

Report of the Head of Planning, Sport and Green Spaces

- Address** RANDALLS 7-9 VINE STREET UXBRIDGE
- Development:** Change of use of the ground and part first floor of the Randalls building from Use Class A1 to Use Class A3 (flexible use within Use Class A1/A3 for the island display cabinet), conversion of part of the first floor from Use Class A1 to Use Class C3 (residential); addition of a second storey roof top extension to provide residential apartments (Use Class C3) and external restoration works; the erection of three new residential blocks (Use Class C3) ranging from 3 to 6 storeys in height, a new ground floor retail unit (Use Class A1), conversion of the Old Fire Station Building to duplex apartments (Use Class C3); the provision of associated landscaping, car parking and associated works, to provide 58 residential units in total and 750 sqm of commercial floorspace, involving the demolition of the 1960's extension to the Randalls building, caretakers flat and warehouse buildings (full planning permission).
- LBH Ref Nos:** 41309/APP/2016/3391
- Drawing Nos:**
- Design and Access Statement Part 1
 - Design and Access Statement Part 2
 - 1510-101 Existing Building Information
 - 1510-102 Listed Building Curtilage
 - 1510-103 Existing Buildings Demolition & Retention
 - 1510-210 Block 1 - Existing Lvl00 Proposed Demolition
 - 1510-211 Block 1 - Existing Lvl01 Proposed Demolition
 - 1510-212 Block 1 - Existing Lvl02 Proposed Demolition
 - 1510-220 Rev. 13.12.16
 - 1510-230 Block 3 - Existing Lvl00-Lvl01 Existing
 - 1510-232 Block 3 - Proposed Lvl00-Lvl01
 - 1510-410 Block 1 - Existing Elevations Proposed
 - 1510-430 Block 3 - Existing Elevations Proposed
 - 1510-500 Listed Building Bay Studies - Shop Front
 - 1510-502 Listed Building - Loading Bay
 - 1510-503 Firestation & Bay Study
 - 1510-504 New Build - Block 2 Bay Study
 - 1510-5000 Material Studies
 - 1510-100 Location Plan
 - Application Cover Letter
 - 1510-200 GA Lvl00 Rev. 15.12.16
 - 1510-201 GA Lvl01 Rev. 15.12.16
 - 1510-202 GA Lvl02 Rev. 15.12.2016
 - 1510-203 GA Lvl03 Rev. 15.12.2016
 - 1510-204 GA Lvl04 Rev. 15.12.2016
 - 1510-205 GA Lvl05 Rev. 15.12.2016
 - 1510-206 GA Site Plan Lvl06 Rev. 15.12.16
 - 1510-213 Block 1 - Rev 13.12.16
 - 1510-214 Block 1 - Proposed Lvl01 Rev. 13.12.16
 - 1510-215 Block 1 - Proposed Lvl03 Rev. 13.12.16
 - SK 051216 - Unit1 Privacy
 - 1510-501 Rev. 13.12.16
 - 1510-411 Block 1 - Rev. 13.12.16

1510-431 Block 3 Rev. 13.12.16
 1510-300 Rev. 19.12.16
 1510-301 Rev. 19.12.16
 1510-302 Rev. 19.12.16
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 1510-401 Rev. 19.12.16
 1510-402 Rev.19.12.16
 Planning Statement
 Noise impact assessment
 Geo-Environmental Assessment
 Heritage statement
 Flood risk assessment
 Sustainability Statement
 Energy Strategy
 Daylight or Sunlight assessment
 Air quality assessment
 1510-250 Block 5 Lvl00 Rev. 15.12.16
 1510-251 Block 5 Lvl01 Rev. 15.12.16
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 1510-243 Block 4 Lvl03 Rev. 15.12.16
 Statement of Community Involvement
 Transport Assessment
 Tree survey/Arboricultural Note
 Market Assessment Report
 Desk Based Archaeological Report
 Ecological Appraisal
 Drainage.Flood Risk Response dated 21/11/2016
 Technical Note dated 13/12/2016
 Schedule of Accommodation 16.12.16.
 14703 - Covering Letter - 16.12.16
 161221-OKR-INLAND-RANDALLS-VW01 CG
 161221-OKR-INLAND-RANDALLS-VW02 CG
 161221-OKR-INLAND-RANDALLS-VW03. CG
 161221-OKR-INLAND-RANDALLS-VW04 CG

Date Plans Received:	13/09/2016	Date(s) of Amendment(s):	14/09/2016
Date Application Valid:	14/09/2016		21/11/2016
			21/12/2016
			13/09/2016

16/12/2016
20/12/2016
13/12/2016

1. SUMMARY

Planning permission and listed building consent are sought for the redevelopment of the former Randalls Department Store for residential led, mixed use development. The proposals involve:

- . Change of use of the ground and part first floor of the Randalls building from Use Class A1 to Use Class A3 with a flexible use within Use Class A1/A3 for the island display unit;
- . Conversion of part of the first floor of the Randalls building from Use Class A1 to Use Class C3 (residential);
- . Addition of a second floor on the Randalls building, to provide residential apartments (Use Class C3);
- . External restoration works;
- . Demolition of the 1960's western extension to the Randalls building and replacement with a part 3, part 4, part 5 storey block incorporating residential apartments and a new ground floor retail unit (Block 2);
- . Conversion of the Old Fire Station Building to duplex apartments (Use Class C3);
- . Erection of two new residential blocks (Use Class C3) ranging from 2 to 6 storeys in height;
- . The provision of associated landscaping, disabled car parking and associated works.

The scheme will provide a total of 58 residential units and 750 sqm of commercial floorspace, and will involve the demolition of the caretakers flat and warehouse buildings at the rear.

