

Report of the Head of Planning, Sport and Green Spaces

Address FASSNIDGE MEMORIAL HALL - R/O HIGH STREET UXBRIDGE

Development: Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping.

LBH Ref Nos: 12156/APP/2014/3099

Drawing Nos: 2289-PL-202-04 Second Floor Plan
cil_questions
2289-PL-100-03-Proposed Site Plan
2289-PL-200-05-Ground Floor Plan
2289-PL-201-04-First Floor Plan
2289-PL-203-04-Third Floor Plan
2289-PL-204-04-Fourth Floor Plan
2289-PL-205-04-Fifth Floor Plan
2289-PL-206-04-Sixth Floor Plan
14.1279a Arch. Desk Based Assessment
2014.08.28 Heritage Statement I Pt 1
2014.08.28 Heritage Statement Pt 2
2289-PL-010-01-Location Plan
2289-PL-207-05-Seventh Floor Plan
2289-PL-209-05-Basement Plan
2289-PL-300-04-Elevation 1 and 2
2289-PL-301-04-Elevation 3 and 4
2289-PL-011-01-Existing Site Plan
2289-PL-012-01-Demolition Plan and Elevations
2289-PL-302-04-Elevation 5
Uxbridge High Street Drainage Statement Final 1
2289-PL 02 -Design and Access Statement lower res
BS 33696/PNA/Rev. A NSL Planning No
Fassnidge Memorial Hall - Extended Phase 1 Ecolog
Air Quality Assessment August 2014 by Buerau Veritas
Planning Statement Appendices
Planning Statement
07-14-40957 S2 Energy/ Sustainability Report
Uxbridge High Street Transport Statement Fina
GHA/DS/1560:14 Arboricultural Repor
Road Safety Audit
PERS Audit Bill Of Quantities
PERS Audit Report
2289-208-PL-00 Roof Plan

Date Plans Received: 29/08/2014 **Date(s) of Amendment(s):**

Date Application Valid: 01/09/2014

1. SUMMARY

Planning permission is sought for a residential led mixed-use development, comprising a total of 48 new residential apartments (twelve 1-bed, thirty three 2-bed and three 3-bed) within a part four, part seven, part eight storey building with three distinct but coherent elements arranged alongside Harefield Road and Oxford Road roundabout. All dwellings will comply with the unit size standards as prescribed by the London Plan Housing Design Guide Standards.

The scheme would also provide a replacement community dining hall with a combined 300m² of modern floorspace flexibly designed and capable of accommodating a full range of compatible community uses and activities.

The site is located within the Uxbridge Metropolitan Centre, and in close proximity to the Uxbridge Tube Station. The current proposal for the redevelopment of the site with a residential led mixed use building is considered to be acceptable in this location and will represent an enhancement to the Uxbridge Metropolitan Centre.

The building itself is considered to considerably improve the appearance of the existing site as the proposal is for a high quality contemporary design development which would enhance the appearance of the streetscene whilst respecting the setting of adjacent grade II listed buildings and the area's urban features. The proposal will not have an adverse impact upon the nearby Rockingham Bridge Conservation Area to the south or Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site.

The height and bulk on this scheme can satisfactorily be accommodated in this urban location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. Indeed, the height bulk and massing are consistent with those considered acceptable in the immediate vicinity of the site. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

It is considered that the proposal would provide an increase in modern and flexible community floor space, which would promote, in turn, a greater footfall to the site and increase the vitality of this part of the town centre for community uses.

The site has excellent access to public transport including local services and facilities in the vicinity of the site and although the scheme is for a car free development the proposal is acceptable with respect to highway, pedestrian safety and traffic flows.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO₂ emissions together with the production of onsite renewable energy. The development will also achieve Code 4 Sustainable Homes and Lifetime Homes accreditation. The Council's Sustainability officer is satisfied with the development in this respect.

Therefore, it is recommended that the application is approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing Affordable Housing, Highways Works, a Servicing Management Plan, a formal Travel Plan, contributions towards public realm improvements to include but not be limited to the works identified within the PERS Audit, Construction Training and a Project Management & Monitoring Fee.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Affordable Housing: 4 units and a review mechanism.

ii) Highways Works S278/S38.

iii) A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

iv) A full and formal Travel Plan with associated bond is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

v) A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

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

vii) Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £100,000.

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

B) That in respect of the application for planning permission, the applicant meets the Councils 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 31st January 2015 (or such other timeframe as may be 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 measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (July 2011).'

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 completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2289-208-PL-00, 2289-PL-100-03, 2289-PL-200-05, 2289-PL-201-04, 2289-PL-202-04, 2289-PL-203-04, 2289-PL-204-04, 2289-PL-205-04, 2289-PL-206-04, 2289-PL-207-05, 2289-PL-209-05, 2289-PL-300-04, 2289-PL-301-04 and 2289-PL-302-04 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 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:

The recommendations in the Arboricultural/ Planning Integration Report (1st September 2014) and Tree Protection Plan Rev A August 2014, Extended Phase I Ecological Assessment (September 2014), Transport Assessment (August 2014), Air Quality Assessment (August 2014), Planning Noise Assessment (21 August 2014), Drainage Statement (August 2014), Heritage and Townscape Assessment (August 2014), Archaeological Desk-Based Assessment (August 2014), Energy & Compliance Check Report (10th September 2014), Sustainability Statement (3rd November 2014) and Energy

& Sustainability Statement: Solar PV Feasibility Assessment (10th November 2014).

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

REASON

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

4 COM6 Levels

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

REASON

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

5 NONSC Archaeological Evaluation

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

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

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

REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

6 COM7 Materials (Submission)

By the stage whereby construction works are at damp proof course level details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

7 NONSC Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including but not limited to) noise, air quality including dust, smoke and odour, vibration, and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the demolition and construction phases of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details approved at all times and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

REASON:

In order to minimise impacts on the amenity of neighbouring residents, and maintain highway safety and the free flow of traffic on the surrounding highway network.

8 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed 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'.

REASON

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

9 RES8 Tree Protection

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

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

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

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

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

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

REASON

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

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

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. 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 56 Cycle Storage spaces
 - 2.c Means of enclosure/boundary treatments and balustrades
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f 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.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation
- 5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

11 NONSC Bird Hazard Management Plan

The details of a Bird Hazard Management Plan shall be submitted and approved by the stage whereby construction works are at damp proof course level. The details have to be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

-Management of any flat/shallow pitched/ green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of Aircraft safety. It is necessary to manage the flat/ green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

12 COM10 Tree to be retained

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

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

REASON

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

13 RES16 Code for Sustainable Homes

The dwelling(s) 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 London Plan (July 2011) Policies 5.1 and 5.3.

14 COM25 Car Parking Layout

The development shall not be occupied until details of the proposed car parking layout, showing parking for 4 vehicles, including 2 disabled vehicles and one parking space served by an electrical charging point, have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the car parking provision shall be maintained and retained at all times for the use of occupants of the development.

REASON

In order to minimise impacts on the safety and amenity of residents in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 RES22 Management Servicing Area

Details of the measures required to prevent parking within the servicing area shall be submitted and approved in writing by the LPA by the stage whereby construction works are at damp proof course level. Thereafter, the servicing area shall be maintained and retained at all times for the lifetime of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan . (July 2011).

16 NONSC Vehicular Access

The development shall not be occupied until full details of the proposed vehicular access have been provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the vehicular access shall include details of the pedestrian/vehicle visibility splays of 2.4 metres by 2.4 metres on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access and thereafter permanently retained; no fence, wall or other obstruction to visibility exceeding 0.6 metres in height above the surface of the adjoining highway shall be erected within the area of the pedestrian visibility splays. The visibility splays shall thereafter be permanently maintained.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 NONSC Cycle Parking

The proposed cycle parking shall be provided before occupation of the development and thereafter, maintained and retained for the lifetime of the development.

REASON

To ensure that an appropriate level of cycle storage provision is provided on site in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan.

18 NONSC Measures to Prevent Overlooking

Notwithstanding the details submitted, full details of the physical measures to prevent

overlooking between overlooking flats, including the height, colour and material of balcony privacy screens shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

Reason

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

19 NONSC Secure by Design

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

REASON

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

20 NONSC SUD's

Prior to the stage whereby construction works are at damp proof course level, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Drainage Strategy (Aug 2014) and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

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

Thereafter the development shall be implemented and retained/maintained in accordance

with these details for as long as the development remains in existence.

REASON

To ensure 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 (November 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

21 NONSC Air Quality 1

A scheme designed to minimise the ingress of polluted air shall be submitted and approved in writing by the Local planning Authority by the stage whereby construction works are at damp proof course level. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

22 NONSC Air Quality 2

The details of any plant, machinery or fuel burnt, as part of the energy provision for each of the development shall be submitted and approved in writing by the LPA by the stage whereby construction works are at damp proof course level. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

23 NONSC Land Contamination

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

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

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by

a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(d) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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

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

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

REASON

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

24 NONSC Imported Soil

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

25 NONSC Traffic Noise Mitigation

A scheme shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level for protecting the proposed development from road traffic noise. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

26 NONSC Works Adjacent to Public Footpath

The development shall not begin until detailed drawings for the proposed treatment, including boundary walls and planting, lighting and hardsurface materials, alongside the south eastern public footpath has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the proposed land scape and hardscape treatment shall not exceed the height of the existing walls and shall include regular and even gaps to allow visual permeability and interest. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

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

27 NONSC Extract Systems - Community Hall

No cooking shall take place in the community hall until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;
- (iv) A maintenance schedule;

Before commencement of the approved ground floor use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with Policy S6 Hillingdon Local Plan: Part 2 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.

