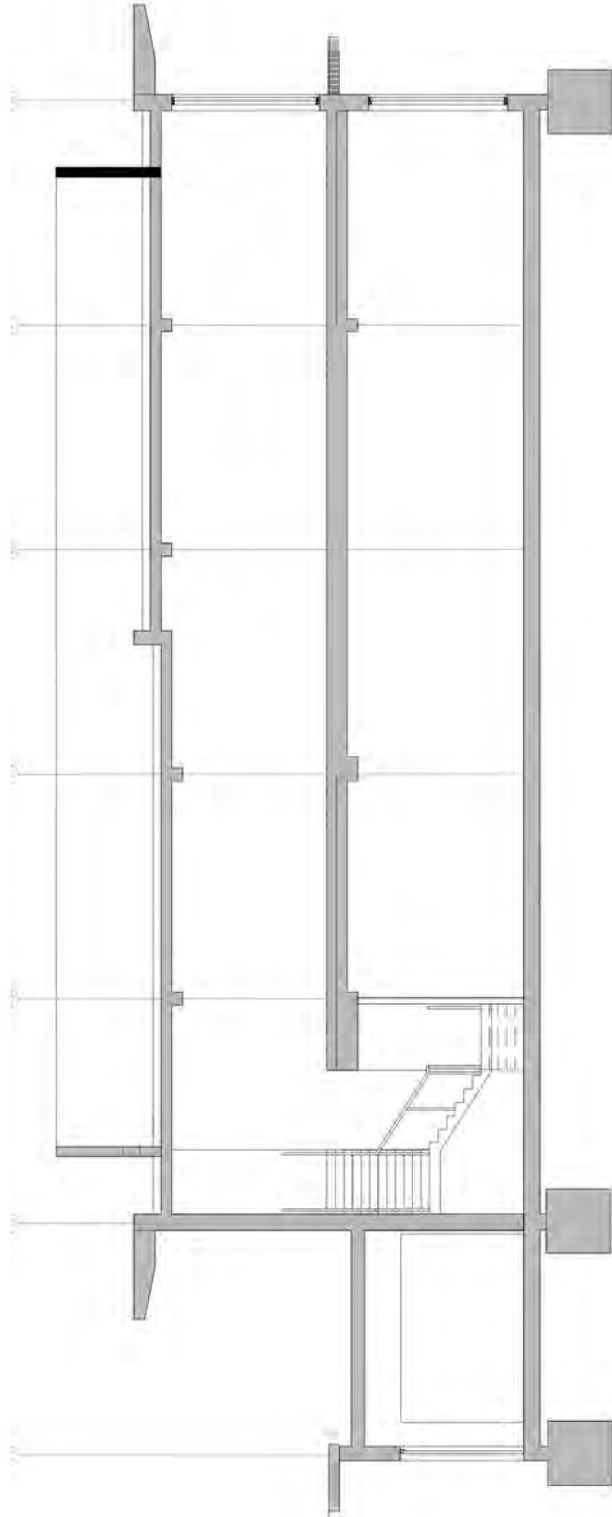
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Date:	FEB 2018	Revision:	
Project No.:	1829_URB_DT[08]70_01	Revision:	D00

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Revision	Description	Date
D00	ISSUED FORMALLY	16.02.2018
A01	PLAN ALTERATION	15.02.2018
A02	PLAN ALTERATION	15.02.2018

Client	URBANEDGE architecture / landscape / masterplanning
Client	SCOTTISH WIDOWS PROPERTY AUTHORISED CONTRACTUAL SCHEME 1
Project	SOUTH RUISLIP DRIVE THRU
Drawing	SECTIONS AS PROPOSED

Scale	1:100@A1	Drawn	25
Date	FEB 2018	Checked	
Project No.	1829 URB DT[08]80 01	Revision	D00

