



HILLINGDON
LONDON

A

VIRTUAL Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Steve Tuckwell (Vice-Chairman)
Councillor Janet Duncan
Councillor John Morgan
Councillor John Morse
Councillor Henry Higgins
Councillor Carol Melvin BSc (Hons)
Councillor Becky Haggar
Councillor Raju Sansarpuri

Date: WEDNESDAY, 15 JULY
2020

Time: 6.00 PM

Location: THIS IS A VIRTUAL
MEETING

Watch Live Watch a live broadcast of this meeting on the Council's YouTube channel: [Hillingdon London](#)

Important Meeting Advice: Following Government advice to avoid all but essential travel and to practice social distancing, the Council is temporarily suspending public speaking at Planning Committee Meetings during the coronavirus pandemic. Written representations will be invited and read out in lieu, as part of our established petitions process.

Published: Tuesday, 7 July 2020

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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 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	The Former Star PH, Hillingdon - 8057/APP/2019/3862	Hillingdon East	Erection of a part 4, part 5 storey building accommodating 14 dwellings (9 x 1 bed, 3 x 2 bed and 2 x 3 bed flats) and commercial space, and the erection of a separate 2 storey building with roof accommodation to provide 2 x 3 bed houses, car and cycle parking and private and communal amenity space. Recommendation: Refusal	7 - 40 152-171

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	The Former Star PH, Hillingdon - 8057/APP/2019/3861	Hillingdon East	Erection of a part 3, part 4 storey building accommodating 10 dwellings (6 x 1 bed, 2 x 2 bed and 2 x 3 bed flats); 112 sq.m of commercial space at ground floor level with car and cycle parking and private and communal amenity space and erection of a 2 storey building with roof accommodation comprising 2 x 4 bed houses, car and cycle parking and private amenity space. Recommendation: Approve + Sec 106	41 – 86 172-190
8	Out of Borough consultation, Unit 5 Bulls Bridge Industrial Estate Hayes - 39705/APP/2020/1560		Out of Borough Consultation by L B Hounslow: Site: Unit 5, Bulls Bridge Industrial Estate, Hayes, Proposals: Change of use from A1 (non-food) retail to open A1 (including food) retail, subdivision of the existing unit to form two A1 retail units, car park reconfiguration, external alterations and associated works (LB Hounslow ref: P/2019/3227). Recommendation: Objection	87 – 98 191-208
9	The Dice Site, St Andrews, Hillingdon Road, Uxbridge - 585/APP/2019/771	Uxbridge North	Planning Application for 10 no. residential units within the ground floor of Blocks 3-7 of 'the Dice' development, comprising 5 no. additional residential units, and the alteration of 5 no. residential units approved under Reserved Matters permission Ref. 585/APP/2016/4442. Recommendation: Approve + Sec 106	99 – 122 209-224

10	Frays Court, 71-72 Cowley Road, Uxbridge - 13010/APP/2020/1758	Uxbridge South	Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 23 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). Recommendation: Approve + Sec 106	123-142 225-233
11	Southlands Art Centre The Green, West Drayton - 12569/APP/2020/1585	West Drayton	Change colour of external doors and re-build steps on entrance path (Retrospective)(Listed Building Consent). Recommendation: Approval	143-150 234-239

**PART I - Plans for Major Applications Planning Committee –
pages 151 - 240**

Agenda Item 3

Minutes



MAJOR Applications Planning Committee

16 June 2020

Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Steve Tuckwell (Vice-Chairman), Janet Duncan, John Morgan, John Morse, Henry Higgins, Carol Melvin, Becky Haggar and Raju Sansarpuri</p> <p>LBH Officers Present: Mandip Malhotra (Strategic and Major Applications Manager), Kerrie Munro (Legal Advisor), Liz Penny (Democratic Services Officer) and James Rodger (Head of Planning, Transportation and Regeneration)</p>
17.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence. Councillor Morse was unable to join the meeting until item 11 due to a technical issue.</p>
18.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
19.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 27 May 2020 be approved as an accurate record.</p>
20.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
21.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part I and would be considered in public.</p>
22.	<p>MEADOW HIGH SCHOOL - 3348/APP/2020/899 (<i>Agenda Item 6</i>)</p> <p>Construction of two temporary single storey modular classroom units.</p> <p>Officers introduced the application and highlighted the information in the addendum. It was noted that the application sought temporary planning permission for the</p>

construction of two single storey modular classrooms on the edge of the school playing field in order to facilitate the development of a new school building. The application was recommended for approval subject to conditions and the changes set out in the addendum.

Members expressed concern regard the potential impact on residents of Peel Way and Benson Close. It was agreed that an informative would be added to offer further protection to residents in those streets. In response to questions from the Committee it was confirmed that the two year deadline for completion of the new school building was considered to be feasible although planning permission had not yet been granted.

The officer's recommendation, inclusive of the aforementioned informative, was moved, seconded, and when put to a vote, unanimously agreed. Councillor Morse was not present during the discussion of this item and was therefore unable to vote.

RESOLVED: That the application be approved, subject to the addition of an informative to minimise the impact on residents of Peel Way and Benson Close.

23. **ASSEMBLY BUILDINGS, THE OLD VINYL FACTORY - 59872/APP/2020/342**
(Agenda Item 7)

Section 73 application to vary the approved plans list condition of application reference 59872/APP/2018/1107 dated 06/12/2018 (Reserved Matters Application regarding the appearance and landscaping for Phase 3B 'The Assembly Buildings' of the Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014).

Officers introduced the application and highlighted the information in the addendum. It was noted that the purpose of the application was to amend the internal layout of the buildings following a design review of the consented scheme. The applicant's design team had reconfigured the floor plans to create additional space, which allowed for the 18 consented studio units to be increased in size to one bed units. Also proposed were minor amendments to the elevations, changes to the layout of the car park, the servicing and fire safety arrangements and a more dispersed location for the consented affordable housing units. The mix of accessible units was also proposed to be amended. The application was recommended for approval.

Members commented that this was an improvement to the consented scheme. The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved. Cllr Morse was not present during the discussion of this agenda item and therefore did not vote.

RESOLVED: That the application be approved.

24. **HARMONDSWORTH LANDFILL SITE, HARMONDSWORTH LANE - 43155/APP/2019/2812** (Agenda Item 8)

This agenda item was withdrawn by the applicant prior to commencement of the meeting.

25. **THE CRANE PH - 11026/APP/2020/142** (Agenda Item 9)

Deed of Variation to amend 1.1 and Schedule 2 of the S106 Agreement dated 08/10/2019 relating to planning application reference 11026/APP/2018/3361 – The Crane Public House.

In response to Members' requests for clarification, it was confirmed that the only change from the original application was in relation to the number of affordable housing units; an increase from 35% to 100%. On this basis, Members were happy with the proposal and stated that a presentation would not be necessary.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved. Councillor Morse was not present during the discussion of this item and was therefore unable to vote.

RESOLVED: That the application be approved + Section 106

26. **EAGLE POINT, THE RUNWAY - 2342/APP/2020/930** (*Agenda Item 10*)

Minor material amendment to revise Condition 2 (Approved Plans) of planning permission ref. 2342/APP/2018/2294 dated 29/03/2019: The demolition of the existing building and the erection of a four storey hotel (Class C1), including ancillary restaurant / café/ bar and associated car parking, servicing and landscaping and the provision of pedestrian access to Odyssey Business Park in order to reconfigure the internal layout to accommodate 8 additional bedrooms and minor alterations to the external elevations to allow adjustment of windows.

Officers introduced the application confirming that the proposed changes to the application approved in 2019 were minor. The footprint, car parking arrangements and landscaping were unchanged. The increase in bedroom numbers involved a minor reconfiguration internally. Externally there would be minor alterations to the external façade, mainly in order to add a new column of windows on the south elevation and adjust the consented window positions to align with the internal reconfiguration on this and the north elevation. The application was recommended for approval.

Members were happy with the proposal and raised no objections.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved. Councillor Morse was not present during the discussion of this item therefore did not vote.

RESOLVED: That this application be approved + Section 106

27. **LAND ADJOINING GURU NANAK SIKH ACADEMY - 4450/APP/2020/515** (*Agenda Item 11*)

Construction of a new three-storey 4 form entry primary school (to replace the existing Nanaksar Primary School) with associated hard and soft landscaping, outdoor sports provision, car parking and new access arrangement.

Officers introduced the application and highlighted the information in the addendum. It was confirmed that the site lay within Green Belt land. Members were informed that the proposal included the partial loss of the existing school playing field and had been met with objection by Sport England. However, the Committee was advised that the applicant had worked with the Local Authority and Sport England to ensure that the scheme included an acceptable level of sports re-provision. To alleviate concerns regarding congestion during drop off / pick up times, a Condition was proposed to stagger drop off times for the various school year groups. The application was recommended for approval.

Members expressed concern regarding the considerable increase in pupil numbers from 420 to 840 and the impact this would have on traffic congestion in the local area. The proposed staggered drop off times were welcomed but Members enquired whether any other measures could be proposed to mitigate traffic congestion. It was confirmed that a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 would incorporate measures such as a Green School Travel Plan to encourage both primary and secondary school pupils to travel by sustainable means (bus, on foot, bicycle) rather than by car. An informative in relation to car sharing was proposed. To address Councillors' concerns, it was also confirmed that a Condition was proposed in relation to the provision of green walls and green roofs; particularly to the rear of the site to minimise the impact on the Green Belt.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved. Cllr Morse was not present for part of the discussion therefore was not able to vote on this agenda item.

RESOLVED: That this application be approved subject to the addition of an informative in relation to car sharing.

28. **HILLINGDON COURT PARK PAVILION, PARKWAY - 72929/APP/2019/3703**
(Agenda Item 12)

Proposed demolition of the existing pavilion and erection of a detached house and all associated external works.

Officers introduced the application and the information in the addendum was subsequently highlighted by the Chairman. Members were informed that the site related to a Council owned redundant pavilion building. The eastern part of the site fell within the Hillingdon Court Park Area of Special Local Character and the western part of the site fell within the Green Belt. It was felt that the development would be in keeping with the area and would not be inappropriate in the Green Belt; the application was therefore recommended for approval.

Members commented that the proposed development was a good scheme. In response to Members' requests for clarity, it was confirmed that Conditions 8 and 9 would ensure that no extensions could be added in the future as permitted development rights had been removed. Members requested further clarification as to whether any of the trees on the site were worthy of a Tree Protection Order (TPO). It was confirmed that the landscape officer had raised no concerns. A significant number of trees would be retained as part of the scheme and would be protected during the construction phase of the development. Furthermore, Condition 6 stipulated that, were any trees to be damaged during the construction phase, they would be replaced. It was agreed that, outside of the meeting, the Head of Planning would liaise with the Green Space Manager to establish whether any trees on the site were suitable for a TPO.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. Councillor Morse was present for the discussion of this agenda item but was unable to vote due to a technical issue.

RESOLVED: That this application be approved.

The meeting, which commenced at 6.02 pm, closed at 7.15 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250636 or email (recommended): epenny@hillingdon.gov.uk. 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.

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Item No. Report of the Head of Planning, Transportation and Regeneration

Address THE FORMER STAR PH, CORNER OF STAR ROAD AND UXBRIDGE ROAD HILLINGDON

Development: Erection of a part 4, part 5 storey building accommodating 14 dwellings (9 x 1 bed, 3 x 2 bed and 2 x 3 bed flats) and commercial space, and the erection of a separate 2 storey building with roof accommodation to provide 2 x 3 bed houses, car and cycle parking and private and communal amenity space.

LBH Ref Nos: 8057/APP/2019/3862

Drawing Nos: Design & Access Statement, Scheme B, March 2020
Viability Study dated November 2019
Air Quality Assessment, Rev. B
Daylight and Sunlight Report, November 2019
Flood Risk Assessment and Drainage Strategy Rev. A, Volumes 1 to 3
Phase 1 Contaminated Land Assessment, Volumes 1 to 3
Statement of Community Involvement, November 2019
1664/21/B/11 Version 23
1664/21/B/12 Version 23
1664/21/B/13 Version 23
1664/21/B/14 Version 23
1664/21/B/15 Version 23
1664/21/B/16 Version 23
1664/21/B/17 Version 23
1664/21/B/18 Version 23
1664/21/B/01 Version 23
1664/21/B/02 Version 23
1664/21/B/03 Version 23
1664/21/B/04 Version 23
1664/21/B/05 Version 23
1664/21/B/06 Version 23
1664/21/B/07 Version 23
1664/21/B/08 Version 23
1664/21/B/09 Version 23
1664/21/B/10 Version 23
Transport Statement, November 2019
Energy and Sustainability Statement
Covering Letter dated 25/11/19
Fire Safety Report dated 21/2/20

Date Plans Recieved:	29/11/2019	Date(s) of Amendment(s):	09/03/2020
Date Application Valid:	02/12/2019		29/11/2019
			26/05/2020

1. SUMMARY

This application is being reported to the Major Applications Planning Committee because a valid petition was received in support of the development. The application seeks planning permission for the redevelopment of a vacant site that was previously occupied by the former Star Public House, to provide a part 4, part 5-storey building comprising 14 units on Uxbridge Road and 2 x 3 bedroom semi-detached dwellinghouses on Star Road.

The proposal includes a commercial unit at ground floor level fronting Marlborough Parade (off Uxbridge Road) with access, car parking, cycle parking, amenity space and associated landscaping. Whilst the principle of development is considered acceptable, due to its height, scale and massing, the proposal would be visually intrusive and incongruous within its setting. The proposal is considered to be an overdevelopment of the site and for the reasons outlined within this report, it is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Reason for Refusal: Design

The proposed development, by virtue of its height, scale and mass would appear to be an incongruous form of development that fails to respond to its local context and would fail to respect the established pattern and scale of development within the streetscene so that it would not contribute positively to the area's character, contrary to Policy BE1 of the Local Plan: Part One (November 2012), Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020), Policy 7.6 of the London Plan (2016) and Paragraph 131 of the NPPF (2019).

2 NON2 Reason for Refusal: Planning Obligation

The proposed development, in the absence of a Section 106 legal agreement fails to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable housing, construction training, highways works, carbon offset, public open space, air quality contributions and Project Management and Monitoring). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part Two Development management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations, Policy DF1 of the London Plan Intend to Publish Version (2019), Policy 8.2 of the London Plan (2016) and paras 54-57 of the NPPF 2019.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions

DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMH 7	
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 2.16	(2016) Strategic Outer London Development Centres
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

3 171 **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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

4 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the site of the former Star Public House located on the northern side of Uxbridge Road. Whilst the address of the property is Uxbridge Road, the site is set on Malborough Parade a slip road which runs parallel and in close proximity of Uxbridge Road. The former public house, which was locally listed, together with ancillary outbuildings were demolished in 2013, leaving the cleared site which has been boarded up.

The site is bounded to the west by Transport House, a two storey office building, to the rear of which and running along the full length of the north western side boundary of the application site is its car park containing 13 spaces. To the north and north east are two storey residential dwellings fronting Butler Street and Star Road and to the south east, on the opposite side of Star Road is Byron Parade, a three storey retail parade with residential use on the upper floors.

Malborough Parade is a narrow single way carriageway with a footpath. A number of on-street parking spaces are available on the north eastern side of the carriageway. The parade and development on the southern side of Uxbridge Road opposite comprises mixed two storey commercial/residential development.

The site is situated within the Hillingdon Heath Local Centre as identified in the policies of the Hillingdon Local Plan and the site has a Public Transport Accessibility Level (PTAL) score of 2. It is also located within the Hillingdon's Air Quality Management Area and forms part of the Uxbridge Road Air Quality Focus Area.

3.2 Proposed Scheme

This application seeks planning permission for the erection of a part 4, part 5 storey building on Uxbridge Road to provide 16 dwellings and 111 sq.m of commercial space at

ground floor level with car and cycle parking and private and communal amenity space and the erection of 2 x 3 bed houses on Star Road with car parking, cycle parking and private amenity space. The application does not include affordable housing units.

This application follows a number of applications at the site. The key difference between this application and the previously refused schemes is that this application seeks to respond to the site's context by providing provide two separate buildings; a flatted development along Uxbridge Road and a pair of semi detached dwellings on Star Road.

Access

The two semi detached dwelling houses would be provided with an off street car parking space for each dwellinghouse. The pedestrian and vehicular access would be off Star Road measuring 3.2m for the flatted development. A new crossover along Star Road measuring 4.8m would be installed to serve the newly created semi detached dwellinghouses. The commercial unit at ground floor level would be accessed and serviced off Uxbridge Road.

Layout

The application has been split into two separate blocks. The pair of semi detached houses are situated on Star Road with off street car parking and private amenity space to the rear. A commercial unit measuring 111 sq.m is being provided along Uxbridge Road which includes storage, facilities and a refuse store.

The pair of semi detached dwelling houses would be in line with the neighbouring properties fronting star Road. The proposed block fronting Uxbridge Road would sit 4.7m in front of the building line along Star Road. The proposal includes a podium level communal terrace at first floor level above the undercroft car park.

The communal terrace would be screened upto 1.7m on the northern and eastern elevations and a 1m buffer barrier would be provided in front of the windows that back onto the communal terrace.

Design

The pair of semi detached dwellings along Star Road are designed to reflect the suburban context along Star Road whereas the flatted development seeks to reflect the urban environment along Uxbridge Road.

Car Parking

Overall 12 car parking spaces are being provided. 10 undercroft car parking spaces would be provided for the flatted development along Uxbridge Road and 1 off street car parking space would be provided for each of the houses on Star Road.

Cycle Parking

34 cycle parking spaces are provided across the development with 10 at ground floor level within the entrance hall and space for a further 16 cycle parking spaces would be provided within the car parking area and 4 cycle parking spaces for the commercial unit. Space for storing two cycles is available at each dwelling house.

Refuse and Recycling

There is an area available in front of each dwellinghouse for storing waste. Refuse and recycling is being provided within 10m of the public highway for the flatted development. Separate access is available along Marlborough Parade (off Uxbridge Road) for servicing the commercial units.

3.3 Relevant Planning History

8057/APP/2013/2836 The Star Ph Uxbridge Road Hillingdon

Demolition of two storey public house and associated outbuildings (Application for Prior Notification of Demolition)

Decision: 22-10-2013 Refused

8057/APP/2014/3338 The Star Ph Uxbridge Road Hillingdon

Erection of a part 2, part 3 and part 4 storey block containing 18 residential units and a retail unit with associated basement parking, accesses and landscaping.

Decision: 11-03-2015 Refused **Appeal:** 13-11-2015 Dismissed

8057/APP/2016/3671 The Former Star Ph, Corner Of Star Road And Uxbridge Road Hilling

Erection of part 2, part 3 and part 4 storey building containing 15 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.

Decision: 05-01-2017 Refused **Appeal:** 21-12-2017 Dismissed

8057/APP/2017/2041 The Former Star Ph, Corner Of Star Road And Uxbridge Road Hilling

Erection of part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.

Decision: 03-10-2017 Refused **Appeal:** 29-08-2018 Dismissed

8057/APP/2019/3861 The Former Star Ph, Corner Of Star Road And Uxbridge Road Hilling

Erection of a part 3, part 4 storey building accommodating 10 dwellings (6 x 1 bed, 2 x 2 bed and 2 x 3 bed flats); 112 sq.m of commercial space at ground floor level with car and cycle parking and private and communal amenity space and erection of a 2 storey building with roof accommodation comprising 2 x 3 bed houses, car and cycle parking and private amenity space.

Decision:

Comment on Relevant Planning History

There is extensive history relating to this application which is listed above.

A separate application has been made alongside this application under planning ref: 8057/APP/2019/3861 which is also being presented to this committee.

The key differences between the applications is as follows:

- This application seeks to provide 16 units whereas the application under planning ref: 8057/APP/2019/3861 seeks to provide 12 units
- This application seeks to provide a part 4, part 5 storey building whereas the application under planning ref: 8057/APP/2019/3861 seeks to provide a part 3, part 4 storey building

Appeal Decision

Under application ref: 8057/APP/2017/2041 (03-10-17) planning permission was refused for the erection of a part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and

landscaping.

The previous application consisted of a single building across the length of the site which was considered to be a very monolithic built form, out of keeping with the suburban character of Star Road.

The previous proposal was considered at appeal and the Planning Inspector dismissed the appeal, noting the following:

'I recognise that on the opposite corner of Star Road and Marlborough Parade to the appeal site, as well as on the corner of Pole Hill Avenue and Marlborough Parade, there are buildings that are as equally large as that proposed. However, in both cases the bulk and mass of the buildings quickly returns to the scale of the smaller buildings adjoining these developments. This would not be the case for the development proposed which I have found would extend to a notable height for some distance along Star Road. I have found that, in relation to local context, the development would be out of keeping with and harmful to local character. Consequently, when considered in light of policy 3.4, the development would not be of an appropriate density.'

4. Planning Policies and Standards

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to: (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).'

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the

Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

Local Plan Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- DMCI 4 Open Spaces in New Development
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 11 Protection of Ground Water Resources
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 9 Management of Flood Risk
- DMH 2 Housing Mix
- DMH 4 Residential Conversions and Redevelopment
- DMH 7
- DMHB 1 Heritage Assets

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 2.16	(2016) Strategic Outer London Development Centres
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology

- LPP 8.2 (2016) Planning obligations
LPP 8.3 (2016) Community infrastructure levy
LPP 8.4 (2016) Monitoring and review

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th January 2020**

5.2 Site Notice Expiry Date:- **5th January 2020**

6. Consultations

External Consultees

The application was advertised between 12-12-19 and 05-01-20 by a site notice, 84 neighbouring notification letters and a press notice was published.

3 objections were received and 1 letter of support alongside a petition in favour of the development. The consultation responses are summarised below:

Objections

- Star Road is already extremely congested usually with cars parked both sides of the road. It's already a busy road due to the intersection at the bottom & in the morning the traffic is often backed up at least half way up the road. Having cars trying to exit the development in the morning rush hour will only add to the problems we already have, particularly as the exit will be near the bottom of the road. So cars trying to get out of the estate will have extreme difficulties.
- There is a distinct lack of parking in this plan for the number of dwellings and their guests. The build will take out an already established in-street parking bay for 8 cars reducing parking for the street already.
- We have issues on our road with people parking illegally and inconsiderately from the shops.
- Traffic is already terrible in Star Road as it is the only access point to turn right onto the Uxbridge road, therefore the increase in street parking will make the road even more dangerous.
- The plan needs to have less housing and more parking, to take into consideration the residents and their visitors, and the residents of the road.
- This development will cause lack of natural light to neighbouring properties.
- It still not explained how they were able to knock down the previous building. This is worse than the previous plan as it will house more residents with impact on the environment.

Officer comment: It is unclear which previous plan the neighbouring resident is making reference to. It is noted there is also a 12 unit scheme which is being considered alongside this application. The objections are addressed within the main body of the report.

Support

3 comments and a petition with 91 valid signatures support the application for the following reasons:

- The proposal would regenerate the parade and we would love to buy a flat here being close to family.
- At last this site has a meaningful purpose it will add to the street scene and provide much needed regeneration to this part of the town.
- This will allow the former Star Pub to be regenerated and provide vital homes and jobs for Hillingdon residents.

STATUTORY CONSULTEE COMMENTS

NATS

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

Heathrow Aerodrome Safeguarding

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observations:

GLAAS

Thank you for your consultation of 05/12/2019 regarding the above application for planning permission. On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria.

Internal Consultees

Planning Policy Officer

Principle of the loss of the public house appears to have been established through previous applications. Main policy issues appears to be the lack of affordable housing. It is noted that the FVA will be assessed independently however it is noted that the 'policy compliant' scheme is incorrect setting the requirement for affordable housing at 50% rather than 35%. It is also noted however that the scheme remains in deficit even in the absence of affordable housing which raises the question as to why such a scheme has been proposed. In terms of the proposed housing mix, this is not currently in conformity with policy DMH 2 which requires account to be taken of local need. The latest published SHMA shows that the greatest need is for three bed plus units and that the need for smaller one bed units is much more limited.

Flood Water Management Officer

There are no objections to the proposed development subject to the application of the Suds condition to confirm the detail. Please note that all green space should be maximised for integration in the drainage to minimise the need for a tanked system below the ground level car park.

Condition:

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths

and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

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

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

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

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

REASON:

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (June 2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

Highways Officer

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

In order to comply with the adopted parking standard, the maximum on-plot requirement for the 14 flats would demand up to 1-1.5 spaces per unit (totalling a maximum of 21 spaces) with up to 2 spaces for each of the new housing units totalling 4 spaces. Hence for the whole residential element, 24 spaces could normally be sought in order to adhere to the maximum standard. 16 are proposed which equates to an approximate 1:1 parking ratio. The retail aspect would demand several on-plot spaces but none are proposed.

It is however acknowledged, that for the previously refused permission (which was not refused on highway grounds) a 1:1 residential parking ratio was in fact accepted with zero parking provision for a similar scale of retail. This view was influenced by an earlier 2015 application for 18 residential units refused partly on insufficient parking grounds (8057/APP/2014/3338), which was subsequently appealed and dismissed in the same year. The Inspectorate took the view that a provision of 11 on-plot parking spaces for 18 residential units was acceptable and would not result in any demonstrable harm to the local public highway. On the basis of consistency, the level of proposed provision for the residential with an absence of retail parking is therefore rendered acceptable.

Electric Vehicle Charging Points

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) to be provided in line with London Plan 2016 (LP 2016) standards for the proposed C3 use which would equate to 20% for 'active' provision with a further 20% acting as 'passive' provision for future activation equating to 5-6 spaces in total.

With this scale development it would be considered onerous to pursue the provision of the single 'active' space provision as it can be argued that an 'active' space would reduce 'real' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially lower any secured on-plot parking provisions which are a key consideration when determining a planning application.

However as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 40% passive only provision resulting in 6 'passive' spaces. This would be secured via planning condition and 'active' provision would then evolve on a demand led basis. The scale of the commercial element does not demand a provision.

Cycling Parking Provision

There should be a minimum provision of 1 secure and accessible space for each of the 1-2 bedroom units i.e. 12 out of the 14 flatted units with 2 spaces for each of the remaining 2 three bedroom flats & two 3 bedroom house units in order to conform to the adopted minimum borough cycle parking standard. This has been demonstrated and in fact exceeded by the respective provision of 26 spaces for the flats and 2 spaces for each 3 bedroom house unit.

Four spaces for the commercial aspect have been indicated which is in conformity with the standard and is therefore considered acceptable.

Vehicular Access Arrangements

The principle of creating several (3) new vehicular access points onto Star Road is considered acceptable in principle and would be subject to the Council's carriageway crossing dimension and construction standards with separate and detailed applications being made post-permission under a S184 of the Highways Act 1980 agreement (or suitable alternative arrangement) at the applicant's expense.

Operational Refuse Requirements

Refuse collection is expected to be undertaken via Star Road. The designs should comply with the Council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection and a maximum carrying distance from each dwelling not exceeding 30m. The applicant has demonstrated conformity to these parameters hence there are no further observations.

Retail Servicing

Given the relatively small scale of commercial outlet, there is no anticipated untoward highway burden expected with an estimated 2 'small van' deliveries per day.

Trees and Landscaping Officer

The site is a vacant plot at the junction of Star Road and Marlborough Parade, following the

demolition and clearance of the public house. The site is relatively level, with no remaining vegetation visible (from outside the site hoarding). This application follows the refusal (at Appeal) of two previous submissions, including application ref. 2017/2041. According to the D&AS, the application has been the subject of planning pre-application discussions. No trees, or other landscape features of merit, will be affected by the development. The current application seeks to develop a four-storey block of flats at the junction, with two three-storey houses to the north. Some soft landscape is proposed along the street frontage and at first floor level. Large balconies and a living (green) roof are proposed to mitigate the limited opportunities for landscaped amenity space. There is no objection to the application subject to a condition.

Access Officer

This proposal for a residential development raises a number of accessibility concerns. An assessment has been made against the requirements of 2016 London Plan policy 3.8 (c) and the emerging policy D5, which requires all new housing accommodation to be designed and constructed to meet the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition). The Design & Access Statement (DAS) refers to the previous Lifetime Home standards, which should be amended to reference current standards. The DAS refers to a ground floor flat suitable for wheelchair users, which is not the case; this is shown on the first floor. Wheelchair access should not be dependent upon a working lift, so the required M4 (3) unit should be relocated to the ground floor. The alternative would be to provide two lifts to ensure a more reliable means of access and egress, at all times, for a resident wheelchair user. All the other nine flats should be designed to record with the standards for an M4 (2) dwelling, with particular attention should be paid to the entrance lobby arrangement within the flats, and to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition). **CONCLUSION:** unacceptable. Revised plans which demonstrate that the prescribed standards referred to above can be successfully incorporated into the proposed building footprint should be requested. A revised DAS should also be submitted.

Access Officer - Amended Comments - June 2020

The content of the revised Design & Access Statement is noted. Concerning the provision of only one lift to the M4(3) unit on the first floor, I remain of the view that such provision would not achieve a dependable means of step free access for a resident wheelchair user. The Council's 'Accessible Hillingdon' SPD, and the Greater London Authority's Housing SPG both state that wheelchair user accommodation provided on floors above ground should be served by two lifts. However, should the Council be minded to approve the proposed scheme, a planning condition should be imposed requiring a term contract for the lift, in the event of a breakdown, to be returned to working order within a period not exceeding 12 hours. **Conclusion:** unacceptable.

Sustainability Officer

The energy strategy for the proposed development is not adequate. Firstly, the energy report identifies the onsite target is a 35% reduction in CO2 with the shortfall from the zero carbon requirement to be payable in an offset contribution. This is an incorrect approach. The development target is zero carbon with a minimum onsite saving of 35%. Applicants should therefore endeavour to get as close to zero carbon onsite before seeking an offsite contribution to make up for the shortfall.

In this instance, the applicant appears to have aspired to achieve only a 35% onsite reduction through minimal be lean (energy efficiency measures) and be green (low/zero carbon technology) measures.

Furthermore, there appears to be no linkage between the 'be green' energy solutions and that

actual design of the scheme. The energy solution is focussed around PVs, yet the elevations and roof plans do not show their incorporation.

It is entirely feasible that a scheme of this size can achieve a minimum of 35% reduction in Co2 onsite and could easily achieve much higher with more effort and a better understanding of the energy saving policies. Consequently, the following condition and S106 obligations are necessary to secure an improved approach to CO2 reduction;

Prior to above ground works, a detailed energy assessments shall be submitted to and approved in writing by the Local Planning Authority. The energy assessment shall demonstrate how the development will achieve a zero carbon target through the application of the London Plan energy hierarchy, Be Clean, Be Lean and Be Green in combination with any offsite contribution. The assessment shall provide full details of the measures to be incorporated into the development and their impact on the baseline development (2013 building regulation compliance) in terms of energy (KwHr) and CO2 (KgCo2). The scheme shall demonstrate how the applicant has tried to achieve the full zero carbon onsite and to justify why a lower onsite saving is achieved if applicable.

The assessment shall provide full details of the plans and specifications of any low and zero carbon technology to be used including, for example, roof plans and elevations if PVs are selected.

Finally, the assessment shall clearly set out any shortfall in emissions below the zero carbon.

The development must proceed and be operated in accordance with the approved plans and specifications.

Reason:

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2

S106 - The S106 must include a schedule requiring the applicant to pay £1800 for every tCO2/annum that is below the zero carbon target.

Air Quality Officer

The proposed development is located within the Uxbridge Road Focus Area where current high ambient annual mean values exceed the limit value to safeguard public health for nitrogen dioxide in this sensitive area.

Whereas the proposal is air quality neutral it originates NOx and PM2.5 emissions from associated activities at an equivalent damage cost of £6,419. The air quality report submitted to support the planning application recommends a Welcome Pack available to all new residents online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes from new occupiers. If this is implemented and secured via a Travel Plan condition, then a 10% discount is applied and a value of £5,777 is due towards the implementation of LBH Air Quality Action Plan.

Therefore, either a section 106 agreement with the LAP of £5,777 is to be paid to contribute to Hillingdon to deliver its air quality local action plan in this sensitive area, or the applicant will implement specific measures on/along the road network affected by the proposal that reduce human exposure to pollution levels (e.g. green walls along selected locations to be agreed with LBH Air Quality Officer).

The following Air Quality condition is required.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be linked to and be consistent with the Travel Plan and also address the supply of energy to the proposed development. Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements. The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason:

As the application site is within an Air Quality Management Area and Focus Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan Policy 7.14, and paragraph 170 of the National Planning Policy Framework (2019).

Focus Areas are areas within LBH Air Quality Management Area where current level of action is not sufficient to reduce current levels of air pollution below the standards set by Government to protect human health. Focus Areas are defined as areas where the air quality limits are exceeded, there is relevant public exposure and actions should be prioritised to achieve significant improvements in air quality.

Current poor ambient air quality within Uxbridge Road Focus Area at sensitive receptors means that current Local Authority air quality measures to improve air quality within this area need to be supported by the planning system and that additional efforts to improve air quality are required, as prescribed in the NPPF.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019- 2024), namely Focus Areas.

Design Officer

Objection to the application - comments are incorporated and assessed within the main body of the report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within the Hillingdon Heath Local Centre as identified within the Hillingdon Local Plan.

Loss of Public House

Paragraph 92 of the NPPF states that in order to provide the social, recreational and cultural facilities and services the community needs, planning decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. The last known use of the site was as a public house falling into Use Class A3. The public house was demolished in 2013 and the site has remained vacant since then. The former public house was not listed as an asset of community value. It is considered that as no objections were previously raised to the loss of the public house use and given the number of years that the site has now remained vacant and boarded up with no viable Class A3 proposals being brought forward, no objections to the loss of the Class A3 use can reasonably be raised now.

Mixed Use Redevelopment

Paragraph 122 of the NPPF requires local planning authorities to support development that makes efficient use of land, taking into account the character of the area, local market conditions and the availability of infrastructure.

Paragraph 85 of the NPPF states planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

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

Table 3.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) identifies Hillingdon Heath as being a local centre which typically serve a localised catchment often mostly accessed by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services.

Policy H1 of the Local Plan: Part One (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Policy DMTC 3 of the Local Plan: Part Two (2020) notes the Council will protect and enhance the function of local centres and local shopping parades by retaining uses that support their continued viability and attractiveness to the locality they serve.

The application includes a commercial use at ground floor level measuring 112 sq.m which would fall into Use Classes A1-A4 or B1a. The commercial unit would contribute to the vitality and attractiveness of the parade which is a material consideration that weighs in favour of the development.

The proposed development would result in a net gain of 16 dwellings. National, regional and local planning policies encourage the effective use of previously developed land and there is therefore no in principle objection to the principle of a residential led re-development of the site, subject to the proposal satisfying other policies and development management criteria within the Local Plan. The development is considered to comply with Policies DMTC 3 of the Local Plan: Part Two (2020), Policy H1 of the Local Plan: Part One (November 2012), Policy 3.3 of the London Plan (2016) and the NPPF.

UNIT MIX

London Plan Policy 3.8 and the Mayor's Housing SPG promote housing choice and seek a balanced mix of unit types and sizes in new developments. In addition, London Plan Policy 3.11 accords priority to affordable family housing in residential development. Policy H4 of the Local Plan of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) provides that one and two bedroom development will be preferable in town centre locations.

The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account and provide a mix of housing units on site, in line with Policy DMH 2 of the Local Plan: Part Two (2020).

The proposal provides the following:

9 x 1 bedroom units
3 x 2 bedroom units
2 x 3 bedroom units; and
2 x 3 bedroom dwellinghouses.

25% of the proposed units are family sized which is considered acceptable in this location and the proposal accords with Policy DMH 2 of the Local Plan: Part Two (2020).

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) requires developments to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a PTAL rating of 2. According to the density matrix, the application should be within a density range of 55-145 u/ha or 200 - 450 hr/ha. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

The application has a density of 160 u/ha and 469 hr/ha which exceeds the recommended guidance. In this context the density of the development would be inappropriate, exceeding the requirements of Table 3.2. The supporting text to the policy does suggest that the density requirements should not be applied mechanistically. Account should also be taken of other factors relevant to optimising potential, including local context. In relation to this context, the development would be out of keeping with and harmful to local character. Consequently, when considered in light of Policy 3.4 of the London Plan (2016) and Policy DMHB 17 of the Local Plan: Part Two (2020), the development would not be of an appropriate density.

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

The application does not lie within an archaeological zone, conservation area nor are there listed buildings in the vicinity of the application site.

7.04 Airport safeguarding

Policy DMAV 1 of the Local Plan: Part Two (2020) notes that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the relevant airport operators on proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted. NATS and Heathrow Airport Safeguarding have been consulted on this application and no safeguarding objections have been raised to this application and as such the proposal would not be detrimental to the safe operation of any airport.

7.05 Impact on the green belt

The application does not fall within land that is designated as Green Belt. As such, the proposal would not impact the Green Belt.

7.07 Impact on the character & appearance of the area

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the draft London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most

appropriate form of development that responds to a site's context and capacity for growth.

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

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

As noted earlier in this report, under Appeal ref: APP/R5510/W/17/3191619 (29-08-18), in dismissing the appeal, the Inspector noted that 'the appeal site, being a corner plot addresses two streets which are different in character. Marlborough Parade is commercial in character and supports a number of commercial units, some with residential above. The height and scale of buildings varies but most are three storey blocks with some extending to four storeys. Together with Uxbridge Road, which Marlborough Place adjoins, being a wide road and heavily trafficked, the area has a busy, urban and commercial character. Contrasting with this is Star Road which is a quieter area of domestically scaled residential properties. The urban grain is finer with mostly semi-detached properties that front both sides of the street creating a pleasant suburban sense of place.'

Following the receipt of the Inspector's decision, the applicant has sought to address the previous reason for refusal by providing an urban flatted block on Uxbridge Road and two semi-detached dwellinghouses along Star Road. In terms of the building lines, the building line of the semi detached houses are broadly consistent with the houses along the western side of Star Road. The block fronting Uxbridge Road would sit forward of the building line along Star Road by approximately 4.5m. However as the front block turns the corner onto Star Road, the building drops down to 1 storey that provides undercroft car parking and communal podium amenity space and as such, it would not dominate the streetscene along Star Road as the previous scheme would have done.

The pair of semi detached dwellinghouses would be set off the side boundary with No. 1 Star Road by approximately 1m which is considered to accord with the character of the street scene and comply with Policy

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). These properties include off street car parking on their front gardens which is considered acceptable given that a review of the streetscene along Star Road suggests that many of the front gardens are used to provide off street car parking.

The Council's Urban Design Officer has objected to the height, scale and mass of the flatted block fronting Uxbridge Road. As highlighted by the Urban Design Officer, it is

considered that the proposed building footprint would dominate the streetscene thus resulting in an over-development that fails to consider its impact on its setting, particularly in views looking south east along Uxbridge Road. The immediate context on this part of Uxbridge Road is of 2 and 3 storey buildings that sit quietly within the streetscene. It is acknowledged that there is a development on the corner of Butler Street fronting Uxbridge Road that is upto 4 storeys in height. There is no objection in principle to a building upto 4-storeys in height, subject to design considerations (the separate application under ref: 8057/APP/2019/3861 is for upto 4-storeys), however, a 5 storey building within the site's context would be visually prominent and would appear to be entirely at odds with the streetscene.

Following the Urban Design Officer's comments during the pre-application process, the scheme was amended so the proposed balconies are recessed and not projecting. The amendments improve the visual appearance of the proposed building however this does not overcome the overall concern regarding the height and scale of the proposed development. To ensure the development is of a high quality, details of external materials are required if the application is to be granted planning permission.

The proposal provides a commercial unit along Star Road which would provide an active frontage along Marlborough Parade which is supported. The residential access to the flatted development off Star Road has a commercial character and is not sufficiently legible as a residential entrance. If the application was considered acceptable, details of the proposed door, entrance canopy and lighting could have been required by condition to ensure the residential entrance is of a high quality that reflects the domestic nature of the use.

The proposed development due to its height, scale and mass along Uxbridge Road represents an over-development of the site and a building that would be visually prominent and incongruous when viewed against its immediate setting. The proposal fails to accord with the requirements of Policy BE1 of the Local Plan: Part One (November 2012), Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two Development Management Policies (2020), Policy 7.6 of the London Plan (2016) and Paragraph 131 of the NPPF (2019).

7.08 Impact on neighbours

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so developments do not adversely affect their surroundings or the local character.

Policy DMHB 11 of the Local Plan: Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential dwellings that could be affected by the development are:

- Nos. 2-12 Butler Street to the west;
- No. 1 Star Road to the north; and
- Nos. 2-4 Star Road to the east.

Daylight and Sunlight

The submitted daylight and sunlight report confirms that the proposal would have no impact on the daylight levels for the windows on the rear elevation of No.1 Star Road to the north of the site.

To the east of the site, the flatted block at Nos. 2 to 8 and the houses at Nos. 10 and 12 Butler Street, given the separation distances involved, would satisfy BRE guidance.

To the east of the site, are a group of semi-detached houses with front windows with a view of the site and upper floor flats in Byron Parade which look onto the site which have been included within the assessment. The daylight and sunlight report found that the only instances where BRE guidance was breached involved a relatively minor drop in daylight levels to two windows on the nearest first floor flat in Byron Parade and also a fairly minor reduction in sunlight levels to front windows at Nos. 2 and 4 Star Road. These are considered relatively minor breaches of the guidance and overall the scheme would achieve appropriate daylight and sunlight levels for its neighbours.

Overshadowing

The report also confirms that all neighbouring amenity areas will continue to receive at least 2 hours of sunlight across 50% of the garden area in accordance with BRE guidance.

Privacy

The proposed semi detached dwellinghouses are situated approximately 23m from facing windows at Nos. 6-12 Butler Street and as such the proposal complies with the Local Plan in this regard. Whilst the front windows are situated within 11.5m of the windows on Nos 6-8 Star Road, this is a typical across the street relationship where privacy is already compromised by passing pedestrians. On this basis, the proposal is considered acceptable. However, it is noted the proposal includes a roof terrace that would provide communal amenity space for future residents that could result in overlooking. The applicant proposes to provide a 1.7m privacy screen to mitigate against overlooking into the amenity spaces of Butler Street. Soft screening is also proposed between the area of amenity space and the northern boundary facing on the gardens of Star Road to mitigate against direct overlooking to amenity spaces and habitable rooms of the detached dwellings. The proposal is acceptable in principle subject to detail being provided by way of a condition if the application is to be recommended for approval.

7.09 Living conditions for future occupiers

The provision of good quality housing is a key aspect of the London Plan and Local Plan housing policies. Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Policy DMHB 16 of the Local Plan: Part Two (2020) requires all housing development to have adequate provision of internal space in order to provide an appropriate living environment.

Table 3.3 of The London Plan (2016) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible.

Paragraph 5.40 within the Local Plan: Part Two (2020) states that the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.

The proposed units meet minimum space standards set out within Table 3.3 of the London Plan. Each unit is dual aspect (one unit has oriel windows to a 2nd bedroom, however, taking into account the uninterrupted light that would reach the window and general high quality of the internal living arrangements to the unit in question no concerns

are raised concerning us of the oriel window). The units fronting the roof terrace would be provided with a buffer of 3m between the unit and the roof terrace to mitigate against direct overlooking into the habitable room windows. It is unclear whether the proposal seeks to plant directly onto the roof terrace or whether a planter would be provided. Details of the buffer is required by way of a condition.

AMENITY SPACE

Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. Based on the schedule of accommodation proposed, the applicant is required to provide 435 sq.m of private amenity space. The application proposes to provide 458 sq.m of amenity space of which 292 sq.m would be private amenity space provided in the form of rear gardens, balconies and private terraces and 166 sq.m would be communal amenity space. The proposed quantum of amenity space is considered acceptable.

In terms of the quality of space, each unit would benefit from a balcony or rear garden. The proposed roof terrace would have a meaningful buffer between habitable room windows fronting the space and the terrace. Details of the proposed terrace including details of its management could be required by way of a condition to ensure it provides future residents with good quality amenity space if the proposal had of been recommended for approval. The proposal is considered to broadly comply with Policy DMHB 18 of the Local Plan: Part Two (2020).

PUBLIC OPEN SPACE

Policy DMCI 4 of the Local Plan: Part Two (2020) requires new major residential development to make provision for new open space or enhancements to existing open space which meets the needs of future occupiers of the development. Given the constraints of the site, the proposal cannot provide open space on site, therefore an off site contribution of £18,500 towards the enhancement of existing public open space in line with the requirements of Policy DMCI 4 of the Local Plan: Part Two (2020) is required.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 109 of the NPPF (2019) notes development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

In order to comply with the adopted parking standard, the maximum on-plot requirement for the 14 flats would demand up to 1-1.5 spaces per unit (totalling a maximum of 21

spaces) with up to 2 spaces for each of the new housing units totalling 4 spaces. Hence for the whole residential element, 24 spaces could normally be sought in order to adhere to the maximum standard. 16 are proposed which equates to an approximate 1:1 parking ratio. The retail aspect would demand several on-plot spaces but none are proposed.

Under appeal ref: APP/R5510/W/15/3095214 (13-11-15) an Inspector dismissed an appeal due to the site's design. On car parking, the Inspector noted:

"Eleven car parking spaces are proposed within the basement. The Council indicates that this is significantly below their maximum requirement of 1.5 per unit. They also add that the site is within an area of relatively low accessibility with a PTAL score of 2. Taking account of the number of residential units and the access to public transport here, I would expect car ownership levels to exceed the number of spaces proposed. This would lead to parking on the adjacent highway which, at the time of my site visit, was heavily parked, with cars on both sides of the road, even though it is narrow at this point.

There are no parking surveys submitted by either the Council or the appellants to support their cases. From my observations, whilst parking was heavy close to the site, spaces were available further from Uxbridge Road, within the surrounding area. From what I saw, I would not expect the additional onstreet parking that would result from the proposal to be at such a level that could not satisfactorily be accommodated within the surrounding streets. Therefore, this does not add to my concerns for highway safety."

The Inspector took a view that a car parking ratio of 0.61 per unit was acceptable in this location. This application provides a car parking ratio of 0.75 per unit. Officers also observed that during a site visit, Star Road was heavily parked on both sides. Notwithstanding the existing situation, officers consider the a reason for refusal based on a lack of car parking could not be sustained based on the Inspector's decision, the level of proposed provision for the residential with an absence of retail parking is on balance considered acceptable.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) to be provided in line with London Plan 2016 (LP 2016) standards for the proposed C3 use which would equate to 20% for 'active' provision with a further 20% acting as 'passive' provision for future activation equating to 5-6 spaces in total.

With this scale development it would be considered onerous to pursue the provision of the single 'active' space provision as it can be argued that an 'active' space would reduce 'real' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially lower any secured on-plot parking provisions which are a key consideration when determining a planning application. However as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 40% passive only provision resulting in 6 'passive' spaces. This could be secured via planning condition and 'active' provision would then evolve on a demand led basis.

There should be a minimum provision of 1 secure and accessible space for each of the 1-2 bedroom units. The proposal provides 26 cycle parking spaces for the flats and 2 spaces for each 3 bedroom house unit. Four spaces for the commercial aspect have been indicated which is in conformity with the standard and is therefore considered acceptable.

The principle of creating several 3 new vehicular access points onto Star Road is

considered acceptable in principle and would be subject to the Council's carriageway crossing dimension and construction standards with separate and detailed applications being made post-permission under a S184 of the Highways Act 1980 agreement at the applicant's expense should the application be approved.

Refuse collection is expected to be undertaken via Star Road and the proposal complies with the Council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection and a maximum carrying distance from each dwelling not exceeding 30m.

In terms of servicing and deliveries, the proposal estimates 2 small van deliveries per day. Given the relatively small scale of commercial outlet and the nature of Marlborough Parade, there is no objection to the servicing and delivery arrangements.

7.11 Urban design, access and security

Design has been addressed in paragraph 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. The Metropolitan Police has commented on this application noting a meeting was held with the Applicant and physical measures have been incorporated that design out crime. A secured by design condition has been recommended within the draft decision. The proposal accords with Policy 7.13 of the London Plan.

7.12 Disabled access

Policy 3.8 of the London Plan (2016) and the London Housing SPG together promote accessible design, whilst advocating a flexible approach on small scale developments. The Housing SPG clarifies that Policy 3.8 should be applied flexibly to ensure that residential or mixed use development is deliverable and notes that a lift may cause practical difficulties for small scale developments (where the depth and width of a plot and height restrictions may inhibit the overall floorplate and massing).

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design.

The Access Officer has commented on the application and raised accessibility concerns; namely that the applicant has failed to provide two lifts to ensure a reliable means of access and egress, at all times, for resident wheelchair users. It is noted that paragraph 3.48A of the London Plan (2016) requires Boroughs should seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Notwithstanding the Access Officer's objection to the lack of two lifts, officers consider that given the constraints of the site, the provision of one lift allows for step free provision which is considered acceptable in this instance. Had the application been considered acceptable, a lift management and maintenance plan and the provision of M4(2) and M4(3) dwellings would be secured by way of a condition.

7.13 Provision of affordable & special needs housing

Policy 3.12 of the London Plan (2016) states that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes.

Policy H4 of the Intend to Publish Version of the London Plan (2019) sets a strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable

and advises of specific measures to achieve this aim. It states that affordable housing should be provided on site and that affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Policy H5 of the Intend to Publish Version of the London Plan (2019) establishes the threshold approach to applications, and that where the development does not fall within a specific category, the threshold level of affordable housing on gross residential development is initially set at a minimum of 35 per cent.

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units, to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Local Plan: Part Two (2020) requires major residential developments to maximise the delivery of affordable housing on site. A minimum of 35% of all new homes should be delivered as affordable housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate.

A financial viability assessment was reviewed by an Independent Surveyor who concluded the output of the scheme suggests an affordable housing contribution cannot be provided by the applicant. This position is consistent with previous appeal decisions for residential led developments at this site where Inspectors have accepted similar proposals would not be able to provide an onsite or offsite contribution towards affordable housing. The conclusion of the viability report is, on balance, considered acceptable subject to a review mechanism as a clause within the Section 106 legal agreement.

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy 3.5 of the London Plan (March 2016) requires that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces.

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The Trees and Landscaping Officer has observed that the site is relatively level, with no remaining vegetation visible. No trees, or other landscape features of merit, will be affected by the development. The current application seeks to develop a four-storey to five storey block of flats at the junction, with two two-storey houses to the north. Some soft landscape is proposed along the street frontage and at first floor level. Large balconies

and a living (green) roof are proposed to mitigate the limited opportunities for landscaped amenity space. A landscaping condition has been recommended to ensure landscaping buffers and proposed planting is suitable and appropriately managed.

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by amongst other criteria, minimising the impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

It is noted the proposed roof plan suggests a green roof is proposed. Details of the proposed green roof would be required by way of a condition including a maintenance schedule to ensure it is delivered and appropriately managed for the lifetime of the development. If recommended for approval, a landscaping scheme would be secured by condition and would ensure that the proposal includes soft landscaping and improved green infrastructure provision to the benefit of biodiversity. Subject to this condition, the proposed development would not be contrary to Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and the NPPF (February 2019).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The highways officer has reviewed the waste management and recycling arrangements and considers the proposal is acceptable. Whilst there is no specific off street servicing arrangements proposed for the commercial unit, given its modest scale and the nature of Marlborough Parade, it is considered the proposal would not result in an adverse impact to local traffic flows or highways safety and it could be managed sustainably.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

Be lean: use less energy

Be clean: supply energy efficiently

Be green: use renewable energy

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The Sustainability Officer has considered the merits of the proposal and notes that the submitted energy strategy for the proposed development is not adequate. Firstly, the energy report identifies the onsite target is a 35% reduction in CO₂ with the shortfall from the zero carbon requirement to be payable in an offset contribution. This is an incorrect approach. The development target is zero carbon with a minimum onsite saving of 35%. Applicants should therefore endeavour to get as close to zero carbon onsite before seeking an offsite contribution to make up for the shortfall.

In this instance, the applicant appears to have aspired to achieve only a 35% onsite reduction through minimal be lean (energy efficiency measures) and be green (low/zero carbon technology) measures. Furthermore, there appears to be no linkage between the 'be green' energy solutions and that actual design of the scheme. The energy solution is focused around PVs, yet the elevations and roof plans do not show their incorporation. The Sustainability Officer considers it is entirely feasible that a scheme of this size can achieve a minimum of 35% reduction in CO₂ onsite and could easily achieve much higher with more effort and a better understanding of the energy saving policies. Consequently, a planning condition and a clause within the Section 106 legal agreement are necessary to secure an improved approach to CO₂ reduction.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The Flood and Water Management Officer has raised no objection to the proposed development subject to the applicant providing further details by way of a suitable condition to confirm the SuDS detail. It is expected that all green space would be maximised for integration in the drainage to minimise the need for a tanked system below the ground level car park.