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area

OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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LPP 1.1	(2011) Delivering the strategic vision and objectives for London
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LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
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LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
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LPP 5.3	(2011) Sustainable design and construction
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LPP 5.21	(2011) Contaminated land
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LPP 7.1	(2011) Building London's neighbourhoods and communities
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LPP 7.21	(2011) Trees and woodland
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LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3 I59 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies

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

4 115 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.

5

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

It is recommended that the archaeological fieldwork should comprise of the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

This would relate to Part A of the condition with further investigation to follow if significant remains were encountered.

6 Building to Approved Drawing

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

7 I2 Encroachment

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

8 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).

9 I3 Building Regulations - Demolition and Building Works

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

10 I48 Refuse/Storage Areas

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

11 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

12 I60 Cranes

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

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New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and / or nectar. This may include selected native species but should not be restricted to them.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated at the south eastern end of Harefield Road in close proximity to the south western end of Uxbridge High Street and occupies an area of 0.24ha to the rear of The Cedars and the Old Bank sites. The site itself is located approximately 350 metres from Uxbridge Underground station and falls within the Uxbridge Town Centre with the site located less than 100 metres from the defined Primary Shopping Frontage. The site maintains frontages to both the Harefield Road and the Oxford Road roundabout, whilst the rear of the site adjoins the pedestrian path alongside the Cedars car park.

The site is located to the rear of 'The Cedars', which is a three storey Grade II listed building fronting the High Street while the Fassnidge Memorial Hall currently occupies the site. The corner of 'The Cedars' adjoining the junction of the High Street and Harefield Road is stepped as a result of an adjoining building being demolished. The Hall comprises a portacabin building which functions primarily as a pensioners dining centre with capacity for 70 persons. It is also used as a venue for social activities and provides a range of services for the elder community. The land between 'The Cedars' and the Hall is gravelled and used for car parking, with landscaping around the site periphery.

The site falls in gradient along Harefield Road with the ground level adjacent to the Oxford Road roundabout being some three metres below that of the High Street. The site is bounded by a high brick wall adjacent to Harefield Road which steps down and reduces in height as the site slopes away from the High Street frontage to an area of embankment adjacent to the Oxford Road roundabout (Uxbridge Ring Road roundabout) to the southwest. A public right of way runs immediately outside the southern boundary of the site.

The site is located within the Uxbridge Metropolitan Centre and the north eastern most boundary of the site abuts the Old Uxbridge and Windsor Street Conservation Area, which extends from 'The Cedars' south eastwards towards the Underground station. The surrounding built environment is varied and reflects these designations with the buildings within the Conservation Area being typically two or three storeys in height and a number of buildings within the immediate vicinity of the site being listed. These include the 'Old Bank House' located at 64 High Street, 118 and 122-123 High Street, and the Falcon Public House (all are Grade II).

A number of multi-storey modern buildings are also located within the vicinity of the site. The Cedars car park and Telephone Exchange (both six storeys in height) are located to

the south of the site. 'The Atrium' is a seven storey office block located on the opposite side of Harefield Road and to the north of 'The Atrium' lies a former cinema, which has been recently converted to a gym. The Uxbridge Court House, Police Station and retail warehouses are located to the north along Harefield Road, with two storey houses beyond. Flatted residential developments up to eight storeys in height are also located further west along the High Street and less than 80 metres to the south west of the site lies Fasnidge Park, a public park covering approximately 3.1ha as well as the Rockingham Bridge Conservation Area.

3.2 Proposed Scheme

The proposal seeks permission for the demolition of the existing Fasnidge community dining hall and garage, and the erection of a part four, part seven, part eight storey car free development comprising a mixed use building providing a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas and landscaping. Four affordable dwellings would be provided representing 8% of the total units for this site.

The main entrance to the building is positioned to address Harefield Road. Four car parking spaces would be provided, including two disabled spaces and two parking bays dedicated to the community hall with secure cycle parking to be provided on site at basement level and also to the side of the site adjacent to the public footway. However, in terms of the proposed residential use the scheme is for a car free development.

Vehicle access to the site is proposed from the southern corner of the site, allowing level access for cars and sufficient room for manoeuvring service vehicles up to 7.5 metre long. Level pedestrian access to the Dining Hall and the residential units is provided via the public footpath from the High Street.

The replacement community hall would be integrated within the envelope of the main building and provides some 270m² of floorspace (a net gain of 50m²) located at ground floor level on the northern portion of the site. Refuse collection for the hall is proposed to continue as existing with the refuse bins positioned and collected by the Council from Darren House on collection days (Mondays and Tuesdays).

The residential element of the scheme has been amended to provide a total of 48 new residential apartments (twelve 1-bed, thirty three 2-bed and three 3-bed) within a building with three distinct but coherent elements arranged alongside Harefield Road and Oxford Road roundabout. All dwellings will comply with the unit size standards as prescribed by the London Plan Housing Design Guide Standards.

The proposed building would be set back from the street edge and range from four storeys in height to a maximum of eight storeys in a stepped formation with the longer part of the development fronting Harefield Road including a westward projecting element at the northern end of the building and a southern projecting element at the south eastern corner.

The lowest part of the building would be located at its northern end adjacent to the rear boundaries of the listed properties fronting the High Street with the upper floors set back at strategic points from the building's outer edge to reduce the mass of the resulting structure. This response helps protect the setting of the Listed Buildings and Conservation Area and the amenity and privacy of existing occupiers. As ground levels gradually fall the building steps up in height to first seven storeys and then eight storeys at its south eastern end along the Harefield Road and Oxford Road roundabout frontages where the slender

and highest part of the building is most appropriately nested on the south eastern edge adjacent to The Cedars car park and the Telephone Exchange building where it will form as a new urban edge and gateway element into the Uxbridge Town Centre and also be seen against the backdrop of the residential elements erected above The Pavilions shopping mall.

A new pedestrian access route into the site is to be positioned off Harefield Road in a central position of the site and building to provide a new address to Harefield Road. The proposal would retain, with alterations, the existing level access from the High Street along the north eastern boundary of the site whilst a new access to the south would provide vehicular access to the basement car park with a forecourt with space for larger servicing vehicles manoeuvring.

Tracking plans have been provided showing how service vehicles can access and manoeuvre within the site, entering and leaving the site in a forward movement. Refuse and recycling facilities for the residential units would be provided within the basement of the building. This will be managed via the adoption of a dedicated refuse management plan. Servicing is in part accommodated on site with larger vehicles.

The development would have ground level landscaped features and an upper floor roof terrace (on the northern element) providing an amenity space of sufficiently large dimensions to be able to offer a range of passive recreational activities as well as soft planting features. All but two of the 48 flats have their own private terrace or balcony while the roof of the tallest element of the building will house the scheme's photo-voltaic panels. In total 760m² of combined amenity space would be provided within the site of which 546m² would be in the form of private terraces and balconies.

3.3 Relevant Planning History

12156/APP/2008/402 Fasnidge Memorial Hall (61) And The Cedars (66) High Street Uxbri
REFURBISHMENT OF THE CEDARS BUILDING TO PROVIDE OFFICE ACCOMMODATION. ERECTION OF A SEPARATE RESIDENTIAL BUILDING TO PROVIDE 74 APARTMENTS AND REPLACEMENT ELDERLY PERSONS DINING CENTRE AT GROUND FLOOR LEVEL WITH BASEMENT PARKING, AND ASSOCIATED LANDSCAPING. PROPOSED VEHICULAR ACCESS POINTS (INVOLVING DEMOLITION OF EXISTING GARAGE AND OLD PERSONS DINING HALL)

Decision: 14-05-2008 Refused **Appeal:** 13-05-2009 Dismissed

12156/APP/2008/404 Fasnidge Memorial Hall (61) And The Cedars (66) High Street Uxbri
REFURBISHMENT OF THE CEDARS BUILDING TO PROVIDE OFFICE ACCOMMODATION. ERECTION OF A SEPARATE RESIDENTIAL BUILDING TO PROVIDE A REPLACEMENT OLD PERSONS DINING CENTRE AT UPPER GROUND FLOOR WITH TWO STOREYS OF RESIDENTIAL ACCOMMODATION ABOVE OF 8 UNITS AND A SEPARATE RESIDENTIAL BUILDING ACCOMMODATING 84 APARTMENTS WITH BASEMENT CAR PARKING AND ASSOCIATED LANDSCAPING. PROPOSED VEHICULAR ACCESS POINTS (INVOLVING DEMOLITION OF EXISTING GARAGE AND OLD PERSONS DINING CENTRE).

Decision: 14-05-2008 Refused **Appeal:** 13-05-2009 Dismissed

Comment on Relevant Planning History

RELEVANT PLANNING HISTORY

a) 12156/APP/2008/402 (11 storeys building) - Application for planning permission for the refurbishment of the cedars building to provide office accommodation. Erection of a separate residential building to provide 74 apartments and a replacement elderly persons dining centre at ground floor level with basement parking, and associated landscaping. Proposed vehicular access points (involving demolition of existing garage and old persons dining hall)

b) 12156/APP/2008/404 (17 storeys building) - Application for planning permission for the refurbishment of the Cedars building to provide office accommodation. Erection of a separate residential building to provide a replacement old persons dining centre at upper ground floor with two storeys of residential accommodation above of 8 units and a separate residential building accommodating 84 apartments with basement car parking and associated landscaping. Proposed vehicular access points (involving demolition of existing garage and old persons dining centre).

Both applications were refused and a joint appeal was subsequently dismissed in May 2009 on the grounds that the appeal schemes would dominate and overpower views from High Street and from the junction of High Street/Harefield Road to the detriment of the much lower historic frontages along High Street and as a result harm the setting of The Cedars and The Old Bank House.

With regard to the Appeal scheme a) the Planning Inspector considered that it was the combination of the height and bulk of the proposed building that would make the building unduly dominant, whilst in the case of Appeal scheme b) it was its considerable height.