The proposed enhancements to heritage significance delivered by the proposed development are considered to outweigh the identified harm to the listed building. Due regard has been made to the enhancements to the main facade of Randall's building, both in terms of the listed building and the character and appearance of the Conservation Area. Similarly, the identification of a viable optimum use to the Randall's building is considered to be a heritage benefit. Finally, given the acceptable design of Block 2, in light of the relatively poor quality of the existing extension to the Randall's building, and the lack of activity within and around the site, the scheme is considered to generate an enhancement to the viability of the Uxbridge town centre and to the character and appearance of the Old Uxbridge/Windsor Street Conservation Area.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over-dominance, loss of

privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

There are no adverse impacts upon ecology or archaeology, contamination, air quality and noise impacts are considered to be acceptable. Highway, flood and drainage issues can be addressed by suitable conditions. A viable level of affordable housing provision has been agreed. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

2. RECOMMENDATION

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

(i) Transport: All on site and off site highways works as a result of this proposal, including

improvements to the site access, improvements to footway along Cricketfield Road, provision of a loading bay in Vine Street and if appropriate, disabled visitor parking on Cricketfield Road (following an assessment to demonstrate the usage and adequacy of existing disabled visitor parking on Cricketfield Road).

(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

(iii) Air Quality: The applicant provides a financial contribution in the sum of £12,500.

(iv) Affordable Housing including a review mechanism.

(v) Travel Plan to include a £20,000 Bond.

(vi) Carbon offset contribution of £31,666.

(vii) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

(viii) A Management Plan to secure the long term maintenance of the Randalls building

(ix) Town Centre contribution of £87,000 towards enhancement to Vine Street, including visitor cycle spaces

(x) Phasing of listed building enhancement and restoration works: A phasing schedule to ensure key works such as the facade restoration and re use of commercial floor space occur before identified phases of residential accommodation.

(xi) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 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 1 July 2017 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated

authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to 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 highways, affordable housing, air quality, public realm, carbon offset contribution, management and phasing plans for the Randalls building and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

1 T8 Time Limit - full planning application 3 years

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 RES4 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

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1510-5000 Material Studies
SK 051216 - Unit1 Privacy

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

REASON

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

3 RES5 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:

- AIR QUALITY REPORT dated June 2014
- SITE WASTE MANAGEMENT PLAN (SWMP)

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

REASON

To ensure the development complies with the provisions of the the Hillingdon Local Plan:Part 2 -Saved UDP Policies (November 2012) and the London Plan (2016).

4 RES6 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 know 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 RES7 Materials (Submission)

Notwithstanding the submitted plans, no development shall take place until details of all materials and external surfaces 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:

- (i) fenestration and doors
- (ii) balconies including obscure screening (where applicable)
- (iii) boundary walls, retaining walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) bricks, render, cladding, roof finishes

REASON

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

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

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100), for the court yard ground floor amenity area, and roof terraces
- 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 Cycle Storage (94 secure spaces for the flats)
- 2.b Means of enclosure/boundary treatments
- 2.c Surface level car parking layouts for 8 disabled parking bays and demonstration that 2 of the parking spaces (1 active and 1 passive) are served by electrical charging points and parking for 5 motor cycles.
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures

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 (2016).

7 RES15 Sustainable Water Management (changed from SUDS)

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

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40 Climate change,

iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site

iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus 40% climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Capacity and suitable condition should be demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

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

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

ii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 5.12 Flood Risk Management of the London Plan (March 2016)

ii) To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

iii) To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

8 RES19 Ecology

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Ecological Appraisal Ref: ECO4435.EcoApp.dv2 dated July 2016, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, Hedgehog dome and a range of plants to encourage and support wildlife. The development shall proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

9 RES20 Traffic Arrangements - submission of details

Notwithstanding the submitted plans, the approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 1 (20%) of the parking spaces shall be served by active electric charging points and 1 (20%) of the parking spaces shall be served by passive electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

10 NONSC Access Routes

Prior to the proposed commercial units hereby approved being brought into use, details of the access routes for disabled users from each car parking space proposed, (including access ramps where appropriate), shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016).

11 RES23 Visibility Splays - Pedestrian

The access for the proposed site entrance shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 RES25 No floodlighting

Notwithstanding the submitted plans, no floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 RES26 Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

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

14 NONSC Noise

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAm_{ax} noise levels meet noise design criteria as per BS8233:2014 . All works which form part of the scheme shall be fully implemented before the residential 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 residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

15 NONSC Plant and Machinery

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 Local Planning Authority 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 Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Sound insulation of commercial/entertainment premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

17 NONSC Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local

Planning Authority (LPA). The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 NONSC Air Quality Condition

Prior to the commencement of development a Low Emission Strategy, with an associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO₂, PM₁₀ and PM_{2.5} shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

Vehicular Traffic

- a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs
- b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs
- c) Installation of electric charging points
- d) Active promotion of cleaner vehicle technologies for all users of the development
- e) Active promotion of no idling

Technology

Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

Emissions

The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

Encouraging Alternative Modes of Transport

Shower and changing facilities should be provided for the employees of the commercial element.

Monitoring

The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

Reporting

The action plan must include details for reporting the results of the monitoring to the Local Authority.

REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

19 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/>.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

20 NONSC Accessibility Condition 1

The dwellings hereby approved shall be constructed to meet the standards for a Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)policy 3.8c, is achieved and maintained.

21 NONSC Accessibility Condition 2

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3M4(3) dwelling, with the remaining units designed to the standards for Category 2M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)Policy 3. 8d, is achieved and maintained.

22 NONSC Access Gate

Prior to the commencement of the development, details of the operation of any access gate to the car park by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016).

23 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the commercial element of the Randalls building

(ground and part first floor) shall be used only for purposes within Use Class A3 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended).

The ground floor commercial unit of the corner Block 2 shall be used only for purposes within Use Class A1 (other than food and DIY) or A3 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended).

