

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

**Address** 8-12 LEES PARADE UXBRIDGE ROAD HAYES

**Development:** Demolition of warehouse and conversion of and extensions to existing office building to provide a part three, part four storey building containing 14 residential units 3 retail/office spaces (Use Class A1/B1), with associated parking and amenity space.

**LBH Ref Nos:** 1803/APP/2013/733

**Drawing Nos:** 1107-03 (06/06/12)  
1107-25 (16/11/12)  
1107-26 (16/11/12)  
1107-60 (17/06/13)  
1107-61 (17/06/13)  
1107-27 (16/11/12)  
1107-28 (16/11/12)  
1107-29 (16/11/12)  
1107-52 (22/03/13)  
1107-53 (22/03/13)  
1107-54 (22/03/13)  
1107-55 (22/03/13)  
1107-56 (22/03/13)  
1107-57 (22/03/13)  
1107-58 (25/04/13)  
1107-59 (25/04/13)  
Design and Access Statement - PDA-1107-DAS-03  
Marketing Evidence - Colliers 18565  
Energy Statement - PDA-1107-ES-03  
Noise Assessment - PDA-1107-NS-03  
Travel Plan Statement - PDA-1107-TP-03

**Date Plans Received:** 25/03/2013                      **Date(s) of Amendment(s):** 25/03/2013  
**Date Application Valid:** 25/03/2013                      19/06/2013

### DEFERRED ON 13th June 2013 FOR FURTHER INFORMATION .

The application was heard at the 13th June 2013 Major Applications Planning Committee. Members deferred the application in order for the applicant to address the following concerns:

i) The plans should be updated to reflect Council requirements in conditions, including refuse and cycle storage, and the access gate.

Officer Comment: Revised plans have been submitted by the applicant to address these concerns, and this has been addressed in Sections 7.10 and 7.15 of the report and conditions 5 and 19 have been revised to address the revisions.

ii) Clarification that the rear wall and windows of the proposed units are over 15 metres from neighbouring properties, to ensure no overlooking occurs.

Officer Comment: Revised plans have been submitted by the applicant to address these

concerns, and this has been addressed in Section 7.08 of the report.

iii) Clarification of parking and traffic management, including the parking to front of site, and access and servicing of commercial units.

Officer Comment: Revised plans have been submitted by the applicant to address these concerns, and this has been addressed in Section 7.10 of the report.

## 1. SUMMARY

The application seeks planning permission for the demolition of the existing warehouse and the conversion of the existing office building to provide a part three, part four-storey building containing 14 residential units, 3 retail/office spaces, associated parking and amenity space.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers. The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable area of amenity space for the benefit of future occupiers, which is considered to overcome the previous reason for refusal.

It would not result in an unacceptable impact on visual amenities, and it is considered that the development would be acceptable with respect to traffic impacts. The scheme is designed to meet local and London wide sustainability requirements, and conditions requiring the scheme meet Code for Sustainable Homes Level 4, provides electric car charging points, and provides PV panels are recommended.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

## 2. RECOMMENDATION

**That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Green Spaces and Culture, and the following:**

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

**1. Affordable Housing: at least 35% of the scheme (5 units) is to be delivered as affordable housing.**

**2. Education: a financial contribution to the sum of £34,667 towards educational facilities.**

**3. Health: a financial contribution to the sum of £5,613.92 towards health provision (equal to £216.67 x 25.91).**

**4. Libraries: a financial contribution to the sum of £595.93 towards library provision (equal to £23 x 25.91).**

5. **Construction Training:** either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost +  $14/160 \times £71,675$  = total contribution).

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

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 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 any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, education, health and library facilities, and construction training). The proposal therefore conflicts with Policies AM2, AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That if the application is approved, the following conditions be imposed:

**1 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 1107-03 (06/06/12); 1107-25 (16/11/12); 1107-26 (16/11/12); 1107-27 (16/11/12); 1107-28 (16/11/12); 1107-29 (16/11/12); 1107-52 (22/03/13); 1107-53 (22/03/13); 1107-54 (22/03/13); 1107-55 (22/03/13); 1107-56 (22/03/13); 1107-57 (22/03/13); 1107-58 (25/04/13); 1107-59 (25/04/13); 1107-60 (17/06/13); 1107-61 (17/06/13), and shall thereafter be maintained for as long as the development remains in existence.

#### REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

### **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:

Accessibility Measures (Design and Access Statement - PDA-1107-DAS-03)

Noise Mitigation Measures (Noise Assessment - PDA-1107-NS-03)

Thereafter the development shall be 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: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

### **4 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of cladding (including an alternative to timber), screens, balustrades, and balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

#### REASON

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

### **5 COM9 Landscaping**

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

#### 1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100)

1.b Written specification of planting and cultivation works to be undertaken

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

#### 2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Hard Surfacing Materials

2.c External Lighting

2.d Other structures (such as play equipment and furniture)

#### 3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years, including maintenance of the amenity deck and the roof terraces

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

becomes seriously damaged or diseased

#### 4. Schedule for Implementation

#### 5. Other

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

5.b Proposed finishing levels or contours

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 5.17 of the London Plan (2011).