However, the appeals Inspector also stated:

". I accept that the existing large buildings to the west of the top end of High Street, in particular The Atrium and The Cedars multi-storey car, already impinge on views of the historic frontages from High Street and can be seen above, between and next to the listed buildings. In view of this I consider that a multi-storey building on the appeal site that can be seen from High Street need not necessarily look out of place.

.Views of the Conservation Area and the listed buildings from the west and south-west are already dominated by existing large buildings, including The Atrium, the Cedars multi-storey car park and the telephone exchange. The appearance of the car park and telephone exchange is poor and in my view detracts from the local area. The introduction of either of the appeal proposals amidst these buildings would provide an interesting and well-designed focal point when seen from the west, as well as screening parts of the car park from certain directions.

. I conclude, therefore, that the Appeal a) and b) schemes would provide satisfactory living conditions for the occupiers of those proposed flats at the rear of The Old Bank House.

. The proposed development would enable the provision of a modern old persons' dining facility to replace the existing out-dated dining centre. Consequently a valuable ingredient of local community life would be replaced with a better and modern facility.

. The likely nature of future households, coupled with the proximity of a substantial area of public open space, constitute sound reasons for setting aside the private amenity standards set out in Policy BE23 of the Hillingdon Unitary Development Plan."

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

NPPF National Planning Policy Framework

LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

SPD-NO Noise Supplementary Planning Document, adopted April 2006

SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002

SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

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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

BE1 Development within archaeological priority areas

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE14 Development of sites in isolation

BE18 Design considerations - pedestrian security and safety

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
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R1	Development proposals in or near areas deficient in recreational open space
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LPP 1.1	2011) Delivering the strategic vision and objectives for London
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LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd October 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 29th August 2014

Press Advertisement: 24th September 2014

Some 74 neighbouring households, amenity groups, and local businesses were notified of the proposal on 10th September 2014 with the consultation period ending on 01st October 2014.

So far four letters have been received objecting to the proposals. The letters of objections raise the following concerns:

- (i) No need for further residential development in the area
- (ii) Impact on Conservation Area
- (iii) High Rise development
- (iv) Materials inappropriate for the area
- (v) Loss of light and privacy
- (vi) Outlook and views
- (vii) Highrise buildings act echo chamber and reflect back and amplify noise
- (viii) Parking
- (ix) The proposal would involve the loss of green open space and trees
- (x) Air and Noise Pollution, including noise from balconies
- (xi) No maintenance works within current highways
- (xii) Inadequate consultation
- (xiii) Exacerbate loss of TV reception

One petition of objection with 59 signatures has been received objecting on the following grounds:

- (xiv) The application is an erosion of the ethos of the Fassnidge Trust and a loss of land and trees for the people

(xv) The application will affect the quality of life of the proposed residents who will live, in a polluted area, next to a busy roundabout and the cedars car park.

(xvi) The application will be for a high rise building, 8 storeys high, to pollute the skyline, on the edge of a conservation area, and increase the echo-chamber effect of the other high-rise buildings in the area.

(xvii) The application will cause additional parking problems particularly at weekends.

(xviii) The application does not support building materials to fit with, and will dwarf, the High Street buildings.

Case Officer Comment: The impact to the streetscene and highways, car parking and traffic generation as well as the amenity of existing and future occupiers are considered in the main body of the report.

English Heritage

Although this proposed scheme would have some impact on views from within the conservation area, the reduced height and mass is an improvement on previous proposals for development on the site. The building would not exceed the height of the adjacent car park, and the better articulated facades and lower north east section of the structure go some way to avoiding the creation of a large block backdrop to the grade II listed buildings.

Recommendation

We recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again.

TfL

The application site is situated in the vicinity of A4020 Oxford Road, which forms part of the Strategic Road Network (SRN). TfL welcomes that only four car parking spaces will be provided on site, including 2 disabled bays for residents and 2 for the dining hall.

TfL recommends that the applicant to enter into a 'permit free' agreement with Hillingdon Council to prevent future residents from obtaining local parking permits.

The proposed provision of 49 secured and covered cycle spaces is below the current minimum London Plan standards. The current standards require one space for one/ two bed units and 2 spaces for units with 3 beds or more; and also one visitor space per every 40 units. Therefore a total of 54 spaces should be provided the residential part of the site; an additional 2 spaces should also be provided for the dining hall. Therefore the applicant shall review the proposal in light of these.

A Stage 1 Road Safety Audit should be submitted for Council's review for the proposed new/ revised vehicular access point prior to the Council determine the application, this is to ensure highway safety.

A pedestrian environment review system (PERS) audit shall be undertaken prior to the Council determine the application, to identify pedestrian improvement needs in the vicinity; the Council shall use the outcome of the audit to secure necessary pedestrian improvement in the vicinity via s106 obligation.

A delivery & servicing plan should be produced and implemented, this should be secured by Condition.

A construction management plan (CMP) and construction logistics plan (CLP) shall be produced in accordance with current TfL's guidance for CLP. TfL would expect that construction vehicle activities will be rationalised; that no construction vehicles would wait/ load/ unload/ park on the SRN

in the vicinity for during the construction phase.

The submission of final travel plan shall be secured by s106 obligation by Hillingdon Council. The plan shall be produced in accordance with the current TfL's travel plan guidance and pass the 'ATTrBute' travel plan assessment.

Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (SRN).

Subsequent comments

Thank you for forwarding the PERS for TfL's review. A list of improvements have been identified in the report; TfL recommends that Hillingdon to secure financial contribution toward these improvements accordingly.

However, one point to note that TfL's current policy means provision of Countdown at bus stops is no longer offered; therefore these items may be removed from the list; this would reduce the cost of the overall improvements identified.

Officer notes: A PERS audit and a Stage I Safety Audit have been submitted by the applicant. The applicant has also agreed to a monetary contribution for public realm improvements.

English Heritage - GLAASS

Recommend Archaeological Condition(s)

Thank you for your consultation received on 10 September 2014.

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The above planning either affects a heritage asset of archaeological interest or lies in an area where such assets are expected.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

Although this application lies within the Archaeological Priority Area for medieval Uxbridge it is not accompanied by an archaeological assessment nor does the Heritage Statement cover archaeological issues. However, an assessment was prepared for a previous proposal in 2006 and is still relevant. That report notes significant potential for prehistoric, medieval and post-medieval remains and led to a recommendation from GLAAS to apply a condition to any consent.

I note that the present application site lies to the rear of the medieval High Street which 'backland' industrial, commercial or domestic activities might be expected and on higher ground than the well preserved nearby Three Ways Wharf early prehistoric occupation site.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable

safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

Reason

Condition

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

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

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

Informative

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

It is recommended that the archaeological fieldwork should comprise of the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

This would relate to Part A of the condition with further investigation to follow if significant remains were encountered.

NATS Safeguarding

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. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application.

This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Heathrow Ltd

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See below for information*

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the roof space on the associated buildings in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Thames Water

Waste Comments

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer prior approval for Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an

extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

Thames Water would recommend that petrol/ oil interceptors be fitted in all car parking/ washing/ repair facilities. Failure to enforce the effective use of petrol/ oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - T el - 0845 782 3333.

Internal Consultees

CONSERVATION AND URBAN DESIGN

BACKGROUND: The site lies immediately south west of the High Street, on the boundary of the Old Uxbridge Windsor Street Conservation Area and within an Archaeological Priority Area. It also lies to the rear of two grade II listed buildings, The Old Bank House (No 64 High Street) and The Cedars (No 66 High Street), both of which front the High Street. To the north and west the site is bounded by roads and on all but the eastern boundary there are large modern multi storey buildings of varied age, design and appearance.

The site originally formed part of the rear gardens of the large Georgian houses that fronted the High Street. These garden areas were long and narrow and stretched down to the river; over time, however, they have become subdivided, particularly during the early and mid 20th century, when much larger buildings and a ring road were constructed. Today, only the two listed buildings remain of the Georgian terraces and townhouses that once lined the western side of this part of the High Street, although many more buildings from this period survive on the other side of the road. The northern end of the High Street, however, retains a traditional character and scale, hence its designation as a conservation area; although behind the mainly two and three storey buildings, are a number of much larger, modern buildings that now form a back drop to the town centre.

COMMENTS: The current proposals have been subject to extensive pre application discussion with the Conservation/Design Team. The proposed building's bulk and height have been designed to

step, so that the higher elements are located away from the more modest, historic High Street frontages. The taller elements of the new building will provide a coherent edge to the northern and western site boundaries, and reflect the larger scale buildings that already exist in these locations.

There will be glimpsed views of the new building from the High Street, mainly in gap views between the buildings and here will be longer views from Fassnidge Park (also a conservation area). The new building will inevitably be seen against the backdrop of the existing larger structures, so it would not have an unduly additional negative impact on the setting of either of the conservation areas. It would indeed have the benefit of screening the unattractive northern elevation of The Cedars car park.

The Old Bank House would be closest to the new structure, whilst there would be some screening along its rear boundary provided by the existing mature garden trees, the new building will be visible. The taller elements of the proposed building would, however, be set away from the listed building and these generally reflect the scale of the existing larger structures adjacent to the site. These buildings, in particular The Cedars car park, have already hugely compromised the setting of the Old Bank House, which is quite urban in character. Whilst the loss of the existing open space is regretted, it is not considered that the proposed building would make the situation significantly worse. The other listed building, The Cedars would be further away from the new build and would, it is hoped, benefit from the new development by improvements to its immediate setting i.e. car park/garden and also by an agreed schedule of repair. The latter would allow it to be removed from the English Heritage Buildings at Risk Register.

To confirm, subject to the inclusion of the conditions re the detailed design and materials of the new building, I do not wish to raise any objections to the scheme in terms of conservation and design matters.