REASON

1. In order to comply with the terms of the application.
2. In order to ensure that adequate servicing can be provided for the commercial element of the development, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 RES24 Secured by Design

The dwellings 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 dwelling 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 (2015) Policies 7.1 and 7.3.

25 NONSC Restriction of Terraces

The area in front of the proposed second floor units of the Randalls building facing Vine Street shall not be used as balconies or terrace space.

REASON

To safeguard the special architectural and/or historic interest of the building and to preserve or enhance the features which contribute to the Old Uxbridge and Windsor Street Conservation Area's special architectural and visual qualities, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

26 RES13 Obscure Glazing

Details of obscure glazing to Unit 1 on the ground floor of the Randalls building shall be submitted to and approved by the Local Planning Authority and shall be installed prior to the occupation of that unit. . Thereafter, the obscure glazing shall remain in place for so long as the development remains in existence.

REASON

To ensure that adequate levels of privacy are provided, in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I1 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.

2 I11 **The Construction (Design and Management) Regulations 1994**

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

3

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. 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) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The doors should open outwards from the chamber. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If any of the bin chambers are internal then they should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly-proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

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

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

kerb is needed to safely move the bin to level of the collection vehicle.

j) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle. The point of collection would be from Cricketfield Road. I am assuming the intention is for the vehicle to reverse into the development.

Commercial Units

k) 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.

l) 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. The same considerations are for the household waste bins listed above would apply.

m) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres or sack 15 metres from the point of storage to the collection vehicle (BS 5906 standard). The same collection conditions listed above would apply.

General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

4 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

5 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 118 Storage and Collection of Refuse

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

9 119 Sewerage Connections, Water Pollution etc.

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

10 12 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.

11 121 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).

12 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further

information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

13 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

14 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

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

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

15 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).

16 I32 Trees in a Conservation Area

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

17 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will

require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

18 I49 **Secured by Design**

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 25 of this planning permission.

19 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).

20 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.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
AM7	Consideration of traffic generated by proposed developments.
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
BE11	Proposals for the demolition of statutory listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE27	Advertisements requiring express consent - size, design and location
BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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
BE8	Planning applications for alteration or extension of listed buildings
EC3	Potential effects of development on sites of nature conservation importance
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
S6	Change of use of shops - safeguarding the amenities of shopping areas
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

21 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. 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.

22 16 **Property Rights/Rights of Light**

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

23

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

24

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

25

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work -Recommendations' in order not to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

26

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to

ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the corner with Vine Street and Cricketfield Road and falls within the secondary shopping area of Uxbridge Town Centre. The site also falls within the Old Uxbridge/Windsor Street Conservation Area.

The original 1938 Randalls building is a Grade II listed heritage asset and includes a largely intact shopfront dating from that period. The adjoining 1960's extension is also Grade 2 listed.

There are also a number of associated curtilage buildings and structures (considered as listed within the enclosed rear yard area, accessed from Cricketfield Road. However the remainder of the rear yard is largely empty.

The ex-Fire Station building located to the rear of the site fronting Cricketfield Road, dates from the early 20th Century. This building is also considered to be curtilage listed and has heritage value that should be preserved. In addition, there are single storey ancillary storage buildings attached to the rear of the main retail structure, dating from the 1930's.

Office buildings are located to the south, west and north and range in height between 3 to 6 storeys.

The site lies adjacent to the revised Uxbridge Archaeological Priority Area (APA).

3.2 Proposed Scheme

This application seeks planning permission and listed building consent for the redevelopment of the former Randalls department store for a residential led, mixed use development. The proposed development will retain the original 1930's Grade II listed former Randalls department store and the Old Fire Station building. Overall, the proposed development comprises 58 residential units and 750 sqm of commercial floorspace. The various elements of the scheme are set out below:

The Randalls Building

The ground floor of the Randalls building will be retained as one single commercial unit for use within Use Class A3, with a flexible use within Use Class A1/A3 for the island display unit.

The majority of the first floor of the Randalls building will be converted from retail use into residential use, with the exception of 90 sqm of floorspace, which will be retained in commercial use (Use Class A3), to ensure the functionality of the internal staircase is maintained.

Conversion of part of the first floor of the Randalls building from Use Class A1 to Use Class C3 (residential);

An new second floor will be added to the Randalls building to provide residential apartments (Use Class C3). This floor will be set back from the street frontage to remain subservient to the listed building and ensure minimal visual impact at street level.

The proposed mix of residential and commercial uses for the Randall's building is set out below:

Ground floor: 575 sq m Class A 3 commercial use; 2 x 1 bedroom flats

First floor: 146 sq m of Class A3 commercial use; 1 x 2 bedroom and 5 x 1 bedroom flats

Proposed Second floor: 1 x 2 bedroom and 5 x 1 bedroom flats.

Block 2

A new part 3, part 4, part 5 storey block fronting Vine Street and Cricketfield Road, incorporating 16 residential apartments and a new ground floor retail unit will replace the 1960's extension (which will be demolished), to the west of the Randalls building.

The Old Fire Station

It is proposed that the Old Fire Station Building will be retained and converted into three duplex apartments, and the original fire door openings will be reinstated.

Blocks 4 and 5

Two new wholly residential buildings are proposed at the rear of the site, ranging from 2 to 6 storeys in height, involving the demolition of a 1960's outbuilding which was ancillary to the Randall's building, together with the demolition of the existing caretakers flat to the rear of the Randalls building.

Block 4, located immediately behind the Old Fire Station building, would step up from 2 to three then 4 storeys, containing 9 new residential units.

Block 5, accommodating 16 residential units would be located in the south east corner of the site and would be part 4, part 5 and part 6 storeys in height.

An entirely car free development is proposed, with the exception of eight disabled parking spaces. Two disabled parking spaces will be available for the commercial units and the other six disabled parking spaces will be available for the wheelchair accessible residential units.