### **6 COM8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

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

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

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

2.b. No materials or plant shall be stored;

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

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

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

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **7 NONSC Lifetime Homes**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8 and 7.2 of the London Plan (2011).

**8 NONSC Wheelchair Units**

No development shall take place until full details of how at least one of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon', have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8 and 7.2 of the London Plan (2011).

**9 NONSC Secured by Design**

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan (2011).

**10 NONSC Sustainability**

The dwellings shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in policies 5.1 and 5.3 of the London Plan (2011).

**11 NONSC PV Installation/Monitoring**

Prior to construction of the building hereby approved, full details of the proposed photovoltaic installation, including measures as to how the energy savings produced will be monitored, shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic panels shall thereafter be retained, maintained and monitored for the lifetime of the development.

REASON

To ensure a sustainable approach to energy efficiency and carbon reductions is met across the site, in accordance with Policies 5.2 and 5.3 of the London Plan (2011).



**12 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**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 of the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012), and policy 5.12 of the London Plan (2011), and that it be handled as close to its source as possible in compliance with policy 5.13 of the London Plan (2011), and to conserve water supplies in accordance with policy 5.15 of the London Plan (2011).

**13 NONSC Mechanical Ventilation**

No development shall take place until details of a mechanical ventilation system for the commercial units and residential units has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the ventilation system has been installed in accordance with the approved details. Thereafter the vent shall be permanently retained and maintained in good working order for so long as the use continues.

**REASON**

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**14 TL20 Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained for the life of the development.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.1 of the London Plan (2011).

**15 RES13 Obscure Glazing**

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

**REASON**

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

**16 NONSC Privacy Screens**

No development shall take place until full details, including drawings showing the siting, design and finished heights of obscure glazed privacy screens, balustrades, and railings on all balconies and terraces and roof terraces as shown on the plans hereby approved,

have been submitted to and approved in writing by the Local Planning Authority.

**REASON**

To ensure that the development presents a satisfactory appearance and adequate privacy in accordance with policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**17 NONSC Privacy Screens**

No development shall take place until full details of means to protect the privacy of units 4, 5, 9, 10 and 13 have been submitted to and approved in writing by the Local Planning Authority and no residential unit shall be occupied until the approved details relating to that unit has been installed. Such measures should include fins to flank windows on flats 4, 5, 9, 10 and 13, and screening or landscaping to the rear windows of flats 4 and 5. The approved privacy measures shall be maintained for the life of the development.

**REASON**

In the interests of visual amenity in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**18 NONSC Parking Allocation**

Prior to commencement of the development, a Car Parking Allocation and Management Plan for the entire site shall be submitted to and approved in writing to the Local Planning Authority.

The car parking allocation and management plan shall clearly identify and delineate parking spaces which are allocated and dedicated for the non-residential and residential components of the development. Each unit designed for wheelchair users shall be allocated at least 1 car parking space.

The provisions of the Car Parking Allocation and Management Plan will be carried and out for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure the suitable management of parking on site and to impact on the surrounding area in accordance with policies AM14, AM15, AM16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 H13 Installation of gates**

Prior to the commencement of the development hereby approved details of the access gate to the car park, incorporating facilities for its operation by disabled persons, service delivery vehicles, emergency vehicles and local authority service vehicles and capable of being manually operated in the event of a power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the access gate shall be installed in accordance with the approved details and maintained for so long as the development remains on site.

**REASON**

To provide safe and adequate access for pedestrians and vehicles accessing the new parking area in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**INFORMATIVES**



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

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

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

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

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
S6	Change of use of shops - safeguarding the amenities of shopping areas
S7	Change of use of shops in Parades
S9	Change of use of shops in Local Centres
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
>>	London Plan (2011) Policies
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.15	(2011) Town Centres
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 4.1	(2011) Developing London's economy
LPP 4.7	(2011) Retail and town centre development
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

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

**4 13 Building Regulations - Demolition and Building Works**

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

**5 111 The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**6 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**7 118 Storage and Collection of Refuse**

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

**8**            119            **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**9**            125            **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 - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**10**          126            **Retail Development - Installation of a Shopfront**

You are advised that planning permission will be required for the installation of a shopfront at these premises. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**11**          134            **Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

## **12        I58                    Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

## **13        I60                    Cranes**

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

## **14**

You are advised that in discharging condition 18, the Council will expect measures to include those necessary to ensure security and safety of the area between the gate and footway.

## **15**

You are advised that in discharging condition 4, the Council will expect details to include rendering or cladding of the second floor. Cedar cladding should be avoided. The top floor should be finished in a light colour. The proposed high level screens on the terraces and balustrades should be light weight in appearance, ideally, glass rather than timber. Details of the roof top pergola will be needed. The canopy over the ground floor street entrance/s should be a glazed canopy.