Highways

The development is for the demolition of the existing community facility and associated garage building and the construction of 48 (12 x 1 bed, 33 x 2 bed and 3 x 3 bed) apartments and a replacement community building. As part of the proposals 4 car parking spaces will be provided within the site, including 2 disabled spaces that will be allocated for the use of residents, with the remaining car parking allocated for the use of the community facility. In addition, a total of 53 (48 resident and 5 community use) cycle parking spaces will be provided within the site.

Access to the site will be constructed to the south, adjacent to the entrance to the Cedars public car park. General servicing will be undertaken within the site, except for refuse collection and deliveries by large vehicles, which will take place along Harefield Road. The principle of servicing from Harefield Road has been previously considered acceptable for a similar development, under planning application reference 12156/APP/2008/402 and 404.

From reviewing the proposals, it is noted that a Transport Statement (TS) has been submitted in support of the development. This has demonstrated that the site is located within an area that has a high PTAL index of 5/6a, which is classified as very good to excellent, with high accessibility to all modes of public transport. In addition, an assessment of the car parking demand associated with the existing community facility has been undertaken, which has identified that there are approximately 4 cars are parked on site at any one time. As a result, the car parking provision in relation to the proposals is considered acceptable.

Additionally, a PERS (Pedestrian Environment Review) Audit has been undertaken within the adjacent area of the site, in order to assess the local pedestrian environment. The audit has identified a number of improvements that should be undertaken, including general maintenance. However, the main points identified relate to the existing pedestrian link to the south of the site, connecting High Street and Oxford Road, which include the provision of additional street lighting, CCTV and improved signage within the adjacent area. Furthermore, although not identified within

the PERS Audit, it is considered that the pedestrian link adjacent to the site access is realigned, in order to direct pedestrians away from the access.

In addition, it is noted that the council are currently progressing with the Uxbridge Town Centre Gateway scheme, which includes improvements within the area adjacent to the site, along Harefield Road. As a result, the developer is required to provide a financial contribution towards a pedestrian crossing facility along Harefield Road, which should be secured by a suitably worded S106 agreement.

When considering servicing within the site, vehicle swept paths have been provided, that demonstrate an 8.0m ridged vehicle can access/egress the site in a forward gear. However, a Road Safety Audit undertaken in relation to the proposals, has identified a need to prevent car parking within the servicing area of the site, which should be covered under a suitably worded planning condition or S106 agreement.

Therefore, provided that the details below are included as part of a suitably worded planning condition/S106 agreement, it is considered that the development would not be contrary to Policies of the adopted Hillingdon Local Plan - 2012, (Part 2), and an objection is not raised in relation to the highway and transportation aspects of the proposals.

Conditions

No work shall commence until details of the proposed car parking layout, showing parking for 4 vehicles, including 2 disabled vehicles, have been submitted to and agreed in writing by the LPA. Thereafter, the car parking provision shall be maintained and retained at all times for the use of occupants of the development.

No work shall commence until details of the measures required to prevent parking within the servicing area of the site have been submitted to and agreed in writing by the LPA. Thereafter, the servicing area shall be maintained and retained at all times for the lifetime of the development.

The proposed cycle parking shall be provided before occupation of the development and thereafter, maintained and retained for the lifetime of the development.

A Construction Management Plan is required to be submitted to and agreed in writing by the LPA before commencement of any works at the site, in order to minimise the impact along the adjacent highway network during construction. Thereafter, all works shall be carried out in accordance with the approved document.

S106 Agreement

A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

A full and formal Travel Plan is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

A scheme showing the works identified within the PERS Audit in relation to the existing pedestrian link adjacent to the site, including the provision of additional street lighting, CCVT, and improved signage adjacent to the site and the realignment of the pedestrian link adjacent to the site access, is required to be submitted to and agreed in writing by the LPA and undertaken by the developer before occupation of any part of development.

Waste Manager

FASSNIDGE MEMORIAL HALL - R/O HIGH STREET, UXBRIDGE

I would make the following comments on the above application regarding waste management.

Flats

a) I would estimate the waste arising from the development to be as shown below: -

Size of household Number in development Projected Weekly Waste & Recycling per household
Waste & Recycling produced from all households

One bedroom 49 100 litres 4900 litres

Total Weekly Waste Arising 4900 litres

The above waste would therefore be accommodated in a total of 5 x 1,100 litre bulk bins. This is the minimum requirement.

b) Space should be included for the storage of the five bulk bins. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

Bin Size Height Depth Width

1,100 litre Eurobin 1,370 mm 990 mm 1,260 mm

c) The material used for the bin area floor / base should be 100 mm thick to withstand the weight of the bulk bins.

d) If an enclosure is made the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

e) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

f) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

Community Dining Hall

g) The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises. A problem may arise if the bins for the commercial units share a bin store with the residents; household waste may fill the commercial bins etc. The bins for the commercial premises would have to be clearly marked / lockable.

h) The producers of waste from commercial premises have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection.

k) I would recommend a bulk bin to contain waste so points c), e) and f) above would be applicable.

Landscaping/ Tree Officer

LANDSCAPE CHARACTER / CONTEXT:

Site description:

- The site is occupied by the former rear gardens of the Georgian houses on Uxbridge High Street. It

is currently home to a community dining hall with open space to the south featuring close mown grass and a number of trees.

- The land falls to the south towards the Cedars Roundabout. The north-west boundary is defined by a low retaining wall which rises above the back edge of the footway of Harefield Road. The north-east boundary is marked by a sharp change of level as the land rises towards the foreshortened gardens to the rear of the High Street. To the east of the site there is a narrow strip of Council-owned (highway) land with close mown grass with trees and a footpath linking the High Street to the roundabout. The eastern edge of the footpath is dominated by the multi-storey Cedars car park, the lower floors of which are effectively screened by a tall evergreen hedge.

Landscape Planning designations:

- There are no Tree Preservation Orders affecting the site. However, it lies immediately to the south of Old Uxbridge Conservation Area, within which some of the nearby buildings are listed.

Landscape constraints / opportunities:

- The site lies at a visually sensitive edge of Uxbridge Town Centre.
- Immediately to the north lies the Conservation Area and listed buildings.
- Views to the south overlook a busy roundabout whose landscape and visual quality is significant due to the established tree planting on the roundabout itself - and, beyond that, the backcloth of mature tree cover of Fassnidge Park.
- While the existing site does not function as functional public open space, it presents an attractive green buffer between the ring road and the edge of the Town Centre.
- The public footpath along the east boundary has a positive function. However, the feeling of enclosure and the poor landscape detailing are oppressive and the space would benefit from better design and detailing.

PROPOSAL:

The proposal is to demolish the existing Fassnidge Community dining hall and garage, and erect a part 4 / part 7 / part 8 storey building to provide a replacement community dining facility and 49 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private areas, and landscaping.

LANDSCAPE 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.

- Most of the existing trees on the site are due to be removed as part of this development. However, the setting of the proposed building will benefit to some extent from the 'borrowed landscape' of the off-site trees to the north (rear of the High Street) and east (tree planting along the public footpath).
- The Design & Access Statement makes no specific reference to the tree loss. However, the scheme has been the subject of pre-application discussion with officers and the D&AS demonstrates a commitment to achieve a high quality landscape through sketch plans, sections and illustrations of hard and soft landscape details which could be achieved on the site.
- The illustrations and design meetings confirm that roof gardens (intensive green roofs) and green walls will be among the landscape features employed - to compensate for the limited opportunities for extensive ground level landscape enhancement.
- A tree survey has been presented within an Arboricultural Planning and Integration Report, by GHA Trees.
- The survey assesses the quality and value of 19 No. individual trees and groups, eight of which are off-site trees.
- The survey confirms that there are no 'A' grade trees - with sufficient quality and value to inform the design layout.
- There are 6 No. 'B' grade trees which may justify their retention. In this case two of the 'B' grade trees are on site and will not be retained as part of the development. The other four trees are off-site

and will not be affected by the development.

- Two of the 19No. trees are 'U' grade whose condition and poor useful life expectancy justifies their removal.
- The remaining trees are all 'C' grade. While these trees individually would not individually merit retention. Their collective / group enhances their landscape (and environmental) significance. The 'C' grade trees on site will be removed to facilitate the development.
- In some cases, the collective effect of even the C grade trees renders them worthy of retention if possible. There are no grade 'A' or 'U' trees.
- The Implications Assessment acknowledges that a total of 16No. Trees will be removed to enable the proposed development. The planned tree removal affects trees on the less sensitive north and west boundaries and the very young trees (G2) from the centre of the car park. Only two B grade trees (T13 and T41) will be removed. A further three trees (1No. Grade B)'may be affected'.
- The tree report (8.10) confirms that new tree planting will form part of a comprehensive landscape plan for the site and that suitable spaces for trees have already been identified.
- Section 8 of the report provides a preliminary method statement for tree protection and confirms that on site supervision (at key stages) by a retained arboriculturalist is planned.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

This application has been subject to pre-application meetings and there is no objection to the tree removal and replacement strategy which reflect the outcome of the earlier discussions.

Discussion with the architect has taken place regarding the requirement for a S.106 agreement for the design work and implementation of a scheme of landscape enhancement to the public footpath.

No objection, subject to the above observations and RES6, RES7, RES8, COM9 (parts 1,2,3,4,5, and 6) and RES10.