7.18 Noise or Air Quality Issues

Noise

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from,

within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;

c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);

d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;

e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;

f. having particular regard to the impact of aviation noise on noise sensitive development;

g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The proposal seeks to provide noise sensitive development above a commercial unit on a local parade. To mitigate against the future noise causing noise and disturbance to future residents, a condition would have been attached that would limit the opening hours of the commercial unit and ensure noise mitigation measures and sound insulation would be provided in line with good acoustic design principles.

Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The application site falls within the Uxbridge Road Focus Area (FA), which is a zone identified by both the Greater London Authority (GLA) and London Borough of Hillingdon (LBH) as experiencing pollutant concentrations above the limit value to safeguard human health, with high density of population being exposed to such hazardous levels. GLA's mapping of annual mean levels of pollution for nitrogen dioxide are attached indicating

areas likely to be above the limit value set to protect the public.

As per the London Plan and London Borough of Hillingdon Local Action Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

Given the location of the application site within a FA and in the absence of suitable mitigation measures that in a quantifiable manner would demonstrate the additional traffic emissions would be removed, a S106 contribution is required. Therefore, a section 106 agreement with the LAP of £5,577 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, assuming no local network congestion would be exacerbated by the proposal. Subject to the inclusion of the clause within the legal agreement, the Air Quality Officer has raised no objection to this application.

7.19 Comments on Public Consultations

Consultation comments and objections have been addressed within the main body of the report.

7.20 Planning obligations

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

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

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

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

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);
2. Parking Permit exclusion clause for all future residents

3. Affordable housing review mechanism;
4. Construction Training: either an in-kind scheme delivered during the construction phase of the development or a financial contribution;
5. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £5,577;
6. Carbon Fund: a contribution for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO2/annum that is below the zero carbon target);
7. Open Space Contribution of £18,500; and
8. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Although the application is recommended for refusal, the above identifies the level of obligations required and the contributions sought are deemed to be adequate and commensurate with the scale and nature of the proposed development.

Community Infrastructure Levy

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

7.21 Expediency of enforcement action

Enquiries were made to planning enforcement when the pre-existing building was demolished. However, there were no grounds for planning enforcement to initiate formal planning enforcement proceedings and the case was closed. There are no outstanding enforcement enquiries on this land.

7.22 Other Issues

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The applicant has provided a Phase 1 study of the site and provides a Preliminary Risk Assessment (PRA) and Conceptual Site Model (CSM), all of which is in accordance with the appropriate technical guidance. The PRA indicates the site is currently considered to represent a general risk of low to moderate risk to end users. However the likelihood of asbestos being detected increases the risk to end users to moderate. The CSM shows the site is situated above geological strata of the Boyn Hill Gravel Member which is defined as a Secondary A Aquifer. The report indicates the Environmental sensitivity of the ground water and surface water at the site is also considered to be at moderate risk.

The report outlined findings and observations which were recorded during a site walkover visit. It was noted that the site was overgrown open land with no evidence of external elevations of the former Star public house. However, parts of a wooden floor were evident within the footprint of the former building. The floor boards had been removed in places to reveal a water filled void space which will require further investigation to establish area and depth details, including the source and chemical composition of the liquid captured within the sub-floor structure.

There was also evidence of fly tipped materials and waste products at the site which will also require inspection during the proposed investigation works which are outlined within the phase 1 report. Therefore, a contaminated land condition is required to ensure all the necessary remedial works are implemented, prior to commencement of development.

Fire Safety

Policy D12 (Fire safety) of the Intend to Publish of the London Plan (2019) states that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard an Outline Fire Strategy has been submitted as part of the application. It is considered that a condition should be added to any permission to secure the implementation of a Fire Strategy for all parts of the development in accordance with Policy D12 (Fire safety) of the London Plan - Intend to Publish (2019).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposal seeks to provide a residential led mixed use development of the site. The proposal provides a commercial use along Marlborough Parade which contributes to the vitality of the parade. The proposed development seeks to provide a part 4 and part 5 storey building whereas the surrounding context is characterised by 3 storey buildings. The proposal by reason of its site height, scale and design is an over-development of the site and it would result in an inappropriate development within its immediate context. Whilst weight has been attached to the provision of new homes, it is considered that the 4 additional units being proposed (as compared to the scheme being proposed within planning application 8057/APP/2019/3861) within a 5-storey building is a limited benefit which is outweighed by the harm due to the height and scale of development proposed.

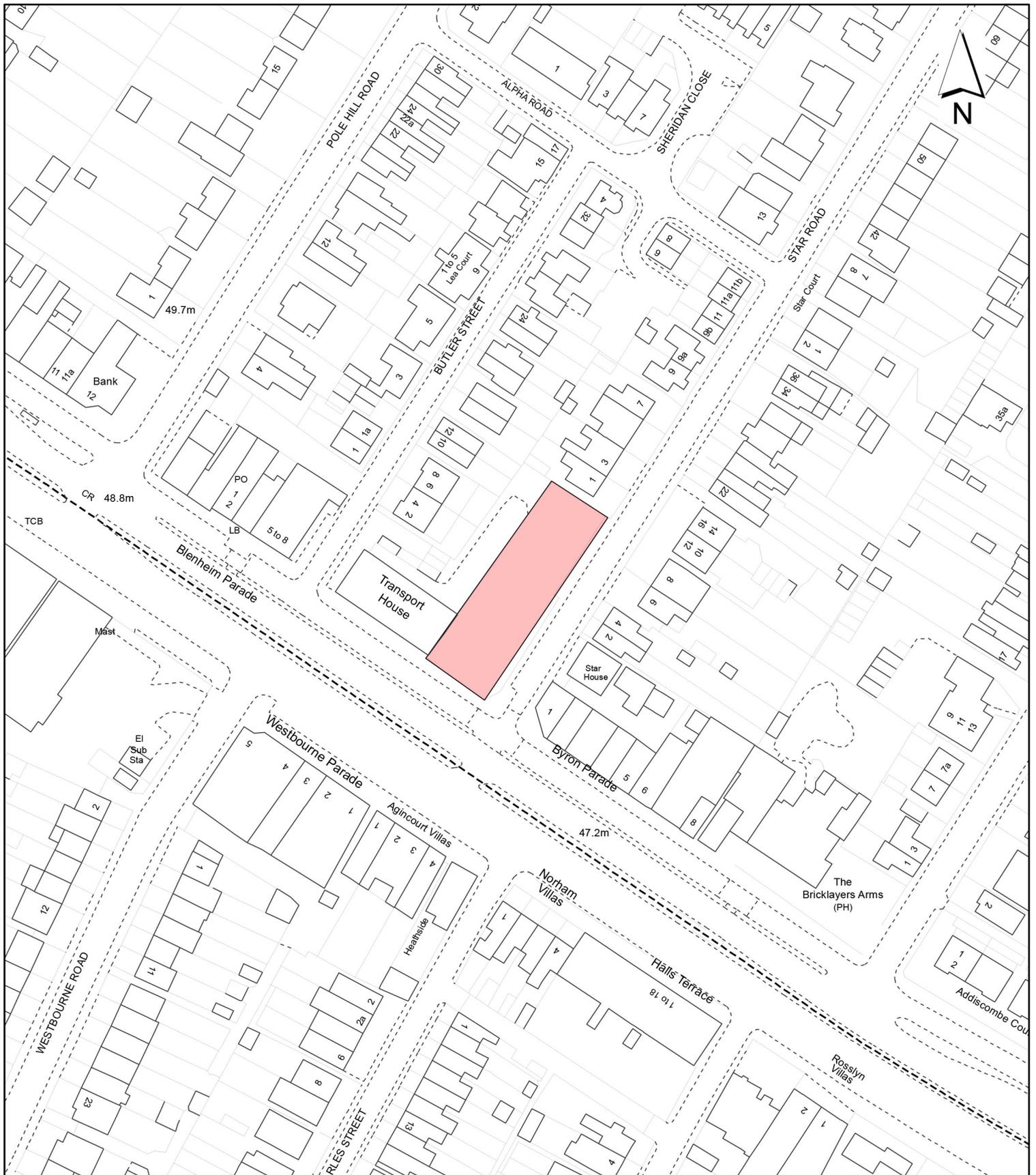
To enable the development to be delivered sustainably and in accordance with the requirements of the Development Plan, the application would need to be the subject of a legal agreement, and as no such legal agreement has been entered into, this forms the second reason for refusal. For the reasons outlined in this report, this application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)
Hillingdon Local Plan: Part 2 Development Management Policies (2020)
London Plan (2016)
London Plan Intend to Publish (2019)
National Planning Policy Framework (2019)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**The Former Star PH
 Corner of Star Road and Uxbridge Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
8057/APP/2019/3862

Scale:
1:1,250

Planning Committee:
Major Page 39

Date:
July 2020



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Item No. Report of the Head of Planning, Transportation and Regeneration

Address THE FORMER STAR PH, CORNER OF STAR ROAD AND UXBRIDGE ROAD HILLINGDON

Development: Erection of a part 3, part 4 storey building accommodating 10 dwellings (6 x 1 bed, 2 x 2 bed and 2 x 3 bed flats); 112 sq.m of commercial space at ground floor level with car and cycle parking and private and communal amenity space and erection of a 2 storey building with roof accommodation comprising 2 x 3 bed houses, car and cycle parking and private amenity space.

LBH Ref Nos: 8057/APP/2019/3861

Drawing Nos: Covering Letter dated November 2019
Design and Access Statement dated March 2020
1664/A/01 Version 22.1
1664/A/02 Version 22.1
1664/A/03 Version 22.1
1664.A/04 Version 22.1
1664/A/05 Version 22.1
1664/A/06 Version 22.1
1664/A/07 Version 22.1
1664/A/08 Version 22.1
1664/A/09 Version 22.1
1664/A/10 Version 22.1
1664/A/11 Version 22.1
1664/A/12 Version 22.1
1664/A/13 Version 22.1
1664/A/14 Version 22.1
1664/A/15 Version 22.1
1664/A/16 Version 22.1
1664/A/17 Version 22.1
Contaminated Land Assessment Phase I dated Nov 2019
Statement of Community Involvement
Transport Statement dated November 2019
Energy and Sustainability Strategy dated Nov 2019
Viability Study dated November 2019
Air Quality Assessment Scheme A Rev. B dated August 2019
Flood Risk Assessment and Drainage Scheme Rev. A dated Nov 2019
Daylight and Sunlight Report dated November 2019
Fire Safety Report dated February 2020

Date Plans Recieved:	29/11/2019	Date(s) of Amendment(s):	26/05/2020
Date Application Valid:	29/11/2019		29/11/2019

1. SUMMARY

The proposal seeks to provide a residential led mixed use re-development for the site. The proposal responds to the urban context of Uxbridge Road by providing a part 3-storey and part 4-storey flatted block. The application also includes a pair of semi-detached family dwellinghouses to respond to the suburban character of the existing houses along Star Road. A commercial use is proposed at ground floor level along

Marlborough Parade which of an appropriate size which contributes to the vitality of the local parade. The proposal, due to its layout and design is considered to overcome the reasons for refusal and appeal decisions of previous re-development schemes on this site. The proposal would not harm the amenities of neighbouring properties or the local highway network. For the reasons outlined in the report, the application is recommended for approval subject to a S106 Agreement and conditions.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to GRANT planning permission subject to:

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

- 1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);**
- 2. Parking Permit exclusion clause for all future residents**
- 3. Affordable Housing review mechanism;**
- 4. Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances.**
- 5. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £5,577;**
- 6. Carbon Fund: a contribution for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO2/annum that is below the zero carbon target);**
- 7. Open Space Contribution of £16,000:**
- 8. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

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

C) If the Legal Agreements have not been finalised by 4th August 2020 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highways works, travel plan, construction training and air quality contrary to Policy DMT 2, DMT 6, DMCI 4, DMCI 7, DMEI 14.'

D) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers.

E) That if the application is approved, the following conditions be attached:-

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans and documents listed below:

1664/A/01 Version 22.1
1664/A/02 Version 22.1
1664/A/03 Version 22.1
1664.A/04 Version 22.1
1664/A/05 Version 22.1
1664/A/06 Version 22.1
1664/A/07 Version 22.1
1664/A/08 Version 22.1
1664/A/09 Version 22.1
1664/A/10 Version 22.1
1664/A/11 Version 22.1
1664/A/12 Version 22.1
1664/A/13 Version 22.1
1664/A/14 Version 22.1
1664/A/15 Version 22.1
1664/A/16 Version 22.1
1664/A/17 Version 22.1

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part 1 (November 2012) and Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

Covering Letter dated November 2019
Design and Access Statement dated March 2020
Transport Statement dated November 2019
Energy and Sustainability Strategy dated Nov 2019
Viability Study dated November 2019
Air Quality Assessment Scheme A Rev. B dated August 2019
Flood Risk Assessment and Drainage Scheme Rev. A dated Nov 2019
Daylight and Sunlight Report dated November 2019
Fire Safety Report dated February 2020
Contaminated Land Assessment Phase I dated Nov 2019
Statement of Community Involvement

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

REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

4 COM7 Materials (Submission)

Prior to development above ground floor level, details of all materials and external surfaces, including details of balconies shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product, type, colour, photographs and images.

REASON

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

5 COM15 Sustainable Water Management

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

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

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

- i. Provide a management and maintenance plan ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

- ii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iii. Clear plans showing all of the drainage network above and below ground and the responsibility of different parties such as the landowner.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DMEI 10 of the Local Plan: Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (March 2014).

6 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Hillingdon Local Plan Part 2 policy DMHB 15 and Policies 7.1 and 7.3 of the London Plan (2016).

7 NONSC Energy

Prior to above ground works, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The energy assessment shall demonstrate how the development will achieve a zero carbon target through the application of the London Plan energy hierarchy, Be Clean, Be Lean and Be Green in combination with any offsite contribution. The assessment shall provide full details of the measures to be incorporated into the development and their impact on the baseline development (2013 building regulation compliance) in terms of energy (KwHr) and CO2 (KgCo2). The scheme shall demonstrate how the applicant has tried to achieve the full zero carbon onsite and to justify why a lower onsite saving is achieved if applicable.

The assessment shall provide full details of the plans and specifications of any low and zero carbon technology to be used including, for example, roof plans and elevations if PVs are selected. The assessment shall clearly set out any shortfall in emissions below the zero carbon. Thereafter, the development must proceed and be operated in accordance with the approved plans and specifications.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy 5.2 of the London Plan (2016) and Policy DMEI 2 of the Local Plan: Part 2 - Development Management Policies(2020).

8 NONSC Green Roof

Prior to the relevant part of the works, full details in respect of the living roof in the area

indicated on the approved roof plan shall be submitted to and approved by the local planning authority. The details shall include

- a) a detailed scheme of maintenance;
- b) sections at a scale of 1:20 with manufacturers details demonstrating the construction and materials used;
- c) full details of planting species and density.

Thereafter, the living roofs shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme.

REASON

In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with Policy DMEI 1 of the Local Plan: Part 2 - Development Management Policies (2020).

9 NONSC Low Emissions Strategy

Prior to above ground works, details of a clear and effective low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be restricted to:

- a) Be clean by design as per the London Sustainable Design and Construction Supplementary Planning Guidance,
- b) provision of an electric vehicle fast charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan.
- c) a clear and effective strategy, aligned with the Travel Plan, to encourage residents of the site to
 - i) use public transport;
 - ii) cycle/walk to work where practicable;
 - iii) enter car share schemes;
 - iv) enter cab share schemes to and from the airport and or home/work locations;
 - iv) purchase and drive to work zero emission vehicles.

Measures to support and encourage modal shift, will include but be not restricted to incentives for residents to use public transport to reduce their car ownership. The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), London Plan 2016 Policy 7.14, and paragraph 170 of the National Planning Policy Framework (2019).

10 COM9 Landscaping (car parking & refuse/cycle storage)

No development above ground floor level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 30 spaces (26 spaces for residential units and 4 spaces for commercial unit)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 2 parking spaces are served by active electrical charging points and one disabled parking bay)
 - 2.e Hard Surfacing Materials including details of the proposed roof terrace above the undercroft car park
 - 2.f External Lighting

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4 Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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 DMHB 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) and Policies 5.11 and 5.17 of the London Plan (2016).

11 OM19 Construction Management Plan

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

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

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

REASON

To safeguard the amenity of surrounding areas and manage highways impacts in accordance with Policies DMHB 11, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

12 NONSC Delivery and Servicing

Prior to above ground works, details of all the traffic arrangements to the scheme (including the re-alignment of the kerb and footway, vehicle crossover, the retail unit service and delivery bay, kerb radii, the sightlines at road junctions, the means of surfacing, the details of the roller blind shutter providing access to the residential car park including means of key entry and clarification how they can be operated by persons with disabilities) have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the traffic arrangements must be permanently retained and used for no other purpose at any time.

REASON

To mitigate against the impact of servicing and safeguard pedestrian and vehicular safety in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

13 NONSC Noise Levels

The noise level in rooms at the development hereby approved shall meet the internal noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020).

14 RES17 Sound Insulation

The development shall provide an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely living rooms and kitchens above bedrooms of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMAV 2 and DMAV 3 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020) and London Plan (2016) Policy 7.15.

15 NON2 M4(2) and M4(3) Units

The development hereby approved shall ensure that the family dwellinghouses are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To ensure an appropriate standard of housing stock in accordance with London Plan

Policy 3.8 (c) and (d) is achieved and maintained.

16 NONSC Fire Strategy

The principles of the submitted Fire Strategy Report shall be implemented on site in conjunction with a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development meets Fire Safety Standards in accordance with policy D12 of the draft London Plan (Intend to Publish version 2019).

17 NONSC NRMM register

1. No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

2. The London's Low Emission Zone for non-road mobile machinery to comply with the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

3. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments.

REASON

In compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements as of 1st September 2015, and London Plan Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition' (2014).

18 NONSC Land Contamination

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be

discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

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

19 RES12 No additional windows or doors

Immediately following the implementation of this permission, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other revoking and re-enacting that order with or without modification) no development within the following Classes of Schedule 2 of the Order shall take place.

Part 1

Class A - enlargement, improvement or other alteration to the dwelling

Class B - enlargement consisting of an addition to the roof

Class C - alteration to the roof

Class D - erection of a porch

Class E - provision of any building or enclosure (includes outbuildings)

Class F - any hard surface

No development of any of the above classes shall be constructed or placed on any part of the land subject of this permission.

REASON

To prevent overlooking and blight to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

20 RES13 Obscure Glazing

The windows and balconies marked as obscure glazed on the North Elevation (plan ref: 1664/A/14 Version 22.1) shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence. Furthermore the bottom part of the first floor windows shown as having panels on the North Elevation (plan ref: 1664/A/14 Version 22.1) shall be permanently maintained as such for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties and to protect the privacy of occupiers of the flats in accordance with policies DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

21 COM23 Hours of Use (Commercial)

The commercial premises shall not be open for customers outside the following hours: -
0800 and 2300 Mondays - Fridays
0800 to 2300 Saturdays
1000 to 1800 Sundays, Public or Bank Holidays.

Servicing and Deliveries to the commercial premises shall not take place outside the following hours: -
0900 and 1700 on any day.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and to ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

22 NONSC Use Class (Commercial)

The premises shall be used for A1, A2, A3 and B1 uses and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment

DMH 7	
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 2.16	(2016) Strategic Outer London Development Centres
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 I2 Encroachment

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

5 I21 Street Naming and Numbering

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

6 I23 Works affecting the Public Highway - Vehicle Crossover

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

7 I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

8 I4 Neighbourly Consideration - include on all residential exts

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).

9 15 Party Walls

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

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

10 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

11 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

12 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

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In terms of Condition 5 (Sustainable Water Management), the applicant is advised that all the green space should be maximised for integration in the drainage to minimise the need for a tanked system below the ground level car park.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the site of the former Star Public House located on the northern side of Uxbridge Road. Whilst the address of the property is Uxbridge Road, the site is set on Malborough Parade a slip road which runs parallel and in close proximity of Uxbridge Road. The former public house, which was locally listed, together with ancillary outbuildings were demolished in 2013, leaving the cleared site which has been boarded up.

The site is bounded to the west by Transport House, a two storey office building, to the rear of which and running along the full length of the north western side boundary of the application site is its car park containing 13 spaces. To the north and north east are two storey residential dwellings fronting Butler Street and Star Road and to the south east, on the opposite side of Star Road is Byron Parade, a three storey retail parade with residential use on the upper floors.

Malborough Parade is a narrow single way carriageway with a footpath. A number of on-street parking spaces are available on the north eastern side of the carriageway. The parade and development on the southern side of Uxbridge Road opposite comprises mixed two storey commercial/residential development.

The site is situated within the Hillingdon Heath Local Centre as identified in the policies of the Hillingdon Local Plan and the site has a Public Transport Accessibility Level (PTAL) score of 2. It is also located within the Hillingdon's Air Quality Management Area and forms part of the Uxbridge Road Air Quality Focus Area.

3.2 Proposed Scheme

This application seeks planning permission for the erection of a part 3, part 4 storey building on Uxbridge Road to provide 10 dwellings (6 x 1 bed, 2 x 2 bed and 2 x 3 bed flats) with 111 sq.m of commercial space at ground floor level with car and cycle parking and private and communal amenity space and the erection of 2 x 3 bed houses on Star Road with car parking, cycle parking and private amenity space. The application does not include affordable housing units.

This application follows a number of applications at the site. The key difference between this application and the previously refused schemes is that this application seeks to respond to the site's context by providing two distinct buildings; a flatted development along Uxbridge Road and a pair of semi detached dwellings on Star Road.

Access

The two semi-detached dwelling houses would be provided with an off street car parking space for each dwellinghouse. The pedestrian and vehicular access would be off Star Road for the flatted development. A new crossover along Star Road measuring 4.8m wide would be installed to serve the newly created semi detached dwellinghouses. The commercial unit at ground floor level would be accessed and serviced off Marlborough Parade.

Layout

The application site has been split into two separate blocks. The pair of semi detached houses are situated on Star Road with off street car parking and private amenity space to the rear. A commercial unit measuring 111 sq.m is being provided along Uxbridge Road which includes storage, facilities and a refuse store.

The pair of semi detached dwelling houses would be set 1.5m forward of the building line of the neighbouring properties along Star Road. The proposed block fronting Uxbridge Road would sit 4.7m in front of the building line along Star Road. The proposal includes a podium level communal terrace at first floor level above the undercroft car park.

The communal terrace would be screened upto 1.7m on the northern and eastern elevations and a 1m buffer barrier which would be provided in front of the windows that back onto the communal terrace.

Design

The pair of semi detached dwellings along Star Road would be 2.5 storeys with habitable accommodation within the roof space. The flatted development Uxbridge Road comprises a 3 storey building with a setback fourth storey. The proposal includes an active commercial frontage along Marlborough Parade. The application proposed to use ventilated brick work along Star Road and it includes planting and green roofs around the building.

Car Parking

10 undercroft car parking spaces would be provided for the flatted development along Uxbridge Road and 1 off street car parking space is provided for each unit along Star Road.

Cycle Parking

Overall, 30 cycle parking spaces would be provided. 10 cycle parking spaces are shown at ground floor level within the entrance hall and space for a further 16 cycle parking spaces within the car parking area. A space for storing two cycles is available at each dwelling house.

Refuse and Recycling

There is an area available in front of each dwellinghouse for storing waste. Refuse and recycling is being provided within 10m of the public highway for the flatted development to be collected from Star Road. Separate access is available along Marlborough Parade (off Uxbridge Road) for servicing the commercial units.

Amendments

Appeal Decision

Under application ref: 8057/APP/2017/2041 (03-10-17) planning permission was refused for the erection of a part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.

The previous application consisted of a single building across the length of the site which was considered to be a very monolithic built form, out of keeping with the suburban character of Star Road.

The previous proposal was considered at appeal and the Planning Inspector dismissed the appeal, noting the following:

'I recognise that on the opposite corner of Star Road and Marlborough Parade to the appeal site, as well as on the corner of Pole Hill Avenue and Marlborough Parade, there are buildings that are as equally large as that proposed. However, in both cases the bulk and mass of the buildings quickly returns to the scale of the smaller buildings adjoining these developments. This would not be the case for the development proposed which I have found would extend to a notable height for some distance along Star Road. I have found that, in relation to local context, the development would be out of keeping with and harmful to local character. Consequently, when considered in light of policy 3.4, the development would not be of an appropriate density.'

4. Planning Policies and Standards

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to: (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).'

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

Local Plan Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- DMCI 4 Open Spaces in New Development
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 11 Protection of Ground Water Resources
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 9 Management of Flood Risk
- DMH 2 Housing Mix

DMH 4	Residential Conversions and Redevelopment
DMH 7	
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 2.16	(2016) Strategic Outer London Development Centres
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.17	(2016) Waste capacity
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character

- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- LPP 8.4 (2016) Monitoring and review

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th December 2019**

5.2 Site Notice Expiry Date:- **29th December 2019**

6. Consultations

External Consultees

The application was advertised between 06-12-2019 and 29-12-2019 by a site notice, 84 notification letters were sent to neighbouring properties and a press notice was published. 4 objections have been received to the application which are summarised below:

- The structure is too high and out of keeping with the surrounding architecture.
- No definition regarding car parking spaces but entry and egress will cause congestion at the busy road junction.
- Objection to the commercial unit at ground floor level which should only be a car park.
- This development will result in the lack of natural light to neighbouring properties
- The road is narrow with limited amount of car parking space, it would result in extra congestion of traffic in the local area with more cars trying to cross the Uxbridge Road with more accidents happening.
- It still not explained how they were able to knock down the previous building.
- The proposal needs to be more environmentally friendly.

Officer comment: The objections are addressed within the main body of the report.

STATUTORY CONSULTEE COMMENTS

NATS

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

GLAAS

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria.

Transport for London

The site has a PTAL of 2 which represents a moderate to low level of access to public transport. The development proposes a total of 12 car parking spaces which is compliant with DLP Policy T6.1 and the standards set out in Table 10.3 Maximum Residential Parking Standards, which states that for Outer London PTAL 2 the maximum parking provision is up to 1 spaces per dwelling.

It is not stated whether the car parking spaces proposed are designed for blue badge holders. To be compliant with DLP Policy T6.1 disabled persons parking should be provided and the applicant must ensure that for 3% of dwellings, at least one designated disabled persons parking bay is available from the outset. Disabled persons parking bays should be located in firm and level ground, as close as possible to the building entrance. There is no mention of the provision of infrastructure for electric or Ultra-Low Emission vehicles. The applicant should ensure that a provision of 20% active Electric Vehicle Charging Points (EVCPs), with passive provision for all remaining spaces are provided in order to comply with DLP Policy T6.

The DLP policy T5 sets out cycle parking standards to help remove barriers to cycling and create a healthy environment in which people choose to cycle. A total of 30 cycle spaces are proposed with 26 spaces provided for the residential units and 4 spaces for the commercial floorspace. The 2 houses are proposed to have storage for 2 cycles each. This provision exceeds the minimum cycle parking standards as set out in Table 10.2 in Policy T5, which is welcomed. The London Cycling Design Standards (LCDS) states that 5% of stands ought to be able to accommodate larger cycles. Cycle parking provision should be in accordance with this. End of journey (shower and changing) facilities should be provided for employees for the retail element of the site to be in line with Chapter 8 of London Cycling Design Standards (LCDS).

Delivery and Servicing is proposed to be made on street on Star Road as per the existing arrangements for the area. DLP policy T7 states that Development proposals should facilitate safe, clean and efficient deliveries and servicing and that provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. That is why TfL would encourage the applicant to explore possibility for off-site servicing. A Delivery and Servicing Plan should be submitted and secured by condition and the delivery, servicing and refuse arrangements should be discussed and agreed by the Council.

TfL requests that a Construction Logistics Plan (CLP), is submitted to and approved by the Council prior to construction work commencing on site, in accordance with the London Plan policy 6.14. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations.

The footway and carriageway on Uxbridge Road and Star Road must not be blocked during the construction and maintenance of the proposal. The construction of the development should not at any point encroach on the clear space needed to maintain the safe and uninterrupted flow of road users and pedestrians. Should the applicant wish to construct scaffolding or a hoarding on the footway whilst undertaking this work, separate licenses may be required with TfL or Hillingdon, please see: <http://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>.

All vehicles associated with the works must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the SRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL or Hillingdon please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences> In summary, TfL suggests the developer addresses the above mentioned issues satisfactorily to ensure the proposed development is acceptable in transport planning, highway and policy terms.

London Fire Brigade

The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations: The Commissioner is satisfied with the proposals for B5 access only.

Internal Consultees

Planning Policy Officer

Principle of the loss of the public house appears to have been established through previous applications. Main policy issues appears to be the lack of affordable housing. It is noted that the FVA will be assessed independently however it is noted that the 'policy compliant' scheme is incorrect setting the requirement for affordable housing at 50% rather than 35%. It is also noted however that the scheme remains in deficit even in the absence of affordable housing which raises the question as to why such a scheme has been proposed. In terms of the proposed housing mix, this is not currently in conformity with policy DMH 2 which requires account to be taken of local need. The latest published SHMA shows that the greatest need is for three bed plus units and that the need for smaller one bed units is much more limited.

Urban Design Officer

Further to the review of the scheme dismissed at appeal and the current application, comments are as follows:

- The proposal has taken into account the previous Inspector's decision and made revisions to the scheme so the urban form is sited on Uxbridge Road. The development along Star Road which provides a pair of semi-detached dwellings responds to the suburban context along Star Road, the principle of the layout is considered acceptable subject to some minor design amendments;
- Whilst 3 storeys with a set back fourth storey is acceptable along Uxbridge Road, the setbacks should be from all sides, the western elevation currently has a sheer elevation which gives a cliff like effect, particularly in views south east along Uxbridge Road ;
- The front dormer windows to the semi-detached houses look incongruous within the streetscene because there are no precedents for front dormers along Star Road, the plans should be amended so the dormer windows are located to the rear;
- The proposed plans and elevations relating to the pair of semi detached dwellings do not appear to correlate to one another, a section through the building is required, datum points showing the street level, finished floor levels and ridge height must also be shown on proposed elevation plans;
- A review of the streetscene along Star Road suggests that many of the front gardens are used to provide off street car parking, as such there is no objection to the use of the front garden for off-street parking along Star Road;
- The landscaping buffer in front of the blank elevation of the car parking area is welcome, however more information is required that the landscape buffer is well maintained for the lifetime of the development;
- The projecting balconies are also incongruous elements within the street scene. It is suggested that the amenity space be provided with recessed balconies with balustrades located within the reveal.

Comments on amended plans

Previous comments relating to the front dormer along Star Road has been addressed however the western elevation along Uxbridge Road remain a sheer cliff edge, whilst this element of the proposal would stand out, given the eclectic context of Uxbridge Road, a reason for refusal could not be sustained.

Access Officer

This proposal for a residential development raises a number of accessibility concerns. An assessment has been made against the requirements of 2016 London Plan policy 3.8 (c) and the emerging policy D5, which requires all new housing accommodation to be designed and constructed to meet the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition). The Design & Access Statement (DAS) refers to the previous Lifetime Home standards, which should be amended to reference current standards. The DAS refers to a ground floor flat suitable for wheelchair users, which is not the case; this is shown on the first floor. Wheelchair access should not be dependent upon a working lift, so the required M4 (3)

unit should be relocated to the ground floor. The alternative would be to provide two lifts to ensure a more reliable means of access and egress, at all times, for a resident wheelchair user. All the other nine flats should be designed to accord with the standards for an M4 (2) dwelling, with particular attention paid to the entrance lobby arrangement within the flats, and to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

CONCLUSION: Unacceptable. Revised plans which demonstrate that the prescribed standards referred to above can be successfully incorporated into the proposed building footprint should be requested. A revised DAS should also be submitted.

Officer comment: The access officer's comments are addressed within the main body of the report.

Highways Officer

Local Plan Part 2 Policy DMT 6 requires that new development will only be permitted where it is in accordance with the Council's adopted parking standards. In order to comply with the adopted parking standard, the maximum on-plot requirement for the 10 flats would demand up to 1-1.5 spaces per unit (totalling a maximum of 15 spaces) with up to 2 spaces for each of the new housing units totalling 4 spaces. Hence for the whole residential element, 19 spaces could normally be sought in order to adhere to the maximum standard. 12 are proposed which equates to an approximate 1:1 parking ratio. The retail aspect would demand several on-plot spaces but none are proposed.

It is however acknowledged, that for the previously refused permission (which was not refused on highway grounds) a 1:1 residential parking ratio was in fact accepted with zero parking provision for a similar scale of retail. This view was influenced by an earlier 2015 application for 18 residential units refused partly on insufficient parking grounds (8057/APP/2014/3338), which was subsequently appealed and dismissed in the same year. The Inspectorate took the view that a provision of 11 on-plot parking spaces for 18 residential units was acceptable and would not result in any demonstrable harm to the local public highway. On the basis of consistency, the level of proposed provision for the residential with an absence of retail parking is therefore rendered acceptable.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) to be provided in line with London Plan 2016 (LP 2016) standards for the proposed C3 use which would equate to 20% for 'active' provision with a further 20% acting as 'passive' provision for future activation equating to 4-5 spaces in total.

With this scale of development it would be considered onerous to pursue the provision of the single 'active' space provision as it can be argued that an 'active' space would reduce 'real' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially lower any secured on-plot parking provisions which are a key consideration when determining a planning application.

However as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 40% passive only provision resulting in 5 'passive' spaces. This would be secured via planning condition and 'active' provision would then evolve on a demand led basis. The scale of the commercial element does not demand a provision.

There should be a minimum provision of 1 secure and accessible space for each of the 1-2 bedroom units i.e. 8 out of the 10 flatted units with 2 spaces for each of the remaining 2 three

bedroom flats & two 3 bedroom house units in order to conform to the adopted minimum borough cycle parking standard. This has been demonstrated and in fact exceeded by the respective provision of 26 spaces for the flats and 2 spaces for each 3 bedroom house unit. Four spaces for the commercial aspect have been indicated which is in conformity with the standard and is therefore considered acceptable.

The principle of creating several (3) new vehicular access points onto Star Road is considered acceptable in principle and would be subject to the Council's carriageway crossing dimension and construction standards with separate and detailed applications being made post-permission under a S184 of the Highways Act 1980 agreement (or suitable alternative arrangement) at the applicant's expense.

Refuse collection is expected to be undertaken via Star Road. The designs should comply with the Council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection and a maximum carrying distance from each dwelling not exceeding 30m. The applicant has demonstrated conformity to these parameters hence there are no further observations.

Given the relatively small scale of commercial outlet, there is no anticipated untoward highway burden expected with an estimated 2 'small van' deliveries per day.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Flood Water Management Officer

There are no objections to the proposed development subject to the application of the Suds conditions to confirm the detail. Please note that all green space should be maximised for integration in the drainage to minimise the need for a tanked system below the ground level car park.

Condition:

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

- b) Minimise water use.
 - i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and or grey water will be recycled and reused in the development.
- c) Long Term Management and Maintenance of the drainage system.
 - i. Provide a management and maintenance plan
 - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iv. Clear plans showing all of the drainage network above and below ground and the responsibility of different parties such as the landowner.

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

REASON:

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (June 2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

Trees and Landscaping Officer

The site is a vacant plot at the junction of Star Road and Marlborough Parade, following the demolition and clearance of the public house. The site is relatively level, with no remaining vegetation visible (from outside the site hoarding). COMMENT This application follows the refusal (at Appeal) of two previous submissions, including application ref. 2017/2041. According to the D&AS, the application has been the subject of planning pre-application discussions. No trees, or other landscape features of merit, will be affected by the development. The current application seeks to develop a four-storey block of flats at the junction, with two three-storey houses to the north. Some soft landscape is proposed along the street frontage and at first floor level. Large balconies and a living (green) roof are proposed to mitigate the limited opportunities for landscaped amenity space. RECOMMENDATION No objection subject to conditions RES9 (parts 1,2,3,4,5 and 6).

EPU Officer

The EPU Officer requestes a number of conditions if the application is to be recommended for approval.

If you are minded to approve the said proposal the following conditions can be considered:-

1.To ensure that acceptable noise levels are achieved indoors and a reasonable degree of peaceful enjoyment of gardens and amenity areas the following shall apply.

Noise Assessment Condition:

Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources

and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason:

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policy DMHB11 Local Plan 2

2. The separation of noise sensitive rooms within neighbouring flats Condition:

An enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with policy DMHB11 Local Plan 2

3. Noise - plant/machinery Condition:

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason:

To safeguard the amenity of the surrounding area in accordance with policy DMHB11 Local Plan 2.

Energy and Sustainability Officer

The energy strategy for the proposed development is not adequate. Firstly, the energy report identifies the onsite target is a 35% reduction in CO₂ with the shortfall from the zero carbon requirement to be payable in an offset contribution. This is an incorrect approach. The development target is zero carbon with a minimum onsite saving of 35%. Applicants should therefore endeavour to get as close to zero carbon onsite before seeking an offsite contribution to make up for the shortfall.

In this instance, the applicant appears to have aspired to achieve only a 35% onsite reduction through minimal be lean (energy efficiency measures) and be green (low/zero carbon technology) measures.

Furthermore, there appears to be no linkage between the 'be green' energy solutions and the actual design of the scheme. The energy solution is focussed around PVs, yet the elevations and roof plans do not show their incorporation.

It is entirely feasible that a scheme of this size can achieve a minimum of 35% reduction in Co₂ onsite and could easily achieve much higher with more effort and a better understanding of the energy saving policies. Consequently, the following condition and S106 obligations are necessary to secure an improved approach to CO₂ reduction.

Prior to above ground works, a detailed energy assessments shall be submitted to and approved in writing by the Local Planning Authority. The energy assessment shall demonstrate how the development will achieve a zero carbon target through the application of the London Plan energy hierarchy, Be Clean, Be Lean and Be Green in combination with any offsite contribution. The assessment shall provide full details of the measures to be incorporated into the development and their impact on the baseline development (2013 building regulation compliance) in terms of energy (KwHr) and CO2 (KgCo2). The scheme shall demonstrate how the applicant has tried to achieve the full zero carbon onsite and to justify why a lower onsite saving is achieved if applicable.

The assessment shall provide full details of the plans and specifications of any low and zero carbon technology to be used including, for example, roof plans and elevations if PVs are selected.

Finally, the assessment shall clearly set out any shortfall in emissions below the zero carbon.

The development must proceed and be operated in accordance with the approved plans and specifications.

Reason:

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2

S106 - The S106 must include a schedule requiring the applicant to pay £1800 for every tCO2/annum that is below the zero carbon target.

Contaminated Land Officer

I have reviewed the following document:

Report Title: Phase 1 Contaminated Land Assessment; Ref: TB/CC/P19-1780/04; Dated: November 2019; Prepared by: Create Consulting Engineers Ltd.

The above report outlines a Phase 1 study of the site and provides a Preliminary Risk Assessment (PRA) and Conceptual Site Model (CSM), all of which is in accordance with the appropriate technical guidance.

The PRA indicates the site is currently considered to represent a general risk of low to moderate risk to end users. However the likelihood of asbestos being detected increases the risk to end users to moderate.

The CSM shows the site is situated above geological strata of the Boyn Hill Gravel Member which is defined as a Secondary A Aquifer. The report indicates the Environmental sensitivity of the ground water and surface water at the site is also considered to be at moderate risk.

The report outlined findings and observations which were recorded during a site walkover visit.

It was noted that the site was overgrown open land with no evidence of external elevations of the former Star public house. However, parts of a wooden floor were evident within the footprint of the former building. The floor boards had been removed in places to reveal a water filled void space which will require further investigation to establish area and depth details, including the source and chemical composition of the liquid captured within the sub-floor structure.

There was also evidence of fly tipped materials and waste products at the site which will also require inspection during the proposed investigation works which are outlined within the phase 1 report. Therefore if planning permission is granted, a contaminated land condition is required.

The application site falls within the Uxbridge Road Focus Area (FA), which is a zone identified by both the Greater London Authority (GLA) and London Borough of Hillingdon (LBH) as experiencing pollutant concentrations above the limit value to safeguard human health, with high density of population being exposed to such hazardous levels. GLA's mapping of annual mean levels of pollution for nitrogen dioxide are attached indicating areas likely to be above the limit value set to protect the public.

As per the London Plan and London Borough of Hillingdon Local Action Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

Given the location of the application site within a FA and in the absence of suitable mitigation measures that in a quantifiable manner would demonstrate the additional traffic emissions would be removed, a S106 contribution is required.

Therefore, a section 106 agreement with the LAP of £5,577 is to be paid for Hillingdon to deliver its air quality local action plan and/ or implement specific measures on/ along the road network affected by the proposal that reduce vehicle emissions and/ or reduce human exposure to pollution levels, assuming no local network congestion would be exacerbated by the proposal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within the Hillingdon Heath Local Centre as identified within the Hillingdon Local Plan.

Loss of Public House

Paragraph 92 of the NPPF states that in order to provide the social, recreational and cultural facilities and services the community needs, planning decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. The last known use of the site was as a public house falling into Use Class A3. The public house was demolished in 2013 and the site has remained vacant since then. The former public house was not listed as an asset of community value. It is considered that as no objections were previously raised to the loss of the public house use and given the number of years that the site has now remained vacant and boarded up with no viable Class A3 proposals being brought forward, no objections to the loss of the Class A3 use can reasonably be raised now.

Mixed Use Redevelopment

Paragraph 122 of the NPPF requires local planning authorities to support development that makes efficient use of land, taking into account the character of the area, local market conditions and the availability of infrastructure.

Paragraph 85 of the NPPF states planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

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

Table 3.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) identifies Hillingdon Heath as being a local centre which typically serve a localised catchment often mostly accessed by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services.

Policy H1 of the Local Plan: Part One (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Policy DMTC 3 of the Local Plan: Part Two (2020) notes the Council will protect and enhance the function of local centres and local shopping parades by retaining uses that support their continued viability and attractiveness to the locality they serve.

The application includes a commercial use at ground floor level measuring 112 sq.m which would fall into Use Classes A1-A4 or B1a. The commercial unit would contribute to the vitality and attractiveness of the parade which is a material consideration that weighs in favour of the development.

The proposed development would result in a net gain of 12 dwellings. National, regional and local planning policies encourage the effective use of previously developed land and there is therefore no in principle objection to the principle of a residential led re-development of the site, subject to the proposal satisfying other policies and development management criteria within the Local Plan. The development is considered to comply with Policies DMTC 3 of the Local Plan: Part Two (2020), Policy H1 of the Local Plan: Part One (November 2012), Policy 3.3 of the London Plan (2016) and the NPPF.

UNIT MIX

London Plan Policy 3.8 and the Mayor's Housing SPG promote housing choice and seek a balanced mix of unit types and sizes in new developments. In addition, London Plan Policy 3.11 accords priority to affordable family housing in residential development. Policy H4 of the Local Plan of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) provides that one and two bedroom development will be preferable in town centre locations.

The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account and provide a mix of housing units on site, in line with Policy DMH 2 of the Local Plan: Part Two (2020).

The proposal provides the following:

- 4 x 3 bedroom units;
- 3 x 2 bedroom units; and
- 5 x 1 bedroom units.

33% of the proposed units are family sized which is considered acceptable in this location and the proposal accords with Policy DMH 2 of the Local Plan: Part Two (2020).

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) requires developments to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has an 'urban' setting with a PTAL rating of 2.

According to the density matrix, the application should be within a density range of 55-145 u/ha or 200 - 450 hr/ha. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

The application has a density of 156 u/ha and 425 hr/ha which marginally exceeds the recommended guidance. However, given the site's context within a local centre and taking account of the planning history, the proposed density in this case is considered acceptable.

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

The application does not lie within an archaeological zone, conservation area nor are there listed buildings in the vicinity of the application site.

7.04 Airport safeguarding

Policy DMAV 1 of the Local Plan: Part Two (2020) notes that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the relevant airport operators on proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted. NATS and Heathrow Airport Safeguarding have been consulted on this application and no safeguarding objections have been raised to this application and as such the proposal would not be detrimental to the safe operation of any airport.

7.05 Impact on the green belt

The application does not fall within land that is designated as Green Belt. As such, the proposal would not impact the Green Belt.

7.07 Impact on the character & appearance of the area

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the draft London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth.

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of

adjoining sites and D) making adequate provision for refuse and recycling storage.

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

As noted earlier in this report, under Appeal ref: APP/R5510/W/17/3191619 (29-08-18), in dismissing the appeal, the Inspector noted that 'the appeal site, being a corner plot addresses two streets which are different in character. Marlborough Parade is commercial in character and supports a number of commercial units, some with residential above. The height and scale of buildings varies but most are three storey blocks with some extending to four storeys. Together with Uxbridge Road, which Marlborough Place adjoins, being a wide road and heavily trafficked, the area has a busy, urban and commercial character. Contrasting with this is Star Road which is a quieter area of domestically scaled residential properties. The urban grain is finer with mostly semi-detached properties that front both sides of the street creating a pleasant suburban sense of place.'

Following the receipt of the Inspector's decision, the applicant has engaged in pre-application discussions with Officers on a revised scheme. The resultant scheme has taken into account the Inspector's decision and Officer's comments. Under this application the proposal seeks to provide a building that addresses the character and context of the site. The amended proposal seeks to provide a 3-storey building with a set back fourth storey so the urban form is confined to Uxbridge Road. The proposal also provides a pair of semi-detached family dwellinghouses on Star Road to respond to the suburban character of Star Road.

In terms of the building lines, the building line of the semi detached houses are broadly consistent with the houses along the western side of Star Road. The block fronting Uxbridge Road would sit forward of the building line along Star Road by approximately 4.5m, however the part of the block closest to residential properties along Star Road is a single storey that provides undercroft car parking with communal amenity space above. This part of the development along Star Road would not dominate the streetscene along Star Road as previous schemes had.

The pair of semi detached dwellinghouses would be set off the side boundary with No. 1 Star Road by approximately 1m which is considered to accord with the character of the street scene and comply with Policy

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). These properties include off street car parking on their front gardens which is considered acceptable given that a review of the streetscene along Star Road suggests that many of the front gardens are used to provide off street car parking.

The Design Officer had raised concerns with regards to the fourth storey being flush along the western elevation. The western part of the building accommodates the core and it is set back from all other sides by a minimum of 2m and as such, officers consider that given the constraints of the site and the context of Uxbridge Road, a reason for refusal on this basis could not be sustained and the fourth storey element is, on balance, considered acceptable because it is set back from all other sides. Details of materials and finishes are required including details of the treatment of the flank elevations

The landscaping buffer in front of the blank elevation of the car parking area as well as the patterned brickwork is welcome, however more information is required to ensure that the landscape buffer is well maintained for the lifetime of the development.

Following the Design Officer's comments, the scheme was amended so the proposed balconies are recessed and not projecting. The amendments enhance the visual appearance of the proposal. Though further details of the external materials are required to ensure the development is of a high quality and it responds to the character and context of the area. The proposal provides a commercial unit along Star Road which would provide an active frontage along Marlborough Parade which is supported. The residential access to the flatted development would be off Star Road which is acceptable subject to further details of the proposed door, entrance canopy and lighting to ensure the residential entrance is legible and of a high quality and reflects the domestic nature of the use.

The proposed development is considered to overcome previous concerns raised with regards to the re-development of this site by providing a pair of semi detached dwellings on Star Road and reducing the height of the building as it turns the corner onto Star Road and as such the proposal accords with the requirements of Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so that they do not adversely affect their surroundings or the local character.

Policy DMHB 11 of the Local Plan: Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential dwellings that could be affected by the development are:

- Nos. 2-12 Butler Street to the west;
- No. 1 Star Road to the north; and
- Nos. 2-4 Star Road to the east.

Daylight and Sunlight

The submitted daylight and sunlight report confirms that the proposal would have no impact on the daylight levels for the windows on the rear elevation of No.1 Star Road to the north of the site.

To the east of the site, the flatted block at Nos. 2 to 8 and the houses at Nos. 10 and 12 Butler Street, given the separation distances involved, would satisfy BRE guidance.

To the east of the site, are a group of semi-detached houses with front windows with a view of the site and upper floor flats in Byron Parade which look onto the site which have been included within the assessment. The daylight and sunlight report found that the only instances where BRE guidance was breached involved a relatively minor drop in daylight levels to two windows on the nearest first floor flat in Byron Parade and also a fairly minor reduction in sunlight levels to front windows at Nos. 2 and 4 Star Road. These are considered relatively minor breaches of the guidance and overall the scheme would achieve appropriate daylight and sunlight levels for its neighbours.

Overshadowing

The report also confirms that all neighbouring amenity areas will continue to receive at least 2 hours of sunlight across 50% of the garden area in accordance with BRE guidance.

Privacy

The proposed semi detached dwellinghouses are situated approximately 23m from facing windows at Nos. 6-12 Butler Street and as such the proposal complies with the Local Plan in this regard. Whilst the front windows are situated within 11.5m of the windows on Nos 6-8 Star Road there is a road running between the site and the existing houses and this relationship is typical across the street. On this basis, the proposal is considered acceptable. However, it is noted the proposal includes a roof terrace that would provide communal amenity space for future residents that could result in overlooking. The applicant proposes to provide a 1.7m privacy screen to mitigate against overlooking into the amenity spaces of Butler Street. Soft screening is also proposed between the area of amenity space and the northern boundary facing on the gardens of Star Road to mitigate against direct overlooking to amenity spaces and habitable rooms of the detached dwellings. The proposal is acceptable in principle subject to detail being provided by way of a condition.

7.09 Living conditions for future occupiers

The provision of good quality housing is a key aspect of the London Plan and Local Plan housing policies. Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Policy DMHB 16 of the Local Plan: Part Two (2020) requires all housing development to have adequate provision of internal space in order to provide an appropriate living environment.

Table 3.3 of The London Plan (2016) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible.

Paragraph 5.40 within the Local Plan: Part Two (2020) states that the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.

The proposed units meet minimum space standards set out within Table 3.3 of the London Plan. Each unit is dual aspect.

It should be noted that the floor level of the roof terrace is approximately 1m lower than that of the flats facing it on the north elevation. This is important as it means there is not a problem of users of the terrace looking into windows of first floor flats facing the terrace, firstly due to the height and secondly due to the use of panels on the bottom half of the windows (which is conditioned).

The units fronting the roof terrace would also be provided with a buffer of 3m between the unit and the roof terrace to mitigate against direct overlooking into the habitable room windows. Details of the buffer is required by way of a condition.

AMENITY SPACE

Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. Based on the schedule of accommodation proposed, the applicant is required to provide 355 sq.m of private amenity space. The application proposes to provide 428 sq.m of amenity space of which 262 sq.m would be private amenity space provided in the form of rear gardens, balconies and private terraces and 166 sq.m would be communal amenity space. The proposal provides a policy compliant amount of amenity space across the development and the proposal is considered acceptable.

In terms of the quality of space, each unit would benefit from a balcony or rear garden. The proposed roof terrace would have a meaningful buffer between habitable room windows fronting the space and the terrace. Details of the proposed terrace including details of its management would be required by way of a condition to ensure it provides future residents with good quality amenity space. The proposal is considered to broadly comply with Policy DMHB 18 of the Local Plan: Part Two (2020).

PUBLIC OPEN SPACE

Policy DMCI 4 of the Local Plan: Part Two (2020) requires new major residential development to make provision for new open space or enhancements to existing open space which meets the needs of future occupiers of the development. Given the constraints of the site, the proposal cannot provide open space on site, therefore an off site contribution of £16,000 towards the enhancement of existing public open space in line with the requirements of Policy DMCI 4 of the Local Plan: Part Two (2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

In order to comply with the adopted parking standard, the maximum on-plot requirement for the 10 flats would demand up to 1-1.5 spaces per unit (totalling a maximum of 15 spaces) with up to 2 spaces for each of the new housing units totalling 4 spaces. Hence for the whole residential element, 19 spaces could normally be sought in order to adhere to the maximum standard. 12 are proposed which equates to an approximate 1:1 parking ratio. The retail aspect would demand several on-plot spaces but none are proposed.