### **3.        CONSIDERATIONS**

### 3.1 Site and Locality

The application site is located on the south-west side of Uxbridge Road, and forms part of Lees Parade. The site comprises a three-storey flat-roofed building providing a ground floor commercial premises, with two floors of ancillary office accommodation above. To the rear of the site is a steel clad warehouse building linked to the building to the front of the property.

The ground floor of the premises is comprised of four separate retail units, separated by an access through the centre of the building to the warehouse to the rear. It has been stated that the majority of the ground floor of the premises was recently used as a car sales business.

The site is set back from Uxbridge Road by a service road, with the building on the site being further set back from the service road. The area in front of the building is hard surfaced, and has been used for parking. There is an access to the rear of the site from Lees Road to the south.

The surrounding area is characterised by a mixture of primarily commercial properties along Uxbridge Road. Two-storey commercial properties sit adjacent to the site, with smaller industrial units to the south. The built form of this part of Uxbridge Road is primarily three-storeys in height, with some buildings being marginally higher at four storeys. The surrounding residential properties are two-storeys in height. The site adjoins a residential property to the rear, with the rear wall of the existing warehouse abutting the garden of the property.

### 3.2 Proposed Scheme

The application seeks planning permission for the demolition of the existing warehouse and the conversion of the existing office building to provide a part three, part four-storey building containing 14 residential units, 3 retail/office spaces, associated parking and amenity space.

The proposal involves the conversion of the upper floors of the frontage building, the construction of a new fourth storey to the frontage building, and the construction of a four-storey extension to the rear. 14 units (4 x 1-bed, 10 x 2-bed) are proposed over the three upper floors. Three retail or office units are proposed at ground floor level to the front of the building. Five units (2 x 1-bed, 3 x 2-bed) are proposed as affordable housing, which equates to 35% of the units.

14 new car parking spaces are proposed to the rear of the site for the residential units, and seven spaces are proposed to the front of the site for the use of the commercial premises. Cycle storage and refuse storage are provided at ground floor level, with amenity space proposed at first floor level, by way of a deck, and third floor level, by way of a roof terrace.

### 3.3 Relevant Planning History

1803/APP/2011/1028      Victory House, 8-12, Lees Parade Uxbridge Road Hillingdon  
Enlargement of vehicular crossover

**Decision:** 02-09-2011      Approved



1803/APP/2012/2886      Victory House, 8-12, Lees Parade Uxbridge Road Hillingdon  
Demolition of warehouse and conversion of existing office building to provide a part three, part four storey building containing 14 residential units (Use Class C3), 3 retail/office spaces, associated parking and amenity space.

**Decision:** 04-03-2013    Refused

1803/G/94/2007            8-12 Lees Parade    Uxbridge Road Hayes  
Raising of roof area over storage building

**Decision:** 17-03-1995    Approved

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

The relevant history is listed above.

The most recent application, ref. 1803/APP/2012/2886, was refused for the following reasons:

1. The proposal fails to provide amenity space of sufficient quality commensurate to the size and layout of the proposal, and would fail to provide usable, attractively laid out and conveniently located amenity space in relation to the proposed flats it would serve. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policy 3.5 of the London Plan 2011, Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and guidance within the Council's Supplementary Planning Document on Residential Layouts.

2. The applicant has failed to provide obligations to secure affordable housing, improvements to nearby educational facilities, health facilities, libraries, community facilities, highways and the public realm, and air quality monitoring, which are required in association with, and to mitigate the impacts of, the development. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and the Council's Planning Obligations Supplementary Planning Document.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Residential Layouts  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

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

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
  
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
  
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H8 Change of use from non-residential to residential
- LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
  
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- S6 Change of use of shops - safeguarding the amenities of shopping areas
- S7 Change of use of shops in Parades
- S9 Change of use of shops in Local Centres
- S10 Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
  
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
>>	London Plan (2011) Policies
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.15	(2011) Town Centres
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 4.1	(2011) Developing London's economy
LPP 4.7	(2011) Retail and town centre development
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure

- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

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

**5.1** Advertisement Expiry Date:- **15th May 2013**

**5.2** Site Notice Expiry Date:- **15th May 2013**

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 24 local owner/occupiers on 22/04/13. The application was also advertised by way of site and press notices. Three letters of objection have been received which raise the following concerns:

- i) Insufficient parking
- ii) Traffic congestion
- iii) Building out of keeping with street
- iv) Overlooking and loss of privacy
- v) Building not 'green' (sustainability)

### **EXTERNAL CONSULTEES**

#### **BAA SAFEGUARDING:**

No safeguarding objections to the proposed development, subject to an informative regarding the use of cranes.

#### **MOD SAFEGUARDING:**

No safeguarding objections to the proposal.