Contaminated Land and Air Quality

No information was submitted with regard to land contamination. The air quality assessment could not assess the air quality due to a lack of information, but does indicate the EU limit value for nitrogen dioxide is likely to be exceeded at this location and recommends mitigation will be required at the development on air quality grounds. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. We would prefer openable windows which include trickle ventilation to address air quality and noise in addition to what has been recommended

The following information was submitted with the application for air quality:

- Air Quality Assessment: Fassnidge Memorial Hall, by Bureau Veritas for Howarth, dated August 2014

Air Quality

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO₂). The air quality assessment indicates they could not assess the local air quality as there was no data provided to the air quality consultants. The development itself is likely to have little impact as only four car parking spaces are indicated, with a central heating system. However, the application site is located at a junction (north and west), immediately adjacent to a busy road at a town centre location and the assessment indicates the air quality limit value for nitrogen dioxide (NO₂) is likely to be exceeded at the facade of the building. There is also a multi-storey car park adjacent to the south of the site. The assessment has not estimated the impact from the car park and recommends monitoring is undertaken to determine this. This is essentially a review document rather than an air

quality assessment.

On the presumption that the NO₂ levels are likely to exceed at the facade of the building, and given the junction location and the proximity to a multi-storey car park, this is likely, the following ingress of polluted air condition is recommended for any permission that may be given. No 'clean' location for air quality has been indicated in the air quality assessment, and there does not appear to be a design of the ventilation system available. Given this, it is likely any air drawn, especially if the air is drawn in into individual flats, will need to be treated to remove NO_x.

Condition 1: Ingress of Polluted Air

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

'Air quality neutral' was considered in the assessment, although the transport and building emissions were not calculated to compare to the relevant benchmarks. It is accepted the transport emission benchmark for the development is likely to be met with the limited parking available on site (4 spaces). The air quality assessment indicates the proposed development will use its own district heating scheme which will consist of a centralised gas boiler to provide heating and hot water, and no CHP is required. The use of low or ultra low NO_x boilers should ensure the development is air quality neutral. The Code for Sustainable Homes pre-assessment indicates a full three points will be picked up for NO_x emissions and the Energy Statement indicates the use of communal boilers. The NO_x output of the boilers would have to be less than 40 mg/kWh to pick up the full three points. The plans provided with the application have not indicated the location of the boiler room, number of boilers to be used, type, energy output and the location of the flue. The following condition is recommended for inclusion on any permission that may be given to ensure the building emissions benchmark is met.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NO_x emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area.

Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

Land Contamination

No information has been submitted with the application regarding land contamination. The standard contaminated land condition is recommended for inclusion in any permission given. The assessment should be carried out taking into consideration the proposed design of the building. The soils condition is also recommended, and soil testing needs to be carried out to demonstrate the development is suitable for use. It is advisable the source of the soil is agreed with the LPA prior to importing to the site.

Contaminated Land Condition

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

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

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

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition to minimise risk of contamination from garden and landscaped areas

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11.

References:

Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
http://www.hillingdon.gov.uk/media/pdf/p/e/land_contamination.pdf

Sustainability Officer

The application can be approved subject to it being carried out in accordance with the approved plans.

Accessibility

The site is located in Uxbridge Town Centre, adjacent to the Old Uxbridge and Windsor St Conservation area. At present the existing Community Hall is occupied by a charitable Dining Centre used to prepare and serve meals to older people. The proposal is to demolish the existing Community Hall and construct a 7/8 storey building, comprising a new dining hall 1, 2 and 3 bedroom dwellings.

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

Whilst the Design & Access Statement states that all the units would be constructed to comply with the Lifetime Home Standards, with 5 upgraded to meet the Wheelchair Home Standards, the plans lack the necessary detail to demonstrate compliance.

Revised plans have been received which address accessibility issues within the original submission and the current application is therefore acceptable on accessibility grounds.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The building, as proposed, is a part four, part seven, part eight storeys building with main frontages to Harefield Road and the Oxford Road roundabout but also visible from the High Street. The development seeks to provide thirteen 1-bedroom flats, thirty two 2-bedroom flats and three 3-bedroom flats with communal amenity space provided in the form of a roof garden and a ground floor amenity area laid out alongside the Harefield Road and the Oxford Road frontages. A community hall comprising 300m² of floorspace is proposed at the northern end of the site with level access provided directly to the High Street. The scheme seeks to provide a total of 3,250m² of residential floorspace and the building's massing and height rises in a north south direction.

The National Planning Policy Framework (NPPF) paragraph 1 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise". In paragraph 23 the NPPF seeks to ensure that Local Authorities positively promote competitive town centre environments and actively seek to manage the growth of town centres while Policy 2.15 of the London Plan requires that proposals sustain and enhance the vitality and

viability of the centre and remain the main focus for commercial development and intensification, including for residential development. Within policy 3.3 of the London Plan the Mayor recognises the 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. Policy 3.4 of the London Plan seeks to ensure new development proposals make optimum use of the site with housing that is mindful of the local context and its location. Policy 3.16 of the London Plan states that proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted.

At the local level, in terms of specific housing policy, Policy H4 of the UDP (saved policies) states that the Council will seek to achieve a balance in the mix of housing types and sizes in order to create a more mixed and balanced community. The requirement to provide a mix of housing refers to the provision of different types and sizes of housing and states that one or two bedroom residential units will be preferable within the town centre.

In terms of community facilities policy R11 of the UDP (saved policies) requires that proposals involving the loss of land or buildings used for social and community services be assessed having regard to whether a refusal would lead to the retention and continued use of the existing facility, the provision of accessible alternatives to meet the needs of displaced users, and whether the proposed alternative accords with the other policies of the UDP.

(i) Demolition and replacement of Fassnidge Memorial Hall.

The Fassnidge Memorial Hall is a single storey prefabricated building situated on land to the south east of The Cedars. The Centre has multi-use functions but is principally used as a dining hall for the elderly operated by the Uxbridge Old People's Welfare Association. It is served by a surface car park adjacent to the centre providing approximately six unmarked parking spaces. The Fassnidge Memorial Hall is not a Listed Building, nor is it located within a Conservation Area. It is of limited architectural merit and, as such, no objection is raised to its demolition.

The scheme incorporates a larger replacement community facility within the ground floor of the northern element of the new building, which is conveniently located adjacent to the rear of The Cedars, and, as such, the scheme seeks to provide modern, accessible, alternative and enhanced replacement community facilities. Accordingly no objection is raised in terms of Policy R11 of the UDP (saved policies) or Policy 3.16 of the London Plan.

(ii) Principle of Residential Development

Paragraph 7.11 of the UDP, states that the Council recognises the importance of residential development in town centres as part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport.

The site is situated in a location which is highly accessible by public transport giving it has, in part, a PTAL rating of 5 and in part a PTAL rating of 6 and is located within 300 metres to the east of the Uxbridge Underground Station, which provides connections to the Piccadilly and Metropolitan Lines. The site is located within the Secondary Shopping Frontage of Uxbridge town centre and less than 50 metres from the Primary Shopping Frontage. The

site is considered an appropriate and highly sustainable location for residential development given the high propensity for linked trips and for those without the need for use of the private car.

Policy H4 states that one and two bedroom development will be preferable within town centres. The scheme proposes a mix of one, two and three bedroom units (3x three bed units are proposed). While it would be preferable to secure a higher proportion of three bedroom units in order to address a borough shortfall in family housing, no objection is raised having regard to the site's town centre location, car free profile and policy preferences.

Conclusion

The proposed scheme for a residential led, mixed use development providing a replacement community hall within this site is considered acceptable in principle in land use terms, subject to compliance with other relevant planning policies and all other national considerations.

It is considered that the National Planning Policy Framework and Local Development Framework would be permissive of this development which would enable the provision of a desirable combination of uses from within this site located within a town centre of metropolitan importance and a dense urban area.

Furthermore, it is considered that the presence of the proposed residential uses within this site, in the terms proposed, would ensure there is a healthy mix of sustainable housing provided within the Borough, in accordance with the National Planning Policy Framework requirements.

7.02 Density of the proposed development

The scheme would achieve a residential density of 266 dwellings per hectare (750 habitable rooms/ ha) which would be within the range of 215 to 405 dwellings per hectare (650 to 1100 hr/ha) recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a good PTAL (5) level.

In this instance, whilst 48 residential units are proposed within the site, the overall density of the development is not considered excessive and in this respect, the development would not be out of character with the immediate or wider surrounding area.

Accordingly, no objection is raised in terms of Policy 3.4 of the London Plan, subject to the scheme according with other policies associated with preserving and enhancing the character and appearance of the adjoining conservation area, the setting of the adjacent Listed Building and internal floor area standards set out in Policy 3.5 of the London Plan.

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

The applicant has submitted a Heritage Statement to consider the impact on the adjacent listed buildings. This detailed townscape analysis indicates that the proposal will not have an adverse impact upon the nearby Rockingham Bridge Conservation Area to the south or the Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site. This is due to the nearest proposed element of the building on the application site being of a similar height and mass to those listed buildings fronting the High Street, which are an integral and defining part of the Old Uxbridge and Windsor Street Conservation Area.

Furthermore, whilst these building are listed, it is noted that their heritage value has been, to some extent, diminished over time through a number of later additions, which includes

Darren House, a contrasting two storey detached office building located in between this grouping of listed buildings. The setting of these listed buildings is also partly compromised owing to their location in the vicinity of The Cedars multi storey car park, which dominates the background to the south.

Previous schemes were dismissed at appeal because of their impact on these adjacent listed buildings. However, it is worth noting that the appeal inspector considered that the existing large buildings to the west of the top end of the High Street, in particular The Atrium and The Cedars multi-storey car park to the south, already impinge on views of the historic frontages from the High Street and can be seen above, between and next to the listed buildings. In view of this, the appeal's Inspector considered that a multi-storey building on the appeal site that can be seen from High Street need not necessarily look out of place.

The Inspector also considered that the introduction of either of the appeal schemes amidst these buildings would provide an interesting and well-designed focal point when seen from the west, as well as having the added benefit of screening parts of the car park from certain directions.