The proposed development will also include 96 dedicated cycle spaces. The cycle parking has been provided at a ratio of one space for the one bedroom apartments and two spaces for units with more than one bedroom.

It is proposed that the existing vehicular access to the rear of the Randalls building, along Cricket Field Road, will be utilised. In addition, a new pedestrian access to the site will be created from Vine Street.

A summary of the revised mix of housing for the wider site is set out in the following accommodation schedule:

Type of Accommodation

1 bed 1 person: flats x 2

1 bed 2 person: flats x 26

2 bed 3 person flats x 5

2 bed 4 person flats x 25

The following reports have been submitted in support of the application:

- Design and Access Statement (including Building for Life Assessment and Landscaping Strategy),
This document sets out the urban design and access aspects of the redevelopment proposals. It provides supporting information to the planning application and describes the proposed response to context, the quantum of development, the layout of buildings and open spaces, scale, access and refuse strategy arrangements.
- Planning Statement
The Planning Statement assesses the proposed development against relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.
- Heritage, Townscape and Visual Impact Assessment September 2016
The document provides an assessment of the history and development of the site, and provides an analysis of the impact of the proposed development on the historic environment, including heritage assets within the site, and the setting of nearby listed heritage assets.
- Archaeological Desk-Based Assessment
The assessment concludes that based on the low archaeological potential and the limited amount of development proposed outside areas of previous severe truncation, it is unlikely that the proposed development will impact upon below ground archaeological deposits.
- Market Assessment Report
This report provides a detailed assessment of the site as an existing retail location, and considers the potential for accommodating alternative uses on the ground and first floor of the Randall's Department Store building. The report concludes that the site has come to the end of its useful life as a large scale retail location and that the development could feasibly accommodate 640sqm flexible commercial floorspace.
- Statement of Community Involvement (SCI)
This statement sets out the process of community engagement by the applicant prior to submission of the planning application. The SCI outlines and discusses the consultation process, including stakeholder feedback and conclusions.
- Daylight & Sunlight Report (and appendices)
This report considers the effects of the proposed development on the levels of daylight and sunlight received by nearby residential properties. It also considers the levels of natural light that will be experienced within the new residential accommodation at the site and the proposed areas of amenity space within the scheme. The report concludes that overall, the results demonstrate that the proposed residential units in the development will experience good standards of interior daylight, which are acceptable in the context of the development site's location.
- Transport Statement (TS)
The purpose of the TS is to report on the impact the proposed development will have on the local highway network and considers suitability of access to the development for sustainable transport and service vehicles. Based on the information provided in this TS, it is concluded that there are no highway or transport reasons why the proposed

development should not be granted planning permission.

- Transport Technical Note

Provides additional information in respect of post-application highways concerns.

- Ecological Appraisal

The appraisal concludes that based on the evidence obtained from the ecological survey work and with the implementation of the recommendations and measures set out in the report, following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

- Tree Survey

The survey concludes that neither of the 2 trees on the site are of a quality that should represent any constraint to development, and could be removed as part of any development proposals .

- Flood Risk Assessment and Drainage Statement

the report concludes that the development and its occupants are not at an increased risk of flooding; the development does not increase the risk of flooding elsewhere; the development can be drained in a sustainable manner utilising SuDS techniques and will satisfactorily manage and maintain a 1 in 100 Year storm event with allowance for climate change.

- Geo-Environmental Assessment

Some further groundwater monitoring and gas monitoring is need to clarify the levels and remediation necessary before a remediation strategy is prepared.

- Energy Statement

The report demonstrates how the relevant planning policies with respect to energy will be achieved. A total overall carbon reduction of 35.2% can be achieved through the energy strategy detailed in this report. In the event that it is not feasible or viable to meet the carbon reduction target imposed either by the GLA or LBH then it may be possible to meet this shortfall through payment into a carbon offset fund.

- Sustainability Statement

This report details how the design has considered the site's potential environmental impacts and how those impacts can be managed and mitigated in line with the prevailing spatial planning policies.

- Air Quality Assessment

This report presents the findings of an air quality assessment of the potential impacts

associated with the proposed redevelopment on local air quality during both construction and operational phases. For both phases the type, source and significance of potential impacts are identified and the measures that should be employed to minimise these impacts are described. The modelling assessment has predicted concentrations of both pollutants to be below the relevant objective limits at the facades of the new residential units. No mitigation is therefore considered necessary and the impact of the development with regards new exposure to both pollutants is considered to be negligible.

- Noise Impact Assessment

Mitigation measures in the form of closed windows will be necessary to reduce external and internal noise levels to be within the ambient noise guidance and sleep disturbance criterion outlined by the WHO as well the criteria outlined in BS8233. Where windows are to remain closed, an additional means of ventilation compliant with the building regulations will be required for those facades expose noise from the road.

- Site Waste Management Plan (SWMP)

The SWMP is intended to follow minimum good practice such that consideration is given to waste reduction at pre design stage through to completion.

- Construction Management Plan (CMP)

This CMP provides the framework to manage the potential environmental effects during the implementation of the planning consent and the redevelopment of the site.

- Geo- Environmental Assessment

The assessment recommends that additional ground gas and groundwater monitoring visits are completed in line with best practice, including surveying of monitoring wells to enable groundwater flow and gradient to be identified. Further Risk Assessment and a Remedial Strategy will need to be completed prior to undertaking remedial action. Provided that appropriate remedial action is undertaken, the site will be suitable for residential land use.