Under the previously refused permission, a 1:1 residential parking ratio was in fact accepted with zero parking provision for a similar scale of retail. Furthermore, earlier 2015 application for 18 residential units refused partly on insufficient parking grounds under ref: 8057/APP/2014/3338, which was subsequently appealed and dismissed. The Inspector took the view that a provision of 11 on-plot parking spaces for 18 residential units was acceptable and would not result in any demonstrable harm to the local public highway. On the basis, the level of proposed provision for the residential with an absence of retail parking is considered acceptable.

The London Plan (2016) requires electric vehicle charging points (EVCPs) to be provided in line with standards for residential use which would equate to 20% for 'active' provision with a further 20% acting as 'passive' provision for future activation equating to 4-5 spaces in total.

The Highways Officer considers that this scale of development would be considered onerous to pursue the provision of the single 'active' space provision as it can be argued that an 'active' space would reduce 'real' on-plot parking provision as, in overall vehicle

percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially lower any secured on-plot parking provisions which are a key consideration when determining a planning application. However, as there is a strong move toward hybrid and fully electrified vehicles, it is considered more appropriate to encourage a 40% passive only provision resulting in 5 'passive' spaces. This would be secured via planning condition and 'active' provision would then evolve on a demand led basis. The scale of the commercial element does not demand a provision.

In terms of cycle parking, there is a requirement for a minimum provision of 1 secure and accessible space for each of the 1-2 bedroom units i.e. 8 out of the 10 flatted units with 2 spaces for each of the remaining 2 three bedroom flats & two 3 bedroom house units in order to conform to the adopted minimum borough cycle parking standard. This has been demonstrated and in fact exceeded by the respective provision of 26 spaces for the flats and 2 spaces for each 3 bedroom house unit. Four spaces for the commercial aspect have been indicated which is in conformity with the standard and is therefore considered acceptable.

The principle of creating several (3) new vehicular access points onto Star Road is considered acceptable in principle and would be subject to the Council's carriageway crossing dimension and construction standards with separate and detailed applications being made post-permission under a S184 of the Highways Act 1980 agreement (or suitable alternative arrangement) at the applicant's expense.

Refuse collection is expected to be undertaken via Star Road. The designs should comply with the Council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection and a maximum carrying distance from each dwelling not exceeding 30m. The applicant has demonstrated conformity to these parameters hence there are no further observations.

In terms of servicing, given the relatively small scale nature of the commercial outlet, there is no anticipated untoward highway burden expected with an estimated 2 'small van' deliveries per day.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 and DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

Design has been addressed in paragraph 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. The Metropolitan Police has commented on this application noting a meeting was held with the applicant and physical measures have been incorporated that design out crime. A secured by design condition has been recommended and therefore the proposal is considered to accord with Policy 7.13 of the London Plan.

7.12 Disabled access

London Plan Policy 3.8 and the London Housing SPG together promote accessible design, whilst advocating a flexible approach on small scale developments. The Housing SPG clarifies that Policy 3.8 should be applied flexibly to ensure that residential or mixed

use development is deliverable and notes that a lift may cause practical difficulties for small scale developments (where the depth and width of a plot and height restrictions may inhibit the overall floorplate and massing).

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design.

In this case, the proposal includes one wheelchair accessible lift to access the residential units on the upper floors. The Council's Access Officer advises that ideally, two lifts should be provided in case of breakdown. However, two wheelchair accessible lifts could not reasonably or practically be provided within the building due to the limited floorspace available. It is also to be noted that Policy DMHB 16 of the Local Plan: Part Two requires 10% of new units to provide a unit that meets M4(3) standards. Following the receipt of the Access Officer's comments, the scheme has been amended so that the dwelling houses could accommodate all living accommodation at ground floor level if required. On the basis that the application provides step free access to all floors of the flatted development and that the family dwelling houses could be adapted to provide all living accommodation at ground floor level, it is considered that this proposal incorporates the principles of inclusive design and on this basis, it is considered acceptable.

7.13 Provision of affordable & special needs housing

Policy 3.12 of the London Plan (2016) states that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes.

Policy H4 of the Intend to Publish Version of the London Plan (2019) sets a strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable and advises of specific measures to achieve this aim. It states that affordable housing should be provided on site and that affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Policy H5 of the Intend to Publish Version of the London Plan (2019) establishes the threshold approach to applications, and that where the development does not fall within a specific category, the threshold level of affordable housing on gross residential development is initially set at a minimum of 35 per cent.

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units, to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Local Plan: Part Two (2020) requires major residential developments to maximise the delivery of affordable housing on site. A minimum of 35% of all new homes should be delivered as affordable housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate.

The applicant has provided a Financial Viability Appraisal with the application which has been reviewed by an Independent Surveyor appointed by the Council. During the course of the application, the applicant provided further detail in respect of the division of floor area. The applicant also provided a cost plan which relates directly to the scheme being proposed. On this basis and reflecting the full cost of undercroft parking, an independent review of the financial viability assessment indicates that the scheme cannot support the provision of affordable housing or a payment in lieu. This position is consistent with

previous appeal decisions for residential led developments at this site where Inspectors have accepted similar proposals would not be able to provide an onsite or offsite contribution towards affordable housing. The conclusion of the viability report is, on balance, considered acceptable subject to a review mechanism as a clause within the Section 106 legal agreement.

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy 3.5 of the London Plan (March 2016) requires that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces.

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The Trees and Landscaping Officer has observed that the site is relatively level, with no remaining vegetation visible. No trees, or other landscape features of merit, will be affected by the development. The current application seeks to develop a four-storey block of flats at the junction, with two two-storey houses to the north. Some soft landscape is proposed along the street frontage and at first floor level. Large balconies and a living (green) roof are proposed to mitigate the limited opportunities for landscaped amenity space. A landscaping condition has been recommended to ensure landscaping buffers and proposed planting is suitable and appropriately managed.

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by amongst other measures, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

The proposed roof plan includes a green roof. Details of the proposed green roof would be required by way of a condition including a maintenance schedule to ensure it is delivered and appropriately managed for the lifetime of the development. If recommended

for approval, a landscaping scheme would be secured by condition and would ensure that the proposal includes soft landscaping and improved green infrastructure provision to the benefit of biodiversity. Subject to this condition, the proposed development would not be contrary to Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and the NPPF (February 2019).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The highways officer has reviewed the waste management and recycling arrangements and considers the proposal is acceptable. Whilst there is no specific off street servicing arrangements proposed for the commercial unit, given its modest scale and the nature of Marlborough Parade, it is considered the proposal would not result in an adverse impact to local traffic flows or highways safety and it could be managed sustainably.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

Be lean: use less energy

Be clean: supply energy efficiently

Be green: use renewable energy

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The Sustainability Officer has considered the merits of the proposal and advises that the submitted energy strategy for the proposed development is not adequate. Firstly, the energy report identifies the onsite target is a 35% reduction in CO2 with the shortfall from the zero carbon requirement to be payable in an offset contribution. The officer notes that this approach is incorrect as the development target is zero carbon with a minimum onsite saving of 35%. The applicants should therefore endeavour to get as close to zero carbon onsite before seeking an offsite contribution to make up for the shortfall.

The officer goes on to advise that in this instance, the applicant appears to have aspired to achieve only a 35% onsite reduction through minimal be lean (energy efficiency measures) and be green (low/zero carbon technology) measures. Furthermore, there appears to be no linkage between the 'be green' energy solutions and the actual design of

the scheme. The energy solution is focused around PVs, yet the elevations and roof plans do not show their incorporation. The Sustainability Officer considers it is entirely feasible that a scheme of this size can achieve a minimum of 35% reduction in Co2 onsite and could easily achieve a much higher reduction with more effort and a better understanding of the energy saving policies. Consequently, the officer recommends a planning condition and a clause within the Section 106 legal agreement to be necessary to secure an improved approach to CO2 reduction. This forms part of the officer recommendation.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The Flood and Water Management Officer has raised no objection to the proposed development subject to the applicant providing further details by way of a SuDs condition to confirm the detail. It is expected that all green space will be maximised for integration in the drainage to minimise the need for a tanked system below the ground level car park.

7.18 Noise or Air Quality Issues

Noise

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

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

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The proposal seeks to provide noise sensitive development above a commercial unit on a local parade. To mitigate against the future noise causing noise and disturbance to future

residents, a condition is attached that limits the opening hours of the commercial unit and ensures noise mitigation measures and sound insulation is provided in line with good acoustic design principles.

Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Council's EPU (Air Quality) Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to air quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- Include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- Actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The application site falls within the Uxbridge Road Focus Area (FA), which is a zone identified by both the Greater London Authority (GLA) and London Borough of Hillingdon (LBH) as experiencing pollutant concentrations above the limit value to safeguard human health, with high density of population being exposed to such hazardous levels.

As per the London Plan and London Borough of Hillingdon Local Action Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

Given the location of the application site within a FA and in the absence of suitable mitigation measures that in a quantifiable manner would demonstrate the additional traffic emissions would be removed, a S106 contribution is required. Therefore, a section 106 agreement with a contribution of £5,577 is required to be paid to enable Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal in order to reduce vehicle emissions and or reduce human exposure to pollution levels, assuming no local network congestion would be exacerbated by the proposal. Subject to the inclusion of the clause within the legal agreement, the Air Quality Officer has raised no objection to this application.

7.19 Comments on Public Consultations

Consultation comments and objections have been addressed within the main body of the report.

7.20 Planning obligations

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

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

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

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

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);
2. Parking Permit exclusion clause for all future residents
3. Affordable Housing review mechanism;
4. Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances.
5. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £5,577;
6. Carbon Fund: a contribution for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO₂/annum that is below the zero carbon target);
7. Open Space Contribution of £16,000; and
8. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Community Infrastructure Levy

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

payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Enquiries were made to planning enforcement when the pre-existing building was demolished. However, there were no ground for planning enforcement to initiate formal planning enforcement proceedings and the case was closed. There are no outstanding enforcement enquiries on this land.

7.22 Other Issues

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The applicant has provided a Phase 1 study of the site and provides a Preliminary Risk Assessment (PRA) and Conceptual Site Model (CSM), all of which is in accordance with the appropriate technical guidance. The PRA indicates the site is currently considered to represent a general risk of low to moderate risk to end users. However the likelihood of asbestos being detected increases the risk to end users to moderate. The CSM shows the site is situated above geological strata of the Boyn Hill Gravel Member which is defined as a Secondary A Aquifer. The report indicates the Environmental sensitivity of the ground water and surface water at the site is also considered to be at moderate risk.

The report outlined findings and observations which were recorded during a site walkover visit. It was noted that the site was overgrown open land with no evidence of external elevations of the former Star public house. However, parts of a wooden floor were evident within the footprint of the former building. The floor boards had been removed in places to reveal a water filled void space which will require further investigation to establish area and depth details, including the source and chemical composition of the liquid captured within the sub-floor structure.

There was also evidence of fly tipped materials and waste products at the site which will also require inspection during the proposed investigation works which are outlined within the phase 1 report. Therefore, a contaminated land condition is required to ensure all the necessary remedial works are implemented, prior to commencement of development.

Fire Safety

Policy D12 (Fire safety) of the Intend to Publish of the London Plan (2019) states that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard an Outline Fire Strategy has been submitted as part of the application. It is considered that a condition should be added to any permission to secure the implementation of a Fire Strategy for all parts of the development in accordance with draft Policy D12 (Fire safety) of the London Plan - Intend to Publish (2019).

8. Observations of the Borough Solicitor

General

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

accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposal seeks to provide a residential led mixed use development of the site. The proposal provides a commercial use along Marlborough Parade which contributes to the

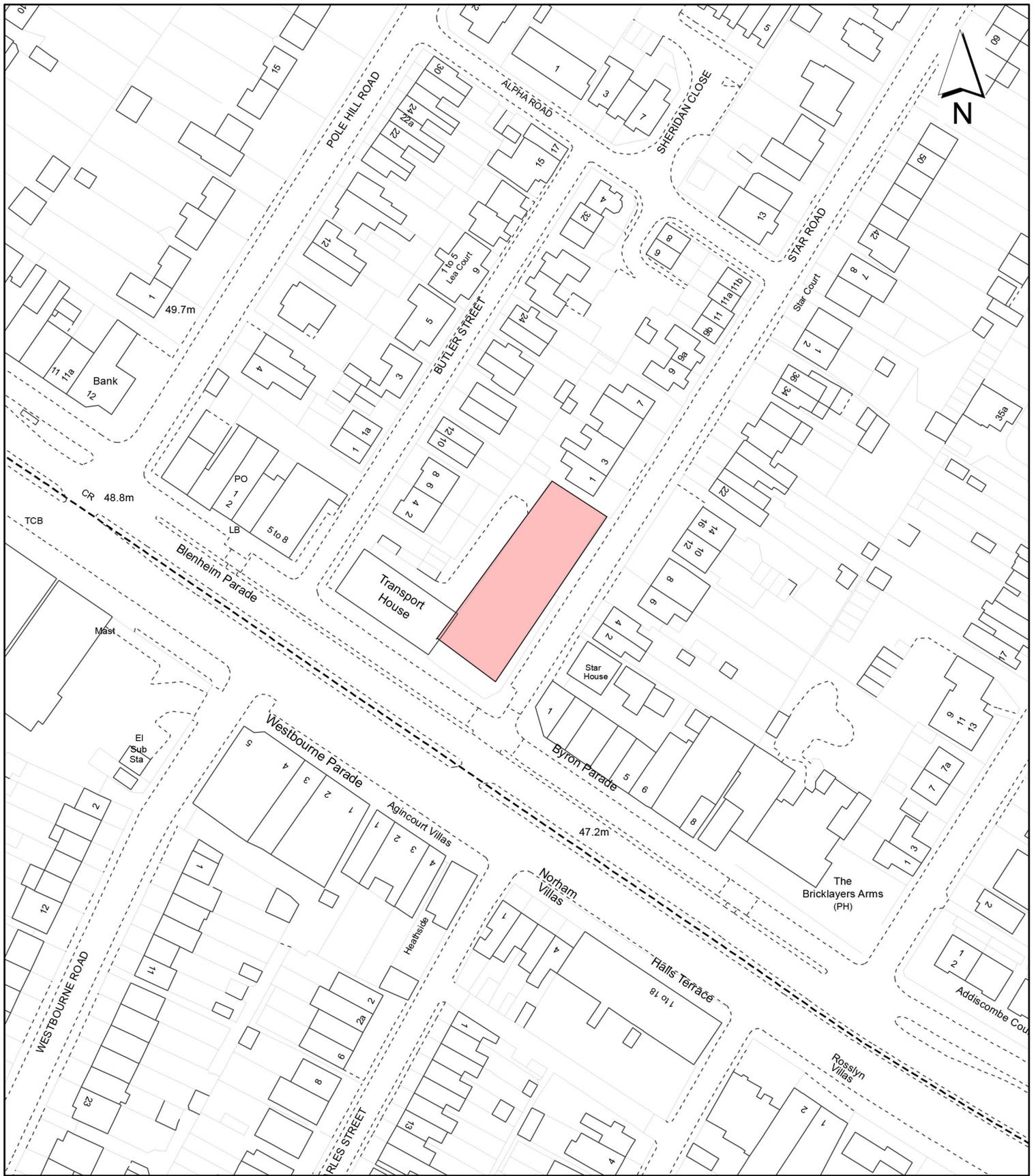
vitality of the area and it provides a net addition of 12 dwellings that contribute to do housing supply in the Borough. The proposed development, due to its layout which breaks up the urban form along Uxbridge Road and the suburban form along Star Road responds to the context of the area and it overcomes previous reasons for refusal. The proposal is considered to be a sustainable development and the application is recommended for approval subject to condition and a Section 106 legal agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)
Hillingdon Local Plan: Part 2 Development Management Policies (2020)
Hillingdon Local Plan: Policies Map (2020)
London Plan (2016)
London Plan Intend to Publish (2019)
National Planning Policy Framework (2019)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**The Former Star PH
 Corner of Start Road and Uxbridge Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
8057/APP/2019/3861

Scale:
1:1,250

Planning Committee:
Major Page 86

Date:
July 2020



Item No.	Report of the Head of Planning, Transportation and Regeneration	
Address	LONDON BOROUGH OF HOUNSLOW OUTBOROUGH MIDDLESEX	
Development:	Out of Borough Consultation by L B Hounslow: Site: Unit 5, Bulls Bridge Industrial Estate, Hayes, Proposals: Change of use from A1 (non-food) retail to open A1 (including food) retail, subdivision of the existing unit to form two A1 retail units, car park reconfiguration, external alterations and associated works (LB Hounslow ref: P/2019/3227)	
LBH Ref Nos:	39705/APP/2020/1560	
Drawing Nos:	Highway Response to London Borough of Hounslow Comments December 2019 Travel Plan Transport Assessment Preliminary Ecological Appraisal Report February 2019 Planning & Retail Statement Energy and Sustainability Statement Revision B July 2019 Design & Access Statement September 2019 Car Park Lighting Report DWG 00 Site Lighting Layout - LiAS Design Notes & Luminaire Schedule 6001 Rev B Proposed Drainage GA 1249 Landscaping Plan SK20 Existing & Proposed Section SK19 Existing South & West Elevations SK18 Existing North & East Elevations SK13 Rev A Location Plan SK14 Rev A Block Plan SK02 Rev H Proposed Floor Plans SK04 Rev M Proposed Site Plan SK17 Existing Roof Plan SK07 Proposed South & West Elevations SK12 SK12 Proposed Roof SK15 Existing Ground Floor SK16 Existing First Floor Plan SK06 Rev D Proposed North & East Elevations	
Date Plans Recieved:	14/05/2020	Date(s) of Amendment(s):
Date Application Valid:	20/05/2020	

1. SUMMARY

The LB Hillingdon has been consulted by the London Borough of Hounslow on a planning application located very close to the Borough Boundary, whilst the site is not in the borough, the proposal has the potential to impact the LB Hillingdon. The application is for the change of use from A1 (non-food) retail to open A1 (including food) retail, subdivision of the existing unit to form two A1 retail units, car park reconfiguration, external alterations and associated works at Unit 5 (Former Toys R Us), Bulls Bridge Industrial Estate, Hayes Road, Southall, UB2 5LN.

The Highways Engineer has no objection subject to a contribution towards Transport for London (TfL) improvement works to Bulls Bridge roundabout. Subject to suitable Travel Plan targets to counteract the impact of the development on air quality, the Environmental Specialist Team has no objection to the proposed development.

The proposal would not impact on the residential amenity of Hillingdon residents or on the character and appearance of the London Borough of Hillingdon.

However, the Council's Planning Policy Team objects to the proposed development on the basis of an inadequate sequential test and impact assessment, including the failure to assess the impact of Covid 19. It is considered that the proposal does not demonstrate that there are no other sites available in sequentially preferable locations, and that the proposed development would not have a detrimental impact on the vitality and viability of Hayes and Hayes East town centres.

For the reasons outlined below, the proposal is not considered to comply with Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMTC 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policy SD7 of the London Plan (Intend to Publish version 2019) and the National Planning Policy Framework (2019). As such, it is recommended that an objection be raised to the application.

2. RECOMMENDATION

OBJECTION:

The London Borough of Hillingdon objects to the proposal, by virtue of an inadequate sequential test and impact assessment, including the failure to assess the impact of Covid 19, fails to demonstrate that there are not sites available in sequentially preferable locations, and that the proposed development would not have a detrimental impact on the vitality and viability of Hayes and Hayes East town centres. The judgement within the applicants submission that only a modest proportion of turnover would be lost cannot be seen to be sound if local circumstances are not understood, as this judgement is relative to the health of the town centre and its shops. The proposal is therefore contrary to Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMTC 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policy SD7 of the London Plan (Intend to Publish version 2019) and the National Planning Policy Framework (2019).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the London Borough of Hounslow and comprises a retail unit (Former Toys R Us) within the Bulls Bridge Industrial Estate, located on the northern side of Hayes Road. The site is accessed from a service road off of Hayes Road. A Tesco Superstore, car park and Tesco petrol station are located to the west of the application site. Industrial units are located to the north and east of the site. Bulls Bridge Docks and the Grand Union Canal are located north of the site. Industrial and commercial units are located to the south, in the opposite side of Hayes Road.

The application site is located over 340m away from the boundary of the London Borough of Hillingdon.

3.2 Proposed Scheme

The application is to provide observations on a planning application submitted to London Borough of Hounslow. Planning permission is sought for the change of use of an existing A1 (non-food) retail unit to an open A1 (including food) retail use along with the subdivision of the existing unit to form two A1 retail units, reconfiguration of the car park, external alterations and associated works.

3.3 Relevant Planning History

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan (from 6th April 2020)

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

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

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

1.3 The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

1.4 Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

1.6 The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to

policies that would address the concerns raised, these would also be considered.

1.7 More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.E5 (2012) Town and Local Centres

Part 2 Policies:

LPP 2.13 (2016) Opportunity Areas and Intensification Areas

LPP 2.15 (2016) Town Centres

SA 22 Chailey Industrial Estate, Pump Lane, Hayes

DMEI 14 Air Quality

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

DMTC 1 Town Centre Development

NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy

NPPF- 7 NPPF-7 2018 - Ensuring the vitality of town centres

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Cadent and National Grid:

With regards to this enquiry we may be affected. The main concern is the traffic that will be coming over the high pressure pipeline. Can I ask that your client (applicant) submits a plant protection enquiry through the Cadent website so I can look more in depth at the plans and get in contact with them

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Affected Apparatus

The apparatus that has been identified as being in the vicinity of your proposed works is:

- High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment
- Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).

BEFORE carrying out any work you must:

- Ensure that no works are undertaken in the vicinity of our gas pipelines and that no heavy plant, machinery or vehicles cross the route of the pipeline until detailed consultation has taken place.
- Carefully read these requirements including the attached guidance documents and maps showing the location of apparatus.
- Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.
- Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 - 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>
- In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.

GUIDANCE

High Pressure Gas Pipelines Guidance:

If working in the vicinity of a high pressure gas pipeline the following document must be followed: 'Specification for Safe Working in the Vicinity of Cadent and/or National Grid High Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties' (SSW22). This can be obtained from: <http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968>

Dial Before You Dig Pipelines Guidance:

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33969>

Excavating Safely - Avoiding injury when working near gas pipes:

http://www.nationalgrid.com/NR/rdonlyres/2D2EEA97-B213-459C-9A26-18361C6E0B0D/25249/Digsafe_leaflet3e2finalamends061207.pdf

Standard Guidance

Essential Guidance document:

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>

General Guidance document:

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103>

Excavating Safely in the vicinity of gas pipes guidance (Credit card):

<http://www.nationalgrid.com/NR/rdonlyres/A3D37677-6641-476C-9DDA-E89949052829/44257/ExcavatingSafelyCreditCard.pdf>

Excavating Safely in the vicinity of electricity cables guidance (Credit card):

<http://www.nationalgrid.com/NR/rdonlyres/35DDEC6D-D754-4BA5-AF3C-D607D05A25C2/44858/ExcavatingSafelyCreditCardelectricitycables.pdf>

Copies of all the Guidance Documents can also be downloaded from the National Grid and Cadent websites.

Internal Consultees

Environmental Specialist Team:

Whilst the development is outside of the LB Hillingdon, it is clear from the catchment zone map in the Transport Assessment that the proposal could impact upon roads within the borough such as through Hayes and the routes to the M4. It should be noted that both Hayes and the M4 corridor are identified as Air Quality Focus Areas, these are areas where pollution levels are already elevated and improvements to air quality are required.

It is noted that a Travel Plan will be developed; the targets set within the Travel Plan should be set

at a level which takes into account the sensitivity of the surrounding area.

The proposal to install rapid chargers is fully supported.

Flood and Water Management Officer:

I have no comments to make. Any drainage comments will be made by the Lead Local Flood Authority (LLFA) for Hounslow.

Highways:

The application site is currently occupied by a vacant use class A1 retail unit situated within the Bulls Bridge Industrial Estate. This estate currently hosts a busy Tesco Extra superstore and the Western International Market as well as other commercial/industrial units. The key highway concern for this development would be the net uplift in vehicular trips over and above the extant use. The applicant highlights that many of the car trips to the proposal would be trips linked with the surrounding retail uses, transferred trips from nearby food stores, or diverted/pass-by trips. Few would be new vehicular trips not already on the wider road network. The Highway Authority accepts this rationale.

The Highway Development Management Team is aware of Transport for London proposals to transform the Bulls Bridge roundabout into a place characterised by the ten Healthy Streets indicators. The Highway Development Management Team recommends that the Planning Authority confirms that LB Hounslow will, on behalf of Transport for London seek a contribution to towards these works thereby encouraging and enabling more people to travel to the proposal by walking and cycling. There are no principle highway objections to this development.

Planning Policy Team:

Sequential Test

Officers would agree with the conclusion reached in the pre-application response that a sequential test is required. The sequential test guides main town centre uses towards town centres and supports the viability and vitality of town centres by placing existing them foremost in decision-taking. Centring new retail development in and near main town centres allows customers to undertake linked trips with existing main town centre uses, which serves to reinforce the vitality and viability of the existing centre. Furthermore, as town centres are the most readily accessible locations by public transport, cycling and walking, locating new main town centre uses in these locations reduces the need for people to travel by private vehicle. This second point is particularly pertinent considering that both the London Borough of Hounslow and this part of the London Borough of Hillingdon are covered by Air Quality Management Areas.

Discussions around the parameters of the sequential test have presumably already been had between the applicant and the determining local planning authority. Officers would however make the following comments for consideration:

- It is not clear what the quantitative need for new A1 food retail in this location. Without this information, if a sequentially preferable site was found, it is not clear whether this alone would be sufficient to meet the quantitative need for new A1 food retail (if a surplus does exist).
- In regards to the catchment area, it would be useful to have more tangible evidence that consumers would not travel more than 7 minutes to utilise the store.
- In regards to flexibility, the requirement for a 0.75ha site does not seem flexible considering the proposed site of the scheme is 0.76ha and is a relatively low density building. It is not considered that flexibility in the format and scale of the proposal has been exercised. The applicant has a track record of delivering schemes within more constrained parameters than those in Paragraph 7.17 of the Planning and Retail Statement (For Example: <http://www.richmondroad.lidl.co.uk/the-proposed-development/>)
- Reference is also repeatedly made to there being no sites within or on the edge of the following centres. However Paragraph 87 of the NPPF (2019) is clear that when considering out of centre

proposals, preference should also be given to accessible sites where they are well connected to the town centre. Therefore the sequential test also needs to consider whether there are out of town centre locations which are more accessible and better connected to the town centre than the proposed location.

In regards to the results of the sequential test that has been undertaken, it is not clear how allocated sites with the London Borough of Hillingdon Local Plan: Part 2 - Site Allocations & Designations document (2020) have been taken into account. For example, Policy SA 22: Chailey Industrial Estate, Pump Lane, Hayes allocates land (identified as Site B) for residential and retail redevelopment. The site is an edge of centre location (>300m of the Hayes Primary Shopping Area) and is 0.8ha. Whilst the site is currently occupied by a Matalan Store, there is nothing to suggest the redevelopment of the store for alternative uses would be impossible within a reasonable period of time. There is no evidence that the landowner of this site has been approached, despite them outlining that the site is developable during the Local Plan process.

Officers consider that the sequential test is currently insufficient and therefore it cannot be demonstrated that there are not available sites in sequentially preferable locations.

Impact Assessment

Officers would agree with the conclusion reached in the pre-application response that an impact assessment is required. The London Borough of Hillingdon has its own locally set floor space threshold of 200m² for A1 Retail outside of town centres. The purpose of test is to consider the impact over time of the proposal on town centre vitality and viability. Considering first the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal (Part A of Paragraph 89 of the NPPF (2019)), the applicant has stated that they are not aware of any investment in Hayes District Centre beyond infrastructure investment. However the area has been designated as an Opportunity Area in the Intend to Publish Version of the London Plan (2019) and there a significant number of large strategic sites that have been allocated for mixed use redevelopment, which will invariably include a modest quantum of new A1 food retail floor space in sequentially preferable locations to the existing site. The applicant should therefore revisit this area of the impact assessment.

The applicant has tried to establish the state of existing centres and undertaken their own health check assessments, which are stated to include a site visit in March 2019 for both Hayes District Centre and Hayes East Minor Centre. Whilst a summary table of the site visit has been provided, the full surveys have not been. These summary tables indicate that there was only 1 vacant unit in Hayes and 2 vacant units in Hayes East town centres when they were undertaken. This would appear to be a highly improbable scenario and a notable underestimate of the amount of vacant units within these town centres at this time. The London Borough of Hillingdon undertakes its own health check assessments, most recently in October 2019, which indicated that there were 9 vacant units in Hayes and 14 vacant units in Hayes East town centres. It is also noted that commercial rent figures have not been attained for either town centre. Officers therefore have concerns about the validity of the health check assessments that have been undertaken and the conclusion that these town centres are performing well with regards to the assessment criteria. As stated within the National Planning Practice Guidance, a judgement as to whether the likely adverse impacts are significant can only be reached if local circumstances are understood.

As outlined within the evidence underpinning the Government's new High Street Task Force, it is widely understood that high streets nationally have been under challenge. Whilst the fall in high street footfall has been felt to varying degrees across the country, the studies omissions of any tangible assessment of changing footfall within either Hayes or Hayes East is also a concern. Furthermore, as the statement was published in September 2019, it would not have been aware of the impact of the COVID-19 pandemic on existing high streets. The High Street Task Force has described this as an existential threat to the high street and the Bank of England has warned that the UK economy is heading towards its sharpest recession on record, with consumers likely to

remain cautious even after lockdown restrictions are removed. It is clear that this event cannot be ignored and is likely to have a profound impact on high streets further still, for which Hayes and Hayes East will not be immune.

It is therefore imperative that the retail impact assessment is revisited with these issues in mind, so that an accurate representation is created of how vulnerable these town centres are to new out of centre proposals.

Notwithstanding the above, in terms of the assessment that has been done, Officers would like to make the following comments for consideration:

- It is not considered that an inflow assumption of 15% is warranted to represent 'pass-by trade which come from shoppers not normally resident within the catchment area, including taking into account the net inflow of workers to the significant employment areas located within and on the edge of the catchment.' In the absence of this out of centre proposal, this expenditure is more likely to be spent within the stated town centres and therefore improve their vitality and viability.
- In terms of the Hayes District Centre, the conclusion that 10.5% of Sainsbury's superstore turnover would be lost is considered to be significant. We would request that direct consultation is made with them to obtain a view as to whether they consider this to be a significant forecast loss.
- In regards to both centres, the judgement that only a modest proportion of turnover would be lost cannot be seen to be sound if local circumstances are not understood, as this judgement is relative to the health of the town centre and its shops.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMTC 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals for 'main town centre uses' in out of centre locations will be required to use a sequential test to demonstrate that there are no available or suitable sites in a town centre, and to carry out an impact assessment in order to consider the impact of the development on the vitality and viability of existing town centres. This is supported by Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). Paragraph 87 of the National Planning Policy Framework (NPPF) (2019) states that when considering out of centre proposals, preference should also be given to accessible sites where they are well connected to the town centre. London Plan Policy SD6 of the Intend to publish version (2019) re-affirms the '...town centre first approach, discouraging out-of centre development of main town centre uses..'

The sequential test guides main town centre uses towards town centres and supports the viability and vitality of town centres by placing them foremost in decision-taking. Centring new retail development in and near main town centres allows customers to undertake linked trips with existing main town centre uses, which serves to reinforce the vitality and viability of the existing centre. Furthermore, as town centres are the most readily accessible locations by public transport, cycling and walking, locating new main town centre uses in these locations reduces the need for people to travel by private vehicle.

The Council has assessed the sequential test and impact assessment of the proposed development, and has raised a number of concerns.

From the information submitted, it is not clear what the quantitative need for new A1 food retail is in this location. Without this information, if a sequentially preferable site was found, it is not clear whether this alone would be sufficient to meet the quantitative need for new A1 food retail (if a surplus does exist). Also flexibility in the format and scale of the proposal does not appear to have been fully considered, nor has the sequential test considered whether there are out of town centre locations which are more accessible and

better connected to the town centre than the proposed location.

In addition, from the results of the sequential test, allocated sites with the London Borough of Hillingdon Local Plan: Part Two - Site Allocations & Designations (January 2020) do not appear to have been taken into account, despite land being identified for residential and retail redevelopment. An example would be Policy SA 22: Chailey Industrial Estate, Pump Lane, Hayes; this is an eight hectare edge of centre location (<300m of the Hayes Primary Shopping Area) which is currently occupied by a Matalan Store. There is no evidence that the landowner of this site has been approached, despite them outlining that the site is developable during the Local Plan process.

The Council considers that the sequential test is currently insufficient and therefore it cannot be demonstrated that there are not available sites in sequentially preferable locations.

The purpose of the impact assessment is to consider the impact over time of the proposed development on town centre vitality and viability. When considering the impact of the proposed development on existing, committed and planned public and private investment in centres in the catchment area of the proposal, as required by Part A of Paragraph 89 of the National Planning Policy Framework (NPPF) (2019), the applicant has stated that they are not aware of any investment in Hayes District Centre beyond infrastructure investment. However, the area has been designated as an Opportunity Area in the Intend to Publish Version of the London Plan (2019) and there is a significant number of large strategic sites that have been allocated for mixed use redevelopment, which will invariably include a modest quantum of new A1 food retail floor space in sequentially preferable locations to the existing application site. Therefore, it is considered that the applicant should revisit this area of the impact assessment, in order to fully take into account the wider catchment area of the proposal.

The March 2019 health check assessments carried out by the applicant for Hayes District Centre and Hayes East Minor Centre indicate that there was only 1 vacant unit in Hayes and 2 vacant units in Hayes East town centres. However, this would appear to be a highly improbable scenario and a notable underestimate of the amount of vacant units within these town centres at this time, as the London Borough of Hillingdon's own health check assessments in October 2019 indicated that there were 9 vacant units in Hayes and 14 vacant units in Hayes East town centres. It is also noted that commercial rent figures have not been attained for either town centre. Therefore there are concerns about the validity of the health check assessments undertaken by the applicant and the conclusion that these town centres are performing well with regards to the assessment criteria. As stated within the National Planning Practice Guidance, a judgement as to whether the likely adverse impacts are significant can only be reached if local circumstances are understood.

In assessing the impact assessment, it is not consider that an inflow assumption of 15% is warranted to represent 'pass-by trade which come from shoppers not normally resident within the catchment area, including taking into account the net inflow of workers to the significant employment areas located within and on the edge of the catchment'; in the absence of this out of centre proposal, this expenditure is more likely to be spent within the stated town centres and therefore improve their vitality and viability. Additionally, the impact assessment's conclusion that 10.5% of Sainsbury's superstore turnover would be lost is considered to be significant in terms of the Hayes District Centre and is considered to be a significant forecast loss. In regards to both the Hayes District Centre and the Hayes East Minor Centre, the judgement that only a modest proportion of turnover would be lost cannot be seen to be sound if local circumstances are not understood, as this judgement is relative to the health of the town centre and its shops.

Nationally the Government's new High Street Task Force has evidence that high streets have been challenged by a fall in footfall to varying degrees across the country; the submitted impact assessment does not include any tangible assessment of changing footfall within either Hayes or Hayes East, which is a concern.

In addition, since the impact assessment was published in September 2019, it would not have been aware of the impact of the COVID-19 pandemic on existing high streets. The High Street Task Force has described this as an existential threat to the high street and the Bank of England has warned that the UK economy is heading towards its sharpest recession on record, with consumers likely to remain cautious even after lockdown restrictions are removed. It is clear that this event cannot be ignored and is likely to have a profound impact on high streets further still, for which Hayes and Hayes East will not be immune. The impact assessment would need to be revised in regards to current national circumstances in order for an accurate representation of the vulnerability of Hayes and Hayes East town centres to new out of centre proposals.

Therefore, it is considered that the impact assessment has not fully taken into account local and national circumstances, and so fails to demonstrate that the proposed 'out of town' proposal would not have a detrimental impact on the vitality and viability of Hayes and Hayes East town centres.

The proposal is therefore contrary to Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMTC 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), London Plan Policy SD6 of the Intend to publish version (2019) and the National Planning Policy Framework (2019).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that developments provide safe and efficient vehicular access to the highway network and do not contribute to the deterioration of local amenity or safety of all road users and residents.

The application site is located 264m east from the junction of Hayes Road/The Parkway (A312)/North Hyde Road (Bulls Bridge roundabout).

The Council's Highways Engineer has assessed the proposal; there is no objection in principle, given that the net uplift in vehicular trips would be mainly vehicular trips already on the wider road network, such as trips linked with the surrounding retail uses, transferred trips from nearby food stores, or diverted/pass-by trips, rather than new vehicular trips.

The Council's Highway Development Management Team is aware of Transport for London (TfL) proposals to transform the Bulls Bridge roundabout into a place characterised by the ten Healthy Streets indicators. It is therefore recommended that any planning approval includes a contribution towards these TfL improvement works, in order to encourage and enable more people to travel to the proposal by walking and cycling.

Subject to this contribution toward improving Bulls Bridge roundabout, the proposal is considered to be in accordance with Policy DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

The proposed development is located within a site that benefits from a large car park. Given the significant distance of the application site from the borough boundary and the barrier created by The Parkway (A312), it is considered that the reconfiguration of the car park, the sub-division of the existing retail unit and the associated change of retail use,

would not impact on parking within the London Borough of Hillingdon.

7.18 Noise or Air Quality Issues

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to ensure that developments do not cause deterioration in the local air quality levels and to protect existing and new sensitive receptors. Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that developments should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants, and should include sufficient mitigation to prevent unacceptable risk from air pollution to existing and new sensitive receptors whilst actively contributing to the improvement of air quality.

The Council's Environmental Specialist Team has assessed the proposal and considers that whilst the development is outside of the London Borough of Hillingdon, it is clear from the catchment zone map in the submitted Transport Assessment that the proposal could impact upon roads within the borough such as those roads through Hayes and the routes to the M4. As both Hayes and the M4 corridor are identified as Air Quality Focus Areas, these are areas where pollution levels are already elevated and improvements to air quality are required.

It is noted that a Travel Plan will be developed; the targets set within the Travel Plan should be set at a level which takes into account the sensitivity of the surrounding area.

The proposal to install rapid chargers is fully supported.

Subject to suitable Travel Plan targets to counteract the impact of the development on air quality, the proposal would accord with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

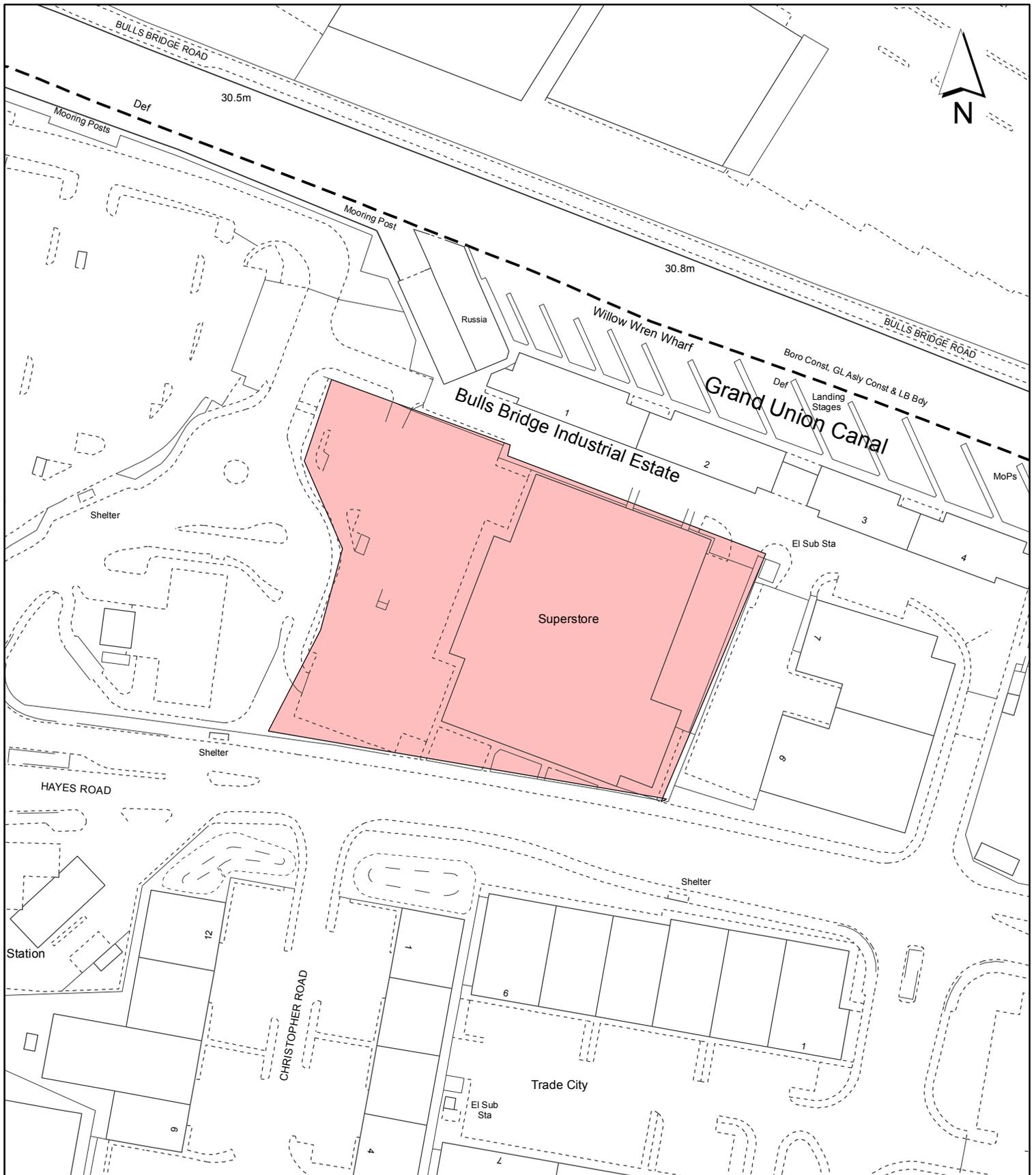
10. CONCLUSION

This application seeks planning permission for the change of use from A1 (non-food) retail to open A1 (including food) retail, subdivision of the existing unit to form two A1 retail units, car park reconfiguration, external alterations and associated works at Unit 5 (Former Toys R Us), Bulls Bridge Industrial Estate, Hayes Road, Southall, UB2 5LN. The site is located outside the jurisdiction of the London Borough of Hillingdon however the Council has been consulted.

In conclusion, given the reasons outlined in this report, objection is raised on the basis of an inadequate sequential test and impact assessment, including the failure to assess the impact of Covid 19. The proposal is therefore contrary to Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMTC 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), London Plan Policy SD6 of the Intend to publish version (2019) and the National Planning Policy Framework (2019).

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

Site boundary

For identification purposes only.
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Site Address:

**Out of Borough consultation;
 Unit 5 Bulls Bridge Industrial Estate,
 Hayes**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

39705/APP/2020/1560

Scale:

1:1,250

Planning Committee:

Major Page 98

Date:

July 2020



HILLINGDON
 LONDON

Item No. Report of the Head of Planning, Transportation and Regeneration

Address THE DICE SITE, ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

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

LBH Ref Nos: 585/APP/2019/771

Drawing Nos: AA6352-2020
AA6352-2022
AA6352-2021
Planning Statement, February 2019
R9069-FBM-19-GF-DR-A-200
R9069-FBM-19-GF-DR-A-106
R9069-FBM-19-B1-DR-A-105
R9069-FBM-19-GF-DR-A-150
R9069-FBM-19-GF-DR-A-170
R9069-FBM-19-GF-DR-A-130
R9069-FBM-19-GF-DR-A-160
R9069-FBM-19-GF-DR-A-140
AA6352-2001
Covering Letter dated 01 March 2019
R9069-FBM-19-B1-DR-A-9500
Design and Access Statement, February 2019
R9069-FBM-19-SK-DR-A-0074

Date Plans Recieved: 05/03/2019 **Date(s) of Amendment(s):**

Date Application Valid: 17/09/2019

1. SUMMARY

The application seeks to amend the ground floor layout of Blocks 3 to 7 of the Dice blocks within St Andrew's Park, which were granted consent under Reserved Matters application reference 585/APP/2016/4442.

Following the approval of a non-material amendment to extend the basements of Blocks 3-7, ancillary uses originally proposed within the ground floor have been relocated into the basement. Ground floor space within Blocks 3-7 has therefore been made available and this planning application seeks to alter and internally reorganise five of the units already approved under reserved matters ref. 585/APP/2016/4442 and utilise the space created to secure five additional residential units (one additional unit per block). Consequently the application seeks planning permission for 10 no. units in total; of which 5 no. are new units and 5 are amended units that have already been approved.

The proposed development is considered acceptable within the context of the locality. The provision of additional residential units to the local area is supported by local policy, the London Plan (2016) and the Intend to Publish London Plan (2019). The impact of the proposed development on the streetscene, neighbouring occupiers and the highway are all deemed acceptable. The application is therefore recommended for approval subject to conditions and a legal agreement to secure an off-site affordable housing contribution.

2. RECOMMENDATION

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

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

The obligations sought are as follows:

1. Off-site Affordable Housing contribution of £174,480
2. Travel Plan with bond
3. Parking permits restriction for future occupiers
4. Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

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

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

D) If the Legal Agreements have not been finalised by 15th December 2020 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable Housing and Travel Plan). The proposal therefore conflicts with Policies H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies, Policies DMCI 7, DMH7, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies and Policies 3.12 and 5.2 of the London Plan (2016).'

E. That if the application is approved, the following conditions be attached:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

AA6352-2001

R9069-FBM-19-GF-DR-A-200

AA6352-2020

AA6352-2021

AA6352-2022

R9069-FBM-19-B1-DR-A-105

R9069-FBM-19-GF-DR-A-106

R9069-FBM-19-GF-DR-A-130

R9069-FBM-19-GF-DR-A-140

R9069-FBM-19-GF-DR-A-150

R9069-FBM-19-GF-DR-A-160

R9069-FBM-19-GF-DR-A-170

R9069-FBM-19-B1-DR-A-9500

R9069-FBM-19-SK-DR-A-0074; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

Design and Access Statement - February 2019

Planning Statement - February 2019

Briefing - The Dice, St Andrews Park - December 2019

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

4 NONSC Implementation / Phasing Condition

The development hereby permitted shall be implemented alongside the implementation of the reserved matters approval reference 585/APP/2016/4442 (dated 12 January 2018). The scheme shall be implemented once the approved Reserved Matters development has commenced, and only as part of that approved consent as part of a phased development. The proposed phasing of the development shall be as set out on drawing no. R9069-FBM-19-B1-DR-A-9500.

REASON

To comply with the Town and Country Planning Act 1990.

5 NONSC Category 2 M4(2) Condition

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

REASON:

To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8(c), is achieved and maintained.

6 NONSC Parking and Cycle Space Condition

Prior to occupation, cycle and car parking details shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include details of Cycle Storage (1 covered and secure space per unit) and Car Parking Layouts (including demonstration that 1 of the allocated parking space is served by active electrical charging points and 4 are served by passive charging points. Thereafter the development

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

REASON

To ensure that the proposed development will provide adequate facilities in compliance with policies DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

7 NONSC Service and Delivery Plan / Waste Management Condition

Prior to occupation of the development, a Service and Delivery Plan and a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, servicing, delivery and collection or refuse shall be carried out as agreed within this approved plan.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

8 NONSC Non Standard Condition

The noise level in rooms at the development hereby approved shall meet the internal noise levels specified in BS8233:2014 for internal rooms and external amenity areas.

REASON

To safeguard the amenity of the occupants of the proposed and surrounding properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

INFORMATIVES

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

2

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:-

1. Permitted hours for building work Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.
2. Notification to neighbours of demolition/ building works At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.
3. Dust Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2014 for The Control of Dust

and Emissions from Construction and Demolition.

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 (and amended under S73 application reference 585/APP/2015/848) for a residential led, mixed-use development.

The site is part of the phase of development known as the Dice blocks which were granted consent under Reserved Matters application reference 585/APP/2016/4442. The Dice scheme proposal is for the erection of 101 dwellings provided within seven separate buildings. The concept for the proposal is based upon the idea of a series of pavilion blocks located on the edge of the new district park that exploit the view of the park and that are positioned in a random way to mimic the roll of some dice, hence the phase being named 'The Dice' phase. An 8th block was originally proposed further within the district park at outline stage, however this block has been removed on design and amenity grounds. The seven proposed blocks provide a mixture of 1, 2 and 3 bedroom dwellings.

The Dice blocks are to be located in the eastern area of the Town Centre Extension Phase of the St Andrews Park Site. To the west of the application site is the 'Residential Triangle' of the Town Centre Extension Phase. To the north of the application site is part of the new District Park and St Andrew's Road. To the east is the northern part of the District Park, which is located within the Green Belt. To the south are further residential phases of the St Andrew's Park development.

This application relates to the ground floors of Dice buildings 3 to 7. The site is situated within the 'developed area', but on the border with the Green Belt, as identified in the policies of the Hillingdon Local Plan.

3.2 Proposed Scheme

Through the approval of a Non Material Amendment on 6 July 2018 to extend the basements of Blocks 3-7 of the Dice (ref. 585/APP/2018/2498), ancillary uses originally proposed within the ground floor of Blocks 3-7, including cycle parking, plant rooms, bin stores and services, have been relocated from the ground floors and into the basement. Considerable ground floor floorspace within Blocks 3-7 has therefore been made available by this reorganisation.

This planning application seeks to utilise this newly available space within the ground floor of Blocks 3-7, by proposing to secure five additional residential units (one additional unit per block). The overall ground floor layout of Blocks 3-7 has also been reviewed as part of this application. As a result, the application also proposes to alter and internally reorganise five of the units already approved under reserved matters ref. 585/APP/2016/4442. Consequently the application seeks planning permission for 10 no. units in total; of which 5 are new units and 5 are amended units that have already been approved.

Therefore, whilst this planning application is submitted as a standalone application, any permission is to be implemented alongside the implementation of the Reserved Matters approval for the Dice (ref. 585/APP/2016/4442). In summary, this will involve a planning condition attached to any planning permission requiring the proposed development to be

implemented once the approved Reserved Matters development (ref. 585/APP/2016/4442) has commenced, and only as part of that approved consent as part of a phased development. The proposed phasing of the development is set out on drawing no. R9069-FBM-19-B1-DR-A-9500.

The application proposes a slightly revised mix of unit sizes and numbers from those approved under Reserved Matters permission ref. 585/APP/2016/4442. Firstly, 5 no. additional residential units are proposed above the 101 no. units approved under permission ref. 585/APP/2016/4442. All 5 no. additional residential units proposed are to be studio flats. In addition, the proposed development involves alterations to 5 no. residential units approved under permission ref. 585/APP/2016/4442. This includes the reduction in size of 2 residential units approved within the ground floor of Blocks 5 and 7, from 3-bed 5 person to 2-bed 4 person units.

The revised housing mix proposed for Blocks 3-7 is set out below, including comparison with that previously approved (App Ref. 585/APP/2016/4442):

Approved

1 bed (2 people) x 30
2 bed (4 people) x 40
3 bed (5 people) x 12

Proposed

Studio (1 person) x 5
1 bed (2 people) x 30
2 bed (4 people) x 42
3 bed (5 people) x 10

Amenity Space

The current application relates to internal alterations and therefore no additional external amenity space is proposed as part of the current application for the additional units.

Parking

A total of 113 car parking spaces were consented across the whole Dice site as both surface car parking and car parking within the basements of the Blocks. Each of the proposed 5 no. additional units are proposed to be provided with designated car parking spaces from the consented 113 spaces. These spaces would be within the basement of Blocks 3-7.

3.3 Relevant Planning History

585/APP/2009/2752

R A F Uxbridge Hillingdon Road Uxbridge

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

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

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

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

Decision: 18-01-2012 Approved

585/APP/2014/4023

St Andrews Park Hillingdon Road Uxbridge

Non material amendment to phasing plan of Outline Planning Permission 585/APP/2009/2752 dated 18/01/2012 (Application for a non-material amendment under S96A)

Decision: 09-01-2015 Approved

585/APP/2015/2657

St Andrews Park Hillingdon Road Uxbridge

Erection of 249 dwellings comprising 3no studio apartments, 92no. 1bed apartments, 130no. 2 bed apartments, 24no. 3 bed apartments together with associated parking and landscaping, and all details required by Conditions 2 and 3 relating to the reserved matters of layout, scale, appearance and landscaping.

Decision: 17-09-2015 Approved

585/APP/2015/848

St Andrews Park Hillingdon Road Uxbridge

Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development.