This proposal is considered to be of a high quality design and of a scale that would be acceptable and respect the adjacent listed buildings and conservation areas. It is considered that the high quality design of the proposal, replacing the existing undistinguished building whilst screening parts of the larger buildings existing to the east, west and south, would enhance the setting of the listed buildings and would provide a considerable improvement in architectural quality in this part of Uxbridge.

It is worth noting that the Council's Conservations and Design Officer as well as English Heritage have no objections to the scheme in conservation or listed buildings grounds.

As such, and keeping in mind the appeals Inspector decision for significantly larger development in terms of scale, form and height, it is considered, on balance, that the scheme will have no adverse impact on the heritage assets, streetscene or setting of the Listed Buildings and will preserve and enhance the adjacent Old Uxbridge and Windsor Street Conservation Area and the Listed Buildings contained within it.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have reviewed the proposal and raised no objection in relation to airport safeguarding. However, Heathrow Airport Limited (former BAA) has expressed concerns regarding potential bird hazards arising from the proposed roof garden areas. A condition is therefore recommended to request the submission and approval of a Bird Hazard Management Plan.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The existing site, which is currently occupied by the Fassnidge Dining Hall, is located in a prominent position on the south western corner of the Harefield Road with Oxford Road roundabout and benefits from a privileged location with triple frontages. These frontages address Harefield Road and Oxford Road but also include a partly obstructed frontage to the High Street. Although the site is located in a prominent position within the Uxbridge Metropolitan centre, as it is occupied with an old portacabin building and relatively unkempt in its present condition, it leaves a gap in the streetscene which is not considered to be of any merit to the area, in particular whilst seen against the backdrop of the western and southern elevations of the multi-storey Cedars car park. Therefore, in streetscene terms,

there is no objection in principle to the re-development of this brownfield site, subject to the proposed building being of suitable townscape quality.

It is considered that the redevelopment of this site offers a positive opportunity to achieve a high quality scheme which would enhance the appearance of this part of Uxbridge and the Metropolitan Centre by creating a positive landmark assisting in orientation for those approaching Uxbridge from the west and south. The existing site lacks identity and fails to contribute to the appearance of this centre of metropolitan importance and currently contains a single storey building with its frontage lined with a number of trees which do not have a significant visual merit.

The proposed design concept takes the form of a part eight, part seven and part four storeys building with projecting wings on its northern and south eastern sides and a small car park provided under the body of the main building with a single access point along the southern boundary.

Previously, an Appeals Inspector dismissed two schemes for this site comprising 11 and 17 storeys buildings on the grounds that the proposed schemes would dominate and overpower views from the High Street and from the junction of High Street with Harefield Road to the detriment of the much lower historic frontages along the High Street and as a result harm the setting of The Cedars and The Old Bank House. However, the appeal's Inspector also noted that the existing large buildings to the west of the top end of High Street, in particular The Atrium and The Cedars multi-storey car park already impinge on views of the historic frontages from High Street and can be seen from several public vantage points next to the listed buildings. In view of this the Inspector considered that a multi-storey building on the site that can be seen from the High Street would not need to necessarily look out of place.

The current proposed scheme has three distinct aspects that, in terms of height and massing, specifically relate to the immediate surroundings with the slender and taller elements, set at eight storeys, being located alongside The Cedars car park and the Telephone Exchange; the lowest element, at four storeys, adjacent to the High Street where it is positioned alongside the rear boundaries of these properties; and an intermediate element adjacent to Harefield Road, forming the main bulk of the development, with address and access to the main frontage of the site.

The design of the building will include rhythm and good articulation through the use of recessed windows, balconies and stepped building lines together with a contrasting palette of bricks, render and a combination of other materials, such as reglit (a form of obscured glass) which would soften the bulk and scale of the main elevations but that will also aid visual permeability and allow effective transitions between the distinctive three elements of the building.

Whilst the current proposal, at eight storeys in height in part, would be of a greater height compared to those buildings in the immediate vicinity of the application site it is considered that on balance the scale of the building proposed, being substantially reduced from that dismissed on appeal, is acceptable in townscape terms as the proposal is considered to be of a high quality standard of architecture compared to much of the older tall buildings currently visible from Harefield Road and fronting the Oxford Road roundabout, in this part of the Uxbridge Town Centre.

In terms of the siting and layout of the building, it is considered that this is acceptable in

design terms whilst noting there is an overall reduction in footprint, height and scale compared to the previously appeal schemes. As such, it is considered that this is a good quality scheme comprising a modern design approach to breathe new life into this prominent site within the Uxbridge Metropolitan Centre. The proposed building has architectural merit and design qualities that will be a significant improvement to the townscape when compared to the appearance of the existing site.

It is considered that the quality of the design is such that it will make the most of this opportunity to help inform a more appropriate benchmark of architecture at this end of the High Street and Harefield Road, which in turn, will hopefully see a boosting in confidence in the built environment, stimulating investment and improving the appearance of the area in general.

As such, and noting that Policies BE13 of the Hillingdon UDP and 7.30 of the London Plan requires, amongst a number of criteria, that such buildings are well designed and make a positive contribution towards the streetscene and the surrounding area, it is considered that the scale of this building is acceptable in its surroundings.

To ensure that the external finishes are of sufficiently high quality, it will be necessary to include a condition that requires the full approval of all facing materials.

Given the standard of the design, it is considered that this building would satisfy the requirements of Policies BE13 of the Hillingdon UDP and 7.30 of the London Plan as it is well designed and will make a positive contribution towards the skyline and the surrounding area.

7.08 Impact on neighbours

The scheme is in part four, part seven, part eight storeys in height and as proposed the main bulk and massing of the building increases in a north south direction with the tallest element of the building being located within the south eastern part of the application site, in a section of the site that is adjacent to the six storeys high Cedars car park building, the six storeys high Telephone Exchange building and opposite the seven storeys high The Atrium (located on the opposite side of Harefield Road to the west). The building is typically orientated towards Harefield Road and the Oxford Road roundabout with addresses to these roads but presents elevational articulation including fenestration and balconies on all frontages with balconies also provided alongside the High Street side and the public footway.

The site is located within the Uxbridge Town Centre and it is considered that the building has been carefully designed to ensure that there is no unacceptable loss of light or outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting the High Street. As such, bearing in mind its context, it is unlikely that a residential led development scheme of this scale would have an impact on adjoining properties.

The nearest residential properties are therefore those located within the High Street itself which are adjacent to the north and in terms of impacts on the amenity of neighbouring properties, given the proximity of this development to the adjoining properties there is the potential that occupiers of these buildings may be impacted upon by this scheme. However, given the proposed building steps back from the adjoining common boundary and would be set some 35 metres at its nearest point from the rear elevation of the nearest residential building (The Cedars) it is not considered that the scheme, in terms of outlook, privacy or daylight/ sunlight, will impact unreasonably upon the internal living environment of

adjoining residents, in this instance. It is also considered that this is a sufficient distance to ensure that the amenity of neighbouring occupiers would not be unreasonably affected by reason of loss of outlook, loss of daylight/ sunlight or undue overlooking in accordance with Policy and, as such, it is not considered that the scheme, in terms of outlook, privacy or daylight/ sunlight, will impact unreasonably upon the internal living environment of these residents.

Moreover, it is worth noting that the Appeal's Inspector considered that significantly more intensive and higher residential development within this site would not impact on the amenity of any residents in the surrounding area and, as such, the scheme is considered to be in accordance with Policies BE19, BE20, and BE21 of the UDP.

7.09 Living conditions for future occupiers

Given the separation distances provided between buildings, it is considered that the proposal ensures sufficient privacy and outlook to each property.

The original proposal created an issue of a potentially reduced access to daylight and sunlight in the lower flats facing towards the public footpath and the Cedars Car park, which, being single aspect, was replicated through each floor of the building. In order to overcome this, the applicant reduced the number of flats provided within the scheme and submitted amended plans with a revised layout showing a private amenity area for those affected ground floor flats and repositioned or enlarged balconies to enable double aspect with opening views to the north for the upper floors flats. The revised layout would ensure that improved levels of outlook, light and amenity would be available for the future occupiers of the affected flats. It is also worth noting that the appeal's Inspector had no objection to the appeal schemes in terms of the living conditions of future occupiers.

Internal layout

All units when assessed against the internal floorspace standards in London Policy 3.5 (table 3.3), in Lifetime Home standards and in the Accessible Hillingdon Guidance and Accessible Hillingdon Wheelchair Standard Homes Guidance would satisfy those standards and overall the standard of accommodation proposed is deemed to be appropriate and acceptable, in line with planning policy.

Amenity Space

The Hillingdon Design and Accessibility Statement Residential Layouts (HDAS) requires the provision of 20m² of amenity space for a 1 bedroom flat, 25m² of amenity space for a 2 bedroom flat and 30m² for three bedroom flats. Therefore, a total of 1,150m² of external amenity space would be required for the 48 unit proposal. Apart from two ground floor flats, the development would provide each dwelling with either a balcony or a terrace, providing a total area of 546m² between the 46 units with access to private balconies or terraces while 215m² of shared amenity is proposed as a rooftop garden. Therefore, the total amenity space proposed for this site would equate to 761m², resulting in a shortfall of 389m² below the requirements of the HDAS Residential Layouts.

Notwithstanding this shortfall, it is worth noting that the appeal's Inspector had no objection to the appeal schemes in terms of the reduce levels of external amenity space provided to future occupiers. In this respect the appeal's Inspector stated that the likely nature of future households, coupled with the proximity of a substantial area of public open space in Fassnidge Park, constitute sound reasons for setting aside the private amenity standards set out in Policy BE23 of the Hillingdon Unitary Development Plan. In the circumstances, it would be unreasonable to object to the development on these grounds.

A condition is imposed requiring details of the position and materials of the roof terrace safety balustrades.