### **Internal Consultees**

#### **URBAN DESIGN/CONSERVATION:**

Background: This is an existing, circa 1970s, brick faced three storey building fronting the Uxbridge Road, with a large attached warehouse structure to the rear. The building is highly visible in views along the Uxbridge Road from the north and south, and there are also views of the warehouse from Nicholls Avenue and from the adjacent school playing field. The site does not lie within a designated area, nor would its development impact on any heritage assets.

The street scene is varied with a mix of two and three storey buildings of varying architectural styles

and periods. There do not appear to be any existing four storey buildings in the immediate vicinity.

Comments: There are no objections in principle to the demolition of the warehouse and the change of use of the upper floors of the existing building to residential use. There are concerns, however, re the addition of an additional storey to this building in terms of its impact on the local street scene. Any additional floors to the rear of the building should also be stepped back to reduce its bulk and impact on views from the adjacent residential streets and open space.

The street elevation of the building should be given more interest by, for example, rendering or cladding, the second floor. This would also help disguise/draw attention away from the odd asymmetrical fenestration pattern above ground floor level. Cedar cladding should be avoided, as this rarely weathers well in our climate. The new floor, if considered acceptable in principle, should be finished in a light colour, again to attempt to conceal its bulk. The proposed high level screens on the terraces and balustrades should also be light weight in appearance, ideally, glass rather than timber. Details of the roof top pergola will need to be submitted if agreed. The canopy over the ground floor street entrance/s looks overly tall and rather bulky, it is suggested that this revised, possibly to a glazed canopy and its detailed design, materials, colour and finish made subject to a suitable condition. Similarly, the shutter to the car park, the entrance to the flats and shop fronts should be subject to further detailing via suitable conditions.

There also appears to be enough space on the street frontage to incorporate some planting, particularly tree planting.

Recommendation: Revisions and additional information required.

Officer Comment:

It is considered that the issues raised can be addressed via the imposition of conditions, with regard to materials, layout, design, on any grant of planning permission.

HIGHWAYS:

The provision of 14 car parking spaces for the residential element and 7 car parking spaces for the commercial element is considered acceptable. Servicing already takes place from the service road in front of the site, therefore a dedicated service bay is not considered necessary in this case.

The previous application raised highways concerns regarding cycle parking, disabled parking, and pedestrian access. The revised application includes 2 disabled spaces within the residential car park and 1 disabled space for the commercial element, which is considered acceptable. A cycle store is proposed, but without details is considered inadequate to accommodate the required 21 spaces. A condition should therefore be applied to cover cycle parking.

The existing vehicular access will be utilised to access the residential car park. Pedestrian visibility spaces at the access point are obscured by the building walls on either side of the access. However the development is not considered to result in such intensification of use that would otherwise merit refusal on highway and pedestrian safety ground. Shutter shown at the access point should be relocated to 5m (min.) in to the access road to avoid vehicles waiting on the highway in the way of pedestrians. A condition should be attached to cover this.

Occupiers of the development/site management will be responsible for towing bins outside for collection and towing them back. The building structure will not allow 1100 litre wheelie bins to be towed between the available space.

ENVIRONMENTAL PROTECTION UNIT:

No concerns are raised regarding noise, however can an informative be attached regarding construction works.

#### TREES & LANDSCAPING:

Character/Context: The site is occupied by warehouse situated to the south side of Uxbridge Road. This urban area is characterised by commercial and retail premises, often with residential accommodation above.

There are no trees or other landscape within the site boundary.

Considerations: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- No trees or other landscape features will be affected by the proposal.
- Parking for 7No. cars will continue to be provided to the front of the building.
- Vehicular access will be maintained through a gap in the groundfloor of the building and to parking spaces to the rear, part of which will be oversailed by flats above.
- Part of the rear parking court will be open area which will be used to provide bin storage, a SUDS tank and raised planters (plan ref. 1107-50).
- Private terraces and shared amenity terraces are to be provided at first and third floor levels. These modest external amenity spaces provide the main opportunity for landscape enhancement (together with the ground floor planters). These areas require careful consideration and detailing to ensure that the hard and soft landscape is both attractive and functional.
- Due to the communal / shared character of the amenity spaces, a management / maintenance plan should be conditioned to ensure that the landscape is established and maintained in accordance with the design proposals.
- Landscape conditions will be necessary to preserve and enhance the visual amenities of the locality and to ensure that adequate facilities are provided.

Recommendation: No objection, subject to landscaping conditions.

Officer Comment: It is noted that there is a large tree on the neighbouring property which provides some screening of the site. As such, it is recommended that a tree protection condition be imposed on any permission.

#### FLOODWATER MANAGEMENT:

Recommends the inclusion of a condition regarding sustainable drainage (SUDS).

#### ACCESS OFFICER:

The proposal seeks to retain the existing building frontage which has been used for car sales, with the rear of the property used for associated vehicle storage. The reconfigured building would comprise 14 residential units with parking, including two accessible parking spaces. The flats would be served by a passenger lift which accords with the specifications as details in Part M to the Building Regulations 2004.