3.3 Relevant Planning History

Comment on Relevant Planning History

The Randalls department store closed on 31 January 2015.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E4	(2012) Uxbridge
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- 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
- AM7 Consideration of traffic generated by proposed developments.
- 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
- BE11 Proposals for the demolition of statutory listed buildings
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE27 Advertisements requiring express consent - size, design and location
- BE28 Shop fronts - design and materials
- BE29 Advertisement displays on business premises
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- 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
- BE8 Planning applications for alteration or extension of listed buildings
- EC3 Potential effects of development on sites of nature conservation importance
- H4 Mix of housing units
- H5 Dwellings suitable for large families

H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
S6	Change of use of shops - safeguarding the amenities of shopping areas
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th October 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. The application has been advertised as a development that affects the character and appearance of the Old Uxbridge/Windsor Street Conservation Area and the setting of the Grade 2 listed building, Randalls.

52 adjoining owner/occupiers have been consulted and site and press notices were also posted. Further consultations were carried out in February 2017 on the amended plans. 2 responses have been received to the neighbour consultation, the contents of which are summarised below.

First Response:

Whilst we do not object to the development of the Randall's site - we do object to the design, orientation and relationship of the residential building Block 5 that is proposed to abut the south-western corner of our site. The design of this residential block has windows that are placed adjacent to our boundary wall with the proposed units' only means of light to habitable spaces being from this north easterly orientation. Drawing 1510/402 shows a section through our current site though it fails to reference the 1.5 storey height of the existing party wall, with the proposed Ground Floor unit being affected by this in terms of daylight as it stands. Given the daylight and sunlight considerations of these units, we feel that the proposed design infringes our right to raise our boundary and party wall. The configuration of the proposal would mean that in raising our party wall or onward developing the rear of our site, we would create a daylight injury against the proposed single aspect flats and bedrooms overlooking our site.

Therefore it is the change of use of the land from commercial to residential and the way that the residential overlooks the rear of our site that is our principal objection, with no direct consultation undertaken to make representation to us as the owner of the neighbouring building. Having said this, we feel its worth noting that if the flats were dual aspect or had a second means of light from a different elevation - our concerns would likely be reduced.

Second Response:

This is an exciting and overdue development of a major part of Uxbridge centre. The scheme will do much to revive a distinctly moribund part of the town. Our only concerns are those which affect all employers in town. Increased transport capacity must be provided if Uxbridge is to succeed as a commercial, retail and residential hub. The council cannot continue with its current stance of saying it is not something they can do anything about because of other transport agencies attitudes.

HISTORIC ENGLAND (GLAAS)

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

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site lies just outside the Uxbridge Archaeological Priority Area reflecting its location on the edge of the historic town. As documented in the archaeological desk-based assessment it lies to the rear of the historic High Street frontage and just outside the presumed area of the medieval town. Also, Bronze Age finds have been made at several locations in the vicinity including a cluster of pits and a ditch on the site of the former railway station. Overall, I agree with the desk-based assessment that the site has low potential for significant medieval/post-medieval remains and moderate potential for Bronze Age remains. However, the proposed new development is largely located on the footprint of existing buildings. The DBA notes that the extensive redevelopment of the northern part of the study site throughout the 20th century would have had a widespread and severe impact. Extensive below ground utilities and the foul/surface drainage network will also have had localised and severe impacts on any archaeological deposits if they had been present (para 6.7).

On balance whilst it is possible that a few features of Bronze Age date might survive in the areas of new impact this is unlikely to amount to significant harm nor is their investigation in an isolated small area likely to advance our knowledge of the extensive Bronze Age landscapes known across the

Heathrow plateau/Lower Colne Valley. Had the development involved more extensive groundwork's in the existing car park (e.g. the construction of a basement) then some mitigation measures might have been warranted.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary. Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted.

HISTORIC ENGLAND

Thank you for your letter of 29 September 2016 notifying Historic England of the applications for planning and listed building consent relating to the above site. This letter provides Historic England's comments on both applications.

Summary

These proposals has been the subject of pre-application discussions with Historic England. The proposals reflect the nature of Historic England advice and are likely to deliver a considerable degree of change whilst maintaining the core areas of the site's significance as a designated heritage asset.

Historic England Advice

Significance

Randall's department store was completed in 1938 to the designs of William L. Eves. The Grade II listed building is an excellent example of an independent department store and a fine specimen of streamlined Art Deco architecture that contributes positively to the surrounding Old Uxbridge/Windsor Street Conservation Area.

The major architectural emphasis of the building is its Vine Street shop front elevation, while the rear of the site is a well preserved service area of a more utilitarian character. The interior is much more plain, allowing the greatest amount of flexibility over two storeys of generously sized shop floor.

Some original internal features remain: the staircase, the grid of structural columns with cast iron radiators at their base, and the pneumatic tube system used for sending cash throughout the store (though this has been subject to modification).

The service areas to the rear of the site include a number of offices with internal glazed walls in crittal frames, a mid-level storey with WCs, and a delivery bay containing a service stair, and original loading door with surviving pulley mechanism.

Impact

The proposals include the demolition of a 1950s extension to the store (considered to be of no special interest in the listing description), the erection in its place of new buildings primarily for residential use with ground floor commercial units.

Parts of the rear elevation of the principal building will be removed in order to rationalise the new internal works, and the mid-level storey of the service area will also be lost. These works will facilitate the conversion of the upper storey into residential flats, separating the usage of the first floor from the ground floor for the first time.

At roof level an additional storey will be created, set back from the street elevation.

The ground floor will be retained for commercial use and the principal staircase will remain in use, accessing only a small area of the first floor.

The shop front will be restored and elements of original adornment including a clock and banded decoration will be reinstated.

The service yard to the rear will be cleared to allow for the construction of new residential blocks.

The historic fire station (curtilage listed as part of Randalls) will be retained and put to residential use, with its street elevation restored to its original appearance.

Policy

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on your Authority to pay special regard to the desirability of preserving the special architectural and historical interest of this listed building (Section 66). The same Act (Section 72) requires special attention to be paid to the desirability of the preservation of the character and appearance of the conservation area.

Guidance of the exercise of this duty is given in the National Planning Policy Framework 2012. Section 12 of that document specifically addresses development which will effect the historic environment and requires that any harm to a designated heritage asset should be clearly and convincingly justified, and outweighed by the delivery of public benefits (Paragraphs 132-134).