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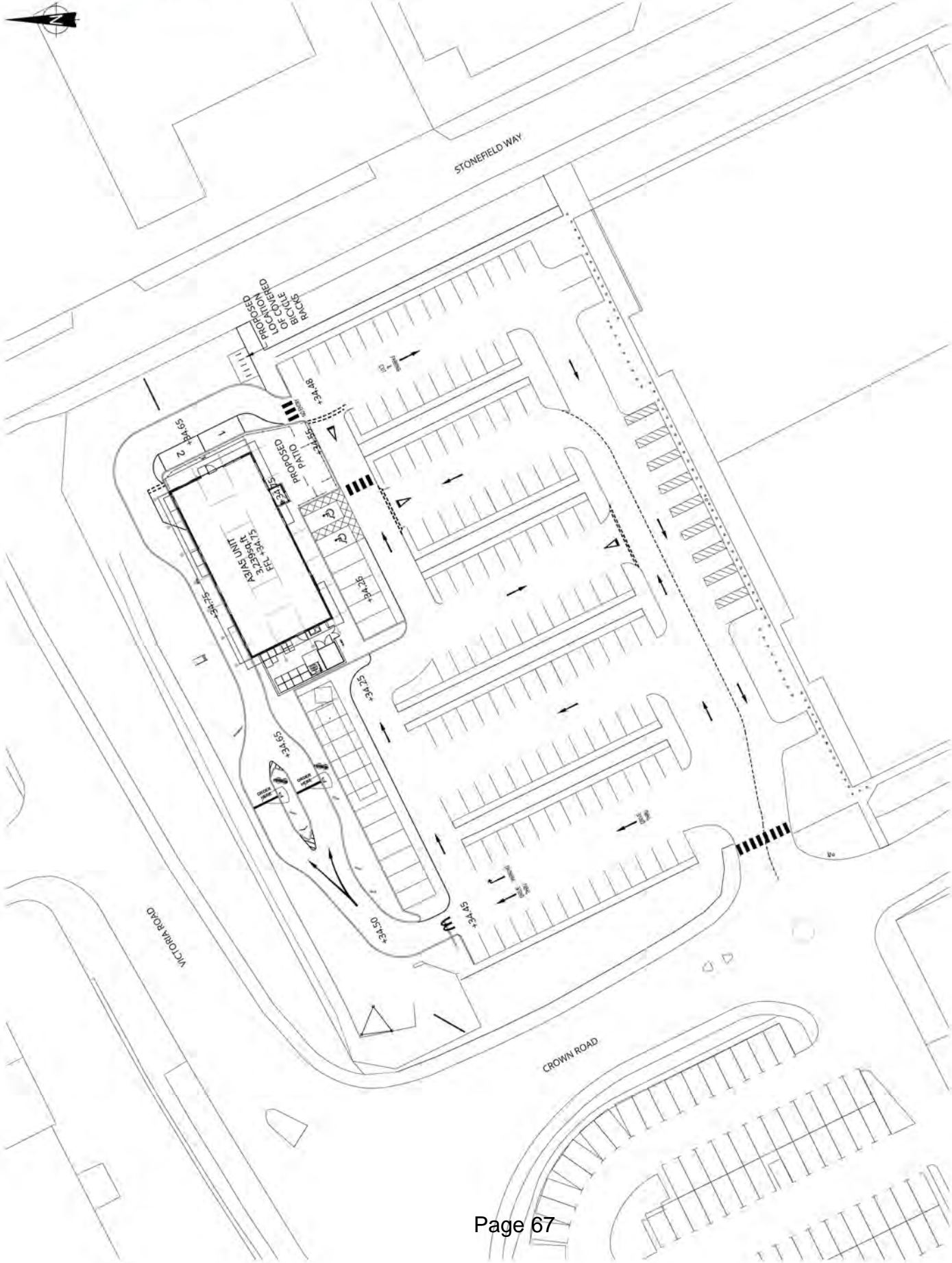
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Scamford, Lincolnshire, PE9 2FX.

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NOTE:

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PROPOSED LANDSCAPE WORKS NOT SHOWN ON THIS DRAWING.