The Design & Access Statement states that flats comply with the Lifetime Homes Standards, however, the specifications have not been reflected on plan. In addition, the development should comply with London Plan Policy 3.8, and should ensure that a minimum of one residential unit meets Wheelchair Home Standard requirements.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. In addition, 10% of new housing should be built to wheelchair home standards and should accord with relevant policies, legislation and adopted guidance.

The following access observations are provided:



1. To support the 'Secured by Design' agenda, accessible car parking bays should not be marked. Car parking spaces should be allocated to a specific unit, allowing a disabled occupant to choose whether the bay is marked. Bays that are not allocated would not guarantee an accessible bay to a disabled resident. Similarly, a disabled person may not necessarily occupy an accessible home allocated a 'disabled parking' space. Marking bays as 'disabled parking' could lead to targeted hate crime against a disabled person.
2. A minimum of one flat should meet the specifications of a wheelchair standard home, a detailed in the Council's 'Accessible Hillingdon' Supplementary Planning Document.
3. In buildings containing 15 flats or more, or where a wheelchair standard home is situated above ground floor, two lifts should be featured to allow for increased use and/or to maintain wheelchair access in the event of a lift breakdown.
4. A minimum of one bathroom within each flat should be designed in accordance with Lifetime Home Standards. At least 700mm should be provided to one side of the WC, with a minimum of 1100mm provided between the front edge of the toilet pan and a door or wall opposite. A similar clear zone of 1100mm long by 700mm wide should be provided alongside the bathtub.
5. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gully drainage.

The Design & Access Statement should be revised to confirm adherence to all 16 Lifetime Home and Wheelchair Housing standards.

Conclusion: revised plans should be sought as a prerequisite to any planning approval, or planning conditions attached accordingly.

Officer Comment: It is considered that the requirements for the units complying with Lifetime Homes and wheelchair standards can be controlled via the imposition of appropriate conditions.

#### HOUSING:

The application currently under consideration now meets the amenity space requirements that were inadequate in the previous application. All the flats meet or exceed HDAS and London Housing Design Guide size standards and will meet level 4 of the Code for Sustainable Homes. The scheme offers 1:1 undercroft parking. On this basis Housing support the planning application which will supply much needed homes for local households.

The applicant is proposing 35% affordable housing but the actual flats indicated for affordable tenure are split across 2 floors it would be preferable that they were all on one floor. I would suggest the first floor as this includes the terrace deck. This would increase the affordable element to 14 habitable rooms from a total of 38 and the overall % calculated on a habitable room basis to 36.8%. Should this not be financially viable our preference would be to accept slightly less affordable and accept the 3rd floor which offers 4 flats or 10 habitable rooms and equates to 26.3% affordable calculated on a habitable room basis.

I am very conscious that it can be very difficult to get a Registered Provider to take on the affordable units on such a small development. I would suggest the S106 does not tie the applicant into a particular tenure as with so few units Registered Providers will probably want to opt for all affordable rent or all shared ownership.

#### SECTION 106 OFFICER:

Provides details of heads of terms likely to be required, including:

1. Transport: In line with the SPD and the TA there may be a requirement for highway/road improvements as a result of this proposal. If so then these may need to be secured via a s38 and/or s278 highways agreement. Please liaise with highways in the first instance.
2. Affordable Housing: In line with the SPD I note that the applicant is proposing to meet the 35% Affordable housing requirement by delivering 5 units as affordable rent. We do need to understand at what levels these units will be offered at to ensure they meet the affordability criteria. As such we need to request this information from the applicant.
3. Education: In line with the SPD a financial contribution in the sum of £34,667 should be secured for educational facilities and I will forward on the calculation sheet for uploading onto the planning database.
4. Health: In line with the SPD a financial contribution in the sum of £5,613.92 should be secured for health provision (equal to £216.67 x 25.91).
5. Libraries: In line with the SPD a financial contribution in the sum of £595.93 should be secured for library provision (equal to £23 x 25.91)
6. Construction Training: In line with the SPD, either a financial contribution or an in-kind scheme delivered during the construction phase of the development should be secured. In either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost +  $14/160 \times £71,675 =$  total contribution.
7. Recreational Open Space: In line with the SPD and depending upon the onsite usable amenity space there maybe a need for an off-site contribution to be secured as a result of this proposal. Please advise as to the adequateness of the on-site provision as proposed so further analysis can be undertaken.
8. Project Management and Monitoring Fee: In line with the SPD a financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement.

## **7. MAIN PLANNING ISSUES**

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

The site is located within the Hillingdon Heath Local Centre, as such, the proposal must be assessed against saved policies S9 and S10 of the UDP. As the site is outside of the identified core area of the Local Centre, changes of use can be considered, subject to meeting the criteria of policies S6 and S7. Given that the past use of the site appears to have been for car sales (sui generis), it is considered that providing the ground floor units as retail space meets the objectives of the Council's shopping policies, by providing appropriate units in appropriate locations.