Position

Historic England has been involved in pre-application discussions with the applicant and we are satisfied that the proposals reflect the nature of our advice. The proposals will bring about a high degree of change. However, the core areas of significance identifiable at Randall's will in our view be retained.

The area of the site from which the highest levels of significance are derived is the Vine Street shop front elevation, including its ground floor display units. This area will receive a considerable uplift, reinstating lost features and enhancing the presentation of the building from its present appearance.

The roof structure of the store has no intrinsic significance in our view, beyond the authenticity of the building as a whole. As such, and given the considerable depth of the building, development at roof level should be feasible providing that prominent, bulky, or overbearing forms are avoided. Since our most recent pre-application discussions the proposed roof extension has been set back further from the principal elevation in an effort to reduce its visibility from the street. The resulting form is ultimately deferential to the high levels of significance found in the Vine Street elevation and will not in our view cause serious harm.

While it is a shame to see the ground floor divorced from the first floor as set of circulating spaces, we are not opposed to the use of the first floor for alternative purposes. The interior spaces are largely plain and were intended to be used flexibly. While other historic buildings may be limited in their capacity for adaptation by decorative programmes or a hierarchical organisation of space, Randall's has an inherent adaptability which this scheme capitalises upon.

The shop floor stair case is of good quality and is the major internal indicator of the original store's continuation over two storeys. Earlier discussions considered the boxing-in or remodelling of this stair. Revisions that have taken place throughout the pre-application process have arrived at the current proposal for the stair to be fully retained with a small area at first floor accessed via the stair in order to provide an indication of the original circulation pattern. This maintains the legibility of plan

form and circulation patterns, ensures the stair's continued use, and preserves the staircase in situ. While the status of the stair is diminished, it is our view that an acceptable compromise has been reached.

The redevelopment of the rear areas of the listed building removes some parts of historical plan form such as the WCs and the caretaker's flat. While these contribute to the authenticity of the building, they are not key areas of significance that define the building's high heritage value. In our view a detailed recording exercise capable of capturing these areas before change is carried out will sustain the informative value of these areas for future reference. We have accordingly set out a recording condition in the associated letter of authorisation submitted herewith.

Taken as a whole we consider that the proposals present a new use for the site which, while bringing about a great deal of change, will preserve the high architectural value of the Vine Street elevation, key internal features of interest, the legibility of the site as a former department store, and significant areas of the back-of-house operations formerly found on site.

Recommendation

Subject to the condition imposed in the attached letter of authorisation, and any your council may wish to implement in order to secure a high quality approach and execution, we are content for the application to be determined in accordance with national legislation and policy, and on the basis of your own specialist conservation advice.

It is not necessary to consult us again on this application. Please send us a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Please note that this response related to historic building matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3735).

RE-CONSULTATION RESPONSE 1/3/2017

Thank you for consulting us regarding the amendments to the above application. As these amendments do not change the nature of the advice set out in our original letter of 19 October 2016 please refer to those comments as our consultation response

OLD UXBRIDGE CONSERVATION PANEL

No response.

UXBRIDGE LOCAL HISTORY & ARCHIVES SOCIETY

We are concerned at the listed building part of the site and in particular the proposal to build a second floor extension or attic storey above the structure. Even though this will not be visible from the street we think it undesirable to extend the building in this way.

MET. POLICE CRIME PREVENTION OFFICER

I have reviewed the plans and do not have any objections to this development. However, I would like a planning condition to achieve Secured by Design, this is due to the crime analysis in the locality.

Internal Consultees

TREE AND LANDSCAPE OFFICER

A brief tree assessment by ACD confirms that one of the trees, a cherry, is dead. The second tree, an ash (probably self-seeded, as opposed to planted) in the east corner, is a poor quality 'C' grade tree. During pre application advice the LPA confirmed that this tree is not worthy of retention and it is

not considered to be a constraint on development.

The Design & Access Statement, by Inland Homes, explains the design concept and evolution in the light of analysis of the site and its context. The proposed mix of retail and residential use is relatively urban in character and provides limited external amenity space. The main ground level space is the shared-use court yard accommodating disabled parking bays amidst pedestrian circulation space and access to the buildings. In addition to this there will be private terraces / balconies, a communal garden, boules court, landscaped court (east), roof terrace (block 4) as itemised in chapter 6.10. The design concept is described in the D&AS at 6.5 Hard Landscape, 6.6 Lighting Strategy, 6.7 Soft Landscape Strategy, 6.8 Preliminary Planting Schedule, 6.9 Management and Maintenance, 6.10 Amenity Space, and 7.0 Access And Accessibility.

A palette of indicative hard and soft landscape details is provided. The proposed plan and section drawings, illustrated in the D&AS (Appendix 2), confirm an intention to soften and green the building and external spaces. The scheme, as illustrated, should provide an attractive and functional setting for urban living. The realisation of these objectives and the quality of finish will depend on the detailed design, specification and implementation of this vision.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the scheme delivers the landscape character and appearance as illustrated in the objectives set out in the D&AS.

RECOMMENDATION

No objection subject to conditions RES9 (parts 1,2,3,4,5 and 6)

S106 OFFICER

Heads of Terms

1. Highway Works: S278/S38 for required Highways. Works subject to Highway Engineers Comments.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 is likely- to be required- . However, it is subject to comments from LBH air quality specialists.
4. Travel Plan to include £20,000 Bond.
5. 35% Affordable Housing in line with London and Local Plans subject to development viability verification
6. Public Realm Contributions: The LBH will likely seek a contribution towards improvements to the Uxbridge town-centre improvements works.
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

Please be advised that this is an initial response and the matters contained within may be subject to change and/or addition as further details come to light.