Revision	Description	Date
D01	FINAL APPROVAL	05.05.2018
D02	FINAL APPROVAL	05.05.2018
A01	BICYCLE RACKS ADDED	17.05.2018
A02	BICYCLE RACKS REMOVED	17.05.2018
A03	BICYCLE RACKS ADDED	08.05.2018
A04	BICYCLE RACKS ADDED	08.05.2018
A05	PLANT PLANTATION	19.02.2018

URBANEDGE
architecture / landscape / masterplanning

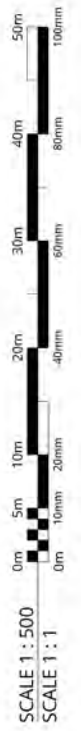
Client: **SCOTTISH WIDOWS PROPERTY AUTHORITY CONTRACTUAL SCHEME 1**

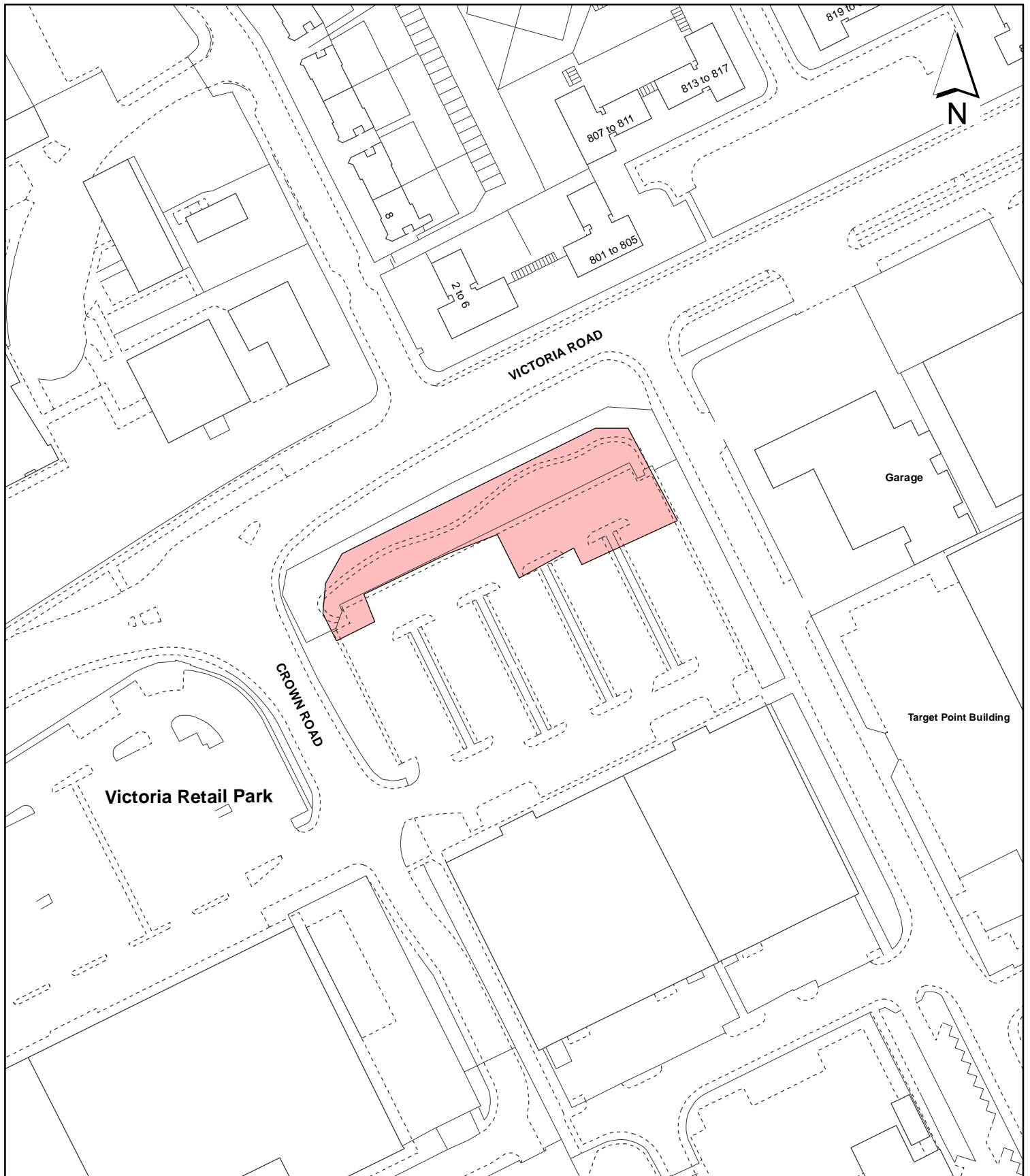
Project: **SOUTH RUISLIP DRIVE THRU**

Drawing: **SITE BLOCK PLAN AS PROPOSED**

Scale: 1:500 @ A3
Date: FEB 2018
Project No. Drawing No. **1829 URB DT[08]00 03**
Revision: **D01**