With regard to the proposed residential development on the upper floors, the loss of B1 office space is not restricted by Council policy. As such, it is considered that the principle of the residential use of the upper floors is acceptable in principle, subject to satisfying other material planning considerations.

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

The London Plan requirements for this site (0.09ha), which is considered to be an urban site with a PTAL of 2, would be 70-170 u/ha and 200-450 hr/ha. The scheme proposes 14 units with 38 habitable rooms. This equates to a density of 155 u/ha and 422 hr/ha. As such, the proposed quantum of residential units is considered to be acceptable in this

location.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact in the heritage of the borough.

#### **7.04 Airport safeguarding**

BAA Safeguarding has reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

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

The site is not located within or near to the Green Belt. As such, it is considered that the scheme would not impact on the Green Belt.

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

Policies BE13, BE21, and BE22 seek to ensure that new development complements or improves the character and amenity of the area. Policy BE38 seeks the retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals. London Plan policy 7.1 sets out a series of overarching design principles for development in London, and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant. The application site itself has no particular designation, forming part of the 'developed area'.

The Urban Design Officer raises no objections to the scale, height and massing of the proposed buildings. It is considered that the proposed additional storey should be set back and finished in a light colour to ensure it would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding development.

Whilst there is no objection to the overall design of the proposal, the application should be used as a means to improve the external design of the building. It is considered that a condition be imposed on any permission requiring the submission of external details to improve the appearance of the building.

Subject to this condition, it is considered that the scheme is compliant with Policies BE13, BE21 and BE22 of the UDP, relevant London Plan policies and design guidance.

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

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed buildings, no significant loss of daylight and sunlight to adjoining properties would result from this development.

In relation to outlook, policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings. This distance is achieved across the site, and the applicant has demonstrated that a 15m projection from the rear windows at 45 degrees would not reach the rear wall of the neighbouring property. With regard to privacy, the site layout indicates that adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in accordance with the guidelines in the HDAS 'Residential Layouts' Supplementary Planning Document

and policy BE24 of the UDP. Privacy to the rear would be maintained by a screen surrounding the raised amenity deck, and the layout of the existing buildings on the neighbouring site, and the existing tree to the rear of 46 Nicholls Road, together with the adequate separation distance as mentioned above.

It is recognised that the proposed terrace deck and screen to the rear of the property is marginally higher than the existing warehouse building on the site (by approximately 1m). However, the design of the deck and screen would appear as a much lighter structure than the existing warehouse building, and it is considered that the visual impact would not exceed the existing situation to the rear of 46 Nicholls Road. In addition, the existing tree would also serve to screen the development from 46 Nicholls Avenue, which is the nearest residential property to the development. As such, it is recommended that a condition be imposed requiring the protection of trees.

Furthermore the orientation of the proposal would not result in significant loss of light to neighbouring properties. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the UDP.

It is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

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

### AMENITY SPACE

The amenity space provision required for this proposal is as follows:

1-bed x 4 x 20sqm = 80sqm

2-bed x 10 x 25sqm = 250sqm

Total = 330sqm

The communal amenity space equates to 340sqm of amenity deck to the rear and 75sqm of roof terrace, which provides a total of 415sqm of communal amenity space. In addition to this, private amenity space, consisting of two roof terraces, of 56sqm is provided. As such, the total amenity space proposed is 471sqm, which is in line with the size requirement.

The previous application was refused as the layout and location of the amenity space was considered to be of insufficient quality commensurate to the size and layout of the proposal. This revised proposal includes a large amenity terrace to the rear of the building above the car park, which provides an adequate sized and usable space for all the flats. This, combined with the communal roof terrace areas, is considered to overcome the previous reason for refusal.

The proposed flat sizes and internal room sizes and layouts meet the requirements of the Mayor of London's Housing SPG.

### INTERNAL LAYOUT

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires all

new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided in the London Housing SPG on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standards for residential units are:

- 1-bed 2-person flat - 50sqm
- 2-bed 3-person flat - 61sqm
- 2-bed 4-person flat - 70sqm

The floor space information provided by the applicant indicates that all the proposed units within the development achieve and in many cases exceed the London Housing SPG recommended floor space standards for all of the units.

The applicant has confirmed that Lifetime Home standards will be met for all the units, and this will be secured via a condition on any grant of permission.

Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's policies and guidance and the London Plan.

#### OUTLOOK AND PRIVACY

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the proposed site layout would provide a high standard of amenity for future occupiers. The layout will result in a satisfactory outlook from the proposed units in the buildings and reduce the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

It is noted that there is the potential from some internal overlooking from rear windows of the front flats to the flank windows of the flats to the rear. It is considered that small screens could be installed to the flank windows of these flats, namely flats 4, 5, 9, 10, and 13, that would remove any potential impact on the privacy of these units. The windows in the units that front out onto the terrace amenity deck have a cill level 1.8m above the deck. This would limit any impact on the privacy of these units from residents using the deck. A condition is recommended to ensure this is maintained. The deck is at a lower level than the floor levels of the first floor, so these would still have an acceptable outlook and good sized windows. A condition requiring some form of privacy screen the the rear windows of flats 4 and 5 at terrace level is recommended on any grant of permission.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

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

It is considered that the vehicle trip generation resulting from this proposal is not likely to significantly impact on the capacity of the highways network. Any issues resulting from the additional traffic generated as result of this proposal would likely be able to be mitigated via sustainable transport options.