Decision: 21-12-2015 Approved

585/APP/2016/4442 St Andrew'S Park Hillingdon Road Uxbridge

Reserved matters (layout, scale, appearance and landscaping) for the erection of 101 dwellings together with associated parking and landscaping within the Town Centre Extension (East/Dice) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015.

Decision: 10-01-2018 Approved

585/APP/2018/2498 The Dice Site, St Andrew'S Park Hillingdon Road Uxbridge

Non-material amendment to planning application reference 585/APP/2016/4442 (Reserved matters (layout, scale, appearance and landscaping) for the erection of 101 dwellings together with associated parking and landscaping within the Town Centre Extension (East/Dice) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015) to allow extension to the basements of Blocks 3 - 7.

Decision: 10-09-2018 Approved

585/APP/2019/93 The Dice Site, St Andrews Park Hillingdon Road Uxbridge

Non-material amendment to planning application reference 585/APP/2016/4442 (Reserved matters (layout, scale, appearance and landscaping) for the erection of 101 dwellings together with associated parking and landscaping within the Town Centre Extension (East/Dice) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015) for changes to the external features of the approved residential blocks 3-7, including windows, doors, glazing, balconies, winter gardens, spandrels and louvres.

Decision: 13-02-2019 Approved

Comment on Relevant Planning History

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

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

2. In addition to the above, full planning permission for:
 - a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
 - b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
 - c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
 - d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4

- dwelling (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

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

Various applications for Reserved Matters relating to individual phases have since been submitted, approved and development has commenced on site.

Application reference 585/APP/2015/2657 (Erection of 249 dwellings comprising 3no studio apartments, 92no. 1bed apartments, 130no. 2 bed apartments, 24no. 3 bed apartments together with associated parking and landscaping, and all details required by Conditions 2 and 3 relating to the reserved matters of layout, scale, appearance and landscaping) granted planning consent for the 'Residential Triangle' Phase adjacent to the application site.

Application reference 585/APP/2016/4442 granted reserved matters consent for the Dice blocks, the erection of 101 dwellings within 7 blocks on 12 January 2018.

A Non Material Amendment to the above approval was granted on 6 July 2018 to extend the basements of Blocks 3-7 of the Dice (Ref. 585/APP/2018/2498), this allowed ancillary uses proposed within the ground floor of Blocks 3-7, including cycle parking, plant rooms, bin stores and services, to be relocated from the ground floors and into the basement.

An additional Non-Material Amendment for external elevation changes to Blocks 3-7 was approved on 13 February 2019 (Ref. 585/APP/2019/93). This NMA approval included external changes to suitably utilise the internal ground floor proposed under the current planning application.

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- West London Waste Plan (2015)
- The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in

planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to: (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

Local Plan Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

DMH 2	Housing Mix
DMH 7	
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm

- LPP 7.6 (2016) Architecture
- LPP 8.1 (2016) Implementation
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **29th October 2019**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 81 local owner/occupiers on 07-10-19. The application was also advertised by way of site and press notices. No responses were received from local residents.

Internal Consultees

HIGHWAYS

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted per unit is 1.5, taking into account that the site occupies an edge of town centre location with good access to local services and facilities as well as public transport. One vehicle parking space per unit is considered satisfactory. These parking spaces should have access to passive electric vehicle charging point facilities. The Highway Authority does however require that each residential unit is provided with one covered and secure cycle parking space. This should be secured by way of a suitably worded condition. It is also required that the proposed residential units are incorporated into any Construction Logistics Plan, Service and Delivery Plan and Travel Plan pertaining to the Dice Buildings, this also should be secured by way of a suitably worded condition. There are no highway objections to this proposal.

ACCESS OFFICER - 1st Response

The proposed 5 studio flats fall short of the requisite standards for an M4(2) accessible and adaptable dwelling. Particular attention should be paid to the clear access zones within the bathrooms, which, amongst other spatial requirements, should achieve no less than 1100 mm in front of the toilet pan. The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition). Conclusion: unacceptable. Revised plans should be requested. Any grant of planning permission should include the following condition: The dwelling(s) would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015 REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8(c), is achieved and maintained.

ACCESS OFFICER - 2nd Response

Having reviewed drawing no: R9069-FBM-19-SK-DR-A-0074, dated 27 November 2019, and its accompanying briefing note of 3 December 2019, the previous accessibility concerns raised have now been addressed. No further concerns are raised.

ENVIRONMENTAL PROTECTION UNIT

I have looked at submitted documents for addition of 10 residential units. Internal sound insulation within the envelope(structure) of the residential extension dwelling.

Condition

The noise level in rooms at the development hereby approved shall meet the internal noise levels specified in BS8233:2014 for internal rooms and external amenity areas.

Reason:

To safeguard the amenity of the occupants of surrounding properties in accordance with policy within the Hillingdon Unitary Development Plan.

Informatives for Demolition and Construction:

1. Permitted hours for building work Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

2. Notification to neighbours of demolition/ building works At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

3 Dust Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2014 for The Control of Dust and Emissions from Construction and Demolition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The approval of the Dice blocks in terms of the parameters of built form (for residential use) were approved under application reference 585/APP/2016/4442. The principle of the development is therefore deemed to be established and in accordance with the outline consent.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in the supporting Table 5.3. and that all developments will be expected to meet habitable room standards.

The application proposes the creation of 5 additional residential units within this section of the St Andrew's Park development. This is an increase in the number of residential units within this phase from the 101 units agreed as part of the reserved matters consent for the Dice buildings to 106 units. However, there has been a shortfall in the delivery of residential units within earlier phases, and therefore the overall number of dwellings (1,340) permitted by the outline planning permission would not be exceeded should this full planning application be approved.

The increase in units is not considered significant against the unit density which has already been approved for the development through the outline and reserved matters consent. As such the proposed density resulting from the introduction of 5 additional units is considered to be acceptable.

Unit Mix

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

Policy H10 of the emerging London Plan (Intend to publish version) 2019, also outlines that the nature and location of the site needs to be taken into account, with a higher proportion of one and two bed units generally being more appropriate in locations with higher public transport access and connectivity.

The 2011 Census shows a mismatch between dwelling size and household size, with 60% of households living in dwellings containing five or more habitable rooms, but only 24% of households having four or more people. 60% of households contain only one or two persons. Projections envisage that the general trend towards smaller households will continue.

The proposed changes to the consented Dice scheme will introduce 5 studio units. Also proposed is the reduction in size of 2 no. residential units consented within the ground floor of Blocks 5 and 7, from 3-bed 5 person to 2-bed 4 person units. These changes to the consented mix within the Dice blocks are considered to be minimal and the introduction of smaller units is deemed acceptable taking into account that the site occupies an edge of town centre location with good access to local services and facilities as well as public transport. The reduction of two units from 3-bed 5 person to 2-bed 4 person is considered acceptable given the large number of family homes delivered across the wider St Andrew's Park development, especially in the earlier phases which are almost entirely family sized dwellings.

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

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The current application proposes internal amendments within the consented building envelopes and therefore no concerns are raised with regards to archaeology.

7.04 Airport safeguarding

Paragraph 95 of the NPPF advises of the need to promote public safety and Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to secure the safe operation of Heathrow and RAF Northolt.

The proposed scale of development was considered and approved under the original outline application and the reserved matters consent. The current application proposes internal amendments within the consented building envelopes and therefore no concerns are raised with regards to airport safeguarding.

7.05 Impact on the green belt

The proposed alterations to the Dice buildings approved under the Reserved Matters Consent ref 585/APP/2016/4442 would be internal and therefore would have no significant impact on the adjacent Green Belt.

7.07 Impact on the character & appearance of the area

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

A Non-Material Amendment for external elevation changes to Blocks 3-7 was approved on 13 February 2019 (Ref. 585/APP/2019/93). This NMA approval included external changes to suitably utilise the internal ground floor proposed under the current planning application. Therefore the proposed alterations to the Dice buildings under the current application would be internal only and as such there would be no impact on the character & appearance of the area.

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part 2 - Development Management Policies (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposed alterations to the Dice buildings would be internal and therefore would have no significant impact on the amenity of adjacent residents. There would no change to the consented privacy distances between habitable rooms.

7.09 Living conditions for future occupiers

Internal Space Standards

Policy DMHB 16: 'Housing Standards' requires that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards.

The relocation of services to the basement areas of the blocks has enabled the introduction of 5 studio units. All of the dwellings proposed comply with the internal space standards as set out in Table 3.3 'Minimum Space Standards for New Dwellings' of the London Plan 2016 and the Technical housing standards - nationally described space standard (2015).

Amenity Space

Policy DMHB 18: 'Private Outdoor Amenity Space' of the Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. The five additional studio units would require 20m² per unit totalling 100m², whilst the changes to the 3 bed units would result in a reduction of 5m² per unit being required. Therefore in line with policy a further 90m² should be provided as part of the development proposals.

However, the practicalities of trying to create this additional private amenity space around the Dice buildings is problematic given the wider Dice phase has already been approved. The approved dice blocks have their own private amenity space that is shared between the residents of the blocks, as such each proposed studio units would benefit from this shared semi-private amenity space within the site boundary, which they would be directly adjacent to. Additionally, the Dice development fronts immediately onto the purpose-built Dowding Park, which provides over 40 acres of diverse open green space, community facilities and areas for play. A substantial area of private shared and shared amenity space is therefore provided on the doorstep of the proposed units, offering a significant and varied provision of amenity space for the proposed development given its urban location.

The level of external amenity space is therefore considered acceptable and the proposal is deemed to be in accordance with Policy DMHB 18: 'Private Outdoor Amenity Space' of the Local Plan: Part 2 - Development Management Policies (2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided. Cycle parking must be provided in accordance with Council Standards of one space per studio, 1 or 2 bed unit and two spaces 2 per 3 or more bed unit.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. For residential development, car

parking areas must include 10% of spaces suitable for a wheelchair user.

The site is currently served by the existing internal access roads of the wider development site. A total of 113 car parking spaces were consented across the whole Dice site as both surface car parking and car parking within the basement of Blocks 3-7. Each of the proposed 5 no. additional units are proposed to be provided with designated car parking spaces from the consented 113 spaces. These spaces would be within the basement of Blocks 3-7, as demonstrated on the submitted Proposed Basement GA Plan (Ref. R9069-FBM-19-B1-DR-A-105). The 113 consented car parking spaces would therefore serve 106 units as opposed to the 101 units previously consented. This change in parking ratio is considered acceptable given the edge of town centre location of the site. The Council's Highways Engineer has reviewed the submitted details and confirmed that they have no objections to the application.

The Council's Highways Engineer has requested that a condition be added to ensure that works undertaken as part of this application are included within the Construction and Environmental Management Plan which covers the wider Dice site. Given that these units cannot be constructed outside of the Dice consent the developer will need to accord with the existing provisions and therefore an additional condition is not considered to be required.

In addition the Council's Highways Engineer have requested a condition that secures cycle parking for the proposed units. It is recommended that this condition be attached to any grant of planning consent.

A further requirement put forward is that the proposed development is included as part of the approved Service and Delivery Plan for the Dice. However the approved Plan Service and Delivery Plan does not account for the additional units and therefore a condition is recommended that requires the submission of a new Service and Delivery Plan. Finally the Council's Highways Engineer has requested that the development be included within the site wide Travel Plan approved as part of the outline consent for the wider St Andrew's Park. Given that this Travel Plan was approved a number of years ago it is recommended that a new Travel Plan be secured for the 10 units subject to this application.

The proposed changes are therefore deemed to be acceptable and in accordance with Policies DMT 1, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the National Planning Policy Framework (NPPF) and Policy 6.3 of the London Plan (2016).

7.11 Urban design, access and security

Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020) requires all new development to ensure safe and attractive public and private spaces.

The entire St Andrew's Park development site, within which the current proposed scheme is located, is required to achieve Secured by Design accreditation under the outline consent. If approved the amended Dice building would still be covered by this requirement and no concerns are therefore raised with regards to security.

7.12 Disabled access

Policy DMHB 16: 'Housing Standards' requires that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, and in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides the highest standards of accessible and inclusive design. The Intend to Publish London Plan (2019) Policy D7 Accessible housing also states that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. The supporting paragraph to this policy (3.7.3) states that to ensure that all potential residents have choice within a development, the requirement for M4(3) wheelchair user dwellings applies to all tenures. Wheelchair user dwellings should be distributed throughout a development to provide a range of aspects, floor level locations, views and unit sizes.

The Council's Access Officer reviewed the submission and requested further details. These details have been provided by the applicant (drawing number R9069-FBM-19-SK-DR-A-0074) and subject to adherence to these details and an appropriately worded condition the Council's Access Officer has confirmed that they have no objection to the development proposed.

7.13 Provision of affordable & special needs housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing on schemes with 10 or more units.

The development would introduce a total of 10 dwellings, albeit amending 5 consented units, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) states that the Council aims to achieve a tenure mix of 70% social rent and 30% intermediate housing across the Borough, however it notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The affordable housing provision for the Dice buildings is included within the adjacent residential triangle phase of the wider St Andrew's Park development (Reserved Matters Application reference 585/APP/2015/2657). Given the management complications of providing a minimal number of units of affordable housing within these blocks, it has been agreed that in this unique situation an off-site contribution towards affordable housing is deemed acceptable. An independent financial specialist was therefore engaged to determine the appropriate value for the off-site contribution and this has been agreed between the Council and the applicant as £174,480. This sum is proposed to be secured through a s106 legal agreement should the application be approved.

7.14 Trees, landscaping and Ecology

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy G5 Urban Greening of the Intend to Publish London Plan (2019) states that Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

Boroughs should identify the appropriate amount of urban greening required in new developments. The Urban Greening Factor should be based on the factors set out in the supporting table, but tailored to local circumstances. In the interim, the Mayor

recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposed alterations to the Dice buildings approved under the Reserved Matters Consent ref. 585/APP/2016/4442 would be internal and therefore would have no significant impact on the approved scheme in terms of trees, landscaping and ecology.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

London Plan Policy 5.17 also requires adequate provision to be made for refuse and recycling facilities for new development.

The units have refuse storage within the ground floor of the blocks and it is recommended that a condition be added to any grant of consent that requires the approval of a Site Waste Management Plan. Subject to this condition the scheme is deemed to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and London Plan Policy 5.17.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

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

The proposed internal amendments to the approved Dice blocks are considered to have only a minimal impact on renewable energy. The additional units within the consented fabric of the Dice blocks would have a significantly reduced carbon footprint compared to 5 additional standalone units.

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DME1 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The proposed internal amendments to the approved Dice blocks are not considered to have any impact on flooding or drainage issues.

7.18 Noise or Air Quality Issues

Noise

Policy 7.15 of the London Plan and Policy and EM8 of the Local Plan: Part 1 seek to promote reductions in noise pollution and impacts.

The proposed residential units are firstly to be positioned within the approved footprint and built form of Blocks 3-7 of the Dice, where residential units had already been assessed and approved accordingly regarding any associated noise impacts. The proposed development also does not entail any external works from those already approved under subsequent planning permissions. The proposed development is considered a minor increase in residential units compared to those originally assessed. The submitted Planning Statement confirms that Acoustic insulation will be installed as standard to mitigate any associated noise impacts. As a result, no notable noise impacts should arise as part of the proposed development.

Air Quality

Policies BE1, EM1 and EM8 of the Local Plan: Part 1 seek to maximise opportunities for new homes to contribute to tackling and adapting to climate change and reducing air quality pollutant emissions. The site is also located within the Hillingdon Air Quality Management Area (AQMA), which specifically seeks to minimise and improve air quality impacts arising from new development in the designated zone. Furthermore, Policies DME1 1, DME1 14, and DMT 1 of the Local Plan: Part 2 (2020) seek to limit air quality impacts on the local and wider environment from major development proposals.

The proposed development of 5 no. additional residential units is considered as a minor increase in comparison with the approved development, including the associated previous assessment of air quality impacts considered at outline application stage. Also, no additional parking spaces are proposed as part of the current application. As such, any associated air quality impacts arising from the proposed development are concluded to be negligible in accordance with planning policy.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies

(January 2020) relates to securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. This policy is supported by more specific supplementary planning guidance.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

The obligations sought are as follows:

1. Off-site Affordable Housing contribution of £174,480
2. Travel Plan with bond
3. Parking permits restriction for future occupiers
4. Project Management & Monitoring Contribution equal to 5% of the total cash contributions. Details shall be in accordance with the Council Planning Obligations Supplementary Planning Document 2014.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is not CIL liable however as no additional floorspace is being created. The additional floorspace within the basement was consented under a non-material amendment to the reserved matters consent for the Dice Blocks. These buildings are not CIL liable as the outline consent was granted prior to the introduction of CIL.

7.21 Expediency of enforcement action

None

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing

the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application seeks to amend the ground floor layout of Blocks 3 to 7 of 'The Dice' blocks within St Andrew's Park, which were granted consent under Reserved Matters application reference 585/APP/2016/4442.

Following the approval of a non-material amendment to extend the basements of Blocks 3-7, ancillary uses originally proposed within the ground floor have been relocated into the basement. Ground floor space within Blocks 3-7 has therefore been made available and this planning application seeks to alter and internally reorganise five of the units already approved under reserved matters Ref. 585/APP/2016/4442 and utilise the space created to secure five additional residential units (one additional unit per block). Consequently the application seeks planning permission for 10 no. units in total; of which 5 no. are new units and 5 are amended units that have already been approved.

The proposed development is considered acceptable within the context of the locality. The provision of additional residential units to the local area is supported by national and local policy and the London Plan (2016). The application is therefore recommended for

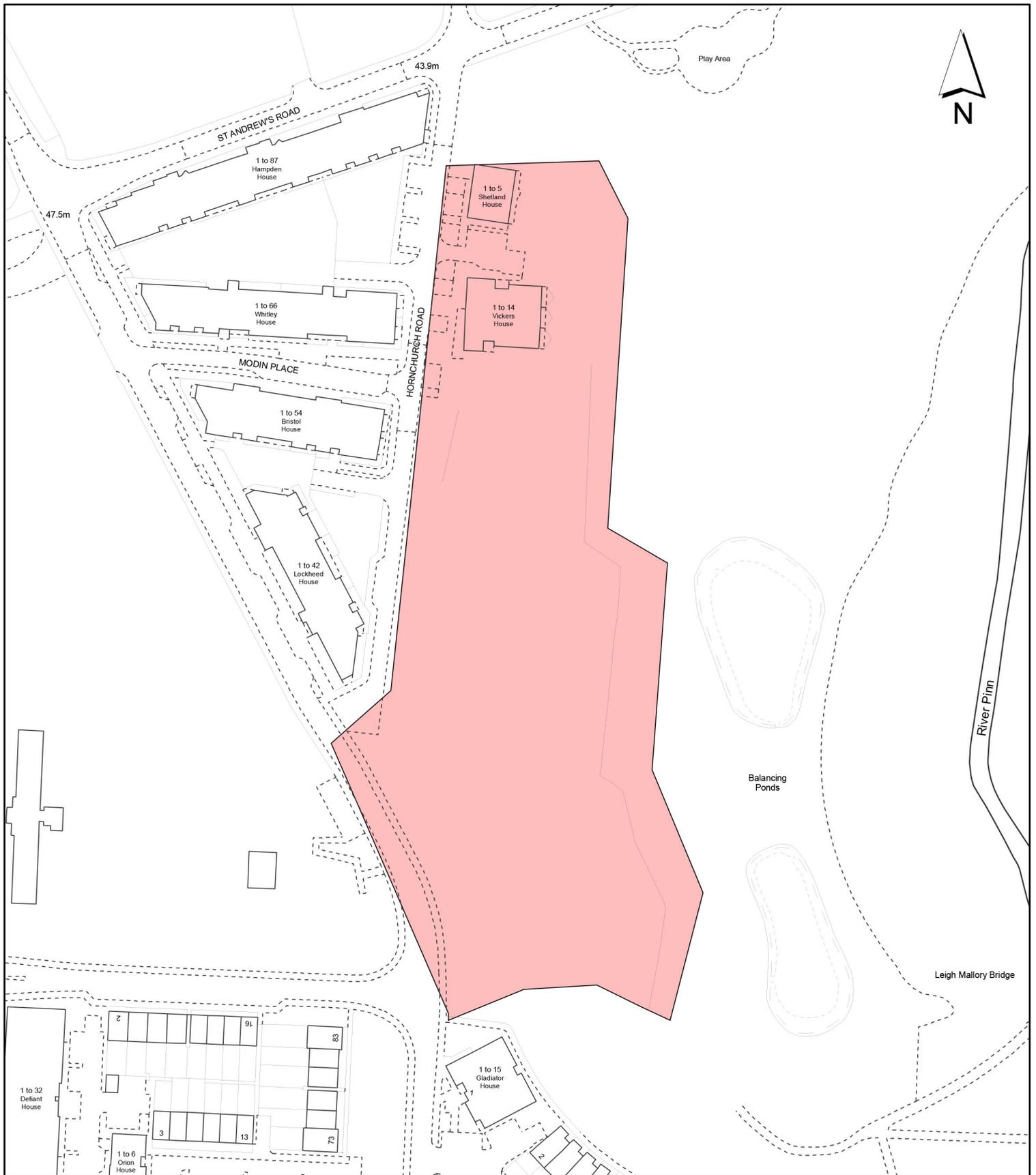
approval subject to conditions and a legal agreement to secure an affordable housing contribution, travel plan and project management & monitoring contribution.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
Council's Supplementary Planning Document - Planning Obligations
Accessible Hillingdon SPD - September 2017
The London Plan (2016)
Draft London Plan - Intend to publish (2019)
GLA SPG Affordable Housing & Viability (August 2017)
GLA SPG Housing (March 2016)
GLA SPG Play and Informal Recreation (September 2012)
GLA SPG Planning for Equality and Diversity in London (October 2007)
The National Planning Policy Framework (NPPF) (2019)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**The Dice Site
 St Andrews Park**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
585/APP/2019/771

Scale:
1:1,550

Planning Committee:
Major Page 122

Date:
July 2020



Item No. Report of the Head of Planning, Transportation and Regeneration

Address FRAYS COURT, 71-73 COWLEY ROAD UXBRIDGE

Development: Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 23 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

LBH Ref Nos: 13010/APP/2020/1758

Drawing Nos: FLU.1192.01
FLU.1192.04 Rev. A
FLU.1192.03
FLU.1192.05 Rev. A
FLU.1192.07 Rev. A
FLU.1192.06
FLU.1192.02
Prior Approval Planning Statement (Dated June 2020)
201243/FRA/RS/KL/01 Flood Risk Assessment (Dated June 2020)

Date Plans Recieved: 10/06/2020 **Date(s) of Amendment(s):**
Date Application Valid: 10/06/2020

1. SUMMARY

This application seeks prior approval for the change of use of offices (Use Class B1a) to 23 residential units (Use Class C3) under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The proposal is considered against condition O.2 (1) (a) (transport and highways impacts of the development), (b) (contamination risks on the site), (c) (flooding risks on the site) and (d) (impacts of noise from commercial premises on the intended occupiers of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Subject to planning conditions and a Unilateral Undertaking restricting parking permits and securing a £28,000 financial contribution for drainage improvements to the public highway, it is recommended that prior approval is required and granted.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant this prior approval, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i. Parking Permits: The residents of this development not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

ii. Financial contribution, amounting to £28,000, for delivery a sustainable drainage solutions.

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

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

D) That, if the Legal Agreement has not been finalised by 4 August 2020, delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to agree a legal agreement in order to prevent future occupants from being eligible for Parking Permits, which is necessary to prevent harmful displacement of parking onto the local highway network. The applicant has also failed to agree a financial contribution for drainage improvements to the public highway, necessary to mitigate surface water flooding within the surrounding area. As such, the submission is contrary to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Policies DMT 1, DMT 2, DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); Policies 5.12, 5.13, 6.3, 8.2 of the London Plan (March 2016); the adopted Planning Obligations Supplementary Planning Document (July 2014); and the National Planning Policy Framework (February 2019).'

E) That if the application is approved, the following conditions be imposed:

1 PAA Prior Approval - Approval

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development, subject to compliance with the stated planning conditions and obligations.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, references FLU.1192.01; FLU.1192.04 Rev. A; FLU.1192.03; FLU.1192.02; FLU.1192.07 Rev. A; FLU.1192.06; FLU.1192.05 Rev. A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 - Strategic Policies (November 2012), Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (March 2016).

3 NONSC Parking Plan

Prior to occupation of the building, a Parking Plan shall be submitted to and approved in writing by the Local Planning Authority. These details should demonstrate:-

1. 20 car parking spaces including visitor parking with markings
2. 2 parking spaces to be assigned for use by disabled persons and marked as such

3. 4 parking spaces to be supplied with active Electric Vehicle Charging points
4. 16 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered cycle parking with capacity for a minimum of 23 bicycles

Thereafter, the development shall not be occupied or brought into use until the parking arrangement has been implemented in accordance with the approved plan.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 6.3, 6.9, and 6.13 of the London Plan (March 2016).

4 NONSC Parking Allocation Plan

Prior to occupation of the building, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for the residential use of the flats hereby approved and as agreed within the Parking Allocation Plan for so long as the development remains in existence.

REASON

To ensure that the residential use does not have an unacceptable impact on the local highway network or lead to a significant increase in demand for on-street parking, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Chapter 6 of the London Plan (March 2016).

5 NONSC Contaminated Land Condition

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme

shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

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

6 NONSC Non Standard Condition

The development must achieve the following internal noise levels:

Indoors 35 dB LAeq,16hrs daytime (07.00 to 23.00hrs);

Inside bedrooms 30 dB LAeq,8hrs night-time (23.00 to 07.00hrs);

Inside bedrooms 45 dB LAFmax to be exceeded no more than 15 times per night-time from sources other than emergency sirens.

Prior to occupation of the first residential unit, a report must be submitted to the Council confirming that these standards (through appropriate acoustic mitigation if necessary) will be met unless otherwise agreed in writing with the Local Planning Authority. These levels (or alternative as agreed in writing with the Local Planning Authority) must be maintained as a minimum within the development throughout its lifetime.

REASON

To ensure that an acceptable level of noise can be maintained within the development in accordance with Policy EM8 of the Hillingdon Local Plan Part 1 - Strategic Policies (November 2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.15 of the London Plan (March 2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 8.2	(2016) Planning obligations

3 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

Advice to LPA

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

The planning practice guidance to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you consult with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the guiding principles of the Planning Practice Guidance (PPG).

We have considered the findings of the flood risk assessment in relation to the likely duration, depths, velocities and flood hazard rating against the design flood for the proposal. We agree that this indicates that there will be "No danger to people". This does not mean we consider that the access is safe, or the proposals acceptable in this regard. We remind you to consult with your emergency planners and the emergency services to confirm the adequacy of the evacuation proposals.

3. CONSIDERATIONS

3.1 Site and Locality

The application site consists of a part three storey, part two storey, part single storey office building with basement parking, situated on the east side Fray's River and west side of Cowley Road at the junction with Cotswold Close. Residential properties are located to the north, east and south-west of the site, Whitehall Nursery & Infant School is located to the south-east, and the nearest commercial properties are located approximately 45 metres to the north consisting of small scale motor repair shop, a tattoo parlour and takeaway shop. The west part of the site forms part of Flood Zone 3, designated as a functional floodplain. The site is located within a Controlled Parking Zone and has a good Public Transport Accessibility Level (PTAL) of 4.

3.2 Proposed Scheme

This application seeks prior approval for the change of use of offices (Use Class B1a) to 23 residential units (Use Class C3) under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The proposal is summarised as follows:

Lower Ground Floor

- 20 car parking spaces including 2 accessible car parking spaces
- 2 x cycle stores with total capacity for 23 bicycles
- Bin store

- 3 x plant rooms

Ground Floor

- 2 x studio flats
- 7 x 1-bed flats

First Floor

- 3 x studio flats
- 5 x 1-bed flats

Second Floor

- 6 x 1-bed flats

In conjunction with existing and proposed plans, the following has been submitted to support the proposed change of use:

- Prior Approval Planning Statement (Dated June 2020)
- 201243/FRA/RS/KL/01 Flood Risk Assessment (Dated June 2020)
- Draft Unilateral Undertaking

3.3 Relevant Planning History

13010/APP/2020/1006 Frays Court, 71-73 Cowley Road Uxbridge

Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 19 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Decision: 07-05-2020 Approved

Comment on Relevant Planning History

Planning application reference 13010/K/88/1325 granted permission (dated 16/09/1988) for the erection of part three storey, part two storey, part single storey office building with basement parking.

Planning application reference 13010/APP/2020/1006 granted permission (dated 28/05/2020) for the change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 19 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

4. Planning Policies and Standards

Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

O. Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwellinghouses) of that Schedule.

O.1 Development is not permitted by Class O if-

(a) the building is on article 2(5) land and an application under paragraph O.2(1) in respect of the development is received by the local planning authority on or before 30th May 2019;

(b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order-

(i) on 29th May 2013, or

(ii) in the case of a building which was in use before that date but was not in use on that

- date, when it was last in use;
- (d) the site is, or forms part of, a safety hazard area;
- (e) the site is, or forms part of, a military explosives storage area;
- (f) the building is a listed building or is within the curtilage of a listed building; or
- (g) the site is, or contains, a scheduled monument.

O.2.-(1) Development under Class O is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to-

- (a) transport and highways impacts of the development,
- (b) contamination risks on the site,
- (c) flooding risks on the site, and
- (d) impacts of noise from commercial premises on the intended occupiers of the development, and the provisions of paragraph W (prior approval) apply in relation to that application.

(2) Development under Class O is permitted subject to the condition that it must be completed within a period of 3 years starting with the prior approval date.

O.3. For the purposes of Class O, "commercial premises" means any premises normally used for the purpose of any commercial or industrial undertaking which existed on the date of application under paragraph O.2(1), and includes any premises licensed under the Licensing Act 2003/49 or any other place of public entertainment.

Case Officer Comment:

In response to O.1 (a), the building is not located on article 2(5) land.

In response to O.1 (b), the history of the site has been reviewed, establishing that planning application reference 13010/K/88/1325 granted permission (dated 16/09/1988) for the erection of part three storey, part two storey, part single storey office building with basement parking. A review of business rates also confirms that the site was occupied as offices on 1 April 2010. The building appears to have been in very recent use by a Fostering Agency as an office. As such, it is considered that there is no reason to doubt that the building was in use as a Use Class B1a office before 29th May 2013.

In response to O.1 (d), (e), (f) and (g), the site does not form part of a safety hazard area, military explosives storage area, the building is not a listed building or within the curtilage of a listed building and the site does not contain a scheduled monument.

Condition O.2. is addressed within the main body of the report.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

DMEI 9 Management of Flood Risk

DMEI 10 Water Management, Efficiency and Quality

DMEI 12 Development of Land Affected by Contamination

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 8.2	(2016) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Schedule 2, Part 3, Paragraph W, part 8 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

- (8) The local planning authority must give notice of the proposed development-
- (a) by site display in at least one place on or near the land to which the application relates for not less than 21 days of a notice which-
- (i) describes the proposed development;
 - (ii) provides the address of the proposed development;
 - (iii) specifies the date by which representations are to be received by the local planning authority; or
- (b) by serving a notice in that form on any adjoining owner or occupier.

As such, adjoining occupiers were consulted by letter and the period for receipt of consultation comments expired on 2nd July 2020. One comment has been received from a neighbouring resident and is summarised as follows:

- There is inadequate parking, loading and turning for 23 flats and visitors or family
- The proposal would increase traffic, causing risk to pedestrians, cyclist and small children due to the school adjacent and bus stop
- There's are blind spots left and right when exiting the car park as there is a steep ramp to climb
- There would be a loss of trees to the rear of the development that runs along the back of our property if landscaping happens.
- There would be increased noise and disturbance resulting from increased occupancy.

Case Officer Comment:

All material planning considerations, as dictated by Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), are considered within the main body of the report. As such, the consideration of the application is

limited to transport and highways impacts of the development, contamination risks, flooding risks and the impacts of noise from commercial premises on the intended occupiers of the development.

Environment Agency:

Thank you for consulting us on the above planning application. We have no objections to the application on flood risk grounds.

The submitted flood risk assessment has assessed conservative flood levels, using the 1:1000 year flood levels instead of the 1:100+CC allowance. However, please include the following informative:

Advice to LPA

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

The planning practice guidance to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you consult with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the guiding principles of the Planning Practice Guidance (PPG).

We have considered the findings of the flood risk assessment in relation to the likely duration, depths, velocities and flood hazard rating against the design flood for the proposal. We agree that this indicates that there will be "No danger to people". This does not mean we consider that the access is safe, or the proposals acceptable in this regard. We remind you to consult with your emergency planners and the emergency services to confirm the adequacy of the evacuation proposals.

Internal Consultees

Contaminated Land Officer:

1 Summary of Comments:

The submitted document titled "Prior Approval Planning Statement" dated June 2020 states "The existing building was constructed in the 1980s and is currently used as an office building." It is also noted that the structure includes an undercroft parking facility.

The Council's records do not contain details of land conditions at the property.

As the application involves a change of land use criteria, from commercial to residential property, it is recommended that a phased approach is adopted to identify and assess the current land conditions and to further characterise the site in terms of the proposed change of use.

It is therefore, recommended that the following standard condition is imposed within any planning permission that may be agreed:

Proposed standard condition for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

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

2 Reason for Refusal (if objecting):

N/A

3 Observations (including but not limited to):

1. Mapping shows the site to be underlain by sand and gravel which represent superficial deposits of the Taplow Gravel Member. DeFRA's MAGIC mapping further indicates the strata are designated as a Principal Aquifer. Early mapping shows a pump was present at the centre of the site, which infers groundwater was sufficiently accessible for water to be drawn from a well supply. The site is also situated directly adjacent to the eastern bank of Fray's River. The Principal Aquifer

and surface waters of Fray's River each represent controlled waters which are required to be protected accordingly.

2. It is likely the building was constructed upon Made Ground (of unspecified depth/s) and therefore it is advisable that materials which constitute the made ground should be assessed in terms of any contaminants that may likely be present, and their ability to produce ground gases including VOC's.

2. "Asbestos can be found in any industrial or residential building built or refurbished before the year 2000 (houses, factories, offices, schools, hospitals etc)" (Source: <https://www.hse.gov.uk/asbestos/index.htm>)

Historic mapping shows buildings were present on the site since the 1800's; it is therefore advisable that demolition and removal of any material containing asbestos should be conducted in accordance with guidance from the Health and Safety Executive. (For advice and information contact: the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS).

Flood and Water Management Officer:

The risks to the area are well documented along Cowley Road, but following the submission of the FRA and the agreement of the unilateral undertaking there are no objections to the proposed change of use and increased residential units from 19 -23.

Case Officer Comment on Highways Matters:

The Council's Highways Officer provided the following comments on the approved scheme which granted permission for 19 residential units:

"The site is within a Parking Management Scheme area and the new occupiers should be restricted from joining. There is only a finite amount of kerb space available and we can not keep adding more cars. 1 to 1 parking is suitable."

Given that the site has a good PTAL rating of 4 and that the proposal would provide 20 car parking spaces for 23 residential units, equating to 0.87 spaces per unit, it is considered that sufficient car parking would be provided for the purposes of the proposed development. A Section 106 legal agreement would also prevent future occupants from being eligible for Parking Permits, thereby preventing parking displacement onto the local highway network. As development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, it is not considered that a reason for refusal based on the proposed car parking provision could be sustained at an appeal.

Environmental Protection Unit Officer:

No comment.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site and building does not meet any of the criteria listed under O.1 of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). As such the site benefits from permitted development rights.

7.06 Environmental Impact

CONTAMINATED LAND

Policy 5.21 of the London Plan (March 2016) states that appropriate measures should be

taken to ensure that development on previously contaminated land does not activate or spread contamination.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is considered to accord with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and 5.21 of the London Plan (March 2016).

As such, the proposal can be granted prior approval under condition O.2 (1) (b) (contamination risks on the site) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development is located within a Controlled Parking Zone and has a good Public Transport Accessibility Level (PTAL) of 4. The existing site provides 22 off-street car parking spaces and the proposal would provide 20 car parking spaces including 2 accessible parking bays. It is noted that two existing car parking spaces are proposed to be lost in order to facilitate a bin store. This provision is also accompanied by 2 cycle stores with a capacity for 23 bicycles.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major

developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) (February 2019) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy 6.3 of the London Plan (March 2016) requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

CAR PARKING

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires a maximum of 1 to 1.5 car parking spaces for units up to 2 bedrooms and a maximum of 2 car parking spaces for 3-bed units. Car parking areas must also include 10% of spaces suitable for a wheelchair user. Based on a proposal for 23 residential units, comprising 5 x studio flats and 18 x 1-bed flats, the site should provide a maximum of 35 car parking spaces, including between 2 and 3 accessible car parking spaces. The proposal would provide 20 car parking spaces, including 2 accessible spaces. This equates to 0.87 car parking spaces per unit and is considered sufficient to prevent any unacceptable impacts to the local highway network.

ELECTRICAL VEHICLE CHARGING POINTS

Policy T6.1 of the of the draft London Plan - Intend to Publish (December 2019) states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. As such, a total of 4 active and 16 passive electrical vehicle charging points are required.

The proposal does not indicate any provision for such infrastructure. If recommended for approval, a condition would secure policy compliant provision of electrical vehicle charging points.

MOTORCYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that parking spaces for motorised two wheelers (motorcycles, moped and scooters) must be provided at the rate of 5% of car parking spaces. The proposed development therefore requires 1 motorcycle parking space.

The proposed development does not include such provision. If recommended for approval, a condition would secure policy compliant provision of motorcycle parking.

CYCLE PARKING

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that a maximum of 1 cycle space is provided per studio, 1 or 2 bed unit and that a maximum of 2 cycle spaces are provided per 3 or more bed units. As such, the proposal should be providing storage for 23 cycle spaces. Based on the submitted plans, sufficient cycle parking is provided on the lower ground floor plan.

VEHICULAR TRIP GENERATION

The proposal would reduce the number of car parking spaces from 22 to 20. Given the existing and proposed uses, it is considered that there would be a limited impact in terms of traffic generation on the local highway network.

REFUSE SERVICING

In terms of refuse servicing, the building would continue to be serviced from the front of the site, with storage located at the lower ground floor. This would be accessible to residents and to collection vehicles as per the existing arrangements. This arrangement is not considered to raise any transport or highway safety issues.

SUMMARY

Given the above considerations, the proposal is considered to provide sufficient on-site parking. In order to prevent further parking stress within the locality, a legal agreement is considered necessary to secure that future occupants will not be eligible for car parking permits. It is also considered necessary that a condition is attached in order to secure a parking allocation plan for adequate availability and management of on-site car parking. Subject to such planning conditions and obligations, the proposed development would not be considered contrary to Policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 6.3 of the London Plan (March 2016) and the NPPF (February 2019).

As such, the proposal can be granted prior approval under condition O.2 (1)(a) (transport and highway impacts of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the

NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The west part of the site forms part of Flood Zone 3, designated as a functional floodplain. The submitted information states that the risk from surface water flooding is very low. The Flood Risk Assessment (FRA) states that a safe, dry access will be available to and from the site at all times during a flood event and a flood management and evacuation plan will be issued to all residents. The FRA also concludes that even when the highest climate change allowance is factored in, the site would still be free from flooding.

Nevertheless, Cowley Road exhibits surface water issues and this proposal could aid in improving the risk of flooding for neighbouring properties. The submitted Draft Unilateral Undertaking therefore agrees to make a financial contribution, amounting to £28,000, to make drainage improvements to the public highway land comprising the grass embankment between the road and river.

Both the Council's Flood and Water Management Officer and the Environment Agency have confirmed no objection to the proposed development. Subject to a legal agreement securing the financial contribution, the proposal is not considered contrary to Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.12 and 5.13 of the London Plan (March 2016).

As such, the proposal can be granted prior approval under condition O.2 (1)(c) (flooding risks on the site) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.18 Noise or Air Quality Issues

NOISE FROM COMMERCIAL PREMISES

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to protect residential amenity.

The area surrounding the application site comprises primarily residential properties which are located to the north, east and south-west of the site. Whitehall Nursery & Infant School is also located to the south-east and the nearest commercial properties are located approximately 45 metres to the north consisting of a small scale motor repair shop, a tattoo parlour and a takeaway shop. As such, it is not considered that noise from

commercial premises poses a detrimental impact to the intended occupiers of the development. The development would also need to comply with Approved Document E 'Resistance to the passage of sound' of Building Regulations (2015 Edition) which would safeguard future occupiers from adverse levels of noise. The proposal would not be considered contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). A compliance condition to accord with internal noise standards will be imposed to ensure a satisfactory internal living environment for future residents.

As such, the proposal can be granted prior approval under condition O.2 (1) (d) (impacts of noise from commercial premises on the intended occupiers of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7.19 Comments on Public Consultations

Please see section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to secure the following planning obligation:

i. Parking Permits: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the

future buyers are aware of the parking restrictions.

ii. Financial contribution, amounting to £28,000, for drainage improvements to the public highway.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

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

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

In conclusion, the proposed change of use of offices (Use Class B1a) to 23 residential units (Use Class C3) has been considered against condition O.2 (1) (a) (transport and highways impacts of the development), (b) (contamination risks on the site), (c) (flooding risks on the site) and (d) (impacts of noise from commercial premises on the intended occupiers of the development) of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Subject to planning conditions and a Unilateral Undertaking restricting parking permits and securing a £28,000 financial contribution for drainage improvements to the public highway, it is recommended that prior approval is required and granted.

11. Reference Documents

Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
National Planning Policy Framework (February 2019)
The draft London Plan - Intend to Publish (December 2019)
The London Plan (March 2016)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Frays Court
 71-73 Cowley Road
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
13010/APP/2020/1758

Scale:
1:1,250

Planning Committee:
Major Page 142

Date:
July 2020



A

Item No. Report of the Head of Planning, Transportation and Regeneration

Address SOUTHLANDS ART CENTRE THE GREEN WEST DRAYTON

Development: Change colour of external doors and re-build steps on entrance path (Retrospective)(Listed Building Consent).

LBH Ref Nos: 12569/APP/2020/1585

Drawing Nos: Schedule of Works for Additional Works
Location Plan
5990 03.D Block Plan
5990 SK1 Front Step Improvement
4990 01.B Existing Plans
MS/5990 July 2019 Issue. 1 Heritage and D&A Statement

Date Plans Received: 22/05/2020 **Date(s) of Amendment(s):**

Date Application Valid: 22/05/2020

1. CONSIDERATIONS

1.1 Site and Locality

The site is located at the end of The Green, south-east of Mill Road, comprising of a Grade II Listed Building that was established in early 18th century. The building consists of brown brick with red dressings and quoins. It is 2-storeys in height with basement with 5 double hung sashes in architraves with rubbed flat arches. The rear extension to the property dates back to early 20th century. The interior of the building in particular, the front rooms are panelled in pine with some being early painted graining. There is a contemporary staircase with dado panelling complete, some carved fireplace surrounds; and in ground floor front room a niche with painted ceiling, and painted panels above doors. The site includes a forecourt and garden walls form a group with the Barn to the South of Avenue Cottage and the wall to the East of the Barn. The property is screened by soft landscaping.

The application site backs onto Church Road Park on the east and predominately residential dwellings on the north. The site is located within the West Drayton Green Conservation Area, Green Belt and Air Quality Management Area.

1.2 Proposed Scheme

The proposed scheme seeks a Listed Building Consent to change the colour of 3 x external doors to Dulux Red Earth and to re-build steps on entrance path using engineering brick as existing laid in 1:1:6 cement/lime/sand mortar.

1.3 Relevant Planning History

12569/APP/2019/2499 Southlands Art Centre The Green West Drayton

Seal chimney flue and fit air brick, fit ventilated cowls to chimney pots, replace felt roof covering

to Bay window, replace 1 x window with new, replace section of lead parapet gutter with enlarged outlet, replace gate posts, add buttresses to North boundary wall, re-build collapsed wall, the removal of wastepipes and additional external and internal repair work (Application for Listed Building Consent).

Decision Date: 17-10-2019 **Approved** **Appeal:**

12569/APP/2019/2541 Southlands Art Centre The Green West Drayton

Seal chimney flue and fit air brick, fit ventilated cowls to chimney pots, replace felt roof covering to Bay window, Replace 1 x window with new, replace section of lead parapet gutter with enlarged outlet, replace gate posts, add buttresses to North boundary wall, re-build collapsed wall, the removal of wastepipes and additional external and internal repair work.

Decision Date: 17-10-2019 **Approved** **Appeal:**

Comment on Planning History

A Planning Application under reference 12569/APP/2019/2541 and Listed Building Consent under planning reference 12569/APP/2019/2499 was granted on 17-10-19 for seal chimney flue and fit air brick, fit ventilated cowls to chimney pots, replace felt roof covering to Bay window, Replace 1 x window with new, replace section of lead parapet gutter with enlarged outlet, replace gate posts, add buttresses to North boundary wall, re-build collapsed wall, the removal of wastepipes and additional external and internal repair work.

A planning application under reference 12569/APP/2019/2541 was submitted in parallel to this application and proposes to seal chimney flue and fit air brick, fit ventilated cowls to chimney pots, replace felt roof covering to Bay window, replace 1 x window with new, replace section of lead parapet gutter with enlarged outlet, replace gate posts, add buttresses to North boundary wall, re-build collapsed wall, the removal of wastepipes and additional external and internal repair works.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 8th July 2020

2.2 Site Notice Expiry Date:- 30th June 2020

3. Comments on Public Consultations

EXTERNAL

A total of 26 neighbouring owners/occupiers was consulted, a public site notice was displayed at the site and the development was also advertised in the local press. The public consultation expires on 8th July 2020 and any comments received will be reported in the committee addendum report.

Up to the 3rd July 2020, no consultations responses had been received.

HISTORIC ENGLAND:

Thank you for your letter of 8 June 2020 regarding the above application for listed building consent made by your authority. On the basis of the information available to date, we do

not wish to offer any comments. We suggest that this application should be determined in accordance with national and local policy guidance and that you seek the views of your specialist conservation adviser.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Please note that this response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

INTERNAL

CONSERVATION AND URBAN DESIGN OFFICER:

Summary of comments

The paint colour of the doors has been changed on a number of occasions in recent years. The proposed new 'heritage' "Dulux Red Earth" for 3 no. external doors G3, G8 and G14 is acceptable and will not harm the character and special interest of the listed building.

The modification to the entrance step to the gate to provide an additional step would be a minimal intervention that would not impact on any historic fabric. The low key work would not harm the setting of the listed building and is acceptable.

Should the application be minded for approval the Council will need to obtain a letter of authorisation from Historic England in order to determine the application.

Comments

The application seeks permission to change the colour of the external doors and rebuild steps on the entrance path (Retrospective)(Listed Building Consent).

Southlands is a grade II* listed house situated within the West Drayton Green Conservation Area. The house dates to the early 18th century and has retained much of its original fabric both externally and internally. The vertically sliding timber sash windows have been retained with the exception of the early 20th century bay windows on the south and east elevation which have steel casements. The lean-to extension on the north elevation was likely to have been constructed in the late 19th century and has timber casement windows.

The interior of the building has been very well preserved with the four principal rooms in the original western half of the building retaining their wall panelling, cornices and decorative fire surrounds together with decorative mouldings, handrails and balusters to

the staircase. The sash windows on the principal elevations also have internal shutters which have been retained and are in working order.

The paint colour of the external doors has been changed on a number of occasions in recent years. The proposed new 'heritage' "Dulux Red Earth" for 3 no. external doors G3, G8 and G14 is acceptable and will not harm the character and special interest of the listed building.

The current steps to the access footpath are built in modern brick and of no historic interest. The re-building of the steps is proposed to help improve the access for elderly and will be re-built using the same materials.

The modification to the entrance step to the gate to provide an additional step would be a minimal intervention that would not impact on any historic fabric. The low key work would not harm the setting of the listed building and is acceptable.

Should the application be minded for approval the Council will need to obtain a letter of authorisation from Historic England in order to determine the application.

No objection

Case Officer's Comments:

Historic England was consulted and no objection were raised. It is also confirmed that letter of authorisation from Historic England is not required.

TREES/LANDSCAPE OFFICER:

This site is occupied by a listed building, Grade II*, located within the West Drayton Green Conservation Area. The site is owned by LBH and is used as an Arts Centre. There are trees within the grounds, however, none close to the locations associated with this application. COMMENT No trees will be affected by the proposal. The hard landscape component of this application - the steps - is retrospective, with the replacement step already installed. The colour of the front door should be subject to the approval of the Conservation team. RECOMMENDATION No objection.

4. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMHB 11 Design of New Development

DMHB 2 Listed Buildings

DMHB 4 Conservation Areas

LPP 7.16 (2016) Green Belt
NPPF- 13 NPPF-13 2018 - Protecting Green Belt land

5. MAIN PLANNING ISSUES

Part 13 of the National Planning Policy Framework (February 2019) places great importance to Green Belts and prevent urban sprawl by keeping land permanently open. The purposes the policy serves include:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Policy 7.16 of The London Plan (2016) states that inappropriate development should be refused. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

The proposed scheme complies with Part 13 of the NPPF (February 2019) and Policy 7.16 of the London Plan (2016). The proposed works are considered minor alterations to improve existing access and to enhance the presentation of the property.

Policy DMHB 2 of The Local Plan: Part 2 - Development Management Policies (2020) states any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

Policy DMHB 4 of The Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) states that any alterations will be required to be designed to the highest quality standards and, incorporate principles of good design.

The change of colour to the existing door is an aesthetic alteration and the re-building of the steps is to improve the access to the building. The Council's Conservation and Urban Design Officer has assessed the application and considers that the schedule of works for repairs is acceptable. There are no objections to the proposed new 'heritage' "Dulux Red Earth" for the three external doors, G3, G8 and G14. The improvement for the steps to the footpath access is of no historical interest and is built using the same material. Overall, the proposal is considered appropriate and would not harm the character and the special interest of the Listed Building, instead the alterations will enhance and improve the building overall appearance and access.

The Council's Trees/Landscape Officer was consulted and there were no objections raised as the proposed will not impact on existing landscapes.

The proposal is in accordance with Policies DMHB 2, DMHB 4 and DMHB 11 of DMHB 2

of The Local Plan: Part 2 - Development Management Policies (2020).

Given the above, this application is recommended for Approval.