PLANNING





Notes:

 Site boundary

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Site Address:

**Land at Victoria Retail Park
 Victoria Road
 Ruislip**

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

Planning Application Ref:

73901/APP/2018/2212

Scale:

1:1,250

Planning Committee:

North Page 70

Date:

September 2018



HILLINGDON
 LONDON

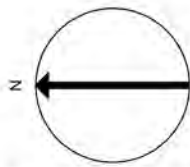
Report of the Head of Planning, Transportation and Regeneration

Address 124A FIELD END ROAD EASTCOTE
Development: Change of use from Use Class A1 (Shops) to Use Class D1 (Non-residential institution) for use as a nursery.
LBH Ref Nos: 72371/APP/2016/4200

Date Plans Received: 18/11/2016

Date(s) of Amendment(s):

Date Application Valid: 12/12/2016



LOCATION PLAN
SCALE 1:1250

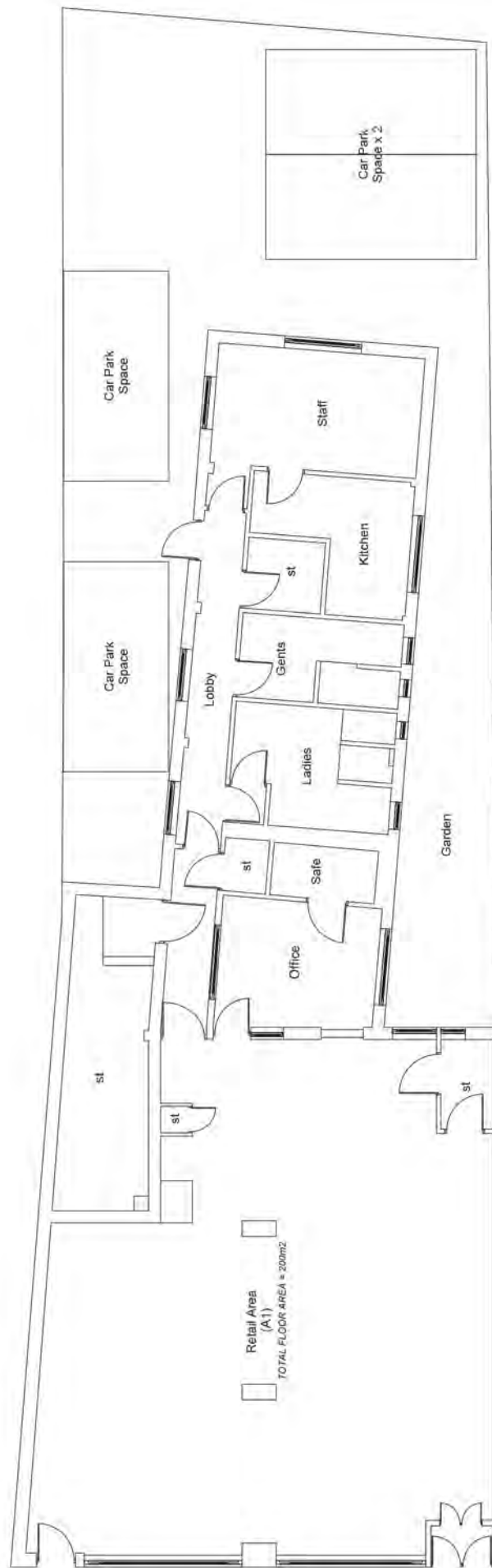


SCALE 1 : 100

REV/NOTES:

Where building to the boundaries the adjacent owner is to be notified of the proposed works and the provisions followed. Where building over boundaries the adjacent owner is to be served notice under section 65 of the Town & Country Planning Act 1990.