The proposal provides 14 car parking spaces for the 14 units proposed. This results in a ratio of one space per dwelling, to which the Council's Highway Officer raises no objection. Two disabled car parking spaces would also be provided, in accordance with requirements. Seven car parking spaces to the front of the site are proposed to be used for the commercial units. Again, the Council's Highway Officer does not object to this. A condition regarding the allocation of car parking is recommended on any permission.

The area to the front of the site is completely within the applicant's site boundary, and is currently used for car parking. This area is proposed to be rearranged to provide seven car parks to the front of the site, to the correct standard, for the commercial units. No public footpath exists across the front of this site, or the neighbouring properties, and the layout of the frontages of the sites does not allow pedestrians to cross across the frontage of the properties. Pedestrian access would be provided to the front of the commercial units and the residential access from a pedestrian area across the front of the building, accessed from the highway.

With regard to the servicing of the site, the Council's Highway Officer has confirmed that the site is already serviced from the highway, and that this existing situation is acceptable for the new proposal. Therefore, to avoid on site vehicle conflicts, an on-site servicing bay is not considered to be required in this instance. The commercial units will be accessed and serviced from the front of the site.

A secure gate is proposed to prevent unauthorised access to the car parking area, and this is to be set back 12 metres from the front of the building, which will ensure vehicles waiting to access the site will not block the highway. Details of the operation of the gate, including during a power failure and by disabled people, are to be required via condition.

Cycle parking is to be provided to the rear of the building adjacent to the car parking, beneath the terrace deck. This is provided at a level of 1 per flat, plus additional spaces for the commercial units, which is in accordance with the relevant standards. The security of the cycle storage will be ensured by the applicant complying with Secured by Design standards.

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

The design and access aspects of the proposal are addressed in other sections of this report.

The Council would expect scheme to adhere to the principles of Secured by Design, and a condition to ensure this would be imposed on any grant of planning permission.

#### **7.12 Disabled access**

The scheme is in compliance with Lifetime Homes standards, and this would be ensured via a condition on any permission. No detailed designs are provided of units to wheelchair standard, however, given the size of the units, modifications could easily be made to ensure they are accessible, which is also dealt with by way of an appropriate condition.

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

35 percent of the units proposed are to be affordable housing, which is in line with policy. With regard to the mix of units, the Council's Housing Officer has confirmed that the mix proposed is acceptable, however, some scope should be retained to allow for the provision of affordable units to be adjusted to suit the requirements of an RSL.

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

No trees or other significant landscape features will be affected by the development proposal. The area is built-up and urban in character, with little in the way of landscape



enhancement nearby. The development provides space and opportunity for the provision improved landscaping to the site, however, these areas would require careful consideration and detailing to ensure that the hard and soft landscape is both attractive and functional. Landscape conditions would be required to preserve and enhance the visual amenities of the locality and to ensure that adequate facilities are provided.

#### **7.15 Sustainable waste management**

The plans indicate that refuse storage facilities will be provided for the commercial properties and the residential properties at ground floor level, with the residential bins to the rear of the property adjacent to the car parking area. The proposed facilities are considered to be acceptable in this instance.

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

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for sustainable Homes Level 4.

The application is supported by an assessment which indicates that the development should be able to achieve Level 4 of the Code for Sustainable Homes, and achieve a 25% reduction in carbon emissions. This is in line with policy requirements, and could be controlled via condition. An appropriate condition is recommended. It is noted that a number of kitchens and bathrooms would require mechanical ventilation, which has the potential to impact on the energy requirements of the site. While this is not ideal, the requirement that the scheme would need to meet Code Level 4 means that savings would need to be made elsewhere in the building while still achieving the required level of sustainability.

It is also recommended that electric vehicle charging points are required via a condition on any permission.

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

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

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In addition, given the scale of the development, it is considered that additional water efficiency measures should be incorporated into the scheme, in accordance with London Plan policy. These would be required by way of condition.

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

The application seeks permission for a residential development within a residential area. It is not considered that the proposal gives rise to any concerns regarding noise for either future or neighbouring occupiers.

No noise assessment has been undertaken as part of the development proposal, which the Council's Environmental Protection Unit considered to be acceptable. The glazing configuration of residential development would need to meet the relevant building regulation standards.

It is considered that the scheme will have very little additional impact on noise and air quality in the area.

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

The issues raised by objectors are assessed in the above report.