6. **RECOMMENDATION**

That delegated powers be given to the Head of Planning, Transportation and Regeneration to GRANT Listed Building Consent, subject to the following conditions to be attached:-

1 LB1 Time Limit (3 years) - Listed Building Consent

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

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 COM4 Accordance with Approved Plans

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

5990 SK1 Front Step Improvement

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

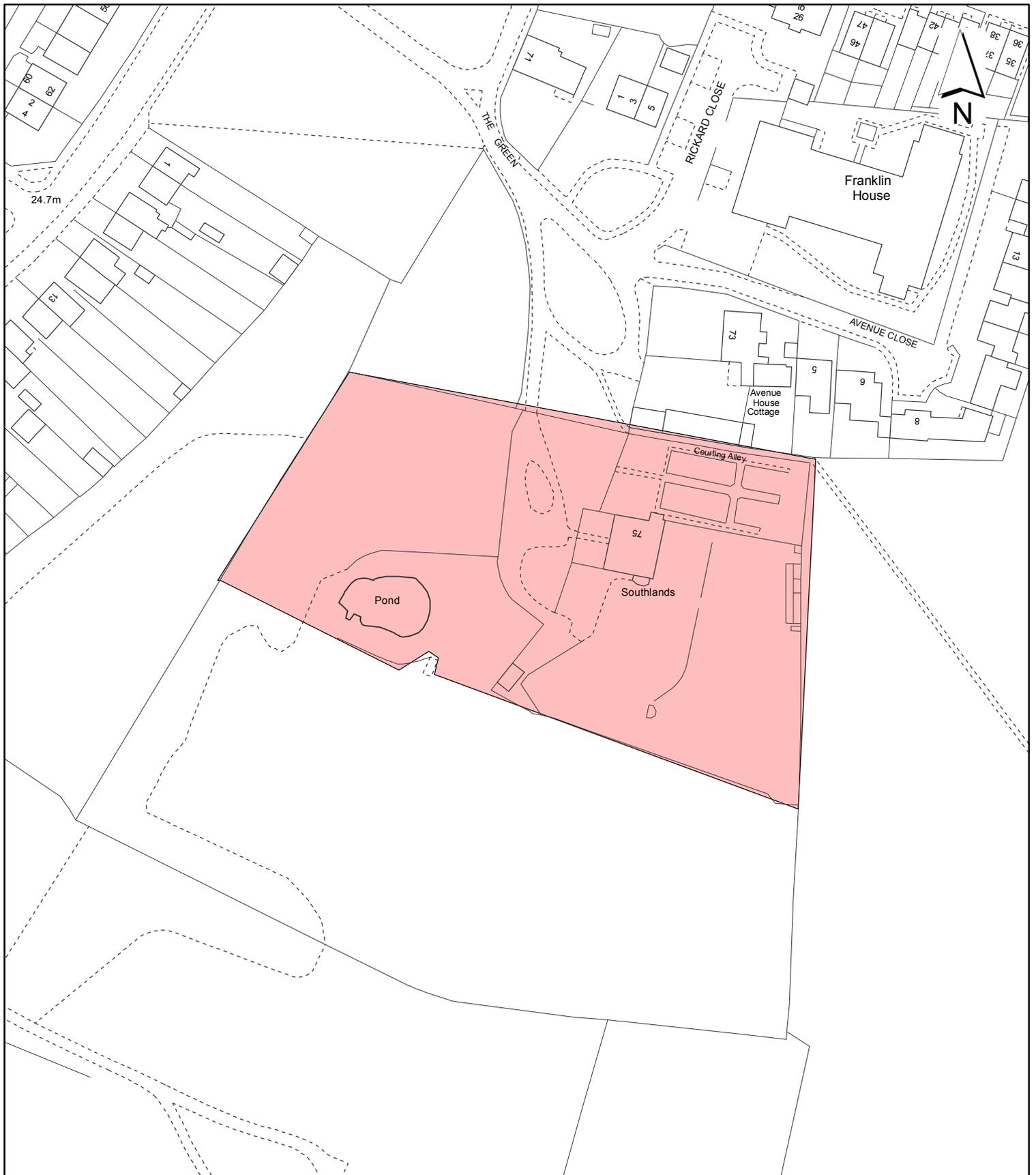
DMEI 4 Development on the Green Belt or Metropolitan Open Land

- DMHB 1 Design of New Development
- DMHB 2 Listed Buildings
- DMHB 4 Conservation Areas
- LPP 7.1 (2016) Green Belt
- NPPF- 1 NPPF-13 2018 - Protecting Green Belt land

- 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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

Contact Officer: Rebecca Lo

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Southlands Art Centre
 The Green
 West Drayton**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

12569/APP/2020/1585

Scale:

1:1,250

Planning Committee:

Major Page 150

Date:

July 2020



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 15th July
2020



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address THE FORMER STAR PH, CORNER OF STAR ROAD AND UXBRIDGE ROAD HILLINGDON

Development: Erection of a part 4, part 5 storey building accommodating 14 dwellings (9 x 1 bed, 3 x 2 bed and 2 x 3 bed flats) and commercial space, and the erection of a separate 2 storey building with roof accommodation to provide 2 x 3 bed houses, car and cycle parking and private and communal amenity space.

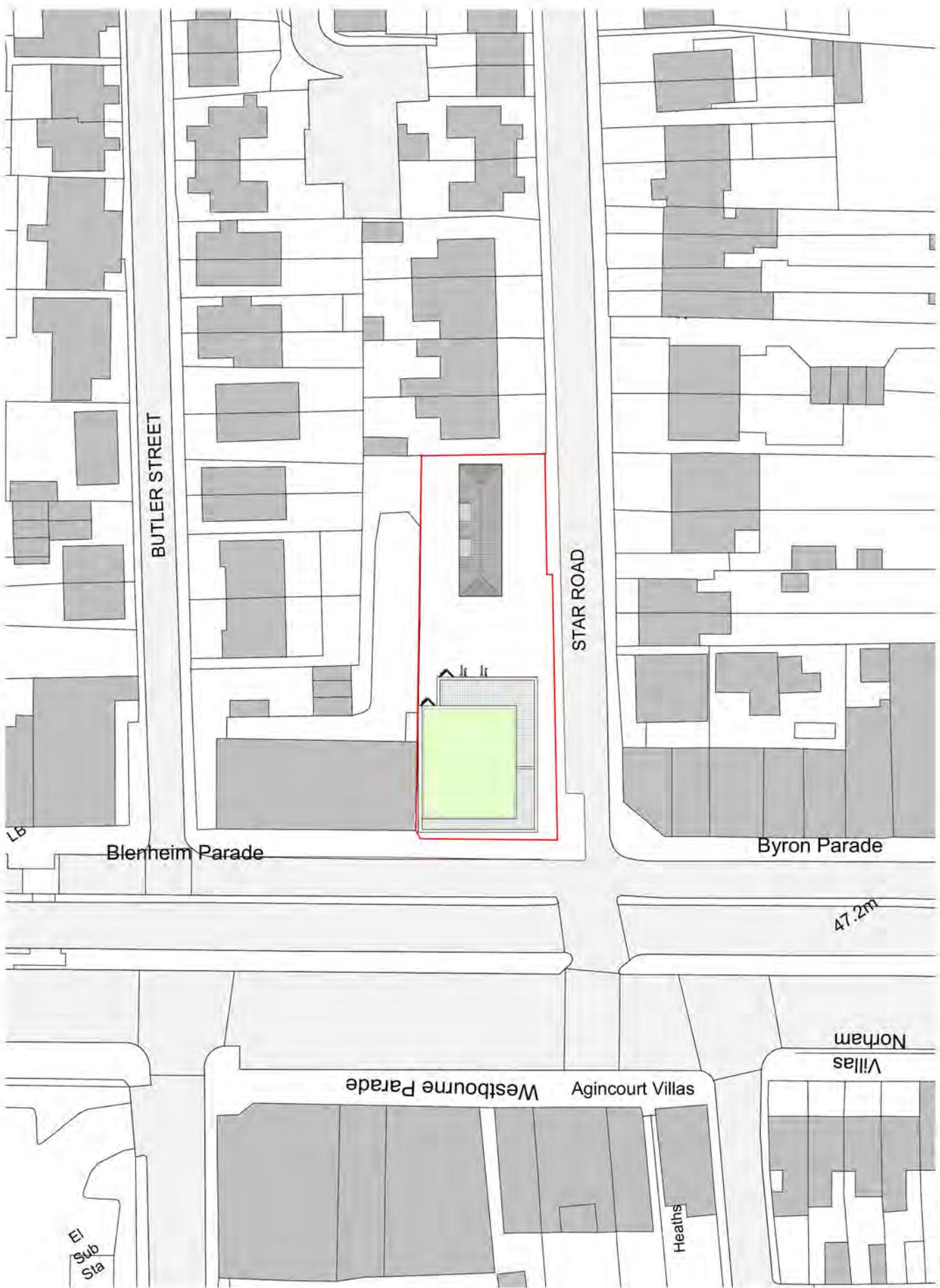
LBH Ref Nos: 8057/APP/2019/3862

Date Plans Received: 29/11/2019

Date(s) of Amendment(s): 29/11/2019

Date Application Valid: 02/12/2019

26/05/2020





The Site

1 Site Location Map
Scale: 1:1250



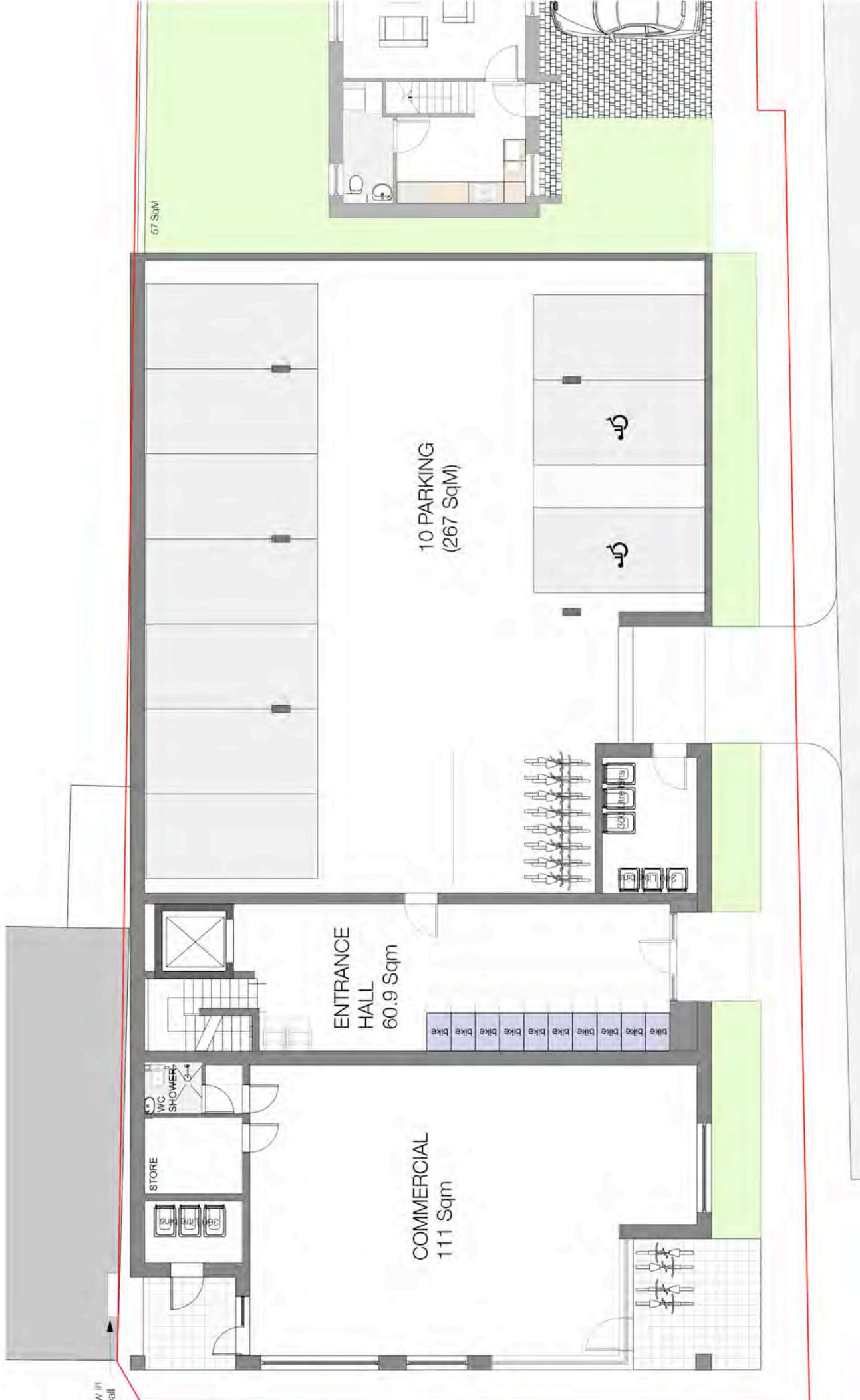
ade



STAR ROAD

1 Ground Floor Plan
 Scale: 1:250





Window in flank wall

57 SqM

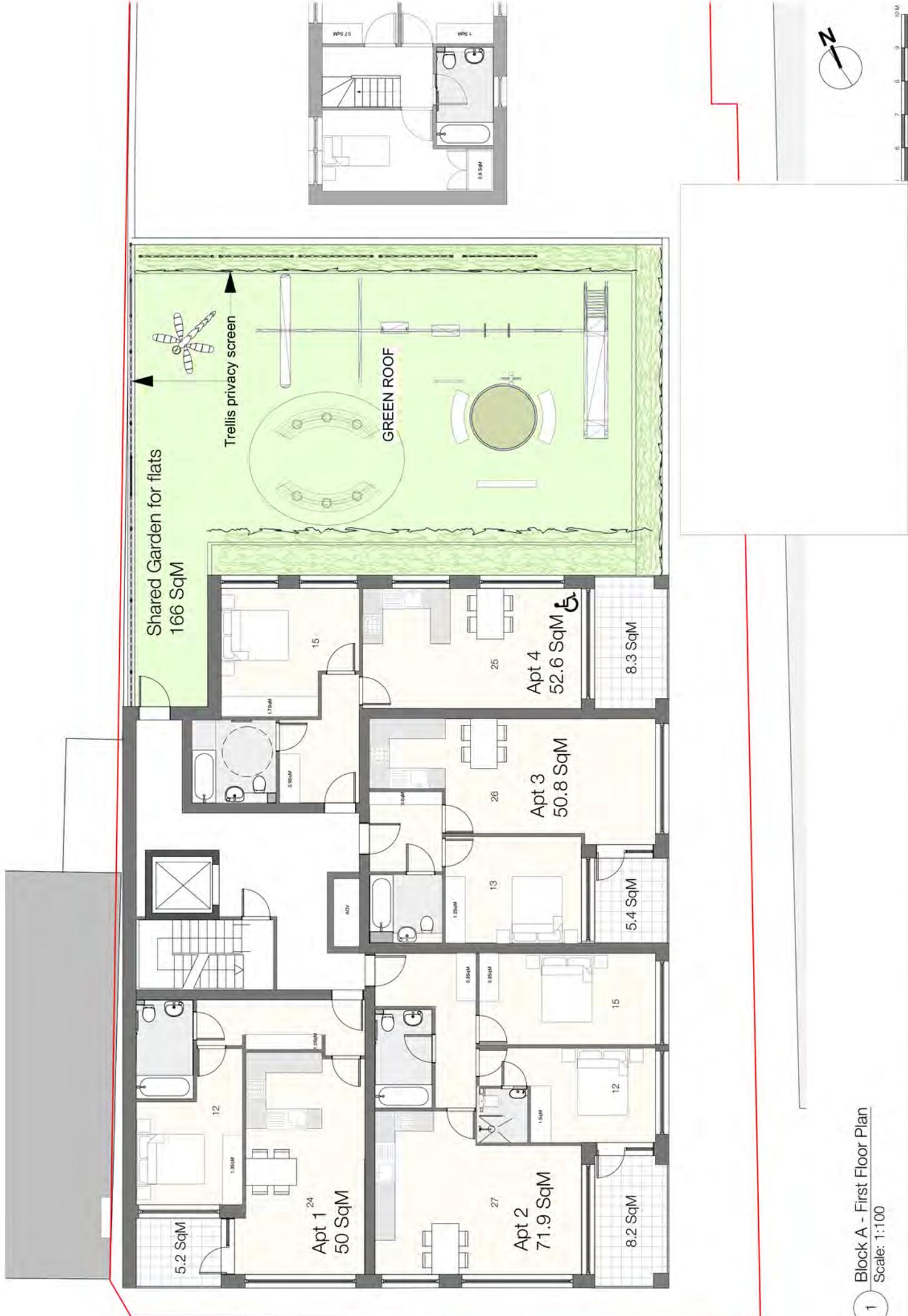
ENTRANCE HALL
60.9 Sqm

COMMERCIAL
111 Sqm

10 PARKING
(267 SqM)

1 Block A - Ground Floor Plan
Scale: 1:100





1 Block A - First Floor Plan
Scale: 1:100



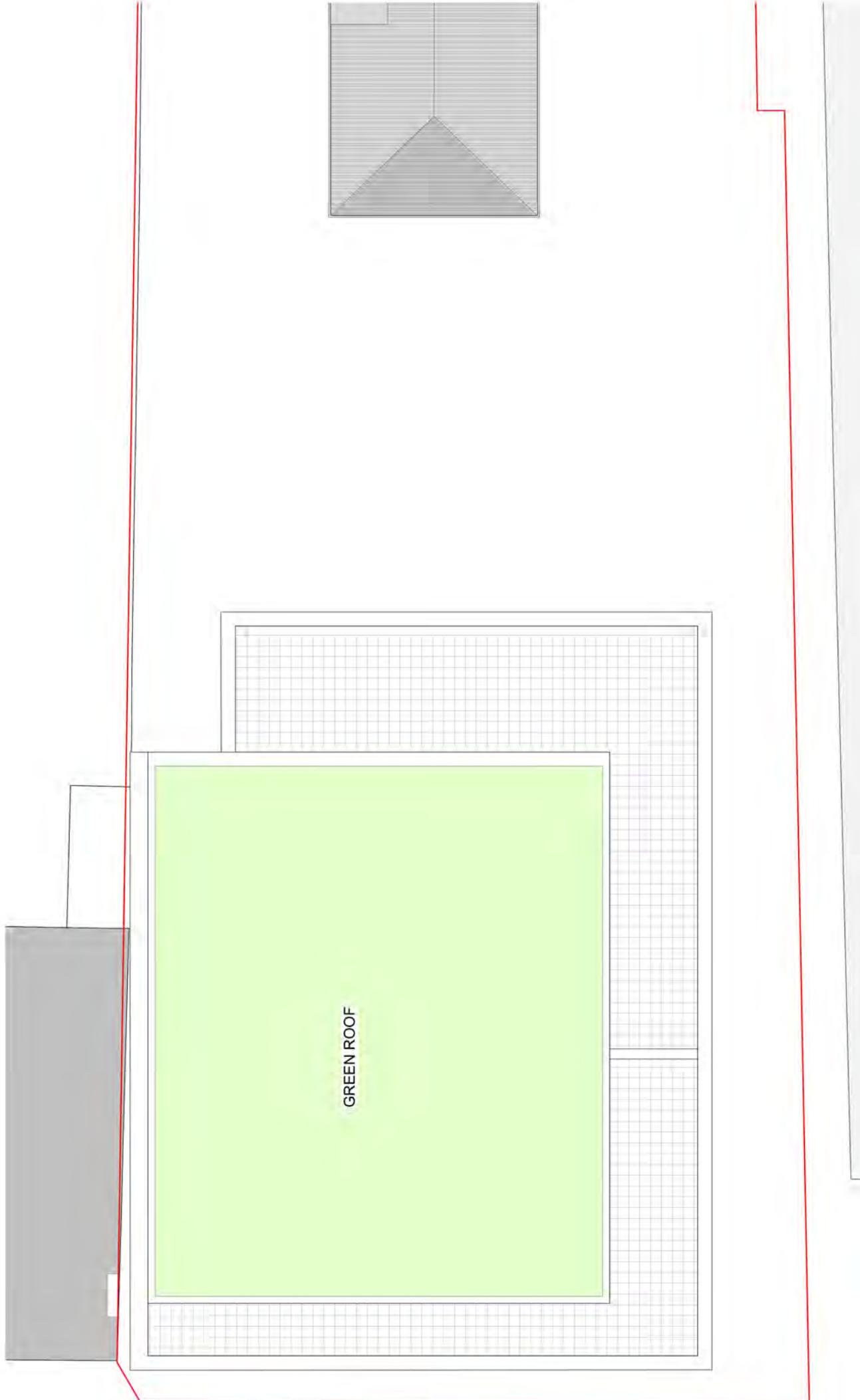
1 Block A - Second Floor Plan
Scale: 1:100



1 Block A - Third Floor Plan
Scale: 1:100



1 Block A - Fourth Floor Plan
Scale: 1:100



1 Block A - Roof Plan
Scale: 1:100





2



1 Block A - East Elevation
Scale: 1:100





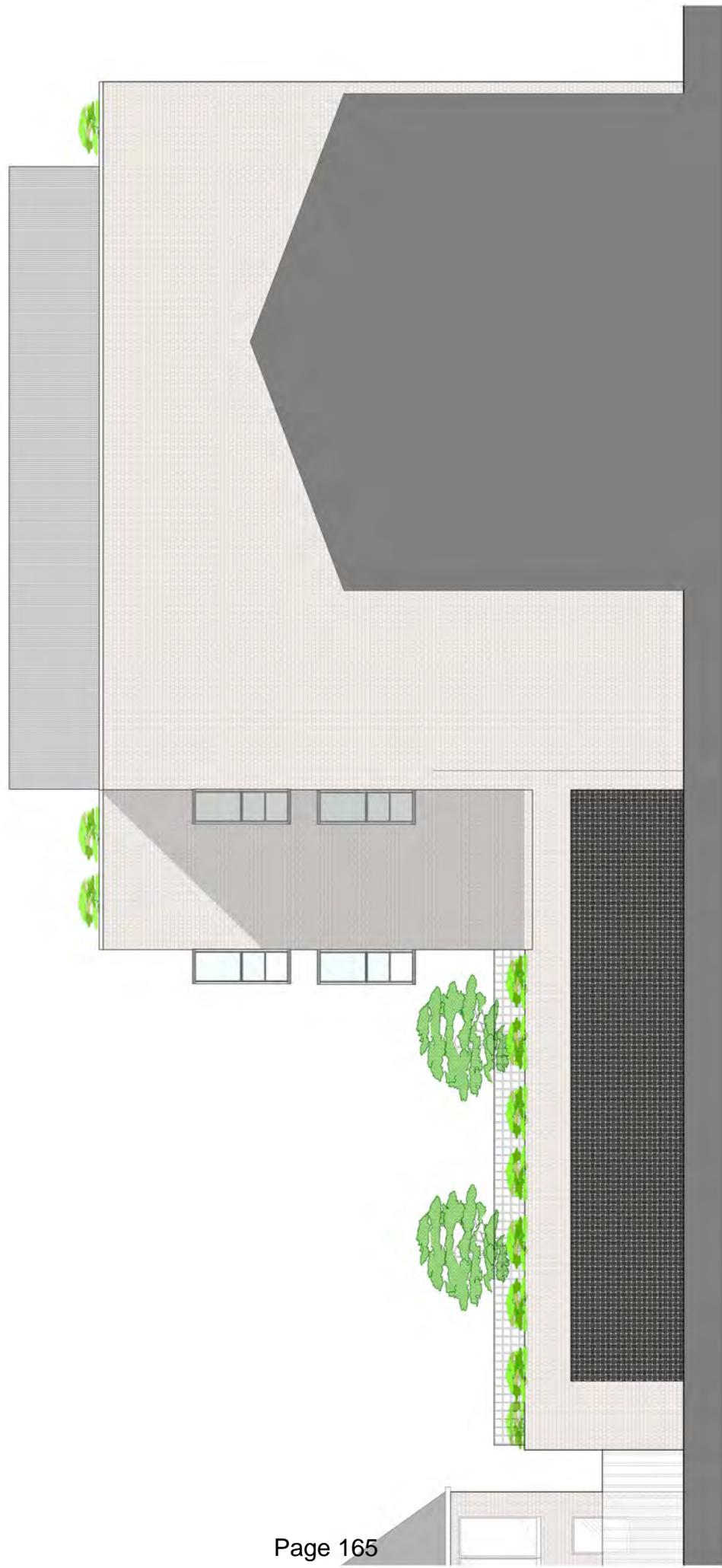
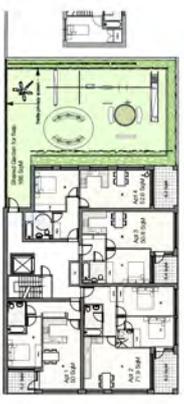
1 Block A - North Elevation
Scale: 1:100





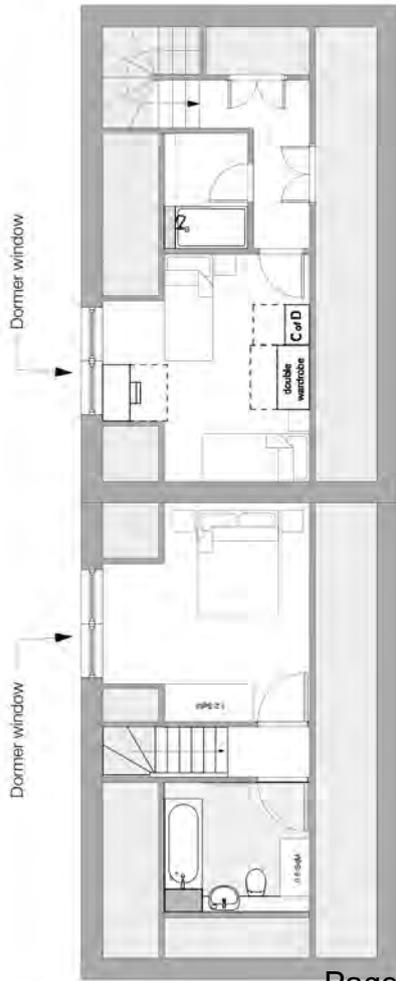
1 Block A - South Elevation
Scale: 1:100





1 Block A - West Elevation
Scale: 1:100

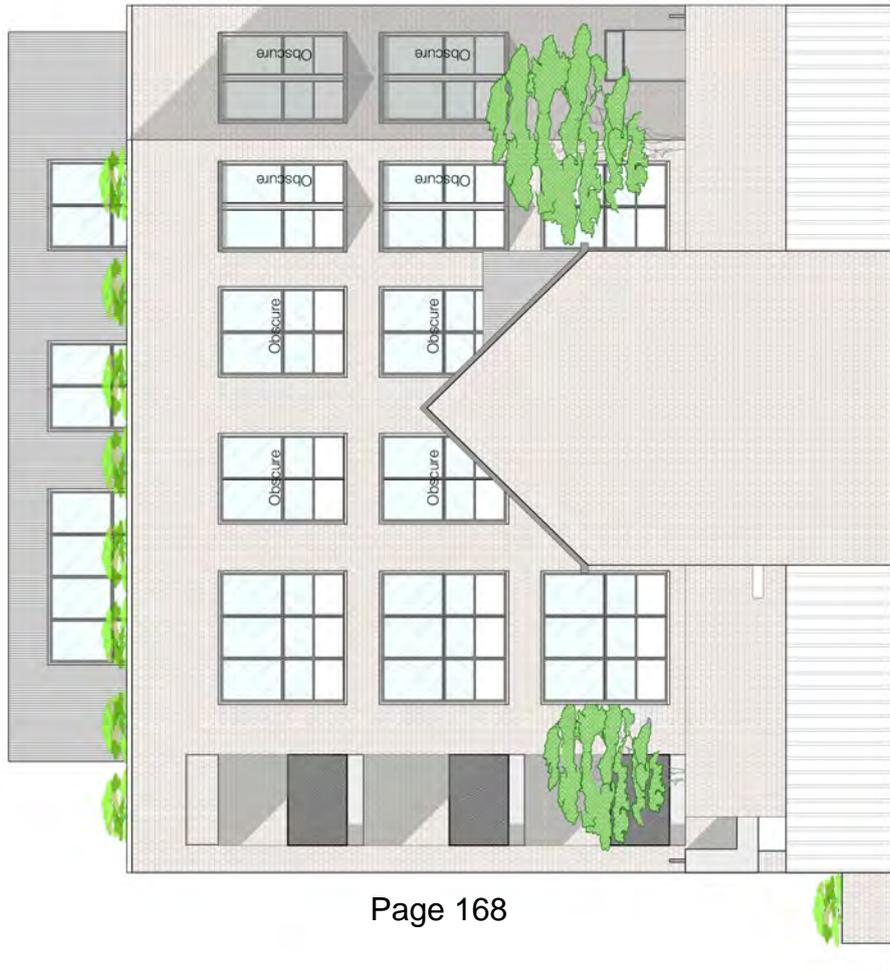




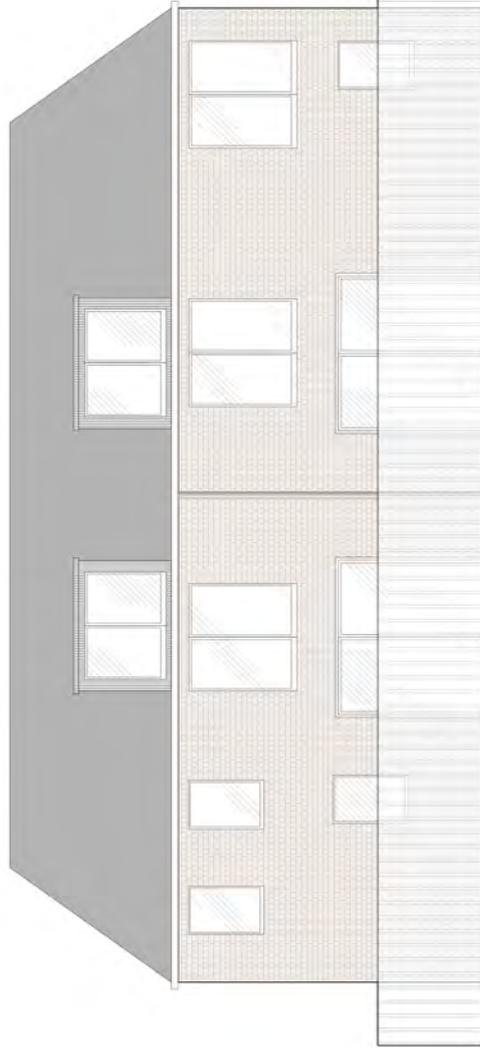
1 Block B - Second Floor Plan
Scale: 1:100

2 Block B - Roof Plan
Scale: 1:100

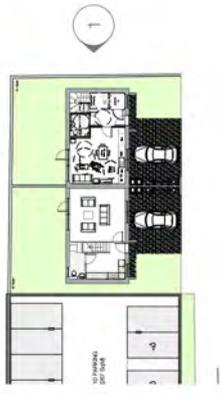


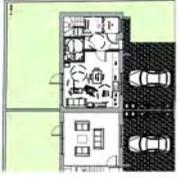


1 Block B - North Elevation
Scale: 1:100



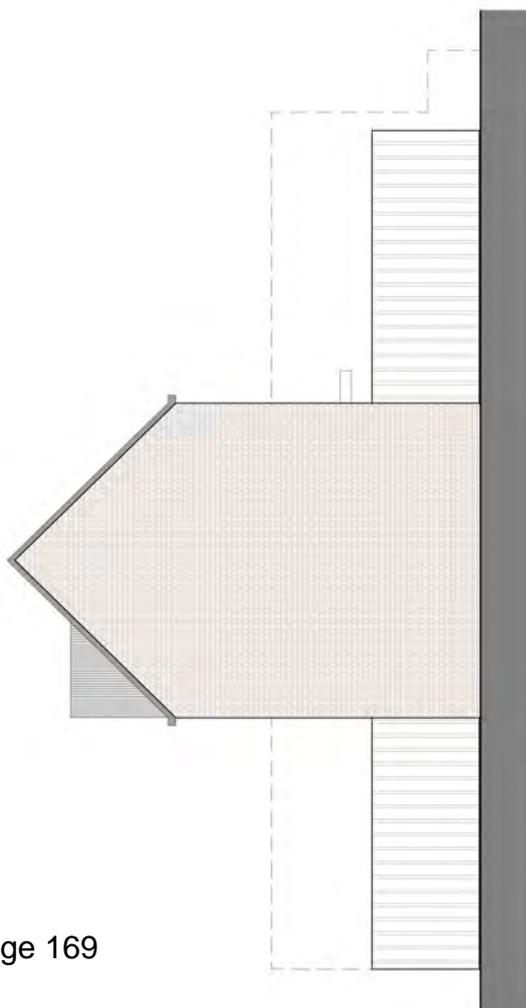
2 Block B - West Elevation
Scale: 1:100



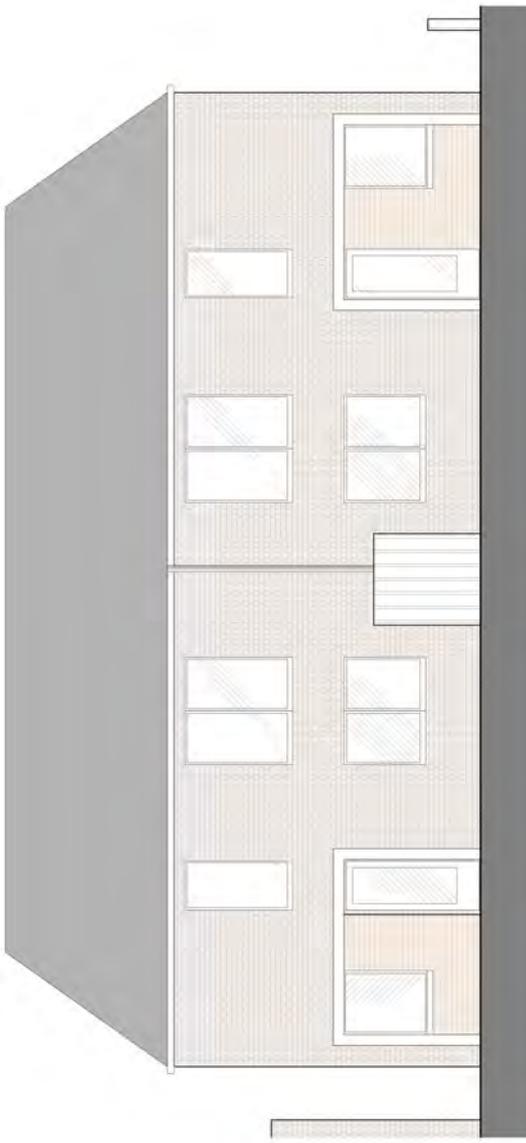


1

2



1 Block B - South Elevation
Scale: 1:100

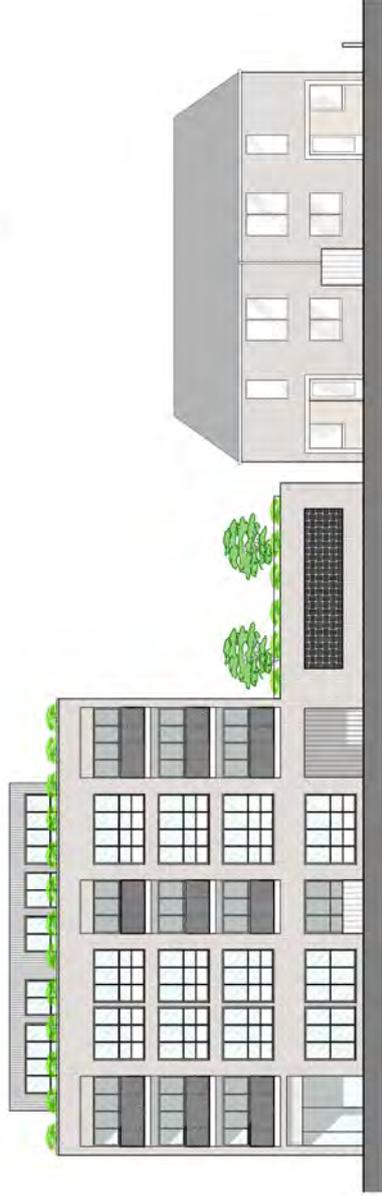


2 Block B - East Elevation
Scale: 1:100





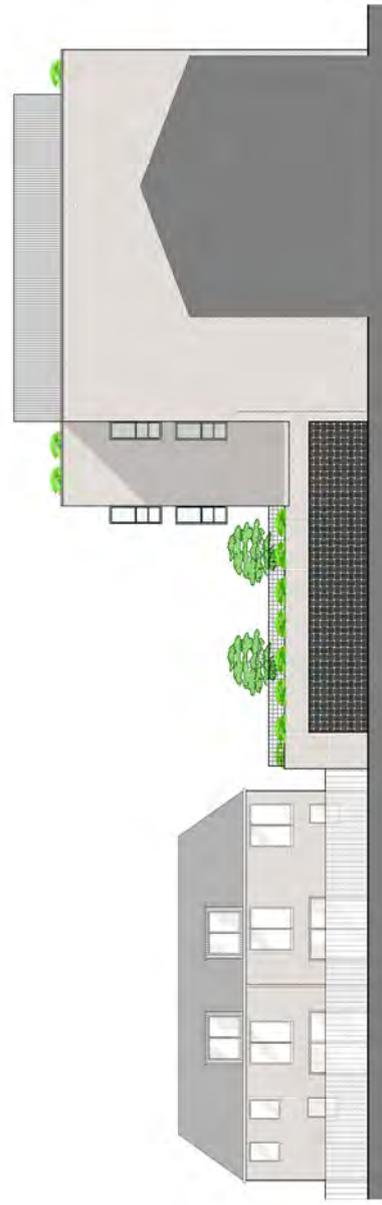
1 South Elevation
Scale: 1:250



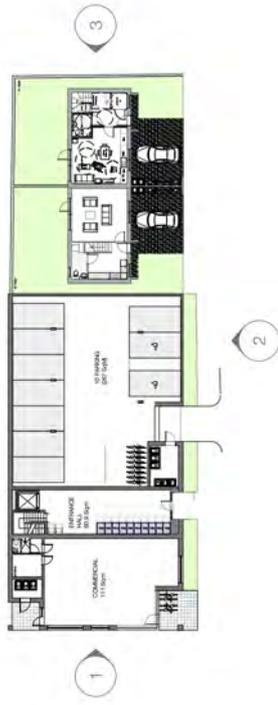
2 East Elevation
Scale: 1:250

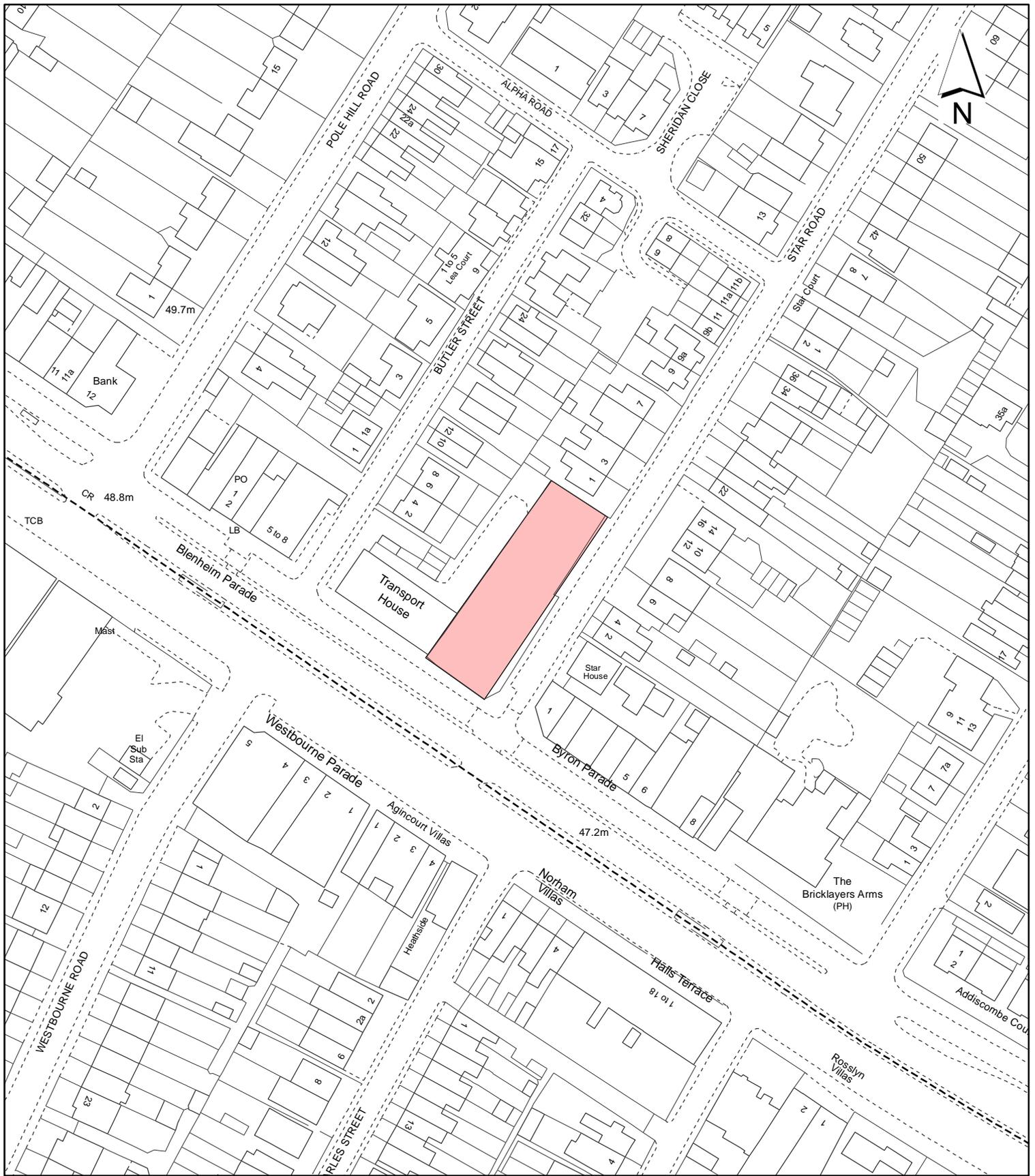


3 North Elevation
Scale: 1:250



4 West Elevation
Scale: 1:250





Notes:

 Site boundary

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Site Address:

**The Former Star PH
 Corner of Star Road and Uxbridge Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
8057/APP/2019/3862

Scale:
1:1,250

Planning Committee:
Major Page 171

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address THE FORMER STAR PH, CORNER OF STAR ROAD AND UXBRIDGE ROAD HILLINGDON

Development: Erection of a part 3, part 4 storey building accommodating 10 dwellings (6 x 1 bed, 2 x 2 bed and 2 x 3 bed flats); 112 sq.m of commercial space at ground floor level with car and cycle parking and private and communal amenity space and erection of a 2 storey building with roof accommodation comprising 2 x 3 bed houses, car and cycle parking and private amenity space.

LBH Ref Nos: 8057/APP/2019/3861

Date Plans Received: 29/11/2019

Date(s) of Amendment(s): 26/05/2020

Date Application Valid: 29/11/2019

29/11/2019



1 Site Layout Plan
Scale: 1:500





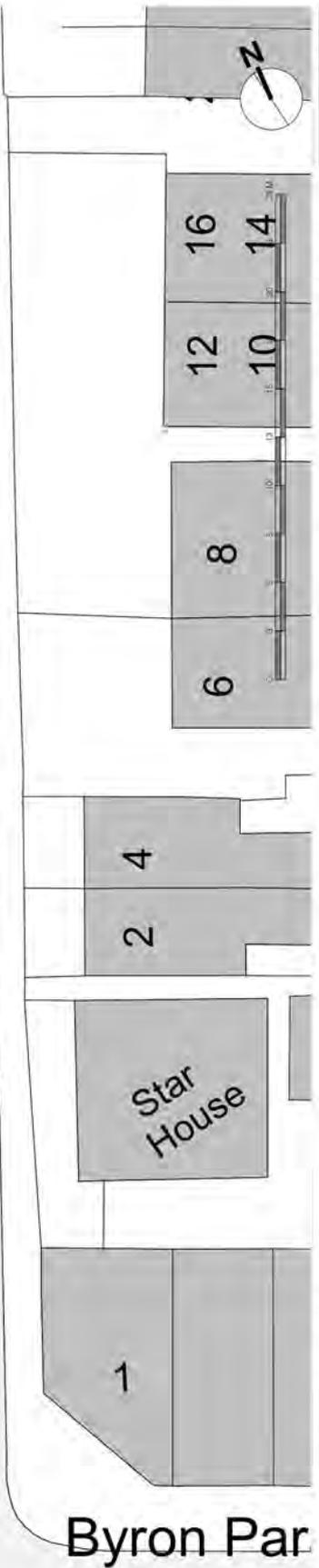
The Site



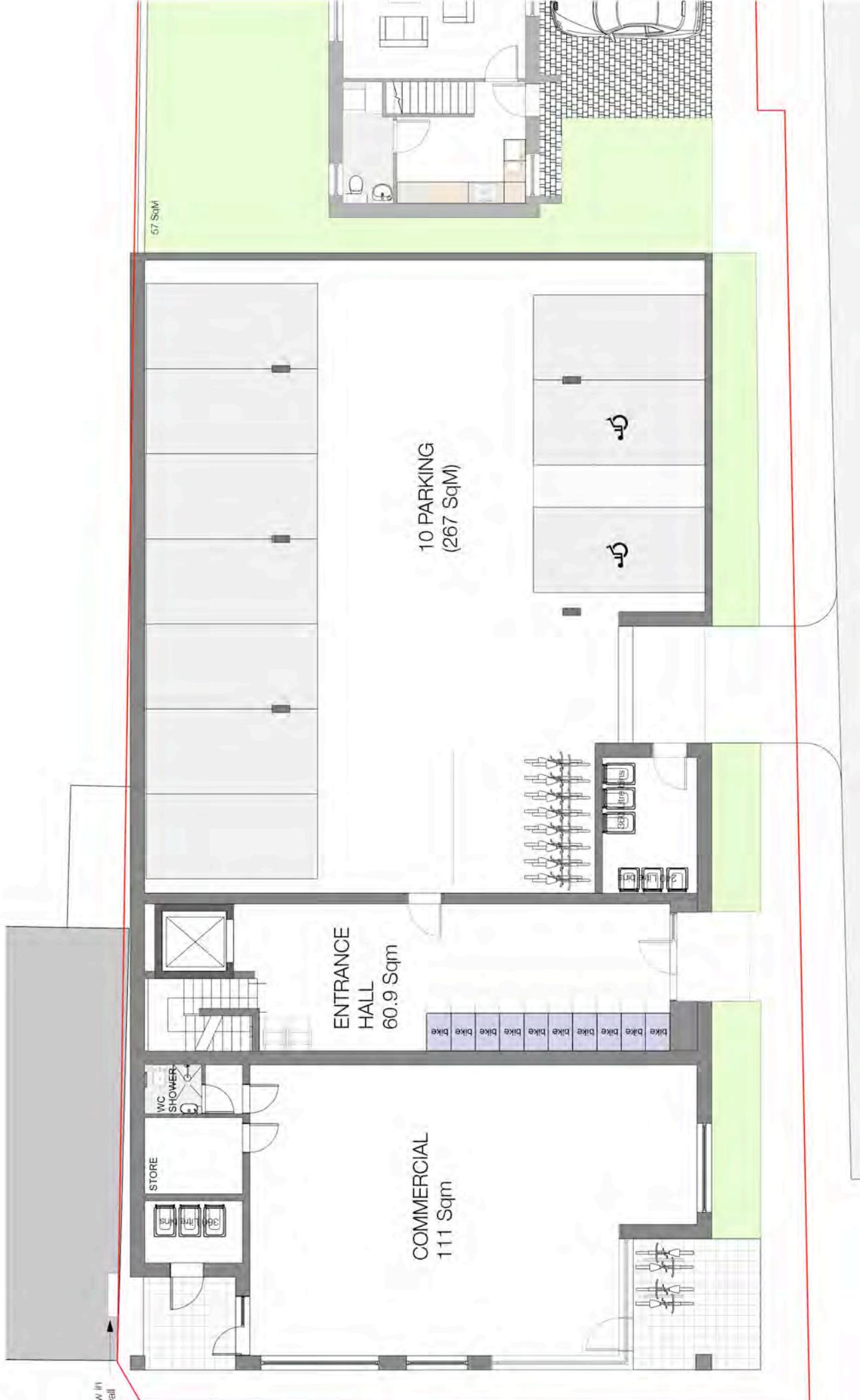
1 Site Location Map
Scale: 1:1250



STAR ROAD



1 Ground Floor Plan
Scale: 1:250



Window in flank wall

57 SqM

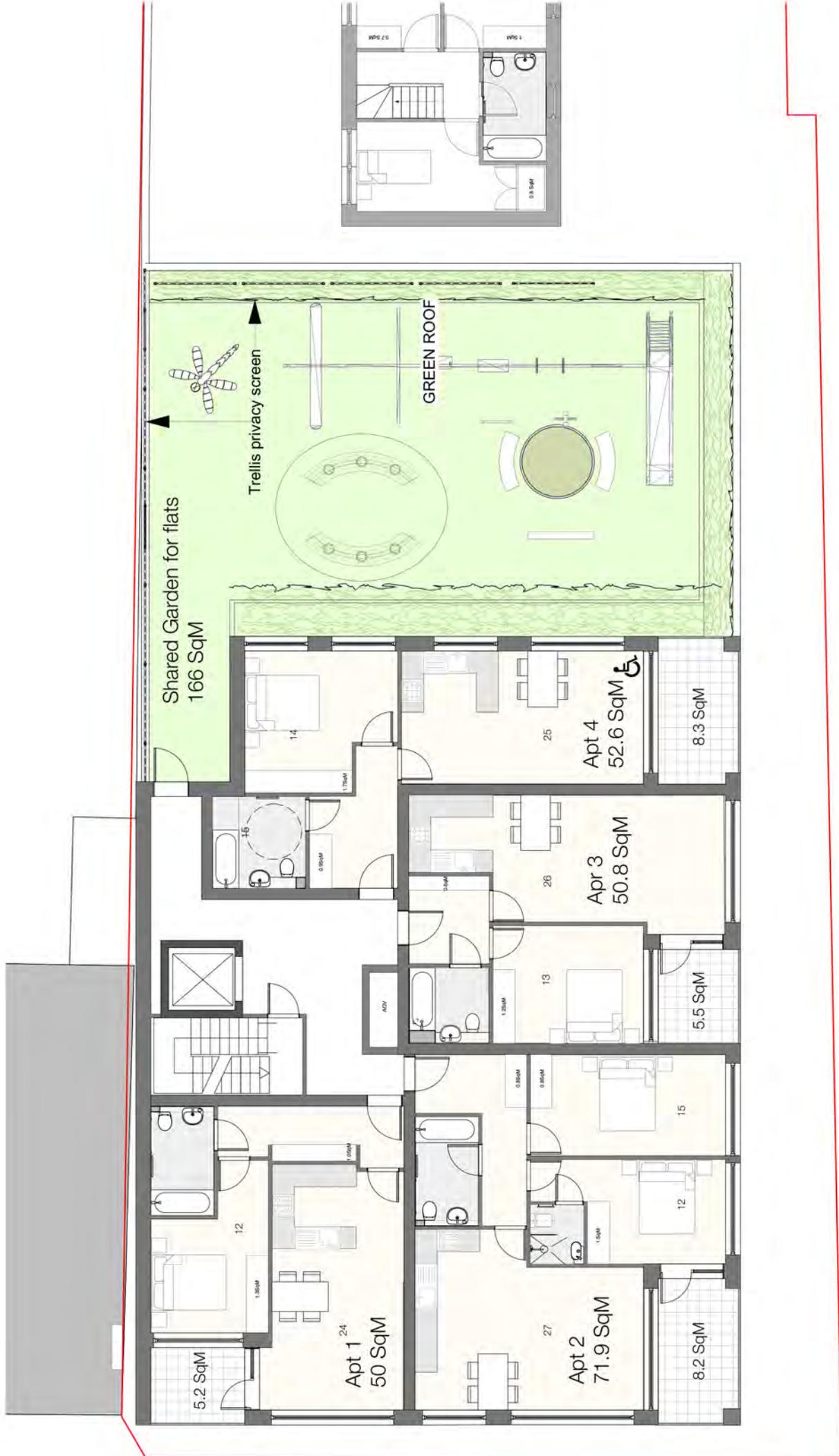
ENTRANCE HALL
60.9 Sqm

COMMERCIAL
111 Sqm

10 PARKING
(267 SqM)

1 Block A - Ground Floor Plan
Scale: 1:100





1 Block A - First Floor Plan
Scale: 1:100

version 22.1

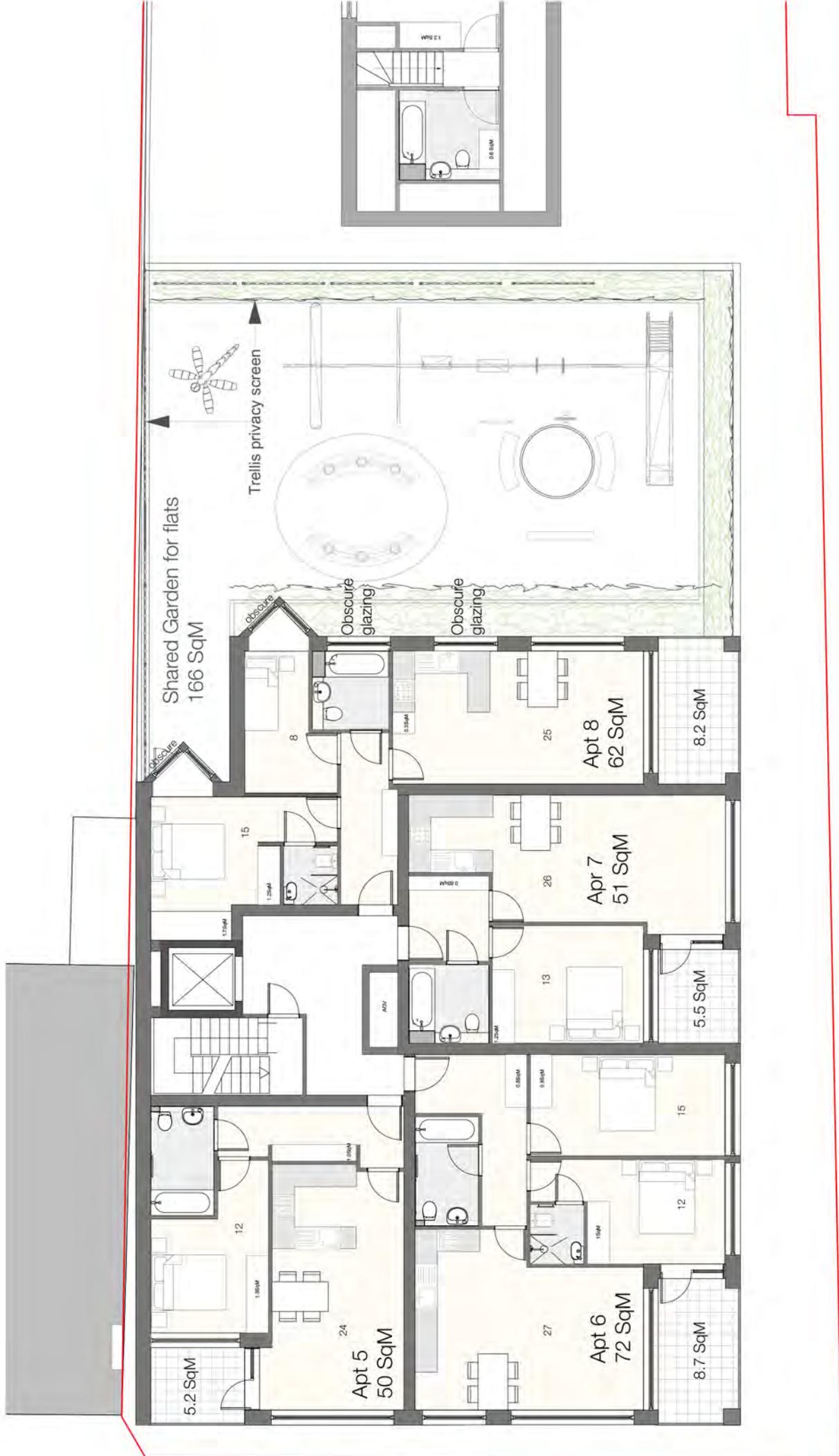
Drawing No. 1664/A / 05

SCALE 1:100

BLOCK A - FIRST FLOOR PLAN

Star Public House Hillingdon UB10 0LZ
SCHEME A

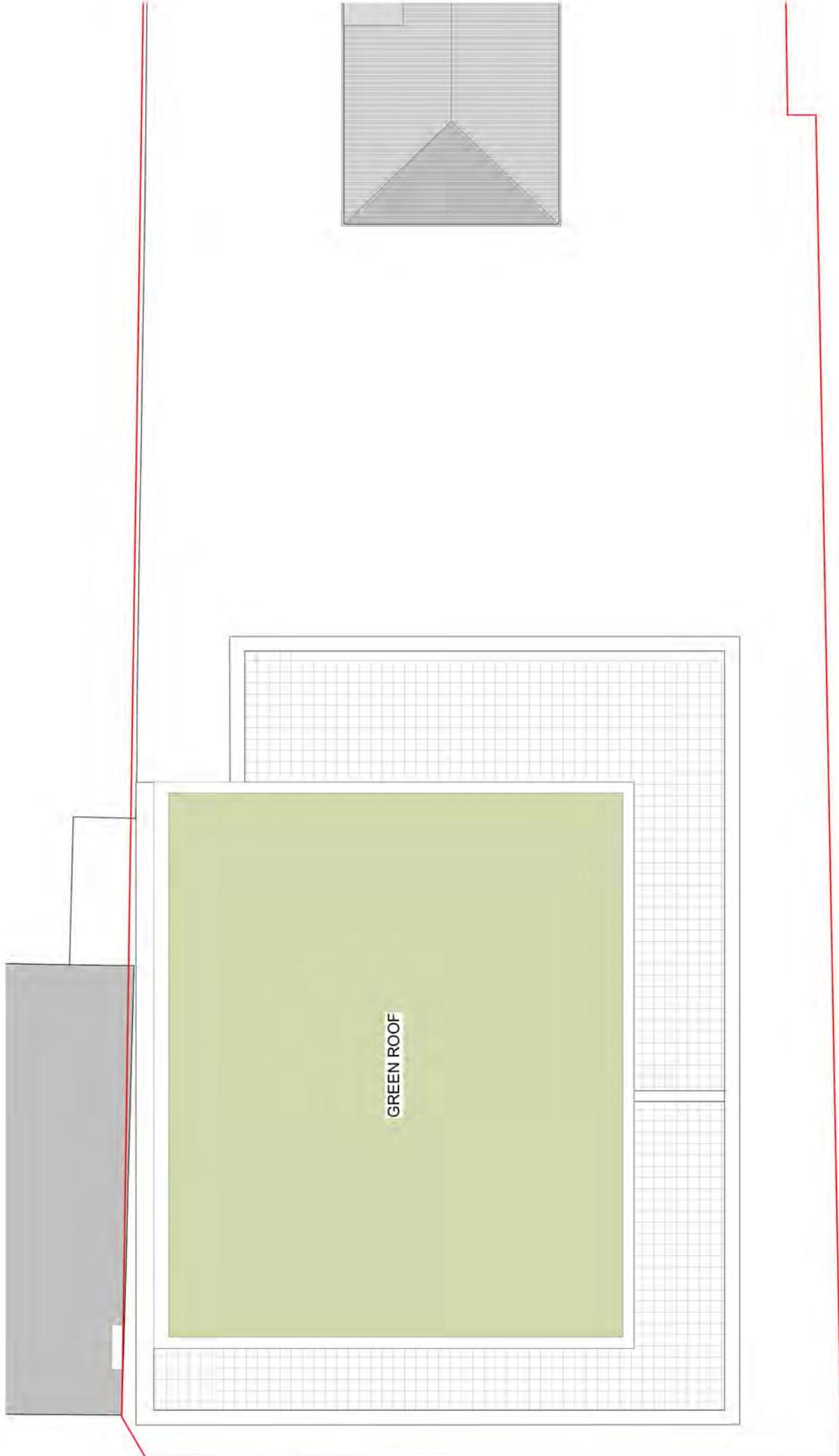
Chassay Studio
© Chassay Studio Ltd 2017