ACCESS OFFICER

The development site is located within Uxbridge town centre. Planning permission is sought to demolish the 1960s Randalls building extension, the caretaker's flat, and warehouse building. In addition to a change the use of the ground floor and part first-floor of Randalls to Class A1/2/3, B1 and D1/2, a second storey rooftop extensions to provide residential units is also proposed.

Conversion of the Old Fire Station building into duplex units, three new residential blocks ranging from 3 to 6 storeys and comprising studios, 1 and 2 bedroom apartments is shown on plan.. A total

of 59 residential units are proposed. The Design & Access Statement refers to 6 allotted parking bays for the wheelchair adaptable residential units.

The DAS Refers to the Lifetime Home Standards, the Housing SPG (2016) standards, the Technical Housing Standards (2015) and the Hillingdon Design & Accessibility Statement (2006) and Accessible Hillingdon SPD (2010).

In assessing this application, reference has been made to the Further Alterations to the London Plan 2015, Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015). A combined total of 6 Wheelchair Adaptable Dwellings (Private Sale) and Wheelchair Adaptable Dwellings (Affordable housing) are required To meet the M4 (3), with all remaining units designed to M4 (2) as set out in Approved Document M.

Plans confirm a main bedroom of 4 m x 3 m, a bedroom of 2.5 m x 2.5 m with a 1500 mm turning circle, an internal private entrance lobby 1500 mm wide x 1800 mm long, and a wheelchair transfer/storage area of at least 1700 x 1100 mm. The proposed development therefore achieves the specifications prescribed by the Technical Housing Standards 2015 for wheelchair adaptable/accessible dwellings.

It is unclear how many units would be allocated for Affordable Housing. However, the proposed layouts would be suitable for Wheelchair Adaptable Dwellings (Private Sale) or Wheelchair Accessible Dwellings (affordable housing).

There is no requirement for wheelchair accessible/adaptable residential accommodation within the existing or change of use elements.

Retail Element

The accessible parking bay shown on plan would be located at the rear of the restaurant.

The Equality Act 2010 places an obligation on a developer to improve access to, into, and within their buildings, particularly in situations where reasonable adjustments to the design of a building can be incorporated with relative ease.

In order to reduce the distance that a disabled person would need to travel from the car parking bay at the rear to the restaurant entrance on Vine Street, the opportunity should be taken to introduce a restaurant entrance leading from the car parking at the rear.

Conclusion: an amended proposal In respect of a secondary restaurant entrance should be discussed with the applicant. In terms of the residential development, a condition as follows should be attached to any approval:

The development hereby approved shall ensure that 10% of the residential units (TBD - state number of Wheelchair Adaptable Dwellings (affordable housing), and, Wheelchair Accessible Dwellings (private sale)) are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 d, is achieved and maintained.

Recommended Informative

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that over-spill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

SUSTAINABILITY OFFICER

No objections to the proposals as presented, but aware that the pv designs have serious concerns from design officers. If the PVs are removed, then the energy strategy needs to be redeveloped. If it is not viable, then the only recourse is for an offsite contribution which would need to be secured through the S106.

(Officer Note: A carbon offset contribution has been agreed with the applicant).

HIGHWAY ENGINEER

The development site is situated along Vine Street at the junction with Cricketfield Road in Uxbridge town centre. The site comprises of a former Randalls department store, associated car parking area and warehousing to the rear, as well as the Old Fire Station building on Cricket Field Road. There is a range of amenities and employment facilities located within the Uxbridge town centre and the surrounding area.

The surrounding area is served by good public transport facilities with Uxbridge underground station and a number of bus services available within easy walking distance. Streets in the surrounding area have foot-ways and there is generally good cycling infrastructure in the area.

The current vehicle access in Cricketfield Road has poor visibility due to the adjoining boundary wall and gates. The proposed access would be taken from the same point, but the access will be widened to allow two vehicles to pass each and gates will be positioned further into the site to avoid vehicle waiting on the highway. The previous highway comments requested a kerbed footway that is suitable for 2 pedestrians to pass each other, including wheelchair users.

A pedestrian gate was also requested that is suitable for disabled users to operate. The applicant has instead proposed demarcating a pedestrian route (not shown on the plans in detail), which will reduce the carriageway width to 4.8m although larger vehicles will be overrunning the pedestrian area as required for entry and egress. A pedestrian gate is also not shown on the submitted plans.

Based on 85th percentile speed surveys, the TS recommends visibility splays of 30 metres. However, only 50% (15m) is achieved for visibility to the left. The Council also requires pedestrian visibility splays of 2.4m x 2.4m (from the likely position of the exiting driver). Cricketfield Road is well used both in terms of vehicles and pedestrians. It is therefore important to achieve the requisite visibility splays.

It is noted that the proposed access arrangements would provide improved visibility splays compared to the existing situation. However, considering the proposals involve comprehensive redevelopment of the site, a more suitable access should have been devised by reposting the access to the north and providing a footway along the access road.

The proposals are for a 'car free development', except operational disabled parking. As such, the scheme includes a total of eight disabled car parking spaces (1 space per accessible unit) for the

residential element of the development and a further disabled parking space for use by disabled employees on the site. The commercial element of the development is of a considerable size. At least 2 disabled parking spaces should be provided for the commercial employees (1 per unit). The manoeuvrability of the disabled car parking space proposed at the southeast corner of the site should be assessed through a swept path analysis.

An assessment should be provided to demonstrate the usage and adequacy of existing disabled visitor parking on Cricketfield Road. In the event that additional spaces are needed, a plan should be provided showing existing and proposed on-street parking. The plans show an additional parking space on Cricketfield Road annotated as 'Potential Additional Parking Bay'. Clarification should be sought if this parking space forms part of the applicant's proposal and the type and justification for it.