Childrens Play Space

Although the scheme does not include children's play space as required in the GLA Supplementary Planning Guidance - Shaping Neighbourhoods: Play and Informal Recreation this guidance states that the maximum distance to play space should be 100 metres for under 5's and 400 metres for 5-11 year olds. The application site is approximately 85 metres from Fassnidge Park where onsite play space is readily available for under 5's. Notwithstanding this, it is worth noting that these requirements are indicative only and given that the development is for 13 x 1 bed units and 32 x 2 bed units with just 3 x 3 bed units, located adjacent a metropolitan centre, the lack of children play space for children under the age of five is considered acceptable and no objection can reasonably be offered in the circumstances.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal for the site comprises predominantly one and two bedroom flats within a metropolitan town centre location with a PTAL score of 5 and 6 (excellent). The scheme includes a total of 4 parking spaces, 2 of which will be reserved for the exclusive use of disabled users while 2 of the remaining spaces would be allocated to the community hall.

The development is essentially for car free development, in particular with regard to the residential element of the scheme. Transport for London (TfL) and the Highways Officer reviewed this proposal and considered that as the site is for 1, 2 and 3 bedroom flats within a highly accessible location, no objection was raised to a car free development and the parking provision provided at the site for disabled and community hall users. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

The scheme also includes satisfactory provision for the storage of 56 cycles and therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (July 2011).

The vehicular access details include visibility splays to either side of the proposed access but a condition is included requiring full details of the new access and no obstructions within the splays more than 600mm in height above the adjoining highway. Further conditions requiring a construction management plan, details of the car parking layout and measure to prevent parking within the servicing area, as identified in the submitted Safety Audit, have also been imposed.

A PERS audit with an assessment of the pedestrian environment accompanies the application, following TfL's response. The audit concludes the general pedestrian environment is good quality. However, the general observations of the pedestrian environment is that (i) there is scope to improve the sense of place and environmental quality of public areas; (ii) lack of good signage which would otherwise encourage more pedestrian and public transport movements; and (iii) improved tactile paving for blind and partially sighted persons. 'Link 7' in particular, relating to the pedestrian link between the High Street and Oxford Road roundabout, is the only link to score negatively, albeit only marginally and specifically with regard to 'Route 2' between Fassnidge Hall and Fassnidge Park a specific requirement for increased lighting and security / CCTV has been identified to enhance safety of this environment.

In this instance, a monetary contribution has been offered to mitigate the identified improvements from the PERS audit and should be agreed with the Council with contributions secured through the Section 106 agreement.

The Highways officer has also reviewed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

The applicant has prepared a Design and Access Statement that provides a descriptive assessment of the built character of the area and how the scheme responds to this. These demonstrate how the applicant has analysed the site and its context and has sought to produce an urban development that performs its role within the Uxbridge Metropolitan Centre, conservation areas and listed buildings while responding to a relatively hostile road environment, respecting neighbouring uses whilst providing good quality community functions and residential accommodation.

Whilst the existing building is set back from the road and is relatively unimposing, the design of the existing building along with the extent of the car parking area is considered to detract from the appearance of the area. The site is located within a transitional area between the residential areas to the south and Uxbridge Town Centre to the north and, as such, the development of the site at the scale proposed provides an opportunity to create a new urban edge and a 'gateway' or 'landmark' development on this side of the High Street with the added advantage of screening expansive elements of the Cedars car park.

This proposal owes its design, form and detailing to a response to the site's context including the stepped form that increases from 4 storeys at its northern end to a varied form that steps up within a seven storey range occupying the majority of the site's frontage before rising to eight storeys on the south-eastern corner. This corner is considered suitable for additional height and the vertical emphasis combined with a slender form and different finish to this part of the building will ensure that it becomes a final focal point for the development particularly in views from the west and south west. The stepped approach, in combination with the projecting elements, ensures a smooth transition in scale in the street scene from north to south and ensures it will not dominate views out of the High Street looking south or west. The prominence of the south eastern corner is also considered beneficial in providing a focal point to complement the car park setting adjacent.

On its northern flank, the building steps down sharply to four storeys with recessed areas to ensure that the development does not appear overly dominant in views from the High Street to the north or appear overbearing on the listed public buildings adjacent to the north. The proposal follows the rhythm of the streetscene as well as the morphology of the land and also links the ground floor community use to the architecture of the residential floors and spaces.

The alternating style and size of fenestration provides visual interest to the building without it assuming an overwhelming vertical or horizontal emphasis. The choice of materials is well balanced and has good variety without being excessive or overwhelming and will be of high quality with the contrasting materials and the use of the full height curved 'art deco' style element combining to good effect on the seven storey corner element, achieving emphasis whilst not appearing unduly overpowering in the street scene.

This will not only emphasise the role of this site as being a 'landmark' at the entry point to

this part of Uxbridge, without it appearing as an enclosing form of development that will restrict views along the Harefield Road or Oxford Road but also draws inspiration from the development found in the area, as it responds positively to the curved forward elements of The Atrium, ensuring that the resulting urban form is whole and contextually coherent.

In terms of security, the layout of the ground floor flats and landscape arrangements have been amended to provide a more open aspect and enhance natural surveillance. Notwithstanding this, secure by design will be governed by the imposition of a planning condition.

7.12 Disabled access

Disabled access

Additional information was requested with regard to level access into the building, wheelchair flats evenly distributed between the proposed elements of the building and manoeuvring areas within the bathrooms, to allow for wheelchair use. The applicant has submitted amended plans showing these requirements have been met and the scheme is therefore considered to comply with the Lifetime Homes Standards. A condition is included requiring the flats are built to comply with Part M of the Building Regulations.

7.13 Provision of affordable & special needs housing

In order to establish the level of planning contributions and affordable housing that can be supported by the proposed development the Council will take into account the economic viability of a scheme and the most effective use of public subsidy, as well as any particular costs associated with the development of the site. In such cases, the Council will request that the developer provides a financial appraisal of the scheme so that a fair contribution can be agreed.

In this case, it is stated by the applicant that the provision of 35% affordable housing, LBH and London Mayor CIL and planning obligations towards the improvements identified in the PERS Audit of approximately £100,000.00, would render the development 'unviable'.

The applicant's viability assessment prepared by Housing Expectations concluded that the current proposal could only support four affordable dwellings. The Council's independent consultants, Chris Marsh, has concurred with the applicant's findings and consider that the proposed scheme is marginally financially viable given the abnormal costs associated with redeveloping this scheme but can still proceed.

Whilst the proposal provides affordable housing below the requirements in development plan policy, it is considered that this is acceptable given the findings in relation to the viability of the scheme.

It is considered that the viability evidence submitted by the applicant presents a persuasive argument that the scheme should be accepted on financial viability grounds.

7.14 Trees, landscaping and Ecology

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings. Landscape proposals will need to ensure that new development is integrated and positively contributes to or enhances the streetscene. In addition, proposal should seek to create, conserve or enhance biodiversity and improve access to nature by sustaining and,

where possible improving the quality and extent of natural habitat enhancing biodiversity in green spaces and among developments.

In this case, the proposal requires the removal of all the trees within the site including the removal of a group of trees along the southern boundary. None of these trees are subject to tree preservation orders and the applicant has submitted a tree survey showing that no category A trees would be lost. Alternatively, additional semi-mature tree planting and a detailed hard and soft landscaping scheme have been submitted in support of the application. This indicates that whilst the trees within the site would be removed, semi-mature trees would be planted within the site, and in addition the applicant has also given a commitment to the provision of improvements to the adjacent public footpath to the east of the site.

The applicant considers the setting of the building to be of great importance and a high quality public realm is therefore proposed around the edges of the building and on the site boundaries. The Harefield Road frontage would be primarily hard surfaced, using suitable materials and incorporating the staircase leading up to the entrance to the building. The priority for this area will be directed towards residents access and community hall associated activity, and the detailed design of this surface will reflect these requirements. Appropriate conditions will be imposed to ensure that this remains the case.

The application submission includes details of the proposed hard and soft landscaping proposals throughout the site, and a Landscape Management Plan condition is recommended to ensure the successful establishment of new vegetation, and overall integration works within the surrounding landscape.

The landscaping strategy has had due regard to nature conservation interests, and with the addition of a terraced rooftop, it would overall improve the quality and extent of natural habitat within this location. Whilst the trees to be lost would result in the loss of some natural habitat, the replacement planting and ecological measures are considered acceptable in mitigation while replacement trees are also proposed on site.

The Council's Landscape architect recognises that the new development would affect the character of the area and the streetscape, and that the new building and treatment to its frontages has the potential for creating a high quality and attractive space which can mitigate for the loss of the existing trees.

It is noted that representations made on the application seek the retention of the trees on the site. However, whilst the proposal would result in the loss of trees and vegetation within the site, the comprehensive landscaping proposals are considered to be of a sufficiently high quality to mitigate against their loss.

In addition, a financial contribution would be secured through a S106 legal agreement to enable the improvements to the green space and path adjacent to the site and alongside the Cedars car park thereby securing a considerable enhancement to the green space/public realm in very close proximity to the application site.

Subject to conditions to secure the final details of the landscaping scheme it is considered that the proposal would accord with Policies BE38, OL2, EC2 and EC5 of the Local Plan Part Two and Policy 7.19 of the London Plan.

No objection is therefore raised to the proposals on landscaping or ecological grounds.

7.15 Sustainable waste management

The applicant has provided plans showing the provision of separate storage of waste and recycling for the residential use with sufficient space for up to 30 x 1,100 litres Eurobins (with a total capacity up to 36,300 litres). The standing advice from Waste Services required 100 litres of storage for a 1 bedroom flat, 170 for a two bedrooms flat and 240 litres for a 3 bedroom flat, equating to a site wide provision of 7,460 litres. The refuse bins would be managed by an instructed building management team on days of refuse collection. Therefore, an acceptable level of refuse and recycling storage is considered to have been provided and no objection is raised in this regard.