1 Block A - Second Floor Plan
Scale: 1:100



1 Block A - Third Floor Plan
Scale: 1:100



1 Block A - Roof Plan
Scale: 1:100





2



1 Block A - East Elevation
Scale: 1:100



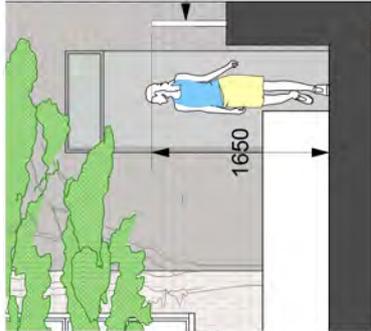
1 Block A - North Elevation
Scale: 1:100





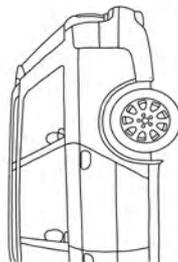
1 Block A - South Elevation
Scale: 1:100





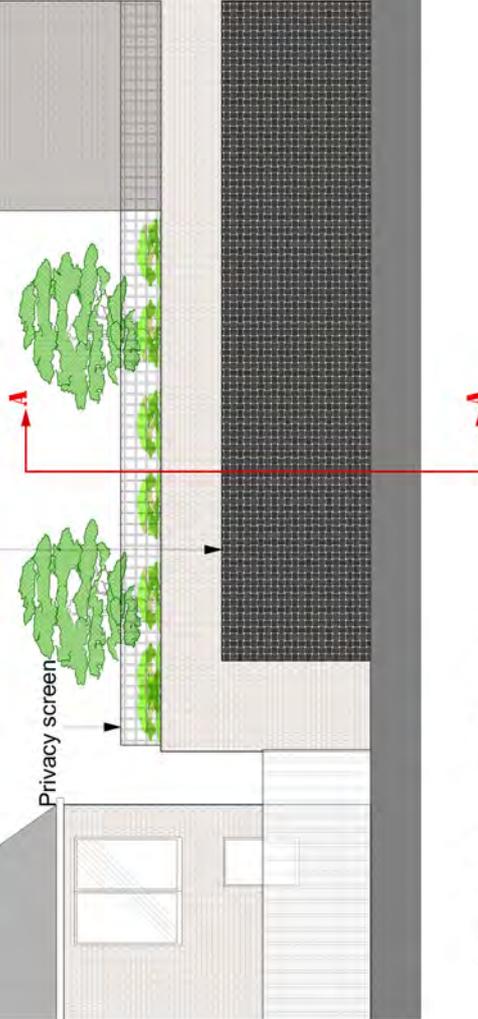
Privacy screen

1650



OPEN BRICKWORK

SECTION A-A

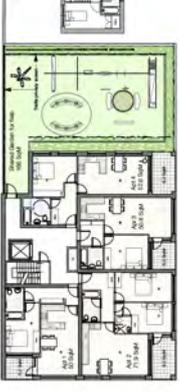


Privacy screen

1 Block A - West Elevation
Scale: 1:100

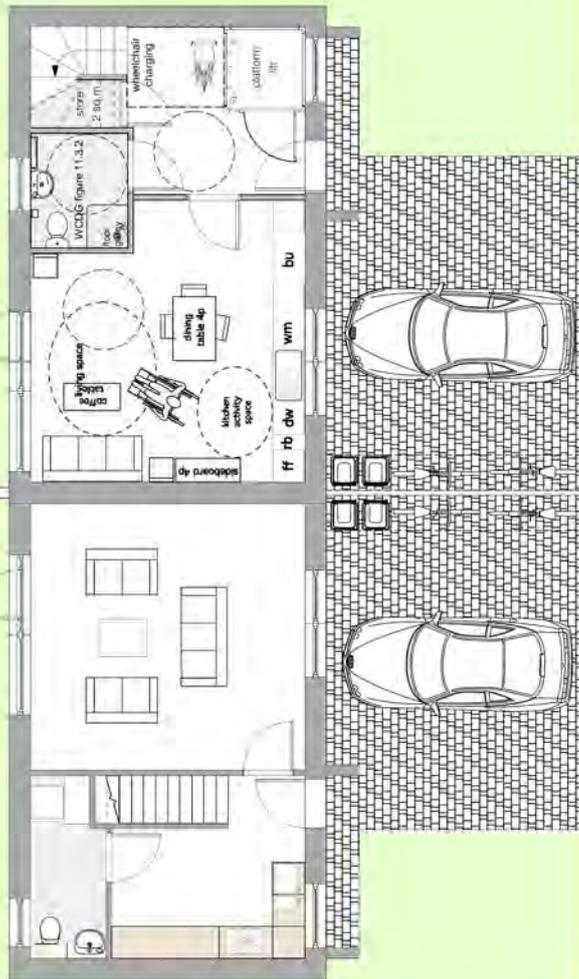


4

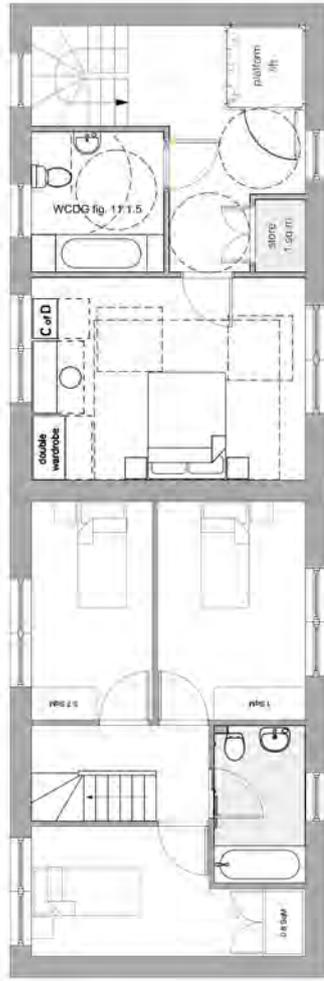


57 SQM

57 SQM

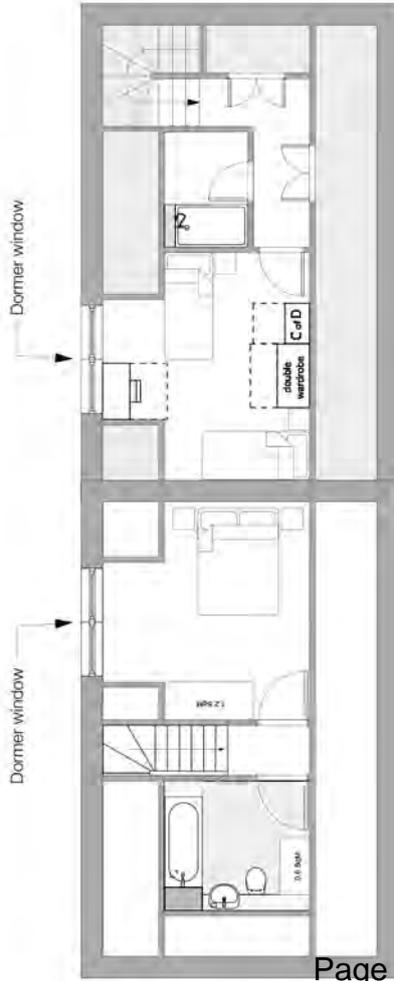


1 Block B - Ground Floor Plan
Scale: 1:100

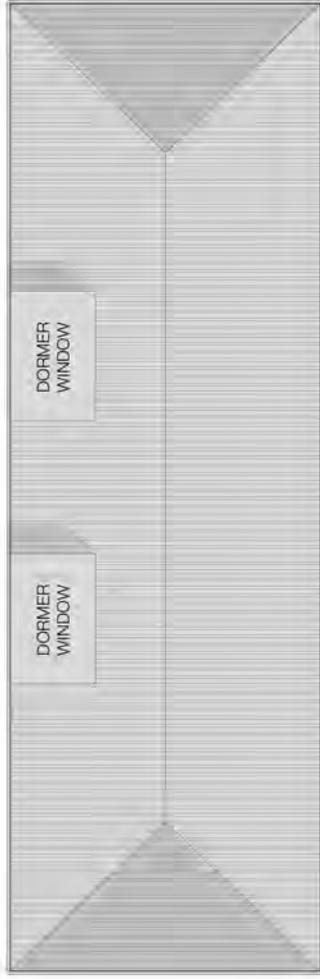


2 Block B - First Floor Plan
Scale: 1:100



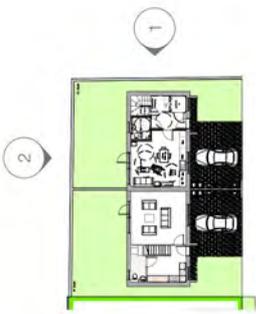


1 Block B - Second Floor Plan
Scale: 1:100

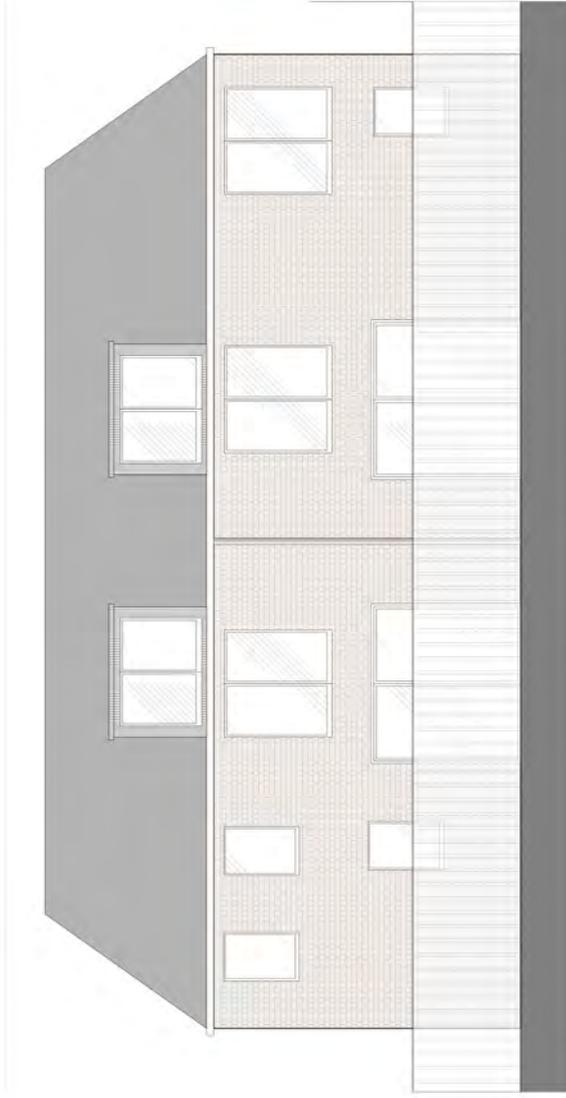


2 Block B - Roof Plan
Scale: 1:100





1 Block B - North Elevation
Scale: 1:100

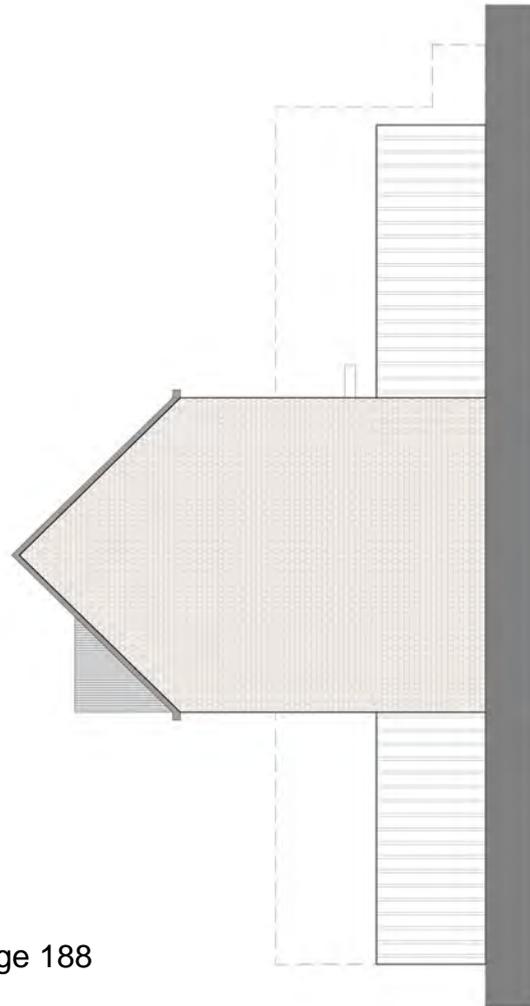


2 Block B - West Elevation
Scale: 1:100

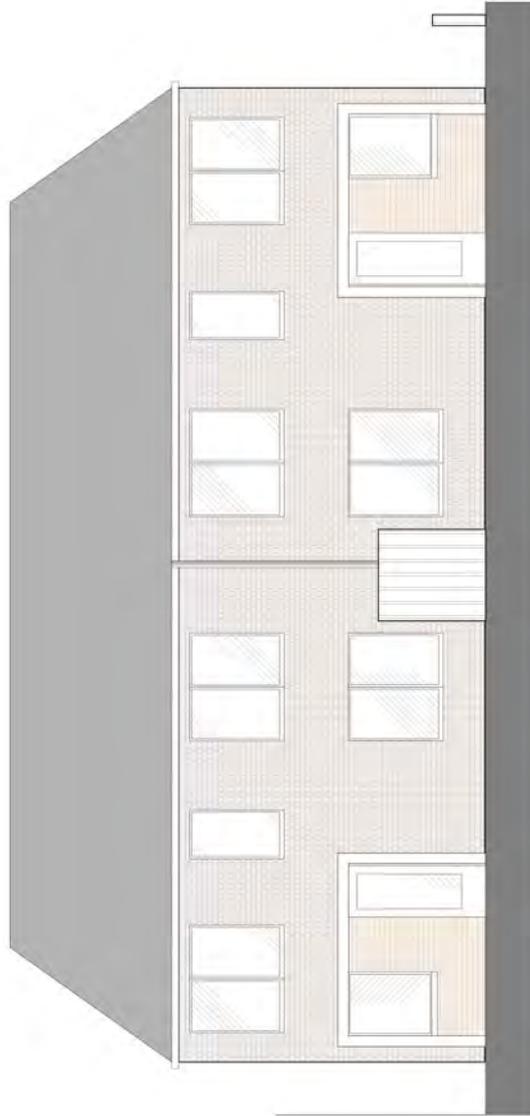




2



1 Block B - South Elevation
Scale: 1:100

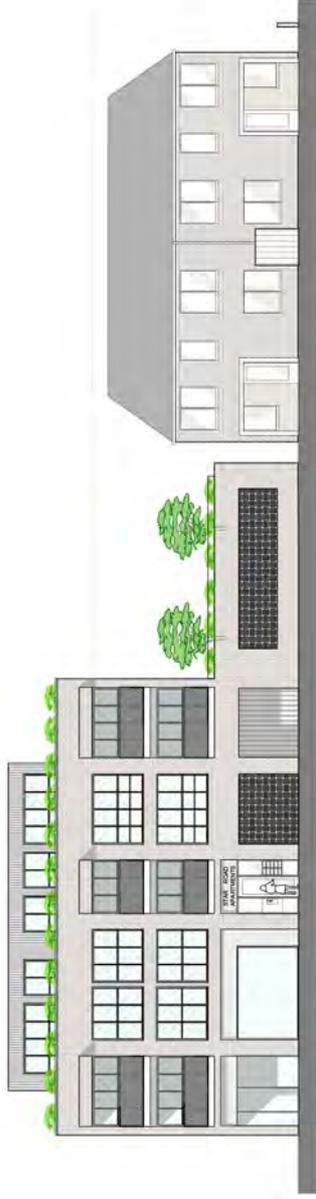


2 Block B - East Elevation
Scale: 1:100





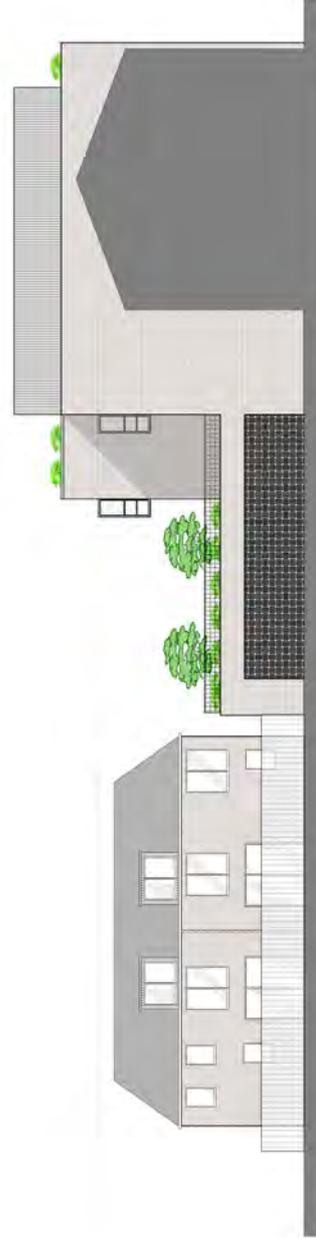
1 South Elevation
Scale: 1:250



2 East Elevation
Scale: 1:250

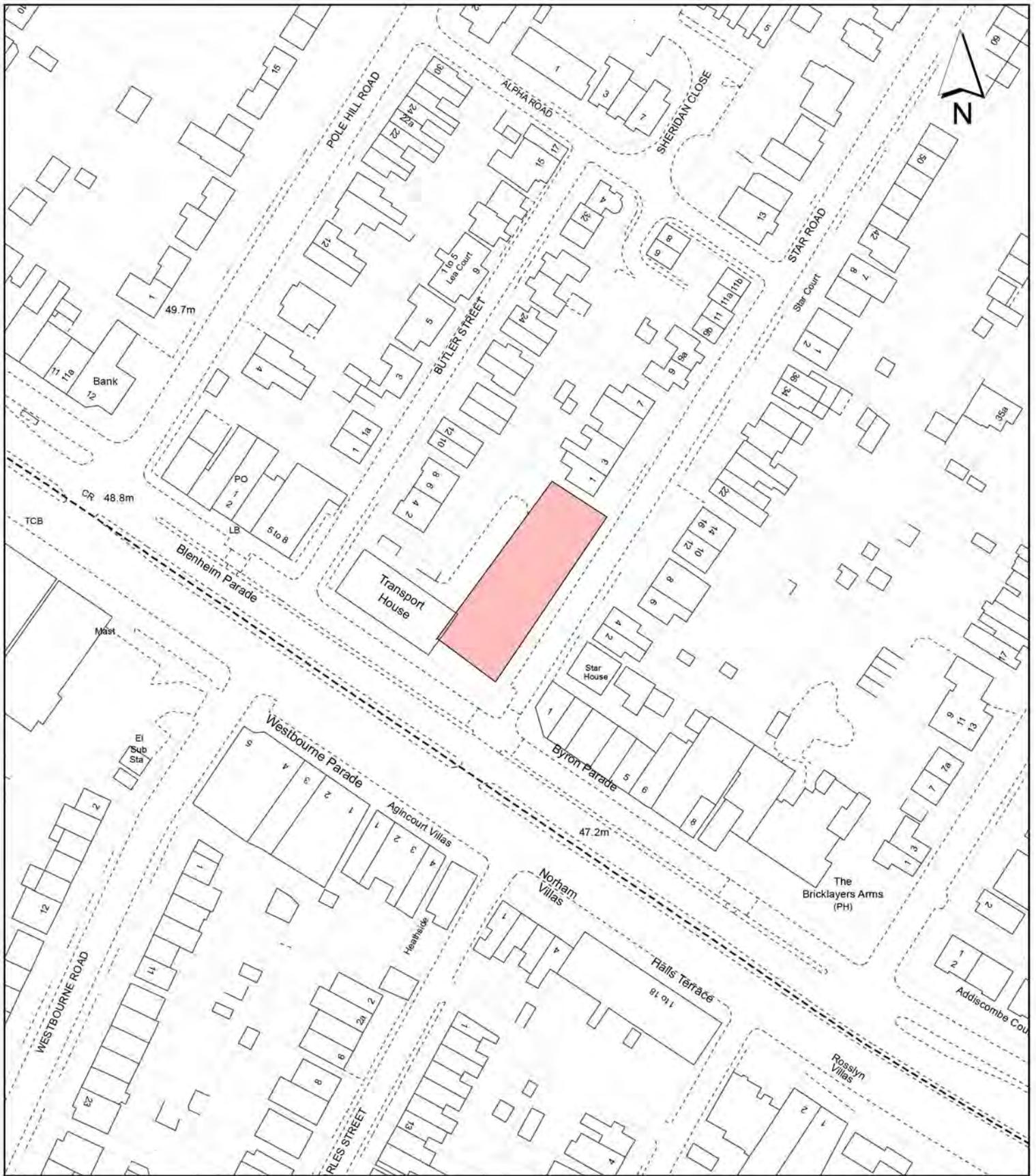


3 North Elevation
Scale: 1:250



4 West Elevation
Scale: 1:250





Notes:

 Site boundary

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Site Address:

**The Former Star PH
 Corner of Start Road and Uxbridge Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
8057/APP/2019/3861

Scale:
1:1,250

Planning Committee:
Major Page 190

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address LONDON BOROUGH OF HOUNSLOW OUTBOROUGH MIDDLESEX

Development: Change of use from A1 (non-food) retail to open A1 (including food) retail, subdivision of the existing unit to form two A1 retail units, car park reconfiguration, external alterations and associated works

LBH Ref Nos: 39705/APP/2020/1560

Date Plans Received: 14/05/2020

Date(s) of Amendment(s):

Date Application Valid: 20/05/2020



Scale Bar
 0M 12.5M 25M 37.5M 50M 62.5M

1:1250



A Red line amendment as per Lid's request:				02.09.19	NMC	MJ
revision				date	by /chk	
drawn by	checked by	date	scale @ A4			
NMC	MJ	17.07.2019	1:1250			
project number		drawing number	revision			
8106		SK 13	A			

Construction staff will operate under the project control the provided through and accurate information on all health and safety aspects relating to the design identified on this drawing including the review of:

- Designers/contractors risk assessments
- Method statements
- Permit to work
- The construction information

The designers note that the following health and safety risks relating to this drawing have not been eliminated during the design process:

ref	residual risk

A	Red line amended as per L1018 request.	revision	date	by	chk
			02.06.19	MMAC	NJ

All dimensions to be verified on site and the Archited informed of any discrepancy. All drawings and specifications shall be read in conjunction with the Health and Safety Plan and the Project Design. This is not to be used as a substitute for the Project Design. **DO NOT SCALE FROM THIS DRAWING**

preliminary comment construction
 planning tender record

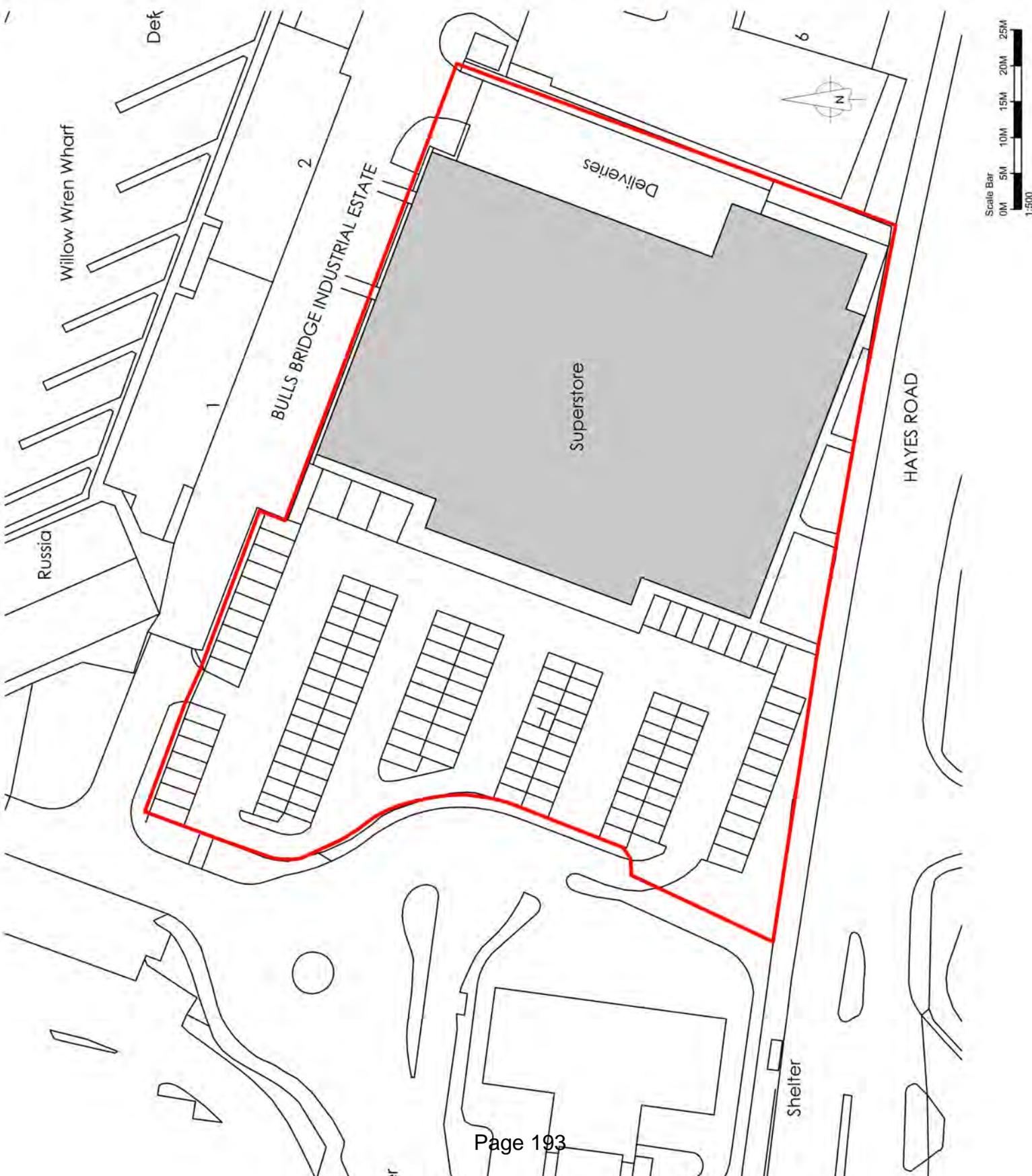
BOWMANRILEY ARCHITECTS

Tonyo Street, Trenchard Street, Leeds, LS1 2JH
 Leeds, LS1 2JH | 0113 201 1578 | 0113 201 1578
 0113 201 1578 | www.bowmanriley.com

drawn by	checked by	date	scale @ A3
DRN_BY	MJ	17.07.2019	1:500

Unit 5, Bullsbridge Industrial Estate,
Hayes Road, Southall, UB2 5LN

project number	drawing number	revision
8106	SK 14	A



Construction will not commence until written approval is received from the relevant authorities through an approved contractor. The provisions of the Building Regulations shall be followed throughout the design and construction process. All health and safety aspects relating to the design shall be considered during the design process.

- Design/contractors risk assessments
- Method statements
- Permits to work
- The construction information

The designer notes that the following health and safety risks relating to this drawing have not been considered during the design process:

ref	residual risk



revision	date	by	chk

All dimensions to be verified on site and the architect informed of any discrepancy. All drawings and specifications shall be read in conjunction with the Health and Safety Plan and the relevant Building Regulations. This drawing is the property of Bowman Riley Architects Limited. ©

- DO NOT SCALE FROM THIS DRAWING
- preliminary
 - planning
 - comment
 - tender
 - construction
 - record

BOWMAN RILEY
- ARCHITECTS

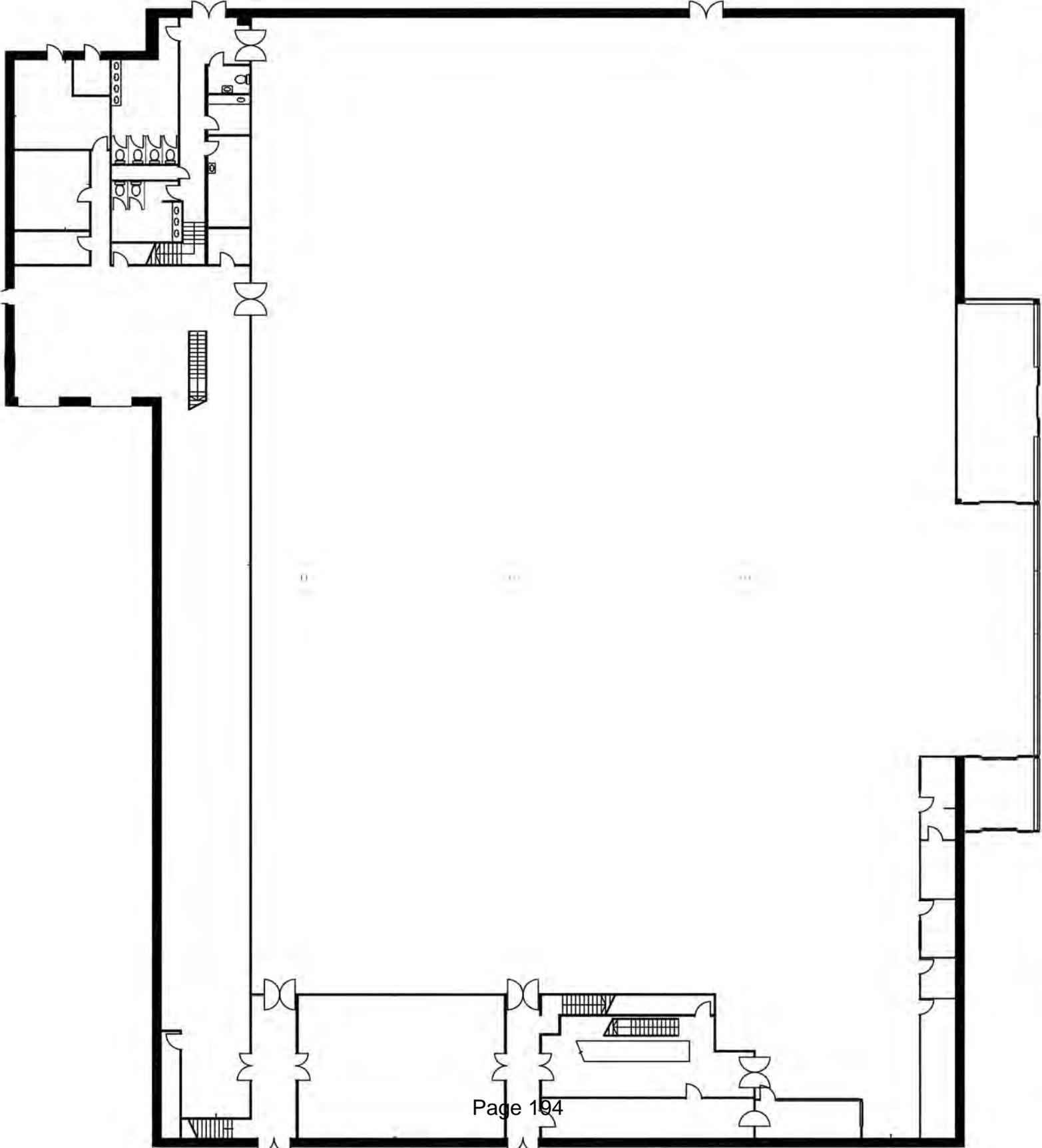
Topcote Studios, Topcote Street, Leeds, LS1 2JH
Leeds, West Yorkshire, LS1 2JH
0113 2311 1518 • www.bowmanriley.com

drawn by	checked by	date	scale @ A3
DRN_BY	MJ	17.07.2019	1:200

Unit 5, Bullsbridge Industrial Estate,
Hayes Road, Southall, UB2 5LN

EXISTING GROUND FLOOR PLAN

project number	drawing number	revision
8106	SK 15	-

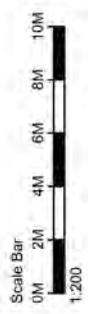


Consultation and all operatives must ensure the principal contractor has provided the necessary safety measures and that all safety stations relating to the design are in place and that the design is in accordance with the relevant design standards on this drawing including the use of:

- Designation of safety stations
- Method statements
- Permit to work

The contractor must ensure the following health and safety risks relating to this drawing have not been amended during the design process:

ref.	residual risk



revision	date	by	chk

All dimensions to be verified on site and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan. All works should be carried out in accordance with the approved Project Design. This drawing is the property of Bowman Riley Architects, Limited. ©

- preliminary comment construction
- planning tender record

BOWMAN RILEY
ARCHITECTS

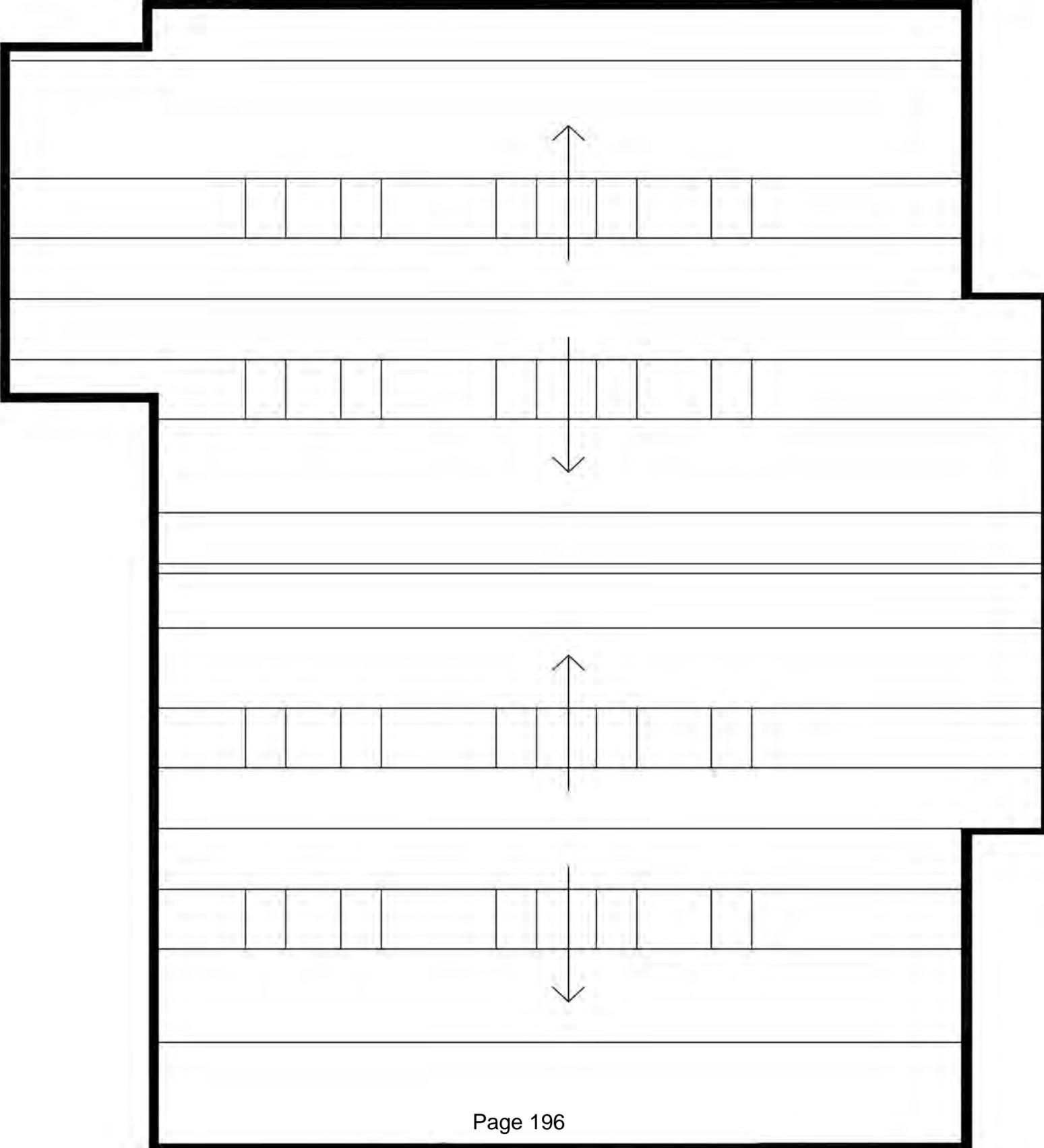
Torvalds Square, Torvalds Street, Leeds LS1 3NJ
 0113 581 7576 | 0113 581 7577 | www.bowmanriley.com

drawn by	checked by	date	scale @ A3
DRN_BY	MJ	17.07.2019	1:200

Unit 5, Bullsbridge Industrial Estate,
Hayes Road, Southall, UB2 5LN

EXISTING ROOF PLAN

project number	drawing number	revision
8106	SK 17	-



Construction staff and operators must ensure the principal contractor has provided thorough and accurate information on all health and safety aspects relating to the proposed works. This information should be provided to the contractor in the form of a Design/Construct/Operate/Handover (DCOH) document. The contractor must ensure that the following health and safety risks relating to this drawing have been identified and assessed:

- Asbestos
- Mobile plant
- Fire
- Structural integrity
- Overhead power lines
- Excavation
- Working at height
- Use of heavy machinery
- Use of hazardous materials
- Use of confined spaces
- Use of electricity
- Use of gas
- Use of water
- Use of air
- Use of noise
- Use of vibration
- Use of radiation
- Use of biological agents
- Use of chemical agents
- Use of physical agents
- Use of psychological agents
- Use of social agents
- Use of environmental agents
- Use of other agents

The contractor must ensure that the following health and safety risks relating to this drawing have been identified and assessed:

- Asbestos
- Mobile plant
- Fire
- Structural integrity
- Overhead power lines
- Excavation
- Working at height
- Use of heavy machinery
- Use of hazardous materials
- Use of confined spaces
- Use of electricity
- Use of gas
- Use of water
- Use of air
- Use of noise
- Use of vibration
- Use of radiation
- Use of biological agents
- Use of chemical agents
- Use of physical agents
- Use of psychological agents
- Use of social agents
- Use of environmental agents
- Use of other agents

ref residual risk
 All alterations to existing building fabric are subject to confirmation by structural engineer.

03.09.19 NMC MJ
 G Area schedule and notes removed. Status updated to planning.
 17.07.19 NMC MJ
 F Schedule of accommodation and areas schedule updated.
 03.04.19 NMC IMC
 E Layout updated as per the client's request. Chiller, freezer, bakery and external plant and additional notes added. Area schedules updated.
 26.03.19 NMC MJ
 D Loading dock added, mezzanine plan revised, FE slat relocated, areas updated.
 13.02.19 MJ MJ
 C General planning amended.
 13.04.19 AS TP
 B General planning amended, chiller, freezer, bakery and trolley bays access from outside.
 13.04.19 AS TP
 A plan amended to client's comments.
 13.04.19 AS TP

All dimensions to be taken on site and the finished volume of work to be confirmed by the contractor. Drawings and specifications should be read in conjunction with the Health and Safety File. All work to be carried out in accordance with the CDM Co-ordinator.
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 DO NOT SCALE FROM THIS DRAWING

preliminary comment construction
 planning tender record

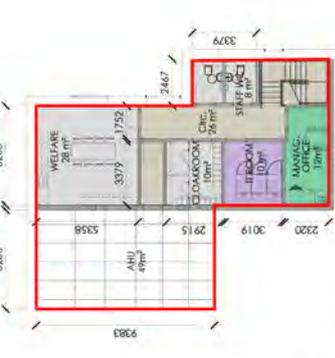
BOWMAN RILEY ARCHITECTS
 2 Raymond St, London E15 7DF, 0203 729 8560
 Leeds | London | Glasgow | Belfast | Birmingham | Manchester | Liverpool | Cardiff

project number 8106
 drawing number SK02
 revision H

drawn by AS
 checked by TP
 date 31/07/2018
 scale @ A2 1:200

LIDL
 Unit 5, Bullisbridge Industrial Estate,
 Hayes Road, Southall, UB2 5LN

PROPOSED FLOOR PLANS



PROPOSED MEZZANINE 1:200

SCHEDULE OF ACCOMMODATION - KEY

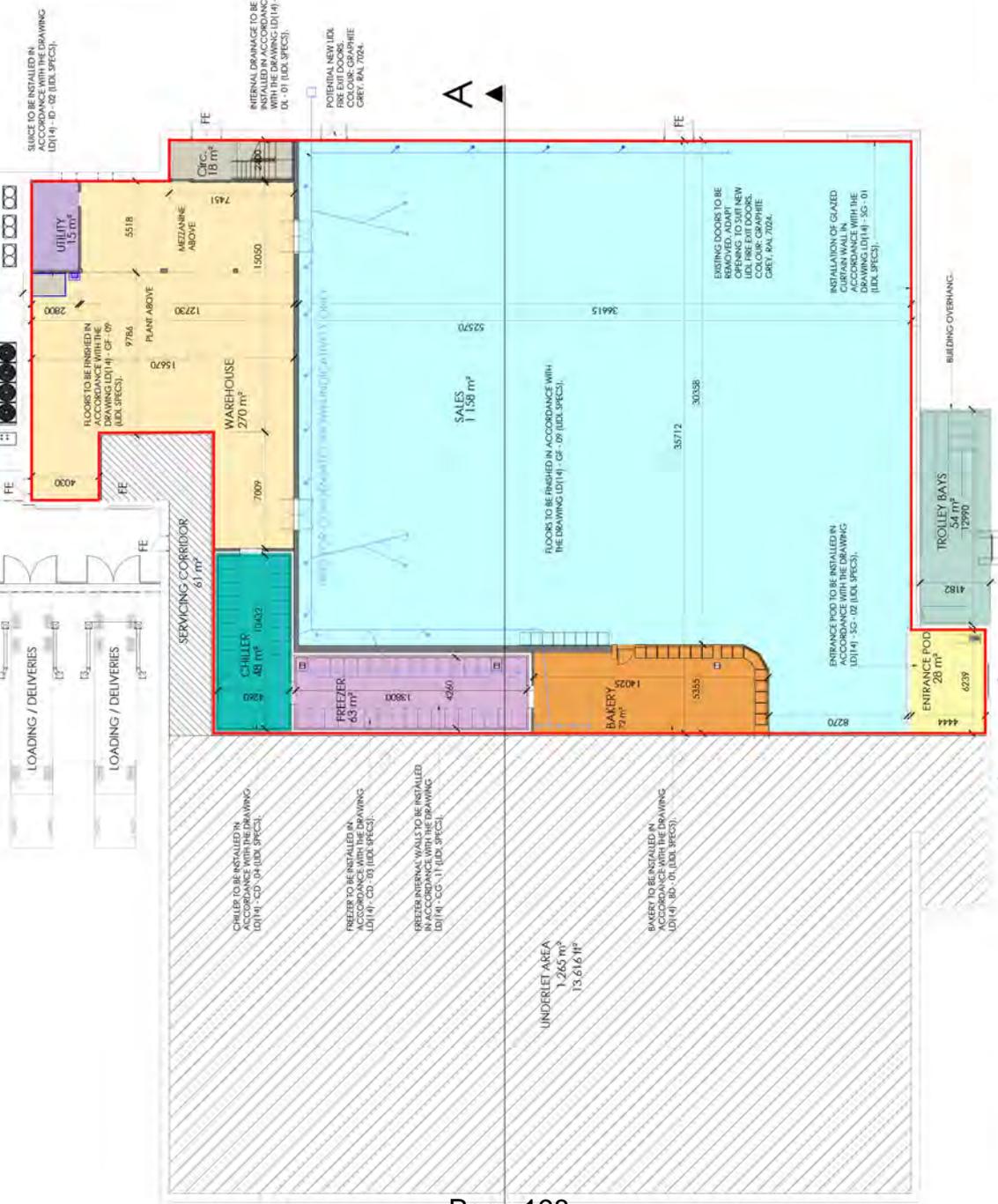
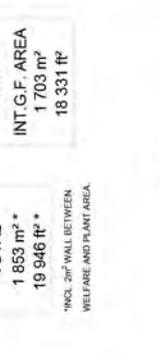
LIDL GIA	1158 m ²
Sales Area	270 m ²
Warehouse	72 m ²
Bakery	63 m ²
Freezer	48 m ²
Chiller	48 m ²
Manager's Office	12 m ²
Welfare Area, wc's etc	46 m ²
Utility	15 m ²
Internal Partitions / voids	29 m ²
Entrance pod	28 m ²
IT	19 m ²
Circulation	44 m ²
AHU	49 m ²
Trolley bays	54 m ²

LIDL GIA AREA*

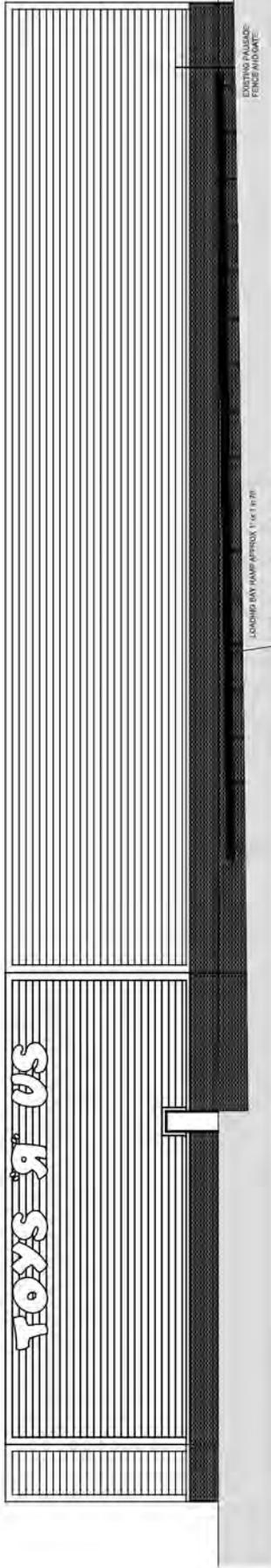
SITE AREA	7 645 m ²
GF	82 290 m ²
UNDERLET GIA	1 265 m ²
MEZZANINE	13 616 m ²
SERVICE CORRIDOR	61 m ²
PLANT AREA	657 m ²
TOTAL	1 853 m ² *
INT.G.F. AREA	1 703 m ²
LIDL	18 331 m ²

WELFARE AND PLANT AREA

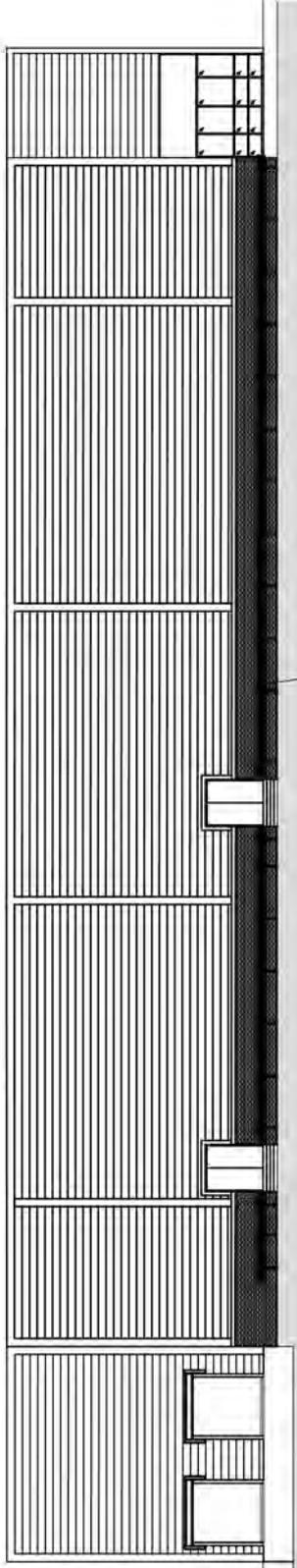
WELFARE	28 m ²
AHU	49 m ²
CLOAKROOM	10 m ²
STAFF WC	3 m ²
CHILLER	48 m ²
FREEZER	48 m ²
MANAGER'S OFFICE	12 m ²
UTILITY	15 m ²
WELFARE AREA	46 m ²
MEZZANINE	59 m ²



PROPOSED GROUND FLOOR



EAST ELEVATION



NORTH ELEVATION



Construction staff and operatives must ensure the principal contractor has provided thorough and accurate information on all health and safety aspects relating to the design identified on this drawing including the review of:

- Design/contractors risk assessments
- Method statements
- Pre construction information
- The designer note that the following health and safety risks relating to this drawing have not been eliminated during the design process

All dimensions to be verified on site, and the Architect informed if any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be referred to the appointed Principal Designer.