#### **7.20 Planning obligations**

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Affordable Housing: at least 35% of the scheme (5 units) is to be delivered as affordable housing.
2. Education: a financial contribution in the sum of £34,667 towards educational facilities.
3. Health: a financial contribution in the sum of £5,613.92 towards health provision (equal to £216.67 x 25.91).
4. Libraries: a financial contribution in the sum of £595.93 towards library provision (equal to £23 x 25.91).
5. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost +  $14/160 \times £71,675 = \text{total contribution}$ ).
6. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

In addition to S106 contributions and other requirements, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £8466.86.

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

Not applicable in this instance.

#### **7.22 Other Issues**

No other issues.

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

None.

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

None.

#### **10. CONCLUSION**

For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

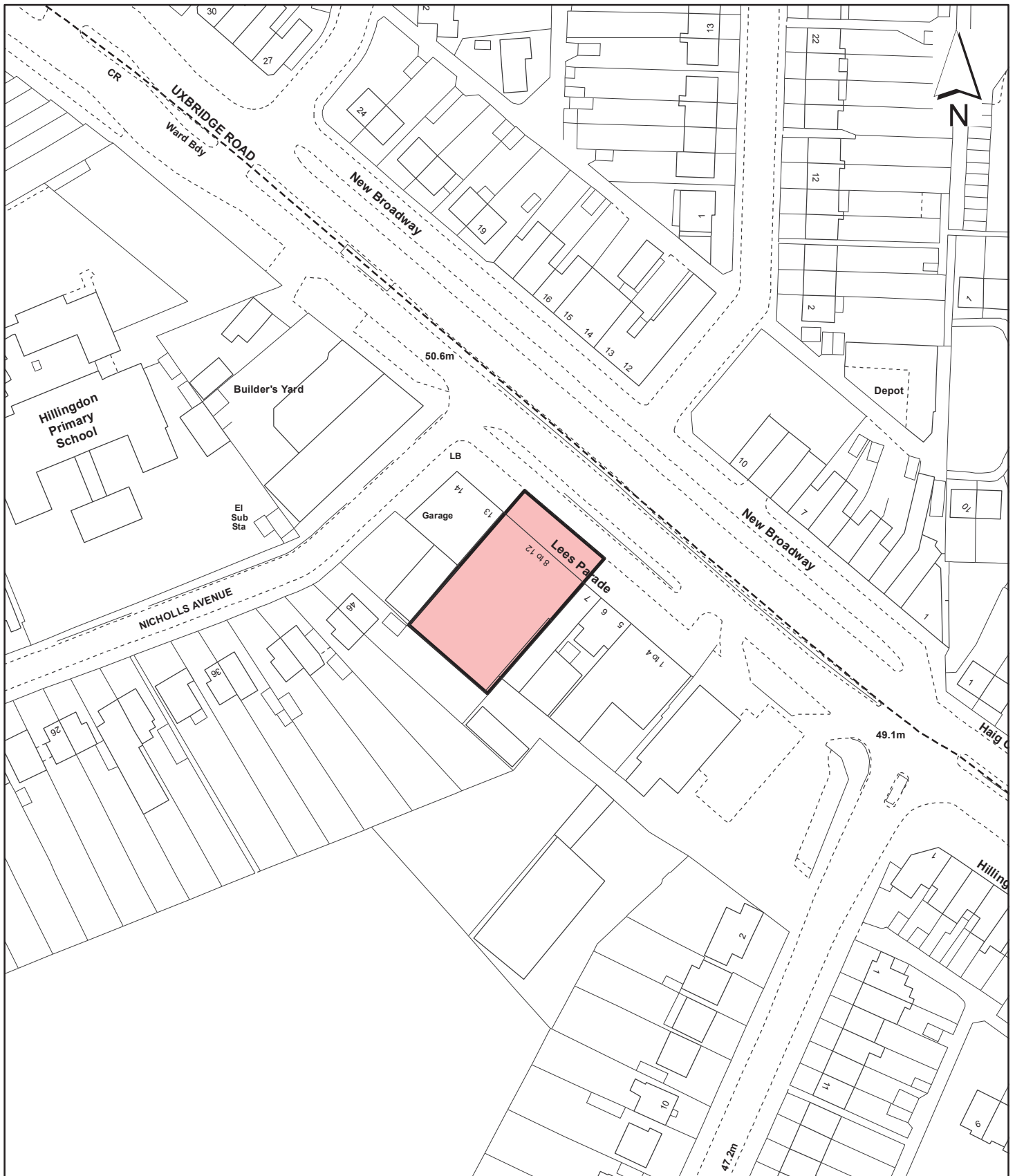
#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Residential Layouts  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised  
Chapter 4, Education Facilities: September 2010.  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

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<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center"><b>8 - 12 Lees Parade</b> <b>Uxbridge Road</b> <b>Hillingdon</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Residents Services</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>1803/APP/2013/733</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p align="center"><b>Major Applications</b></p>	<p>Date</p> <p align="center"><b>July 2013</b></p>	



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