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EXISTING GF / SITE LAYOUT

Scale 1:100

Application: FPA - COU from A1 (Post office) to D1 (Day nursery).			
Client:	Victoria Nurseries Ltd	Date:	12th Nov 2016
Site:	122-124 Field End Road, Pinner, HA5 1RL	Drawn By:	Gurje Banning
Scale:	Refer to Drawing B/A3	Draw No:	ASB464 - 02

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Planning consultants and Surveyors

Exchange House 484
 Midsummer Boulevard
 Central Milton Keynes Tel : 0121 502 3339 / 07854 351 834
 MK9 2EA Email : asb@asbdesignltd.com

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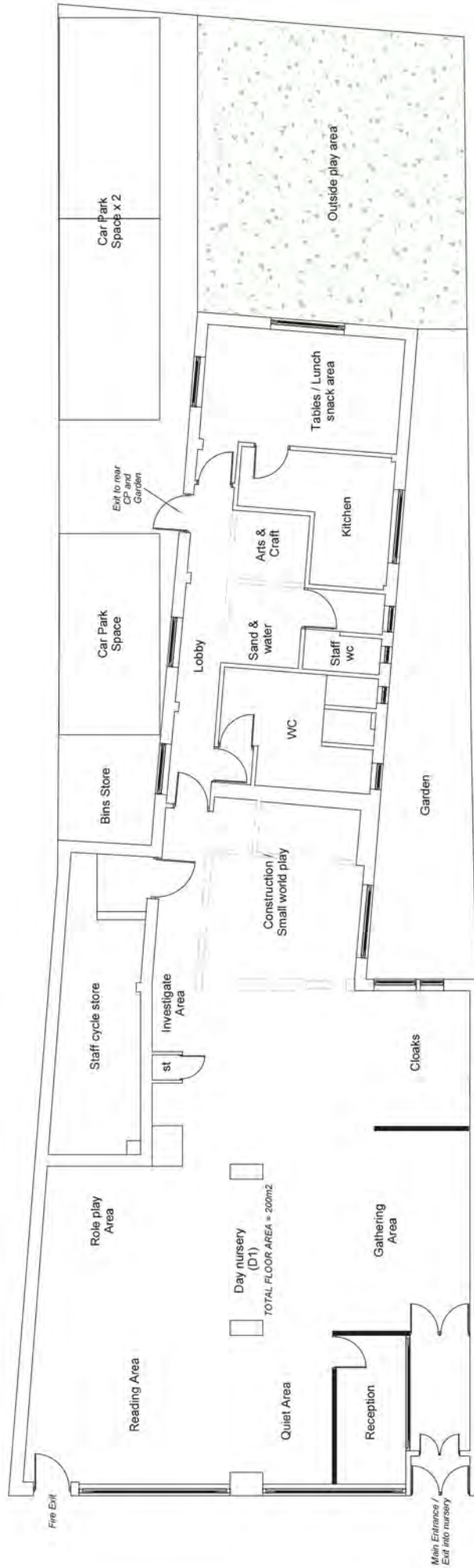


SCALE 1 : 100

REVNOTES:-

Where building to the boundaries the adjacent owner is to be informed under the terms of the Party Wall Act 1996 and its amendments. The adjacent owner is to be served notice under section 65 of the Town & Country Planning Act 1990.

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PROPOSED GF / SITE LAYOUT

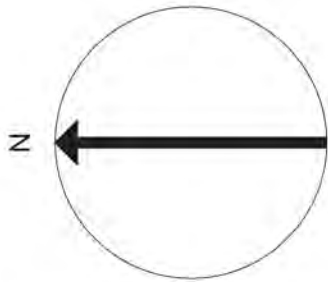
Scale 1:100

Application: FPA - COU from A1 (Post office) to D1 (Day nursery).			
Client:	Victoria Nurseries Ltd	Date:	12th Nov 2016
Site:	122-124 Field End Road, Pinner, H&G 19L	Drawn By:	Guirpe Berrington
Scale:	Refer to Drawing @ A3	Dwg No.:	ASB464- 03

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Planning consultants and Surveyors

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 Central Milton Keynes T: 0121 502 3339 / 07854 351 934
 Email : asb@asbdesignz Ltd.com
 MK9 2EA

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Service road to rear and car park

Application site (area = 355m²)