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DO NOT SCALE FROM THIS DRAWING

Preliminary Comment Construction
 Planning Tender Record

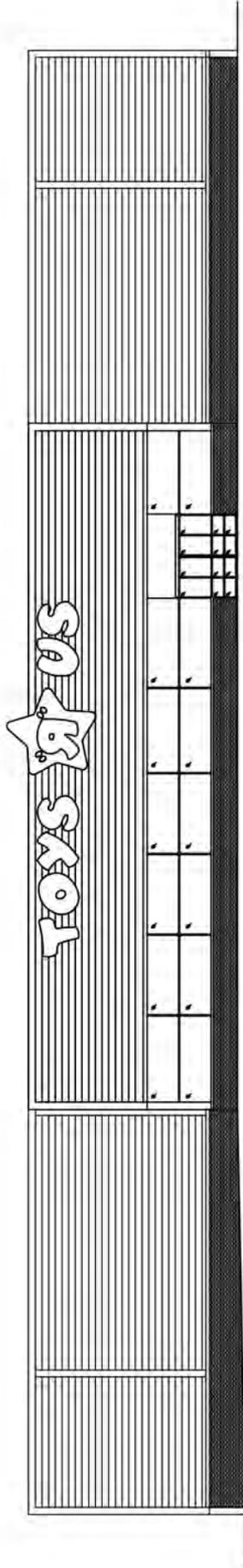
drawn by NMC checked by MJ date 17.07.2019 scale @ A3 1:200
 revision date by chk

Unit 5, Bullsbridge Industrial Estate,
 Hayes Road, Southall, UB2 5LN

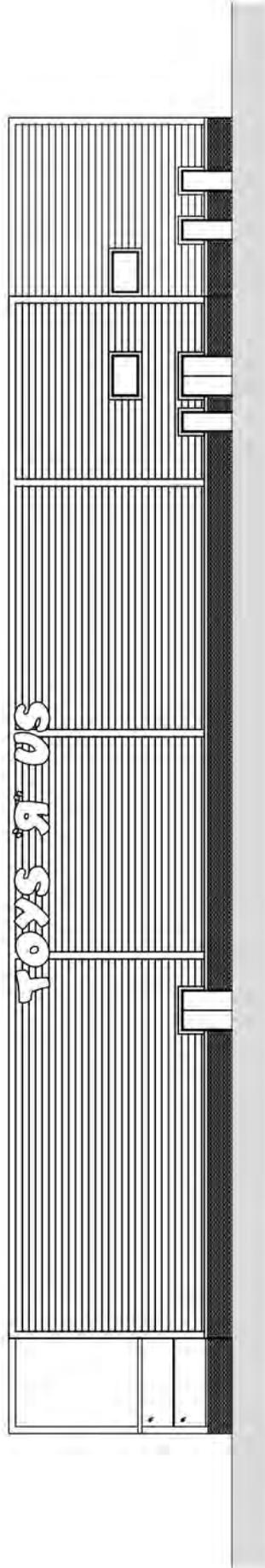
project number	8106
drawing number	SK 18
revision	

EXISTING NORTH AND EAST
 ELEVATIONS

BOWMAN RILEY ARCHITECTS
 Fulwood Square - Torring Burnley, Leeds, LS1 2HU
 Leeds | London | Stratton
 0113 391 7570 | www.bowmanriley.com



WEST ELEVATION



SOUTH ELEVATION



Construction staff and operative must ensure the principal contractor has provided thorough and accurate information on all health and safety aspects relating to the design identified on this drawing including the review of:

- Design/contractors risk assessments
- Method statements
- Pre construction information
- The designer note that the following health and safety risks relating to this drawing have not been eliminated during the design process:

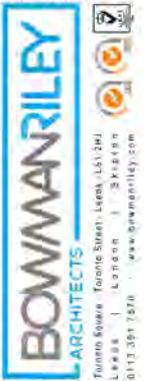
All dimensions to be verified on site, and the Architect informed if any discrepancy. All drawings and specifications shall be read in conjunction with the Health and Safety Plan. All conflicts should be referred to the appointed Principal Designer.

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Preliminary Comment Construction
 Planning Tender Record

drawn by NMC checked by MJ date 17.07.2019 scale @ A3 1:200

Unit 5, Bullsbridge Industrial Estate,
Hayes Road, Southall, UB2 5LN



EXISTING SOUTH AND WEST ELEVATIONS	
project number	drawing number
8106	SK 19
revision	

EXISTING CLADDING TO BE CLEANED AND PREPARED FOR NEW SPRAYED PAINT FINISH. COLOUR: RAL 7011.

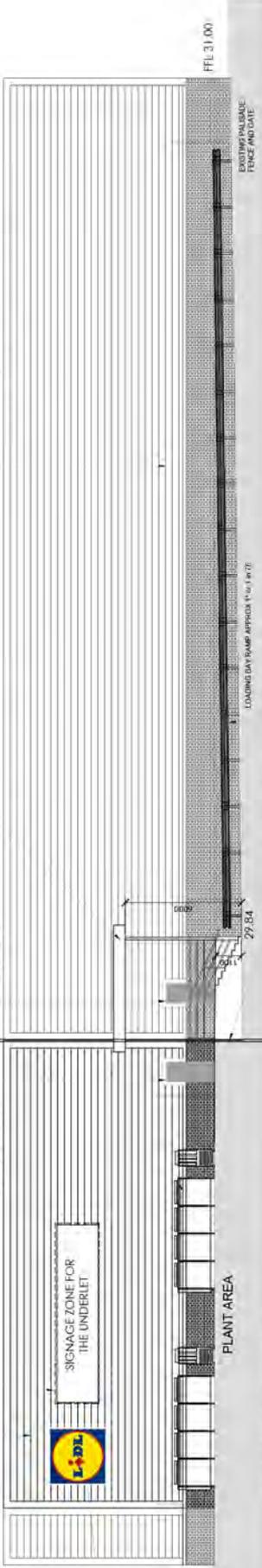
NEW LOADING DOCK WITH CANOPY OVER

NEW FIRE EXIT DOORS. COLOUR: GRAPHITE GREY RAL 7024

LIDL STORE UNDERLET AREA

EXISTING SIGNAGE TO BE REMOVED.

EXISTING CLADDING TO LOADING BAY TO BE CLEANED AND PREPARED FOR NEW SPRAYED PAINT FINISH. COLOUR: RAL 9006.



NEW RETAINING WALL TO EXTEND PLANT AREA AND FORM LOADING DOCK AND STEPS

EXISTING DOOR TO BE REMOVED. INFILL OPENING WITH CONSTRUCTION TO MATCH EXISTING.

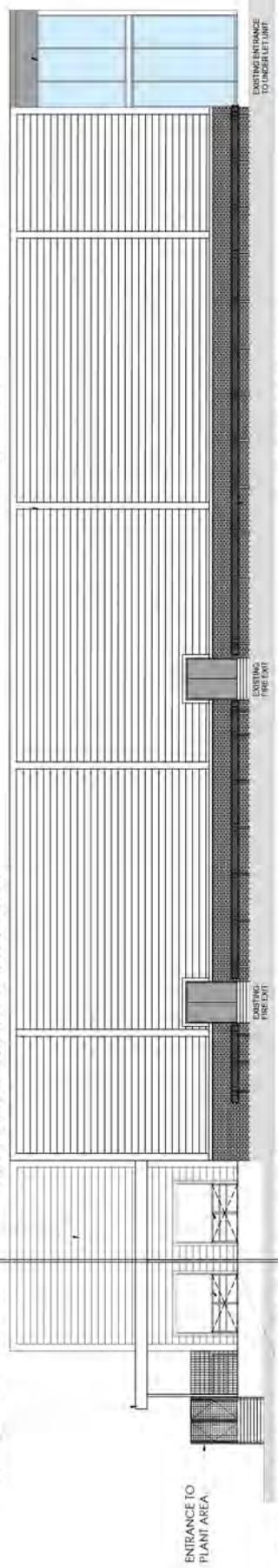
PROPOSED EAST ELEVATION

LIDL STORE UNDERLET AREA
EXISTING CLADDING TO LOADING BAY TO BE CLEANED AND PREPARED FOR NEW SPRAYED PAINT FINISH. COLOUR: RAL 9006 TO LIDL DENISE, RAL 7011 TO UNDERLET DENISE.

NEW LOADING DOCK AND ACCESS STEPS WITH CANOPY OVER

EXISTING CLADDING TO BE CLEANED AND PREPARED FOR NEW SPRAYED PAINT FINISH. COLOUR: RAL 7011.

NEW ARCELORMITAL ARVAL COMPOSITE INSULATED METAL CLADDING TO UNDERLET NEW SHOPFRONT GLAZING. COLOUR: METALLIC SILVER RAL 7011.



EXISTING ROLLER SHUTTER DOOR TO BE REMOVED. CREATE NEW OPENING WITH NEW RAILINGS FOR PROTECTION FROM FALLING.

PROPOSED NORTH ELEVATION

revision	date	checked by	drawn by	scale @ A3
D	02.08.19	MJ	MJ	1:200
C	16.07.19	MJ	MJ	1:200
B	29.03.19	MJ	MJ	1:200
A	19.02.19	MJ	MJ	1:200

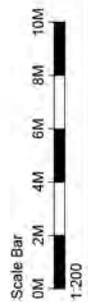
Updated as per Liet's comments.
Drawing scale updated. Note removed. Scale bar added. Logos removed. Status amended to "planning".
Notes, plant, signage & entrance added
Dimensions added

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.
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DO NOT SCALE FROM THIS DRAWING

Construction Record
Preliminary Planning
Comment Tender



Construction staff and operatives must ensure the principal contractor has provided thorough and accurate information on all health and safety aspects relating to the design identified on this drawing including the review of:
 • Design/contractor risk assessments
 • Method statements
 • Pre construction information
 The designer will not be liable for health and safety risks relating to this drawing if it has not been implemented during the design process.



BOWMAN RILEY
ARCHITECTS

Toronto Square Toronto Street Leeds LS1 2JL
Leeds | London | Skipton
www.bowmanriley.com

PROPOSED NORTH AND EAST ELEVATIONS

project number 8106
drawing number SK 06
revision D

Unit 5, Bullsbridge Industrial Estate,
Hayes Road, Southall, UB2 5LN

EXISTING CLADDING TO BE CLEANED AND PREPARED FOR NEW SPRAYED PAINT FINISH. COLOUR: RAL 7011.

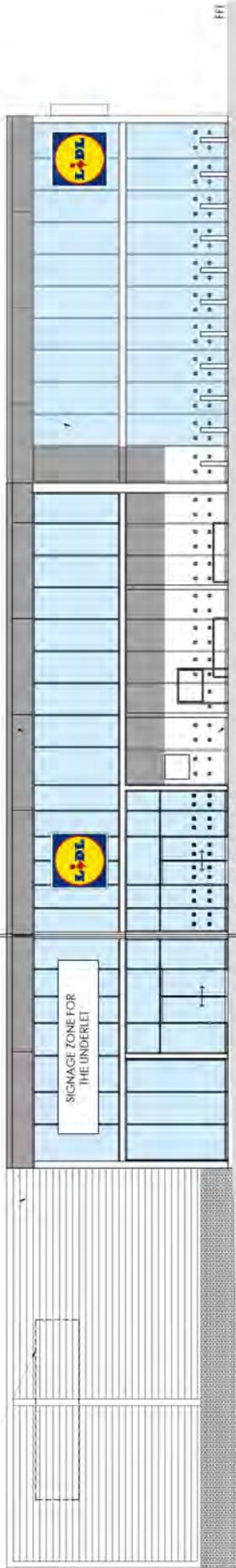
EXISTING SIGNAGE TO BE REMOVED.

UNDERLET AREA ↔ LIDL STORE

NEW ARCELORMITAL ARVAL COMPOSITE INSULATED METAL CLADDING TO LIDL SPECS TO EXTENT OF NEW SHOPFRONT GLAZING. COLOUR: METALIC SILVER RAL 9006.

NEW FULL HEIGHT LIDL SHOPFRONT CURTAIN WALLING DOUBLE GLAZED UNITS RAL 7024 AND ENTRANCE POD.

NEW 2.5m x 2.5m LIDL CORPORATE SIGNAGE.



PROPOSED WEST ELEVATION

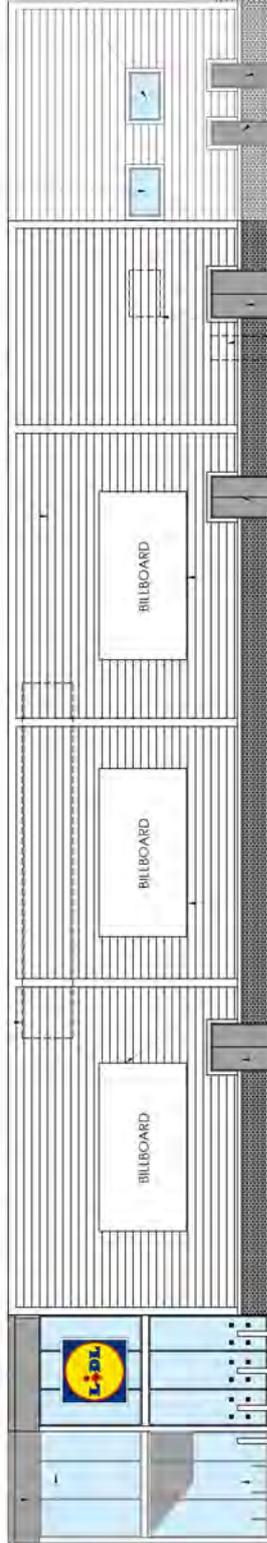
ENTRANCE / EXIT

TROLLEY BAY UNDER-OVERHANGING GLAZED PORTION OF FRONT ELEVATION.

EXISTING SIGNAGE TO BE REMOVED. NEW LIDL CORPORATE SIGNAGE.

NEW ARCELORMITAL ARVAL COMPOSITE INSULATED METAL CLADDING TO LIDL SPECS TO EXTENT OF NEW SHOPFRONT GLAZING. COLOUR: METALIC SILVER RAL 9006.

NEW FULL HEIGHT LIDL SHOPFRONT CURTAIN WALLING DOUBLE GLAZED UNITS RAL 7024 AND ENTRANCE POD.



TROLLEY BAY UNDER-OVERHANGING GLAZED PORTION OF FRONT ELEVATION.

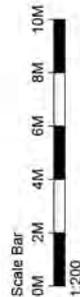
EXISTING DOOR AND WINDOW TO BE REMOVED. INFILL OPENING WITH CONSTRUCTION TO MATCH EXISTING.

POTENTIAL NEW LIDL FIRE EXIT DOORS. COLOUR: GRAPHITIE GREY, RAL 7024.

EXISTING DOORS TO BE REMOVED. ADAPT OPENING TO SUIT NEW LIDL FIRE EXIT DOORS. COLOUR: GRAPHITIE GREY, RAL 7024.

EXISTING DOORS TO BE REMOVED. ADAPT OPENING TO SUIT NEW LIDL FIRE EXIT DOORS. COLOUR: GRAPHITIE GREY, RAL 7024.

PROPOSED SOUTH ELEVATION



Constructor shall and operators must ensure the principal contractor has provided thorough and accurate information on all health and safety aspects relating to the design identified on this drawing including the review of:
 • Design/contractor risk assessments
 • Method statements
 • Pre construction information
 • The design team that the following health and safety risks relating to this drawing have not been eliminated during the design process

revision	date	checked by	scale @ A3
D	02.09.19	MJ	1:200
C	16.07.19	MJ	1:200
B	29.03.19	MJ	1:200

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.
 This drawing is the property of Bowman Riley Architects Limited ©
 DO NOT SCALE FROM THIS DRAWING

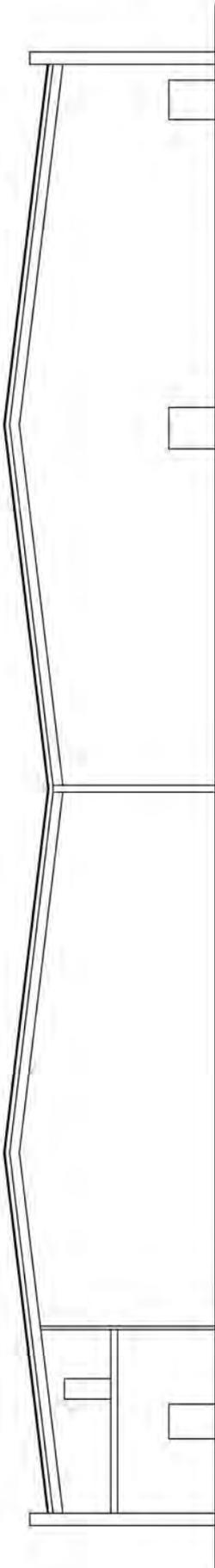


Unit 5, Bullsbridge Industrial Estate,
 Hayes Road, Southall, UB2 5LN

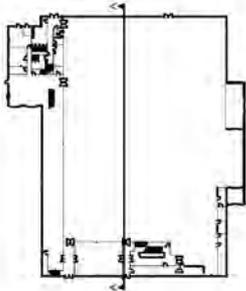
Project number: 8106
 drawing number: SK 07
 revision: D

BOWMAN RILEY ARCHITECTS
 Toronto Square Toronto Street Leeds LS1 2NU
 Leeds | London | Skipton
 0113 351 7570 www.bowmanriley.com

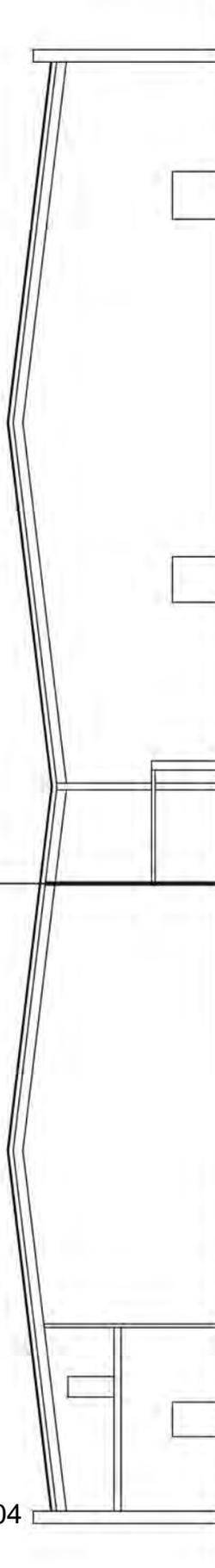
PROPOSED SOUTH AND WEST ELEVATIONS
 project number: 8106
 drawing number: SK 07
 revision: D



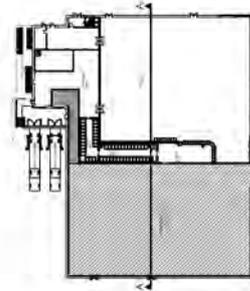
EXISTING SECTION A-A



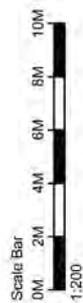
UNDERLET AREA ◀ LIDL STORE



PROPOSED SECTION A-A



UNDERLET AREA ◀ LIDL STORE



Construction shall and apparatus shall ensure the principal contractor has provided thorough and accurate information on all health and safety aspects relating to the design identified on this drawing including the review of:

- Design/contractor risk assessments
- Method statements
- Pre construction information
- The designer shall list the following health and safety risks relating to this drawing have not been eliminated during the design process

All dimensions to be verified on site and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan as conflicts should be reported to the appointed Employer Designer.

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DO NOT SCALE FROM THIS DRAWING

- Preliminary
- Comment
- Construction
- Planning
- Tender
- Record

drawn by NMC checked by NJ date 17.07.2019 scale @ A3 1:200

Unit 5, Bullsbridge Industrial Estate,
Hayes Road, Southall, UB2 5LN



EXISTING & PROPOSED SECTION

project number	8106	drawing number	SK 20	revision	
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LIAS Design Notes

This preliminary design is produced by the Lighting Application Specialist (LIAS) team of Signify UK based on information supplied by the Customer for the purpose of identifying suitable products and costing the proposal. This design cannot be used for Construction, as this design does not purport to eliminate health and safety risks as a CDM Regulation risk assessment has not been undertaken.

Depending on the level of information received, a number of assumptions may have been applied in order to create an indicative lighting proposal and costing model, according to lighting industry guidelines and incorporating industry best practice methods. These assumptions are documented below and will require confirmation by the Principle Designer (which is not Signify UK) during the detailed design phase.

Project Specific Assumptions

- Where lighting Classes have not been provided/specified, the calculations have been produced using lighting class X.
- Where column heights have not been provided/specified, these have been assumed to be Xn.
- It has been assumed that luminaires will be mounted post-top (on Xn outreach brackets).

Generic Assumptions (unless specifically informed differently)

- Preliminary Design proposals produced by the Signify LIAS Team are not to be used for installation purposes. It is the responsibility of the Principle Designer and/or Principle Contractor to ensure all Installation and Maintenance can be done in a safe manner, carried out by competent persons, based on their agreed Risk Assessments and Method Statements.
- The Luminaire Maintenance Factors have been based on 6-year cleaning intervals within an E3/E4 Environmental Zone and it is assumed that lamp/luminaire failures will be replaced on a 'spot replacement'.
- Energy consumptions have been based on the luminaire/s having Constant Light Output (CLO) enabled and the quoted wattage/s are the average over 100,000 hours (without dimming).

The design calculations produced by Signify do not account for the effect obstructions, such as trees, will cause. Signify has not been provided with utility plans showing Buried, Above Ground or Overhead utilities. Therefore, all column/luminaire locations are indicative and are subject to review/verification by the Principle Designer.

Unless stated otherwise, Signify is not visited site. Therefore, all column/luminaire locations are indicative and are subject to an onsite verification arranged/performed by the Principle Designer.

- Signify has not produced any Private Cable Network electrical calculations or reviewed the DNO network to confirm power supplies to the proposed lighting.

- Signify has not performed any asset condition testing and therefore assumes that any existing lighting columns/wall mounted brackets are structurally capable of supporting the weight & windage of the proposed luminaire/s. This must be verified by the Principle Designer before installation works commence.

- Unless stated otherwise, Signify is not supplying the new lighting columns (including brackets etc) and therefore it is the responsibility of the Principle Designers to confirm that all proposed equipment is suitable for the intended locations (e.g. raise & lower, ground condition, foundation type, saline environment, etc).

- Unless stated otherwise, luminaires will be supplied in their standard colour.

Proposed Luminaires

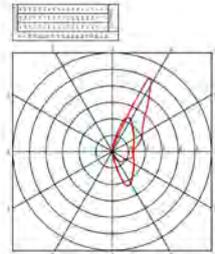
LumiStreet Lantern



Pacific Wall Light



LuxSpace Canopy Downlighter



Luminaire Schedule

Luminaire Schedule	Symbol	Qty's	Lanterns	Luminaire Type	Lumens
		6		2 X Philips LumiStreet LED Luminaires and 1 x 6 m Column with 0.5m bracket. (Lantern Ref: LL-C) 12NC: 910770202407	7500
		11		1 X Philips LumiStreet LED Luminaire and 1 x 6 m Column with 0.5m bracket. (Lantern Ref: LL-C) 12NC: 910770202407	7500
		8		1 X Philips Pacific 1300mm LED Luminaire (Luminaires Ref: LL-E) with LIDL adjustable bracket. 12NC: 910925335668	2800
		9		1 X Philips Pacific 1300mm LED Luminaire (Luminaires Ref: LL-E EM-EL3) with LIDL adjustable bracket. 12NC: 919913997331	360
		4		1x Philips LuxSpace Recessed Downlighter DN5708 LED20S/840 PSE-E C PG GR IP54 front IP40 back. (Luminaires Ref: LL-CANOPY) 12NC: 822276497916	2280
		11		Columns with backplates installed	

Calculation Summary base on maintenance factor of 0.79

Label	Units	Avg	Min	Max	Min/Avg	Avg/Height	Grid Points	UWLR
Main Carpark	Lux	20.2	5.1	48.9	0.25	0m	1.5m	0.00

Philips Lighting Contacts

Jake Watson, Key Account Manager - 07789 398626



Lighting Proposal Terms and Conditions of Use
These terms apply to the use of this preliminary proposal produced by Signify UK. This "Proposal" is understood to mean this document, a CAD drawing, lighting calculations, written documents, verbal conversations or any medium used to demonstrate or communicate the proposed lighting scheme using products from Signify's brands. A "Customer" is the person or organisation for whom the Proposal is intended. The "CDM Regulations" means The Construction, Design and Management Regulations 2015, The Safety, Health & Welfare at Work Act 2005, The Construction (Design & Management) Regulations 2015.
This Proposal is for guidance only and cannot be relied upon for purposes of installation or health and safety.
The supply and installation of this lighting scheme are subject to a contract being agreed between Customer and Signify.

PROPOSAL
(NOT FOR CONSTRUCTION)

Rev	DSR no	Comment
0	D-308553	INITIAL PROPOSAL
1	D-319188	REVISED DRAWING
2	D-319188	REVISED DRAWING

Date	LIAS	KAM
18/03/19	HSR / AGG	JW
02/06/19	HSR / AGG	RF
09/08/19	HSR / AGG	RF

0400249967

NTS @ A3

DWG 00

LiDL Hayes Road
Carpark

LIAS DESIGN NOTES &
LUMINAIRE SCHEDULE

KEY

- Existing Tree
- Existing Landscaping
- Block Paving
- Proposed 500mm high Timber Knee Rail Fence As Lidl Specification Drawing LD-ED-01
- Demitise Red Line



J	24.10	As client's comments
I	24.10	As client's comments
H	19.03.19	Demitise Red Line revised
G	24.10.19	As client's comments
F	24.10.19	Demitise line added
E	18.10.19	As client's comments
D	15.10.19	As client's comments
C	15.10.19	As client's comments
B	15.10.19	As client's comments
A	15.10.19	As client's comments
REV	Date	Revisions

HRH Design Associates 15 Ravenswood Avenue Crowborough Berkshire RG45 6AX Tel 01344 772551 Fax 01344 777593	Client Lidl UK GmbH Site Proposed Lidl Store Unit 5 Hayes Road Hayes UB8 5JN
--	--

Drawing No 1249	Date 30 Feb 2019	Scale 1:250 @ A1
Title Landscaping Plan	Client Lidl UK GmbH	

Notes

- All levels shown are in metres and are relative to site datum.
- Invert levels of all existing chambers and connection points are to be confirmed and engineer advised prior to commencement of any Drainage Works.
- Concrete bed and surround is required to all gully leads and to all pipes in high-traffic/standing water cover to pipe > 150mm.
- All pipes to be either extra strength V.C. to BS 65 or reinforced concrete to BS 5951, U.L.P.A.N.P.R. or concrete pipe class 120 to BS 5911.
- All RWP and PU facilities have been assessed for major purposes. Appropriate notices to be confirmed by the relevant authority.
- All works and materials are to be in accordance with the specification and to be confirmed by the relevant authority.
- All materials to be in accordance with the specification and to be confirmed by the relevant authority.
- All materials to be in accordance with the specification and to be confirmed by the relevant authority.
- All materials to be in accordance with the specification and to be confirmed by the relevant authority.

Legend

- Proposed FW Drainage
- Proposed SW Drainage
- Existing Drainage to be retained
- Linear Drainage channel

ATTENTION NOTES

Existing tank is indicated and identified as part of the site topography. All gully leads to be 1500mm dia. with 120mm dia. manhole opening with mesh grating & local socket Code D15001M by Durney.

RWP Rain Water Pipe

PU Pop up waste water penetration in ground floor (SYPHAW) to be confirmed by Architect and to be confirmed by Architect.

IC Inspection Chamber

Gully locations and number may differ depending on the site topography. All gully leads to be 1500mm.

ATTENTION NOTES

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ATTENTION NOTES

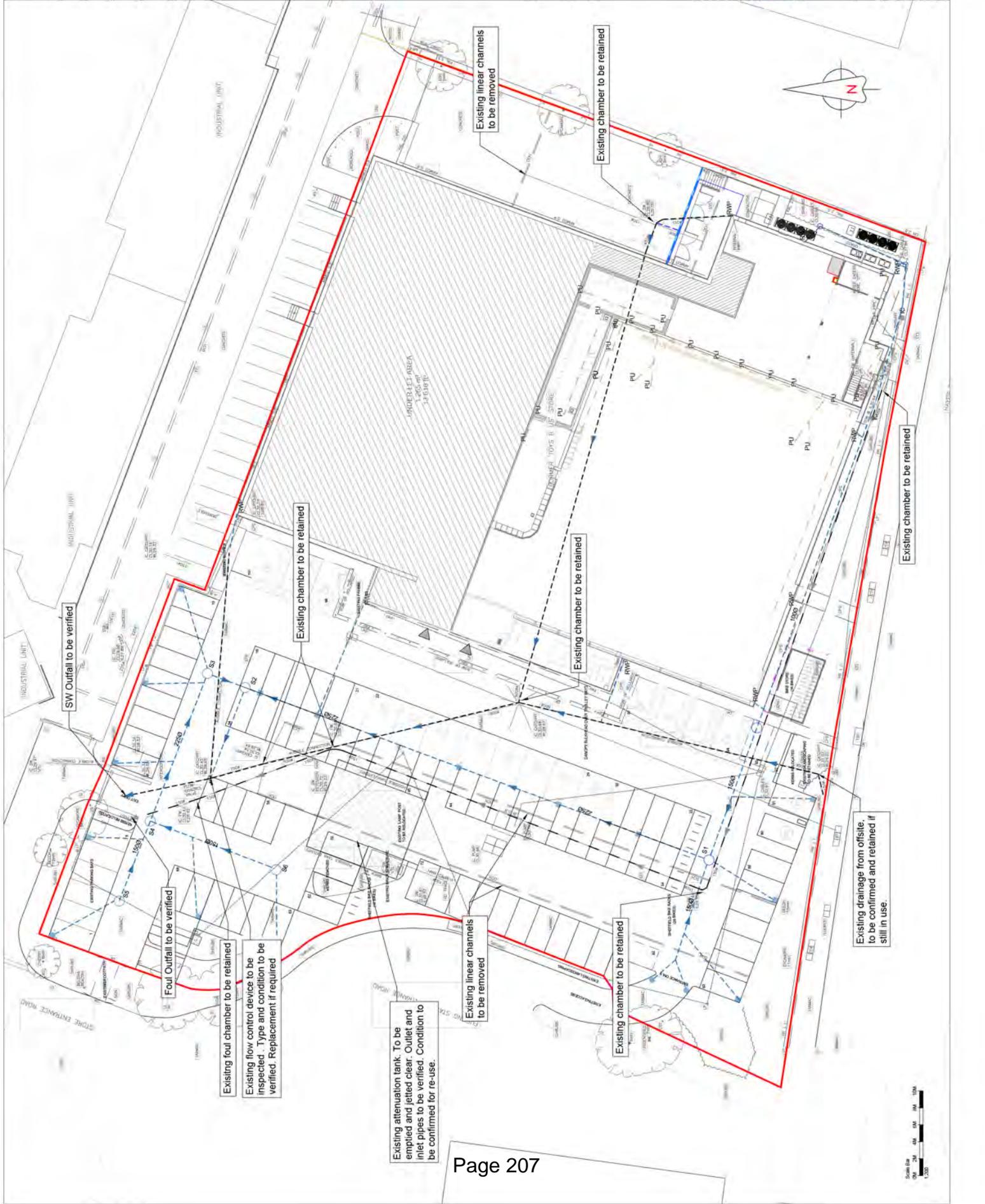
Existing tank is indicated and identified as part of the site topography. All gully leads to be 1500mm dia. with 120mm dia. manhole opening with mesh grating & local socket Code D15001M by Durney.

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IC Inspection Chamber

Gully locations and number may differ depending on the site topography. All gully leads to be 1500mm.



SYNTEGRA
 1505/1515 Road, Industrial Estate
 LIDEL, HAYES ROAD,
 HAYES UB2 5LN

Client: LIDL

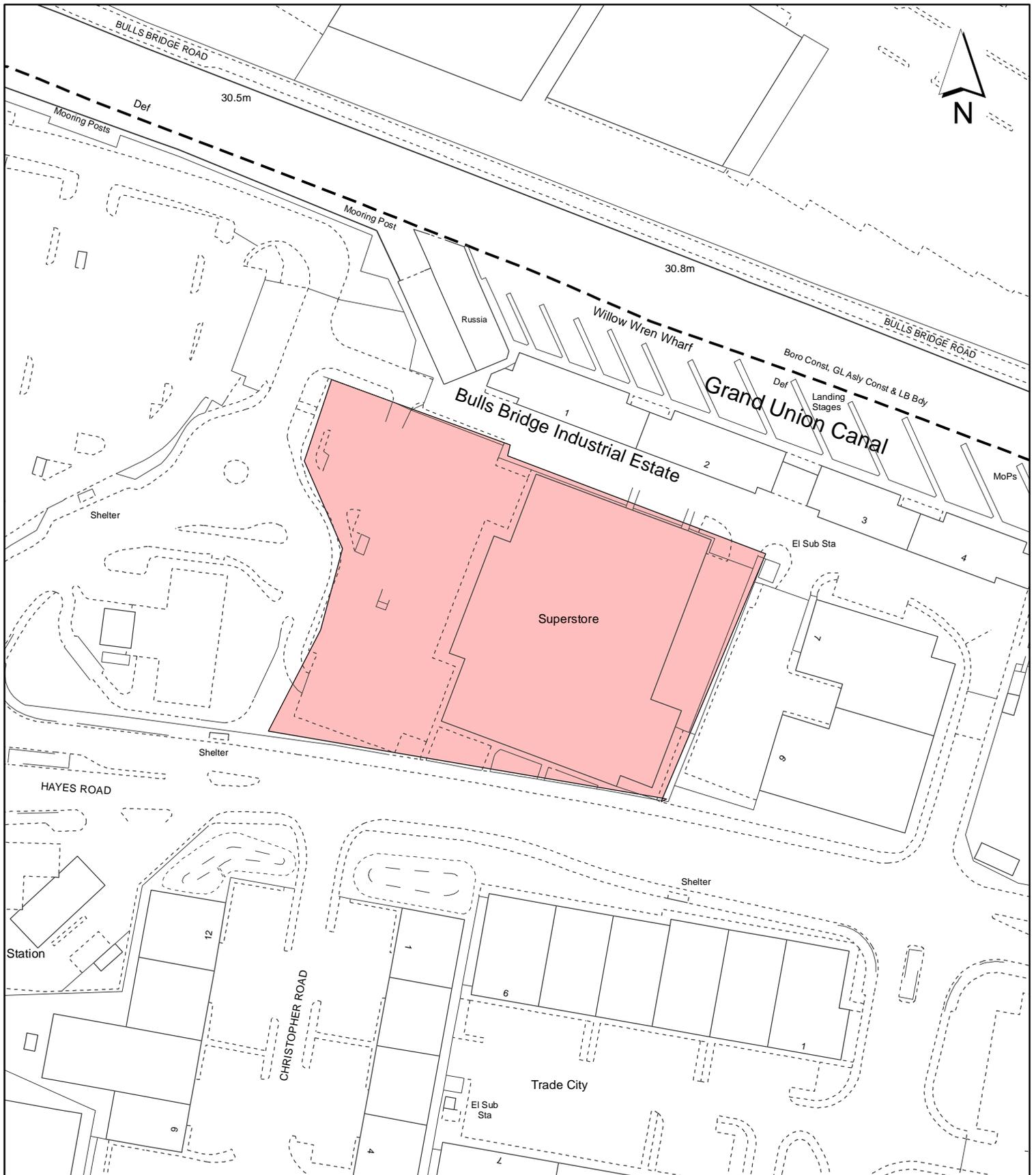
PROJECT: PROPOSED DRAINAGE GA

Drawing No.: 6001

Drawn: AN **Checked:** AN **Approved:** AK

Scale: 1:100 @ A1 **Revision:** B

Date: 03 May 2019



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Out of Borough consultation;
 Unit 5 Bulls Bridge Industrial Estate,
 Hayes**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

39705/APP/2020/1560

Scale:

1:1,250

Planning Committee:

Major Page 208

Date:

July 2020



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address THE DICE SITE, ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

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

LBH Ref Nos: 585/APP/2019/771

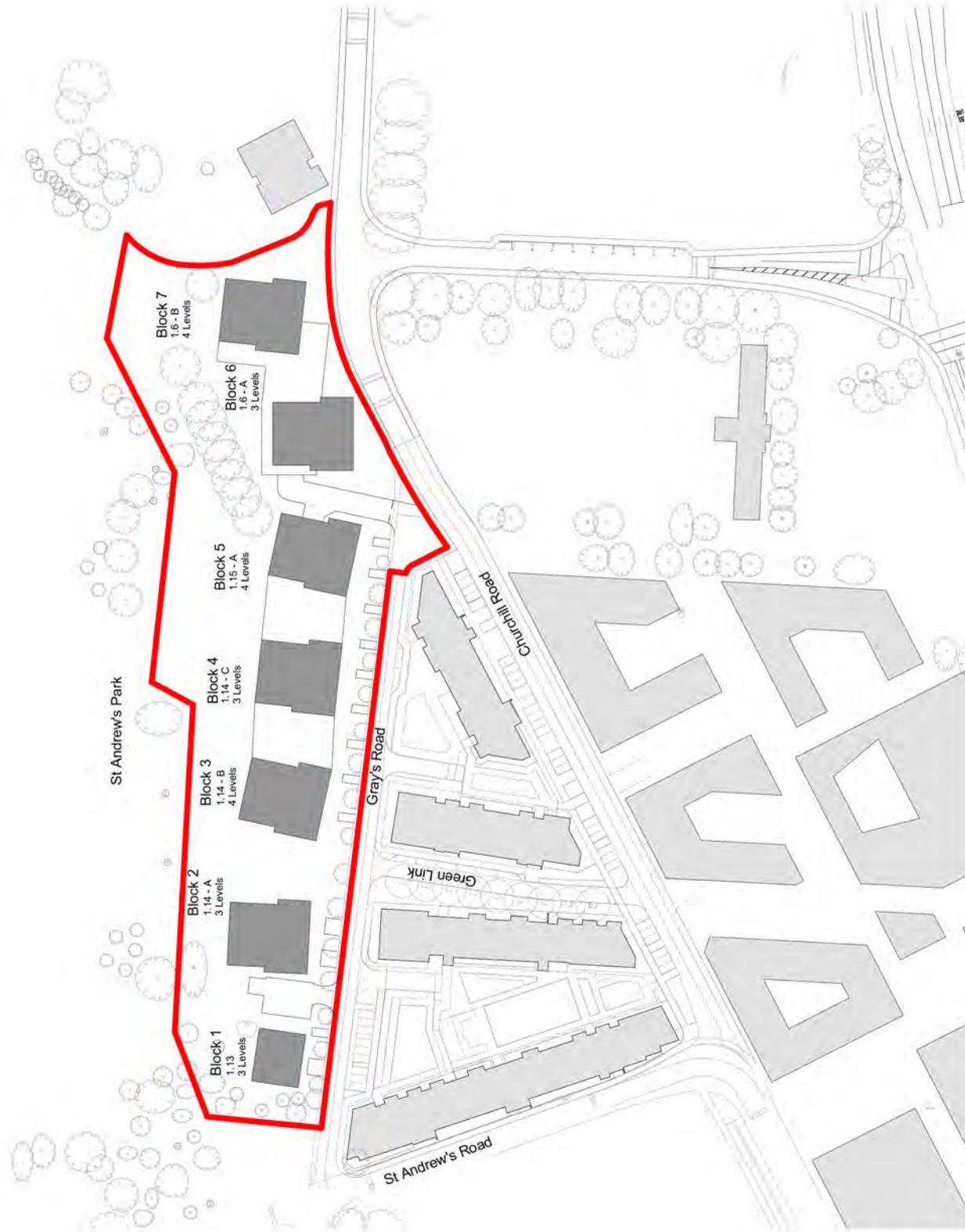
Date Plans Received: 05/03/2019

Date(s) of Amendment(s):

Date Application Valid: 17/09/2019

KEY

- Red line boundary
- Proposed Buildings within the application
- Proposed Buildings



0m 25m 50m 75m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Report. All Intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed:
 XXX
 XXX
 XXX

Rev	Date	Description
1		First Issue

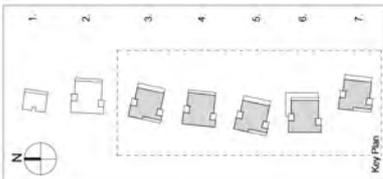
Drawn	Checked
MC FL	MC FL

Date	Scale
09/12/16	@ A3

St Andrew's Park Uxbridge
 Site Location Plan

AA6352-2001
 REV -
 PLANNING

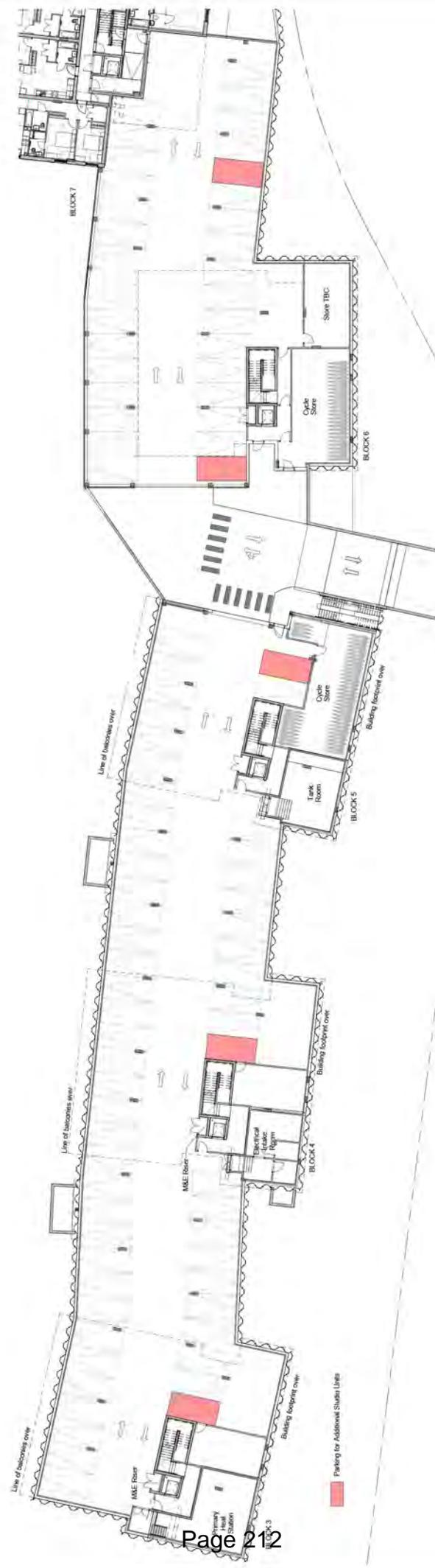
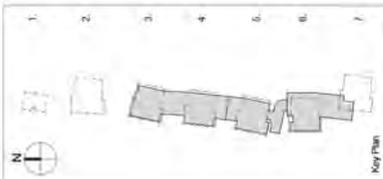




project: **Block 3-7 - Site Plan**
 drawing title: **Block 3-7 - Site Plan**
 drawing number: **PLANNING**
 project number: **R9069-FBM-19-CF-DR-A-200**
 drawing date: **30.12.2019**
 drawing scale: **1:500 @ A1**
 drawing type: **FBM**
 drawing status: **REV**
 drawing author: **St. Modwen Homes**
 drawing checker: **Fraser Brown MacKenna Architects**
 drawing number: **T.030 7251 0543**

project: **The Dice, St. Andrew's Park**
 drawing title: **Site Plan**
 drawing number: **PLANNING**
 project number: **R9069-FBM-19-CF-DR-A-200**
 drawing date: **30.12.2019**
 drawing scale: **1:500 @ A1**
 drawing type: **FBM**
 drawing status: **REV**
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 drawing checker: **Fraser Brown MacKenna Architects**
 drawing number: **T.030 7251 0543**

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 All dimensions to be verified and confirmed in conjunction with all related drawings and specifications. Notify architect immediately of any discrepancy found herein.
 drawing notes:
 Proposed Development Area with the ground floor of Blocks 3-7
 Site area



Scale: 0m 5m 10m 20m

Project: **The Dice, St. Andrew's Park**

Proposed: **Basement GA Plan**

Discipline: **PLANNING**

Client: **St. Modwen Homes**

Architect: **FraserBrownMacKenna Architects**

Project No: **R90089-FBM-19-B1-DR-A-105**

Date: **23.12.2019**

Author: **SLP**

Checker: **SLP**

Scale: **1:200 @ A1**

Sheet No: **1**

Overall No: **1**

Project: **The Dice, St. Andrew's Park**

Client: **St. Modwen Homes**

Architect: **FraserBrownMacKenna Architects**

Project No: **R90089-FBM-19-B1-DR-A-105**

Date: **23.12.2019**

Author: **SLP**

Checker: **SLP**

Scale: **1:200 @ A1**

Sheet No: **1**

Overall No: **1**

Notes:

1. SLP FBM 22/02/19 issued by PHAWAY

REV BY: CHK DATE: AMENDMENT DETAILS

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Notes:

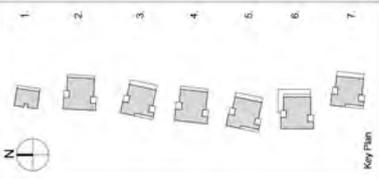
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notes
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drawing notes

REV BY CHK DATE AMENDMENT DETAILS

project
The Dice, St. Andrew's Park

client
St. Modwen Homes

FriseerBrownMackenna
 T: 020 7251 0543
 FBIM Architects
 10-12 Finsbury St, London EC2Y 1EQ, www.friseerbrownmackenna.com

drawing title
Proposed Ground Floor Plan

PLANNING

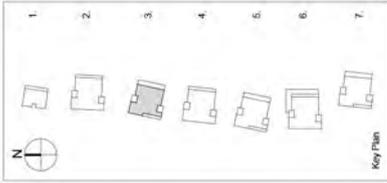
name
 Approved @ A1
 date of issue
 26.02.2019
 checked by
 FBIM
 scale
 1:500
 drawing no.
R9069-FBIM-19-GF-DR-A-106
 revision



1 : 500

- Site red line
- Improvements to Entrance and Core
- Approved Units Re-arranged
- Additional Studio Units
- Approved Unit Size Amended (Block's 5 & 7 only)





Key Plan

Notes
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- Drawing notes**
- Size red line
 - Improvements to Entrance and Core
 - Approved Units Re-arranged
 - Additional Studio Units

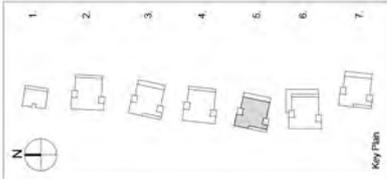
REV: 01 02/19 21.02.19 21.02.19
 REV BY: CHK DATE: AMENDMENT DETAILS

Project: **The Dice, St. Andrew's Park**
 Client: **St. Modwen Homes**
 Architect: **FraserBrownMacKinnon**
 T: 020 7251 0543 **FBM Architects**
 10-11 Fawcett Street, London EC2A 3DU, www.fraserbrownmackinnon.com

Block 3 - Ground Floor GA Plan
 GA Plan

PLANNING
 Date: 01/12/2019
 Drawn by: FBM
 Checked by: FBM
 Scale: 1:100 @ A3
 Ref: R30069-FBM-19-GF-DR-A-130





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Drawing notes

- Size red line
- Improvements to Entrance and Core
- Additional Studio Units
- Approved Unit Size Amended (Blocks 5 & 7 only)

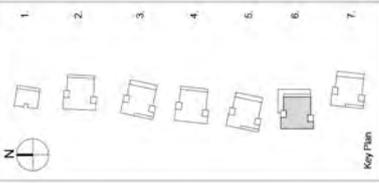
REV: 01 02/19 2D/19 19/02/19
 REV BY: CHK DATE: AMENDMENT DETAILS

Project: **The Dice, St. Andrew's Park**
 Client: **St. Modwen Homes**
 Architect: **FraserBrownMacKinnon**
 T: 020 7251 0543 **FBM Architects**
 10-11 Finsbury Square, London EC2Y 1EE, www.fraserbrownmackinnon.com

Block 5 - Ground Floor GA Plan
 GA Plan

PLANNING
 Approved By: FBM
 Date of Issue: 04/12/2019
 Scale: 1:100 @ A3
 Ref: R30069-FBM-19-GF-DR-A-150





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- drawing notes**
- Site red line
 - Improvements to Entrance and Core
 - Approved Units Re-arranged
 - Additional Studio Units

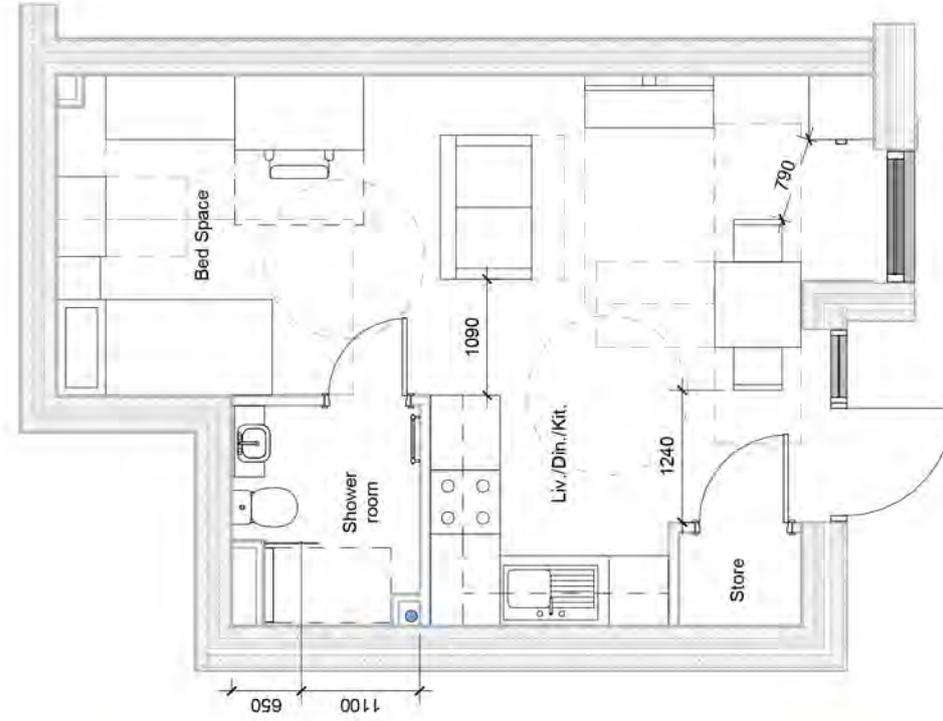
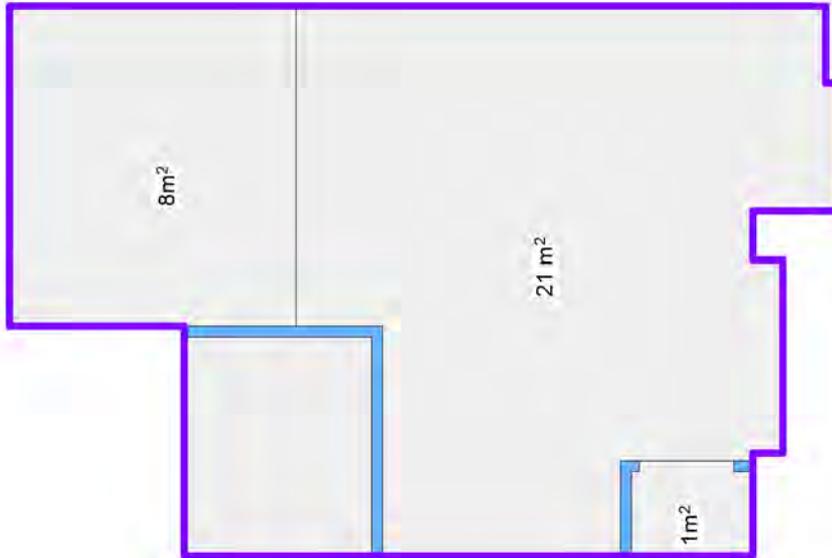
DATE: 21.02.19
 REVISED FOR: 19/02/19
 REVISED BY: CHK
 DATE: 19/02/19

project: **The Dice, St. Andrew's Park**
 client: **St. Modwen Homes**
 architect: **FraserBrownMacKenna**
 T: 020 7251 0543
 F: 020 7251 0543
 10-11 Featherstone St, London EC2Y 1EG, www.fbmarchitects.com