A further 5m² of storage of waste and recycling for the community use with a total capacity up to 4,400 litres would be provided at ground floor level. The community refuse will be manually hauled to High Road from the rear of the community hall via the rear garden areas of the Cedars buildings in order for the refuse service to pick up within the required distance.

In this instance, an acceptable level of refuse and recycling storage is considered to have been provided for both uses and no objection is raised in this regard.

7.16 Renewable energy / Sustainability

The applicant has submitted an energy strategy in support of the application which details that the proposed development would meet Code for Sustainable Homes Level 4 and the building would have 385m² of Photovoltaic Solar Panels on the flat roof sections of the building. The Sustainability Officer has reviewed the proposal and raised no objection to the renewable energy and carbon reduction strategy adopted but requires details of the specific energy reduction measures to be incorporated at the site. As such, the Sustainability Officer has requested that a condition be imposed requiring the implementation of the detailed energy assessment submitted for the site.

Moreover, as the scheme would lead to the loss of pockets of vegetation, which carry an ecological value and play an important role in London's ecology, an informative requires the submission of an ecological enhancement scheme detailing the measures proposed to promote and enhance wildlife opportunities within the landscaping and the fabric of the building.

With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Sustainability Officer has reviewed the provided Flood Risk assessment and raised no objections to the proposal on the grounds of increased flood risk.

The Sustainability Officer has requested that a condition be attached in relation to sustainable water management at the site. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.18 Noise or Air Quality Issues

In terms of other environmental considerations, the proposed building would not emit any noise or odours beyond those associated with a residential development. Effects arising from the proposed dining hall would be commensurate with the town centre location and should see a marked improvement from the current arrangement. The Council's Environmental Health Officer has advised that a satisfactory noise environment can be

secured for future occupants by condition. The impact of additional vehicles would be negligible given the levels of proposed parking provision and existing vehicle flows in the surrounding highway network. Key potential nuisance impacts arising from the development could be conditioned in the event of an approval.

7.19 Comments on Public Consultations

The issues raised in points (ii) (iii) (iv) (v) (vi) (vii) (viii) (ix) (x) and (xiii) as well as the concerns raised within the objection petition are considered to be fully addressed within the body of the report.

Point (xi) raises concerns that no highways maintenance works are currently being carried out within the area. This is not a material planning issue that can carry material weight in the considerations of this application.

Point (xii) suggests that an inadequate consultation exercise has been carried out. The Local Planning Authority has consulted local residents and posted site and press notices. The period for consultation was extended to allow all representations, including the issues raised in the petition to be included in the report. This exceeds statutory guidelines.

In addition, the applicant provided a statement of community involvement whereby over 100 leaflets were hand delivered to local businesses and residents in and around the site mainly in the High Street and surround the site. The meeting / exhibition was well attended by Trustees / Councillors and local residents (ref: Planning Statement and pg 9 of the DAS). Letters were also written to key town centre Groups / organisations inviting them to the exhibition. The site was positively and actively publicised contrary to the petitioners' comments.

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.

The Design and Conservation Officer requested a monetary contribution towards improvements to the appearance of the Grade II Listed Building located at the corner of the High Street with Harefield Road (known as The Cedars). However, bearing in mind the acceptability of the scheme, in general but also in particular in terms of its relationship with the Listed Buildings and with the adjacent conservation area to the north of the site it is not considered that the contributions requested by the Design and Conservation Officer would meet the tests set out in the CIL regulations and NPPF.

In this instance, on the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

. Affordable Housing: 4 units (tenure to be agreed during S106 negotiations based on need) and an affordable Housing review.

. Highways Works S278/S38.

. A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

. A full and formal Travel Plan with associated bond is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

. A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x£71,675) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

. Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £100,000.

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 48 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no referable enforcement issues relating to this site.

7.22 Other Issues

Television and Communication Interference

If the development is consented, a certain amount of disruption and disturbance to neighbouring residents and commercial occupiers would be unavoidable. In order to ensure that any disruption and disturbance is kept to an absolute minimum a Construction Environment Management Plan (CEMP) would be secured by condition to protect the amenities of neighbouring residents and business occupiers during the period of works. This would cover issues with respect to: noise, air quality, dust, smoke, odour vibration and TV reception. Further to this, a Construction Method Statement covering issues regarding parking of vehicles of site operatives, loading and unloading of plant and

materials, and storage of plant and materials shall also be secured by condition.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

Members should also consider whether a planning decision would affect human rights, in

particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The redevelopment of Fassnidge Dining Hall will replace a derelict and outdated portacabin building which represents a visual blight in this section of Harefield Road with a high quality building comprising 48 self contained residential units. The development makes the best and most efficient use of a previously developed site. It is considered this is an adequate location for car free development. The scheme would provide four affordable housing units helping to meet the housing needs of the local area whilst the planning contributions would meet key infrastructure priorities in the area, including a significant improvement to the land and foot path alongside The Cedars Car park.

The building would be of an appropriate design and scale that would not be out of character with the appearance of the area due to careful design and use of compatible materials that will ensure it is visually integrated in its surroundings. Furthermore it would effectively address its location through the use of stepped taller elements and distinct stepped design which adds rhythm to the new urban edge whilst successfully and contextually distributing the scale and mass within the site.

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

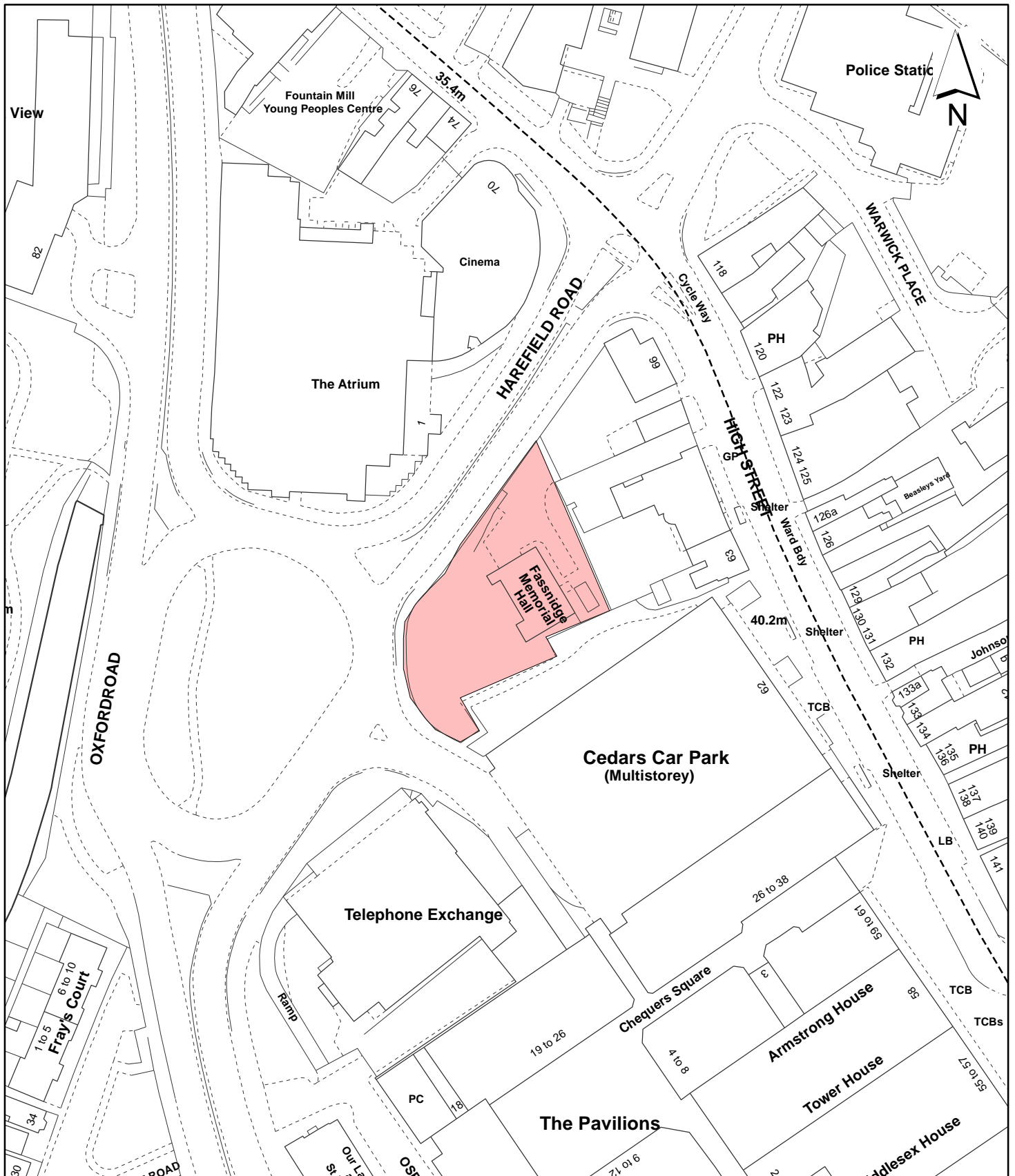
It is therefore recommended that planning permission be granted subject to conditions and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report

11. Reference Documents


Hillingdon Local Plan (November 2012);
The London Plan (July 2011);
National Planning Policy Framework;
Hillingdon Supplementary Planning Document: Planning Obligations (July 2008) and Revised Chapter 4 (September 2010)
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Fassnidge Memorial Hall
 R/O High Street
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

12156/APP/2014/3099

Scale

1:1,250

Planning Committee

Major

Date

January 2015



HILLINGDON
 LONDON