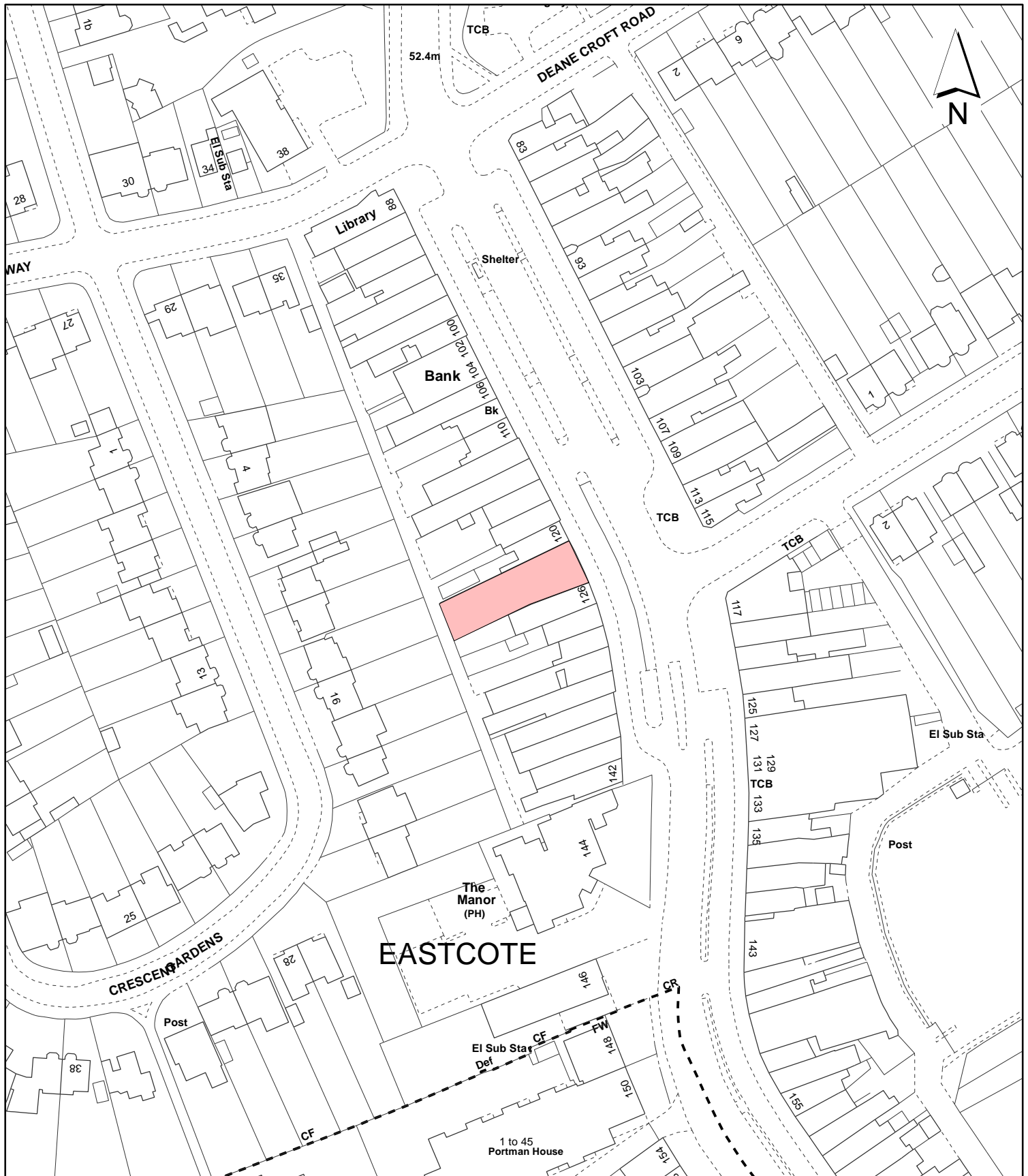
BLOCK PLAN SCALE 1:500

Application: FPA - COU from A1 (Post office) to D1 (Day nursery).			
Client:	Victoria Nurseries Ltd	Date:	13th Nov 2016
Site:	122-124 Field End Road, Pinner, HAs 19L	Drawn By:	Garpa Blanning
Scale:	Refer to Drawing @ A3	Dwg. No.:	ASB461-01

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Planning consultants and Surveyors

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 Eastcote**

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

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

Planning Application Ref:

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Planning Committee:

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