Block 6 - Ground Floor GA Plan

PLANNING
 Name: [blank]
 Address: [blank]
 Date of Issue: 04.12.2019
 Drawn by: FBM
 Checked by: FBM
 Scale: 1:100 @ A3
 Ref: R3069-FBM-19-GF-DR-A-160





Drawing title

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REV. BY CHKD. DATE AMENDMENT DETAILS

1. S/LF. S/SAS. 27.11.19. Initial Issue



St. Modwen Homes
T: 000 7251 0543

project: The Dice, St. Andrew's Park
site: St. Modwen Homes

studio title: Studio Design Diagram

scale: 1:50@A3

drawn by: S/LF

checked by: S/LF

date of this issue: 27.11.2019

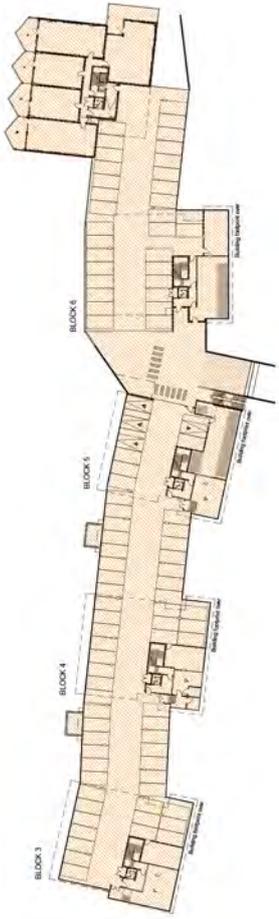
project: R0069-FEM-19-SK-DR-A-0074

client: Fraser Brown Mackenna Architects

location: St. Andrew's Park



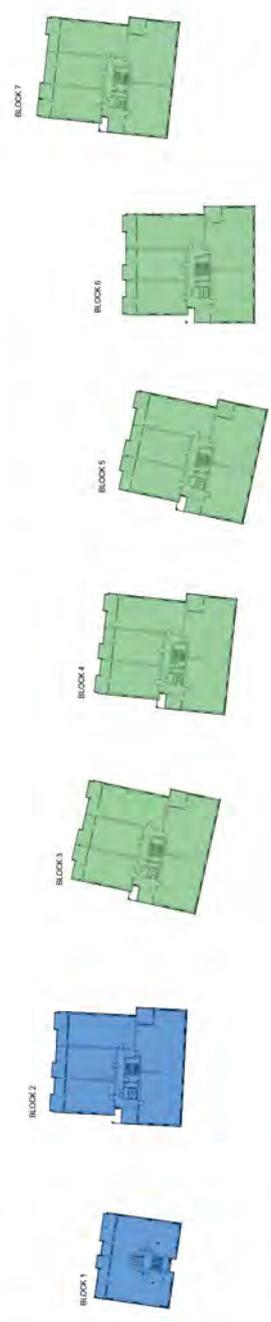
- Key:**
- Phase 1**
Blocks 1,3,2
All Floors - Internal areas: Reserved Matters permission Ref: 585/APP/20164442 applies.
External Elevations: Non-material amendment Ref: 585/APP/20182210 applies.
 - Phase 2**
Basement (Blocks 3-7)
Non-material amendment approved under Ref: 585/APP/20182498 which now applies.
 - Phase 3**
Blocks 3,7
Internal areas: Reserved Matters permission Ref: 585/APP/20164442 applies.
External Elevations: Non-material amendment Ref: 585/APP/2019193 applies.
 - Phase 4**
Blocks 3,7
Ground Floor - Internal Area Changes only: Currently invalid application Ref: 585/APP/2019771



Basement Plan
1:500



Ground Floor Plan
1:500



Upper Floors Typical Plan
1:500



notes
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drawing notes
This drawing is for information only and in response to request from LBN for additional information on application Ref: 585/APP/2019771

Project Name
The Dice, St. Andrew's Park

Client
St. Modwen Homes

Architect
FraserBrownMacKenna Architects
15008/041
15.02.2019

Drawn
T.030 7251 0543

Planning Strategy Diagrams

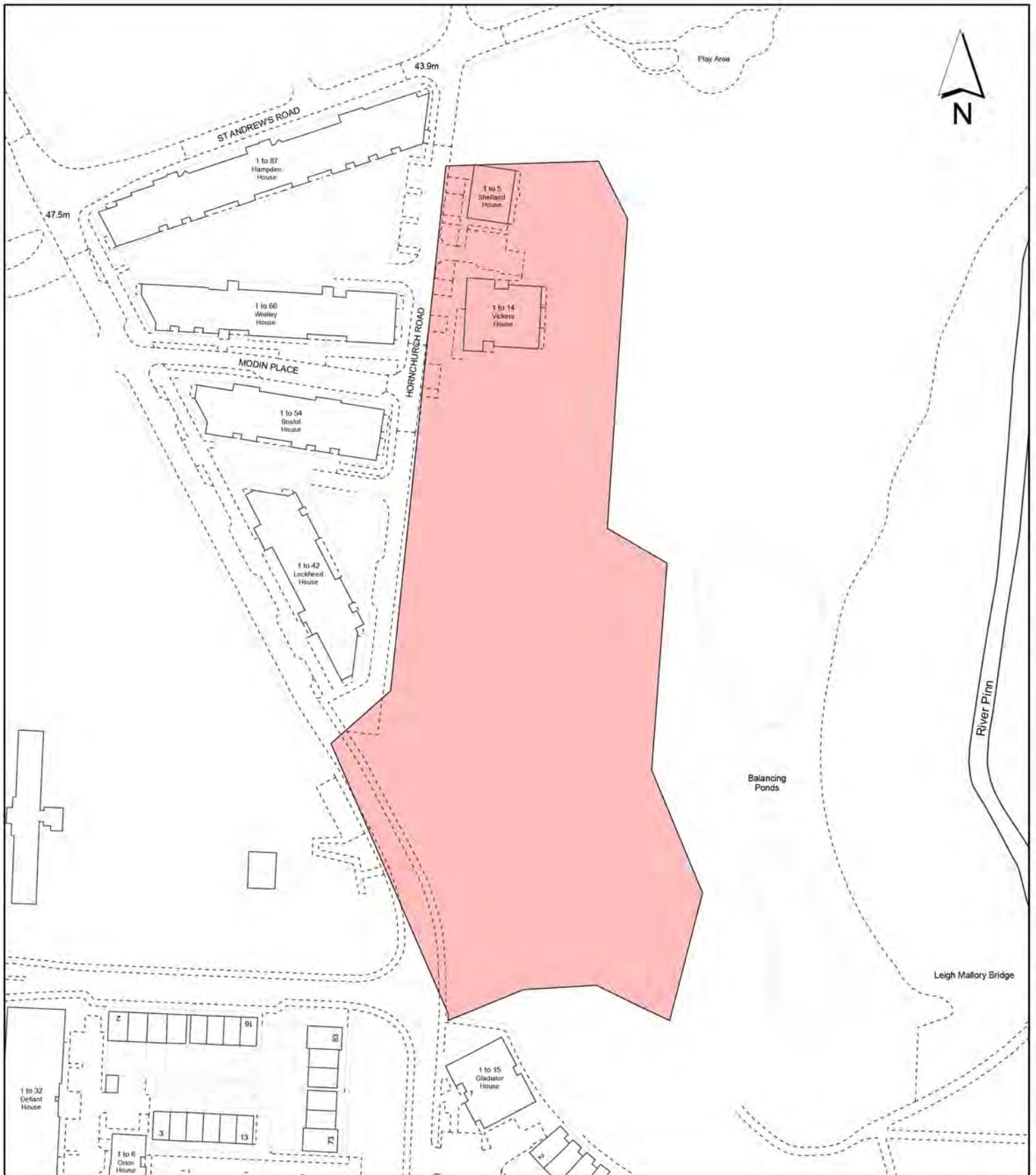
INFORMATION

Project Ref: **R9069-FEM-19-B1-DR-A-9500**

Drawn: T.030 7251 0543

Scale: 1:500

Date: 15.02.2019



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Site Address:

**The Dice Site
 St Andrews Park**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
585/APP/2019/771

Scale:
1:1,550

Planning Committee:
Major Page 224

Date:
July 2020



Report of the Head of Planning, Transportation and Regeneration

Address FRAYS COURT, 71-73 COWLEY ROAD UXBRIDGE

Development: Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 23 residential units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

LBH Ref Nos: 13010/APP/2020/1758

Date Plans Received: 10/06/2020

Date(s) of Amendment(s):

Date Application Valid: 10/06/2020



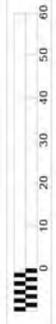
Rev	Date	Description

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69-71, WINDMILL ROAD, BUNBURY,
NICHOLSON AVENUE, 3RD FLOOR,
10000 DUNDAS STREET WEST,
E-MAIL: INFO@FLUENT-ARCH.COM
WEB: FLUENT-ARCH.COM

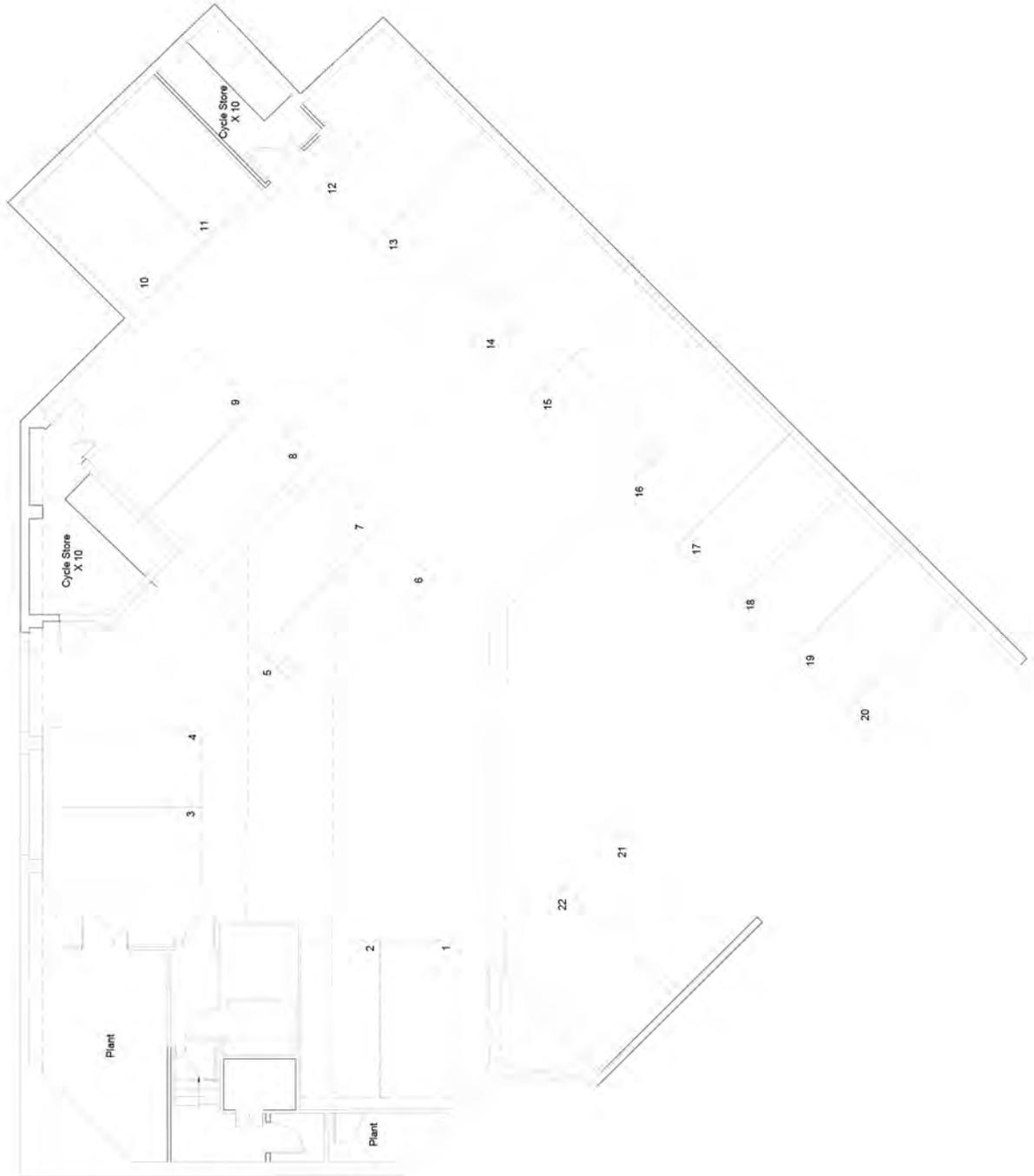
Frays Court, 71 Cowley Road
Uxbridge

Location Plan



Scale	Dwg No.
1:1250 @ A3	FLU.1192.01
Date	Rev
21.05.20	
Drawn	
N. Millin	





Rev	Date	Description


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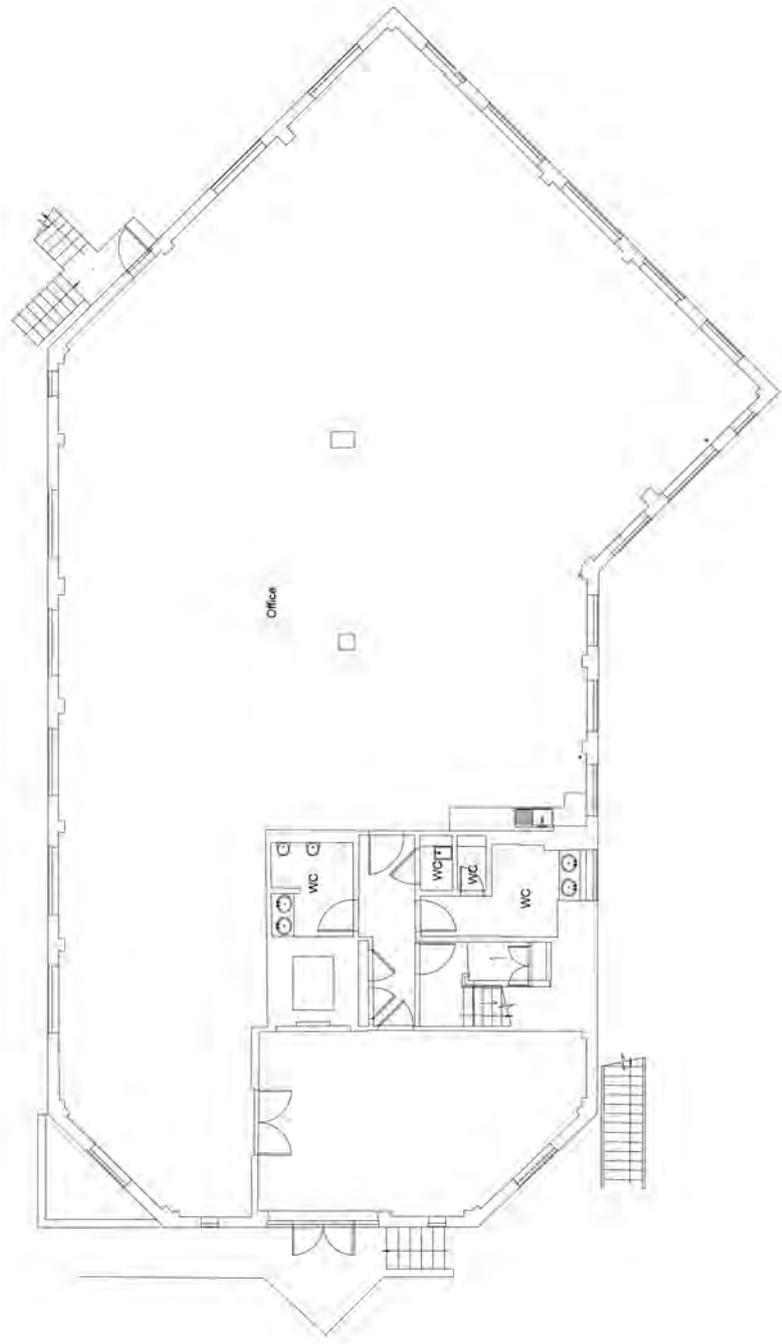
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 MIDDLESEX, TW15 7DT
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 E-MAIL: FLUENT@ADSDJUK
 WEB: FLUENT@ADSDJUK

Frays Court, 71 Cowley Road
Uxbridge

Existing Lower Ground Floor



Scale	Dwg No.
1:100 @ A2	FLU.1192.02
Date	Rev
21.05.20	
Drawn	
N.Millin	



Rev Date Description

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Uxbridge

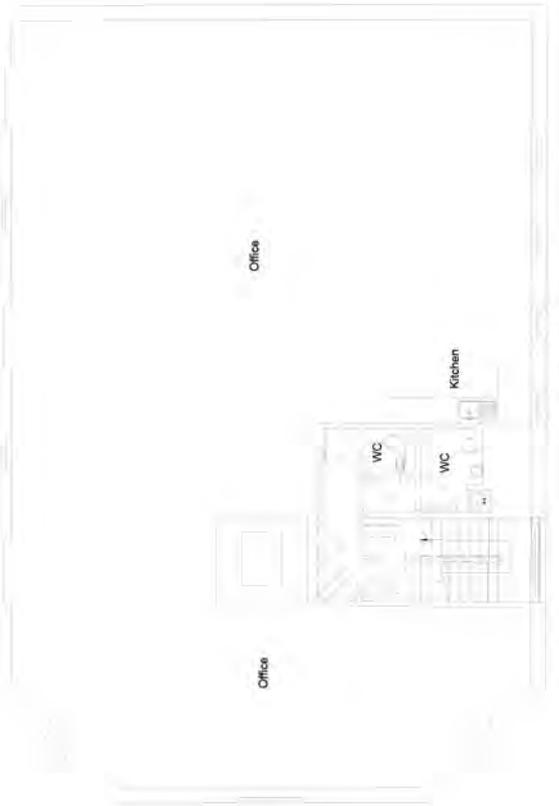
Existing Ground Floor



Scale	1:100 @ A2	Dwg No.	FLU.1192.03
Date	21.05.20	Rev.	
Drawn	N.Millin		



First Floor Plan



Second Floor Plan

Rev	Date	Description


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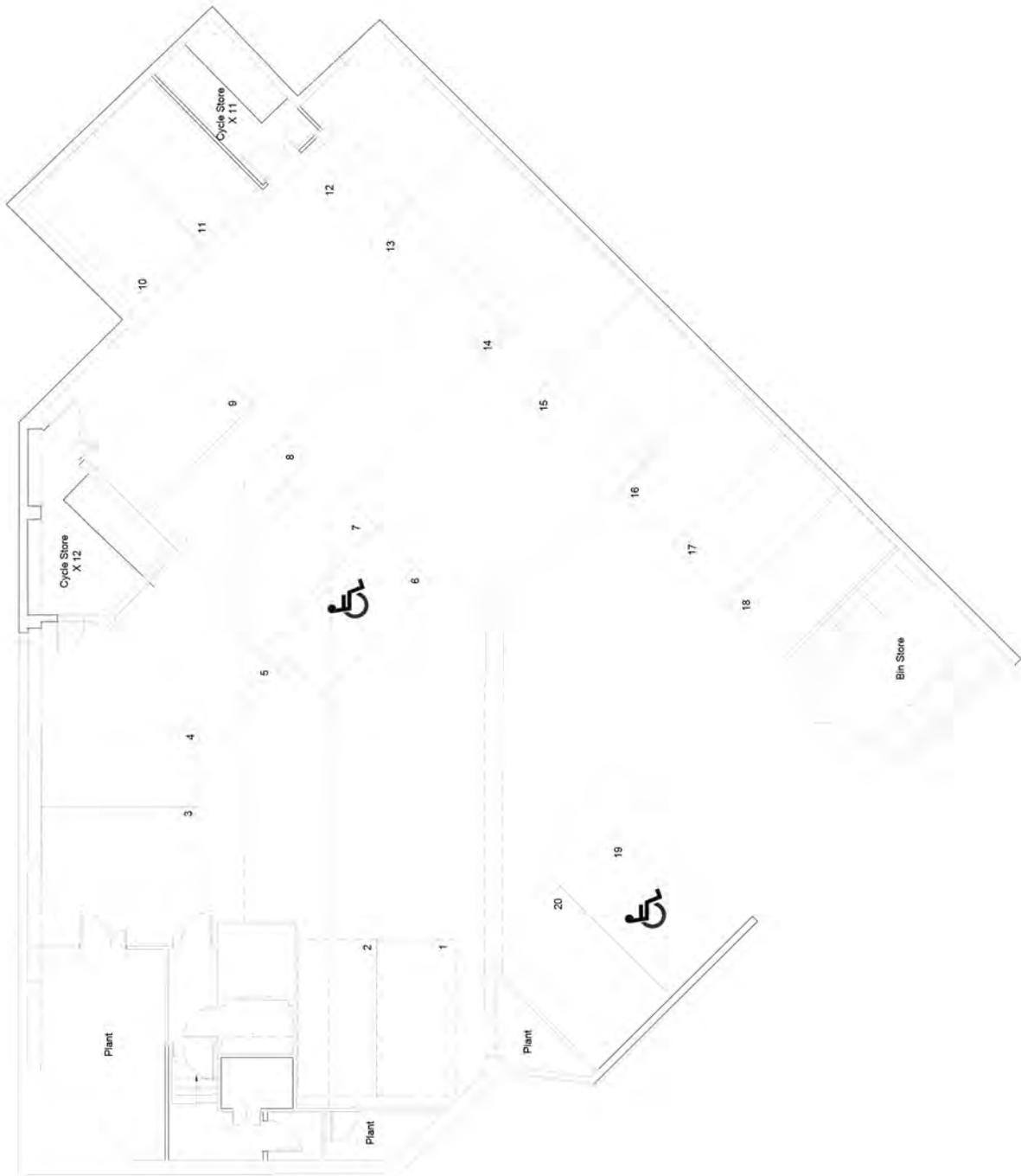
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 MIDDLESEX, TW16 7DT
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Frays Court, 71 Cowley Road
Uxbridge

Existing First and
Second Floors



Scale	1:100 @ A2	Dwg No.	FLU.1192.04
Date	21.05.20	Rev	
Drawn	N.Millin		
			A



Rev	Date	Description



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Frays Court, 71 Cowley Road
Uxbridge

Proposed Lower Ground Floor



Scale	1:100 @ A2	Dwg No.	FLU.1192.05
Date	21.05.20	Rev	A
Drawn	N.Millin		



Rev Date Description



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Frays Court, 71 Cowley Road
 Uxbridge

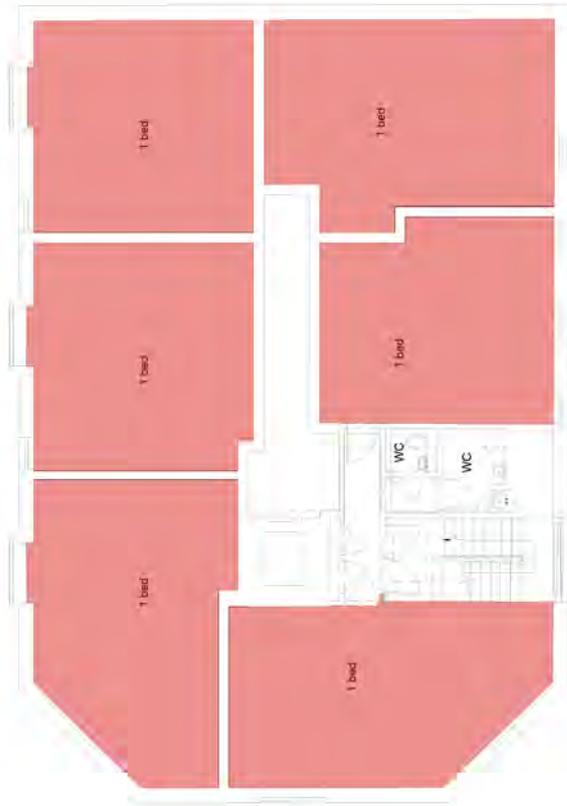
Proposed Ground Floor



Scale	1:100 @ A2	Dwg No.	FLU.1192.06
Date	21.05.20	Rev	
Drawn	N.Millin		



First Floor Plan



Second Floor Plan

Rev	Date	Description

Fluent
ARCHITECTURAL DESIGN SERVICES

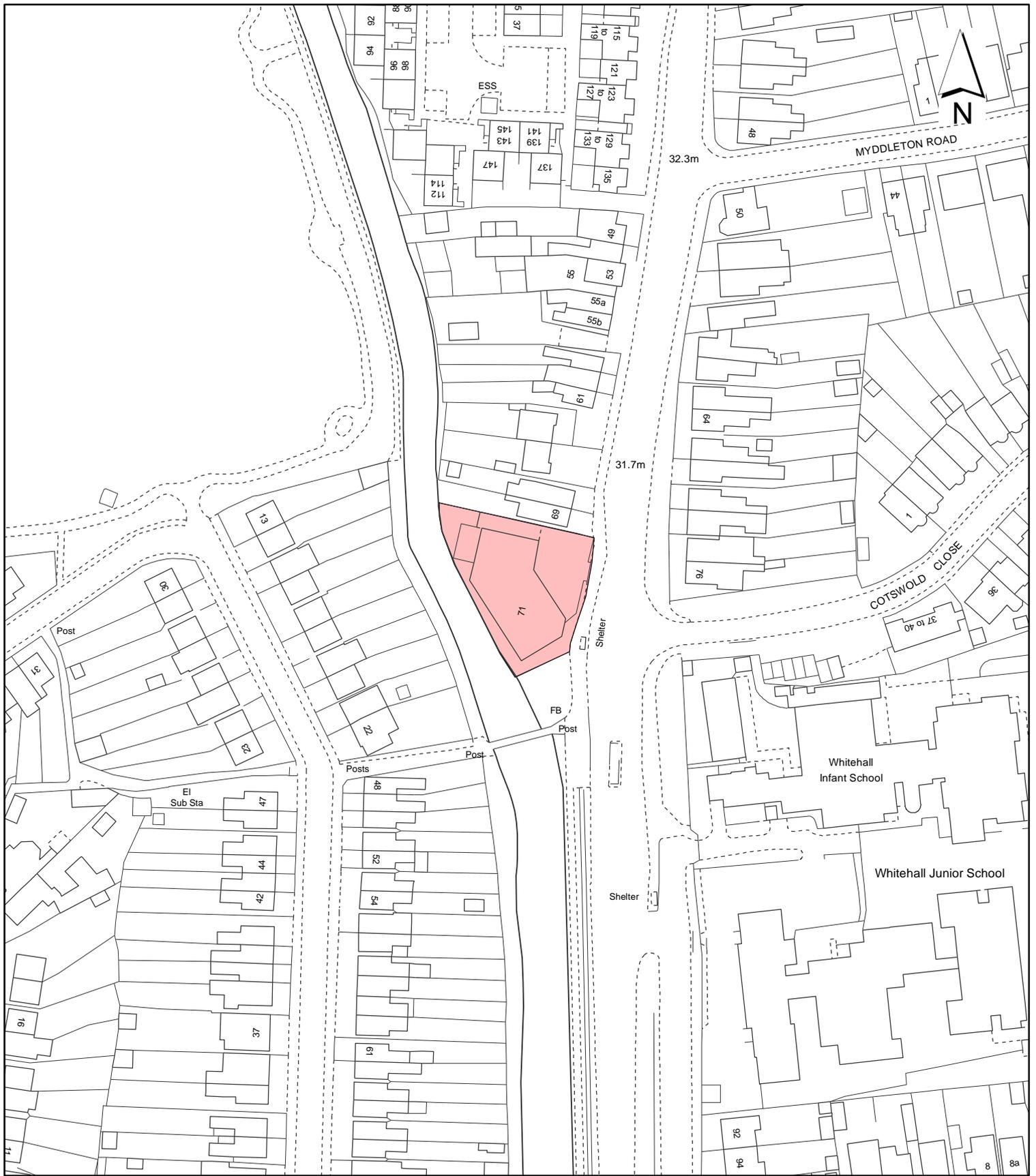
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WEB: FLUENT-ADSS.CO.UK

Frays Court, 71 Cowley Road
Uxbridge

Proposed First and
Second Floors



Scale	1:100 @ A2	Dwg No.	FLU.1192.07
Date	21.05.20	Rev	A
Drawn	N.Millin		



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Site Address:

**Frays Court
71-73 Cowley Road
Uxbridge**

Planning Application Ref:

13010/APP/2020/1758

Planning Committee:

Major Page 233

Scale:

1:1,250

Date:

July 2020

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

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



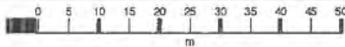
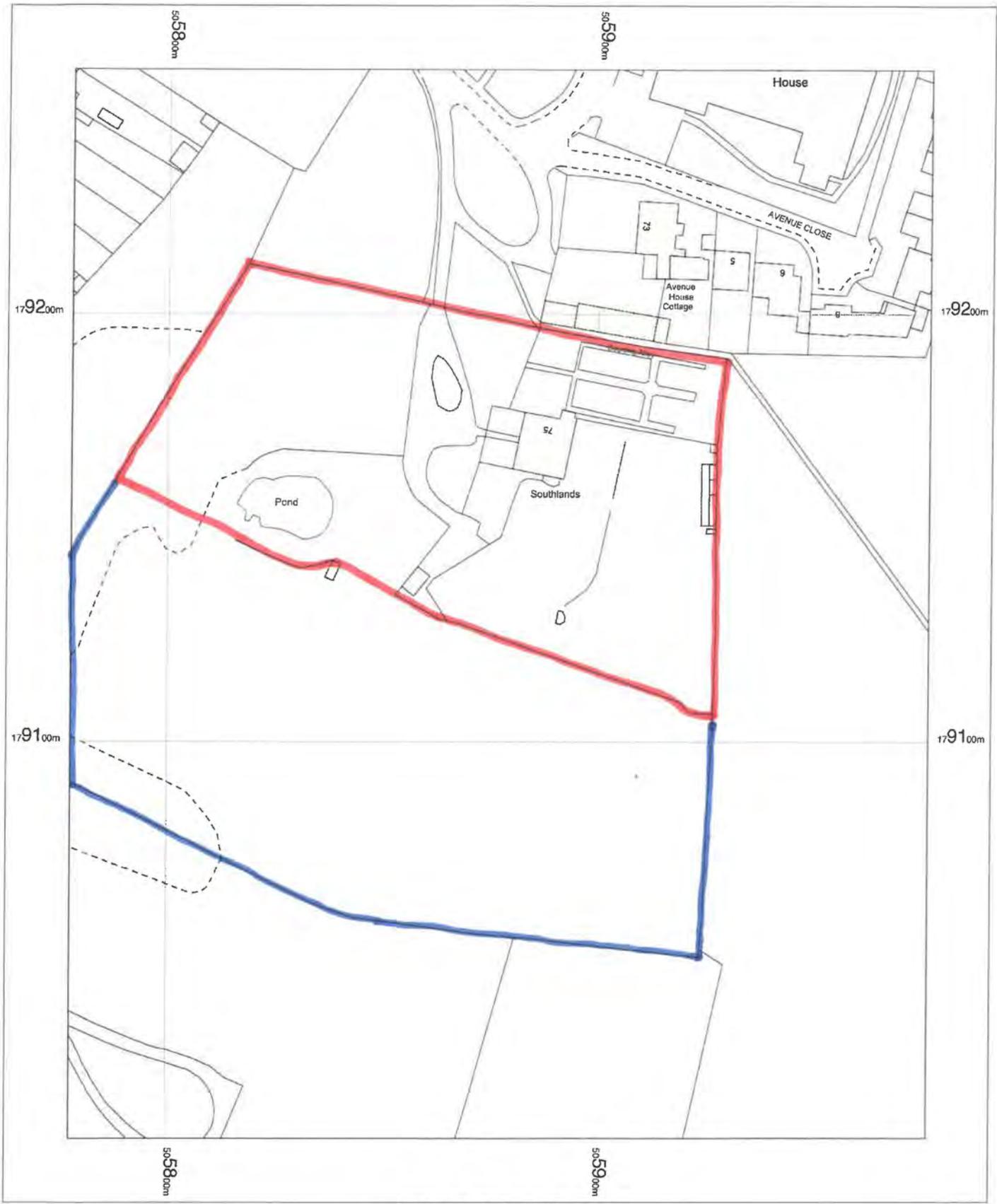
HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address SOUTHLANDS ART CENTRE THE GREEN WEST DRAYTON
Development: Change colour of external doors and re-build steps on entrance path
(Retrospective)(Listed Building Consent).
LBH Ref Nos: 12569/APP/2020/1585

Date Plans Received: 22/05/2020
Date Application Valid: 22/05/2020

Date(s) of Amendment(s):



OS MasterMap 1250/2500/10000 scale
 Wednesday, June 26, 2019, ID: BW1-00809844
maps.blackwell.co.uk

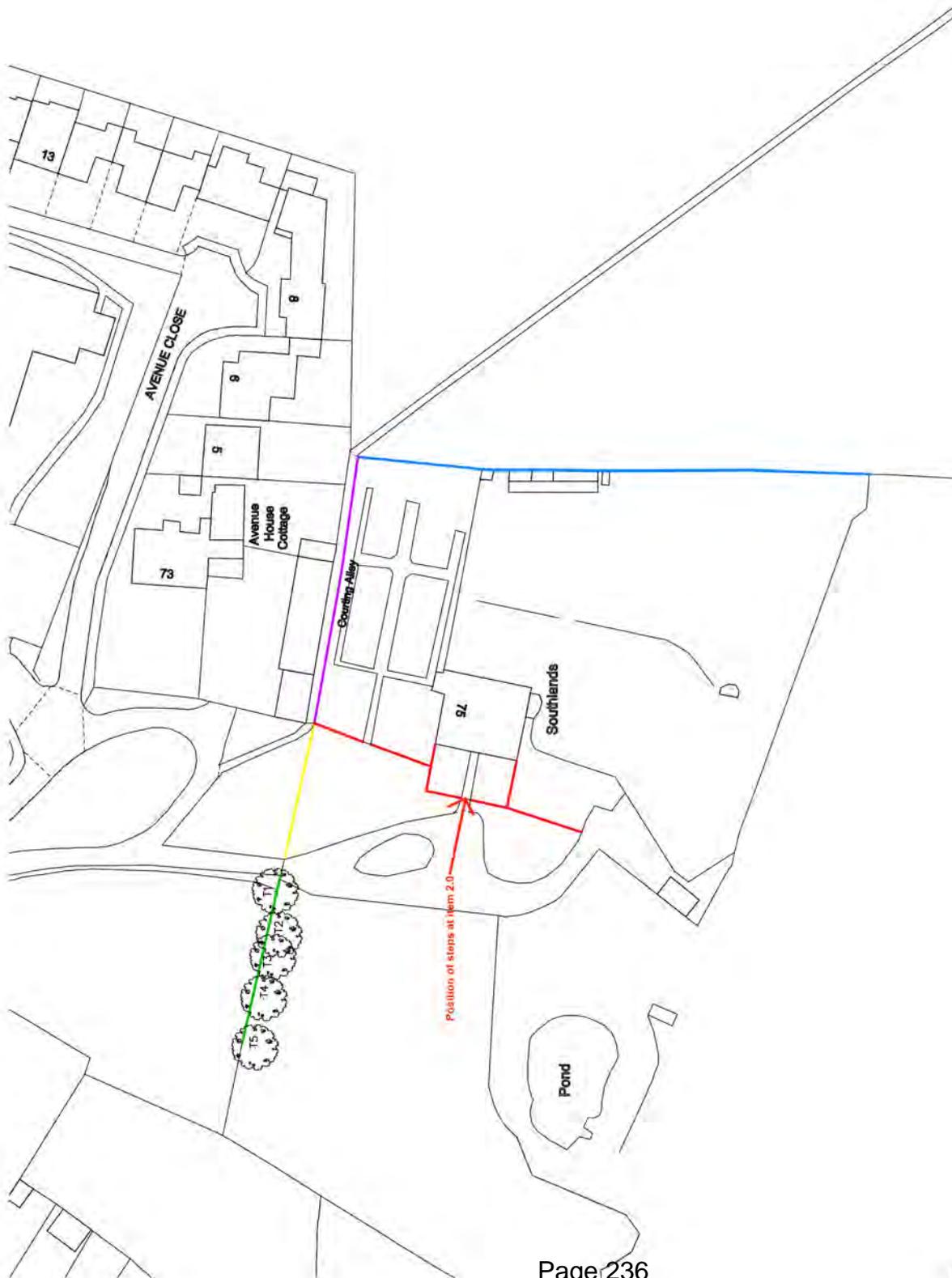
1:1250 scale print at A4, Centre: 505878 E, 179132 N

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maps@blackwell.co.uk



- Item 11.4 Front walled garden
- Item 11.5 Eastern most wall
- Item 11.6 wall north of entrance
- Item 11.7 wall by public footpath
- Item 11.8 wall by overflow car park

T1 - 5 trees to be retained



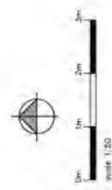
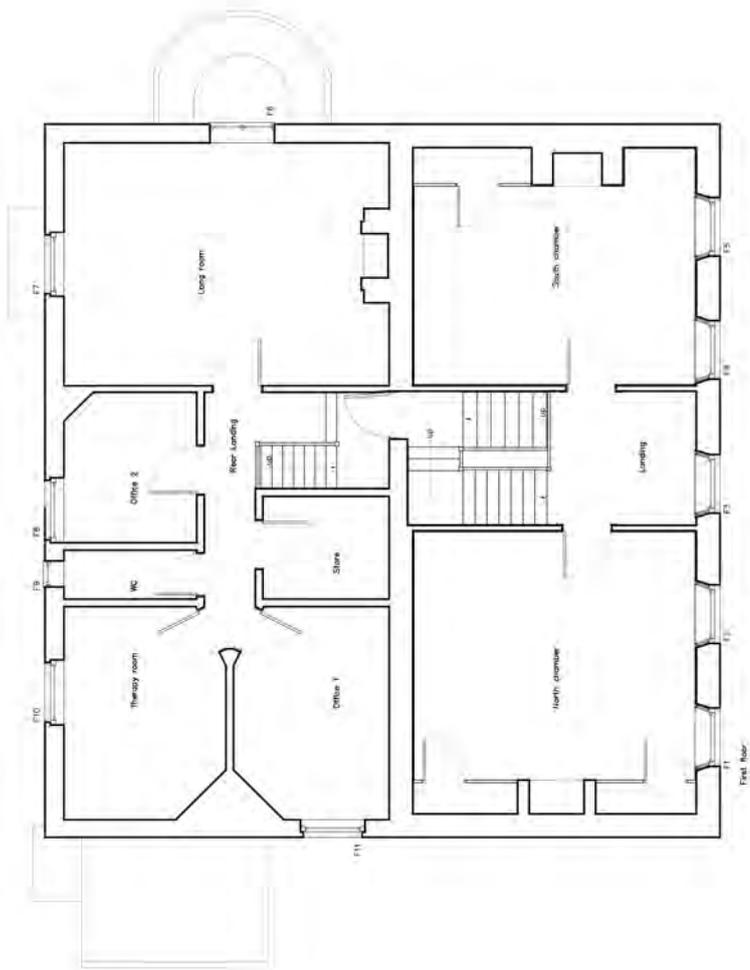
Rev	Description	Date
Rev C	Trees added to wall to be retained	Sept 2019
Rev D	Trees T1 to be retained	Sept 2019
Rev E	Trees T1 to be retained	Sept 2019

Client: **Hillingdon Borough Council**
 Job Title: **The Southlands Arts Centre**
 Drawing Title: **The Southlands Arts Centre**
 Block plan
 Scale: 1:500 @ A2
 Drawn By: [Name]
 Date: June 2019
 Job Number: 5990
 Drawing Number: 03.D
 Status: Preliminary



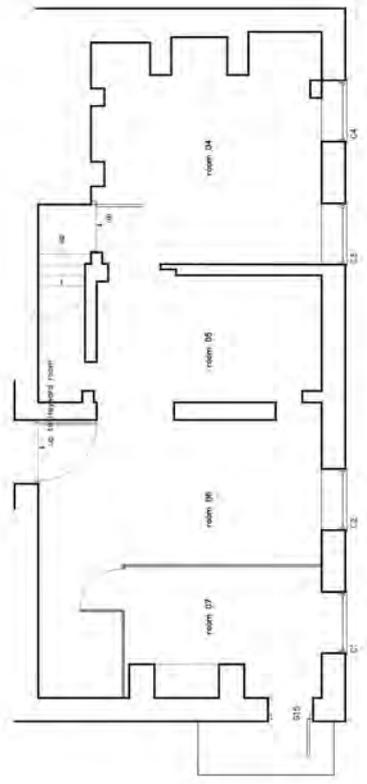
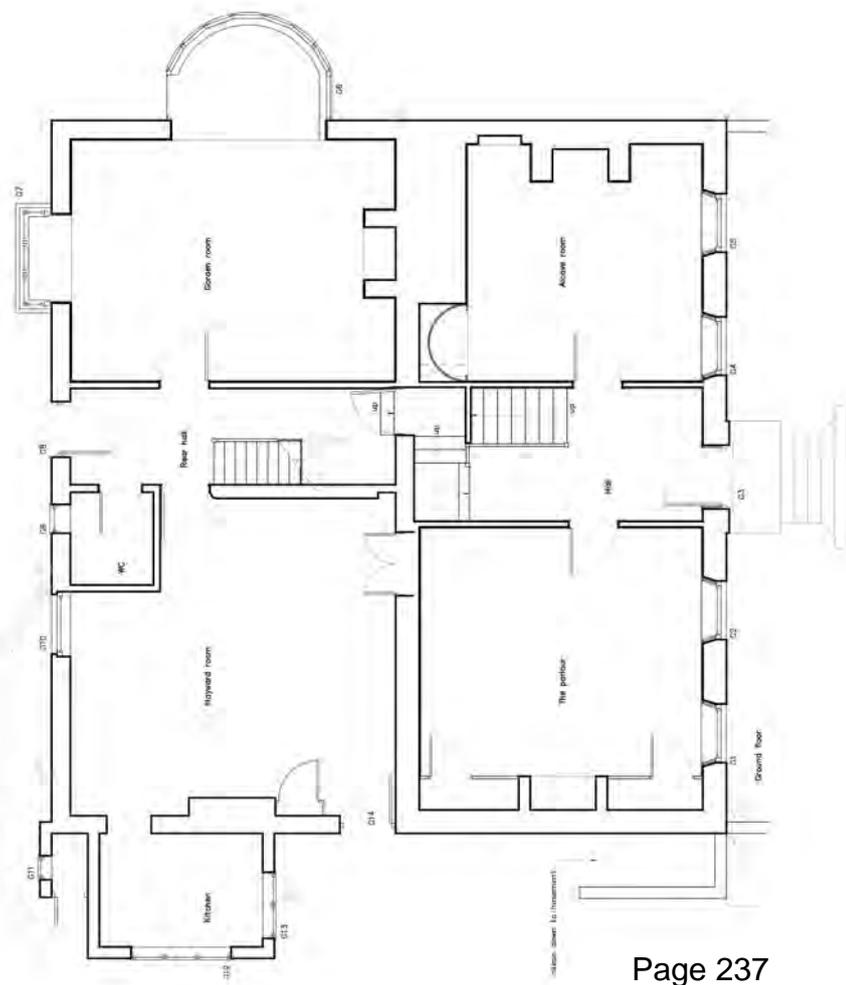
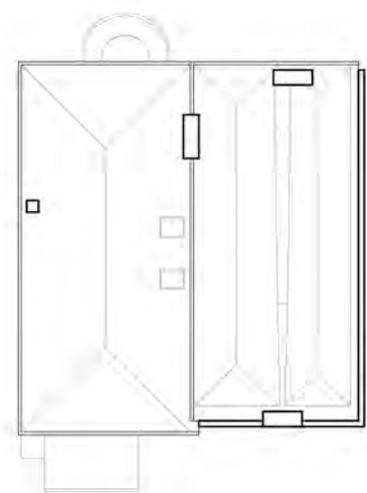
Chartered Architects & Chartered Building Surveyors
 18 Hatter Street, Bury St Edmunds, Suffolk, IP33 1NE
 01847 700421 info@whitworth.co.uk www.whitworth.co.uk

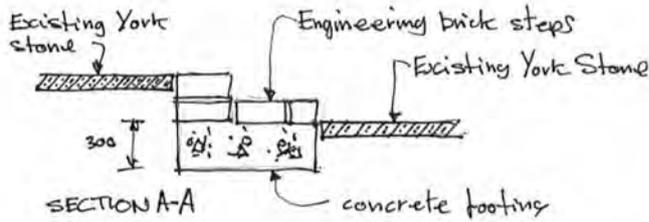
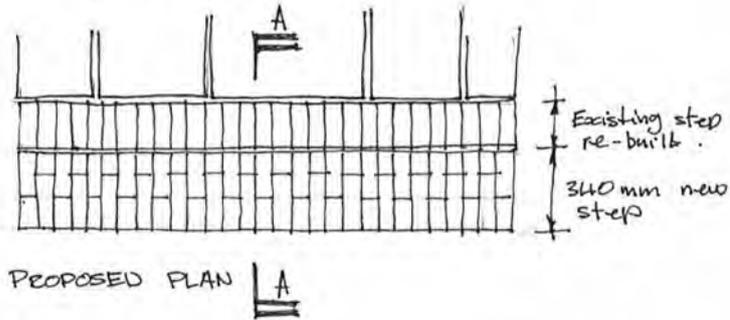
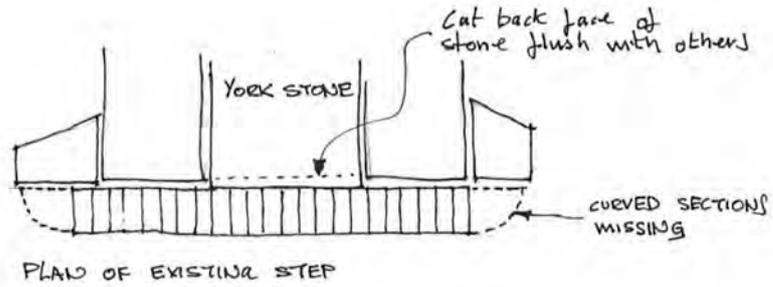
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Client: **Hillingdon Borough Council**
 Job Title: **The Southlands Arts Centre**
 Drawing Title: **Existing plans**
 Scale: **1:50 @ A1** Drawn By: **AW** Date: **June 2019**
 Job Number: **4992** Drawing Number: **01.B** Status: **Preliminary**

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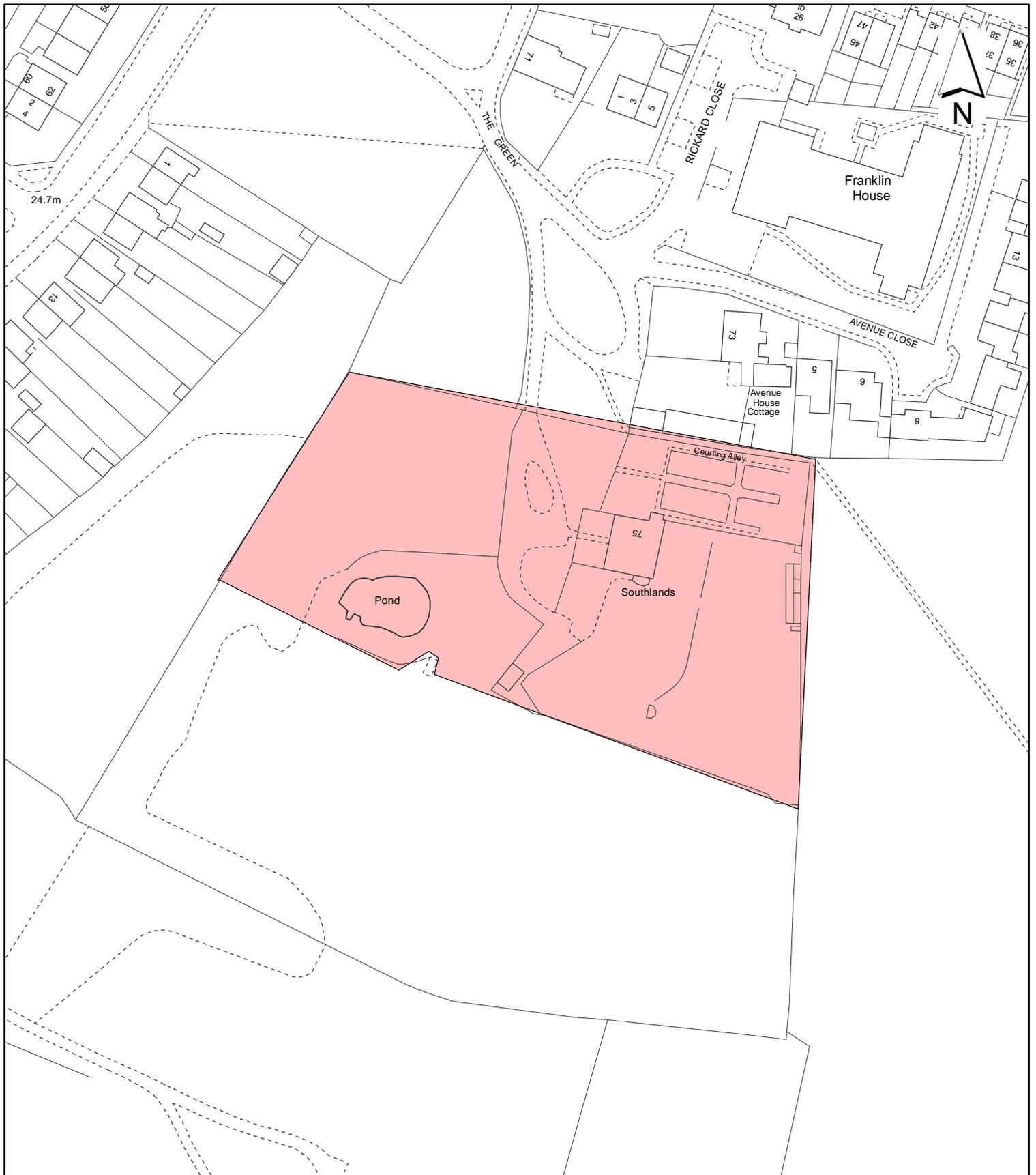


NOTE!! risers of each step to be the same.

Project	Southlands Arts	Drawn by	MS	Date	22.4.20
Title	Front step improvement	Job No	5990	Drawn by	skj

10 Church Road, Bury St Edmunds, Suffolk, IP33 1AB 01204 770421 info@whitworth.co.uk www.whitworth.co.uk

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Site Address:

**Southlands Art Centre
The Green
West Drayton**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

12569/APP/2020/1585

Scale:

1:1,250

Planning Committee:

Major Page 239

Date:

July 2020



HILLINGDON
LONDON

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