The surrounding streets are within a Parking Management Area, where parking is allowed by way of a permit. In order to ensure the development is 'car free' the applicant has proposed the residents of this development will not to be eligible for parking permits. The Council's legal services should be consulted on removing the parking permits. If agreed, this should be inserted as an obligation within the S106 agreement and as a charge against the site to ensure the future buyers are aware of the parking restrictions.

The development should make provision for 2 active and 1 passive ECVP parking spaces. A total of 96 cycle parking spaces are proposed in a covered and secured manner. 89 cycle spaces will be provided for the residential use and the remaining 7 cycle spaces will be provided for the commercial use. Shower and changing facilities should be provided for the employees. The access doors leading to the cycle stores should be automatic with a minimum width of 1200mm.

The London Plan requires a minimum of 18 visitor cycle spaces, which are not provided. As such, the proposals fail to meet the London Plan's cycle parking requirements. The developer has suggested incorporating visitor parking within the public realm improvements. A specific public realm improvement scheme is not put forward as part of this application; however the Council aspires to carryout public realm improvements along Vine Street as part of the Uxbridge town centre improvements. The feasibility of accommodating 18 additional cycle spaces within future public realm improvements have not been assessed, however it's likely that some additional cycle spaces could be provided.

The proposals are not considered to generate significant trip generation, vehicles trips in particular.

Two commercial units are proposed, the larger one for A3 use and the smaller unit for A1 use. The use classes should be conditioned, and the A1 use should be restricted to non-food and non-DIY use.

In terms of servicing and delivery, it is proposed that refuse collection will be undertaken on-site from within the courtyard. A swept path analysis is provided to show manoeuvrability for a refuse vehicle.

The proposals include a loading bay of 14mx3m on Vine Street, located outside the former department store on Vine Street. A topographical survey is submitted to confirm the width of the road, which shows that the proposed loading bay can be accommodated on the highway without obstructing a vehicle to pass between the delivery vehicle and buses waiting on the bus stop on the opposite side.

There appears to be indiscriminate parking taking place in Vine Street and Cricket Field Road, especially during evenings and Sundays. The applicant was requested to investigate this issue. Although the applicant has not submitted any survey and/or assessment, the proposals include replacing the current single yellow line restrictions on Cricket Field Road with double yellow lines in the vicinity of the site, as shown on plan ref. 1568L-005 Rev. An additional on-street parking space is

also shown on the aforementioned plans as a 'potential disabled parking bay'. Considering the location of the development being in the town centre and the general thrust towards a sustainable development in transport terms, public realm improvements should be sought, in particular on Vine Street.

The aforementioned highway works are recommended to be covered by way of a S106 agreement. The final details of the proposed on-street parking restrictions and a parking bay would be agreed following the TRO process.

FLOOD AND DRAINAGE OFFICER

Initial comments were that more works were required to ensure London Plan compliance.

Additional comments (28.2.2017)

An additional letter has been submitted dated 1st December 2016. However further work is still required and therefore the following condition is requested:

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

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40 Climate change,

iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site

iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance rates above the 100, plus 40% climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Capacity and suitable condition should be demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

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

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

ii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works. Thereafter the development

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

REASON

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

Internal Consultees (Additional)

WASTE MANAGER

I would estimate the waste total weekly waste arising from the development to be 9160 litres. The minimum number of 1,100 litre bins required = 9. Therefore sufficient capacity is shown, assuming the three waste compounds shown adjacent to residential units are for household waste. I would suggest that all bins are for refuse initially owing to contamination issues, then recycling bins are added later into the space allocated (remaining 9 spaces).

Commercial Units

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.

General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

ENVIRONMENTAL PROTECTION UNIT (EPU)

NOISE

With reference to the above I have no objections subject to the following conditions/informative:

1. Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal and external noise design criteria as per BS8233:2014. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

2. Sound insulation of commercial/entertainment premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

3. Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

4. Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Standard Informative: Control of environmental nuisance from construction work

AIR QUALITY

Please see below the conditions required for air quality in the instance approval is to be conceded.

LES/AQAP CONDITION

Prior to the commencement of development a Low Emission Strategy, with associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO₂, PM₁₀ and PM_{2.5} shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

Vehicular Traffic

- a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs
- b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs
- c) Installation of electric charging points
- d) Active promotion of cleaner vehicle technologies for all users of the development
- e) Active promotion of no idling

Technology: Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

Emissions: The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

Monitoring: The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

Reporting: The action plan must include details for reporting the results of the monitoring to the Local Authority.

REASON: To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

NRMM CONDITION

All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/>.

REASON: To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

CONTAMINATION

The site investigation has confirmed some contamination and the boreholes have concentrated on where the contamination was likely particularly the boiler house and fuel tank. It appears that there has been some spillage of oil and / or fuel and this has leaked further into the ground being confirmed in the groundwater below the site. A plume looks present (figure 5). the contaminant levels are particular high at monitoring well 2, 'MW 2'. Petroleum hydrocarbons and a range of poly aromatic hydrocarbons, 'PAH' are confirmed in the ground water. This appears below the made ground in the sandy clayey gravels and also evidenced by a water sheen and oil staining. Some contamination was found in the soils including lead at MW 3 and some 'PAH' at B H 2. Gas has been monitored and some gas was found which may be related to the hydrocarbons or made ground generally. A precautionary membrane looks necessary.

I would agree with the consultant that some further groundwater monitoring and gas monitoring is need to clarify the levels and remediation necessary before a remediation strategy is written. It may also benefit to put a few more boreholes or trial pits in to check the areas not investigated to check the plume extent.

There is no reason why the site should not be redeveloped but some remediation will be necessary to reduce the risk and I anticipate a gas / vapour membrane will be required. Prior to this some more assessment including a risk assessment is required. The human health concern includes the pathway of vapour from chemicals in the soil or groundwater to residents.

To require the further work a contaminated land condition should be applied.

URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND:

History, Listing and Conservation Area Status of Randalls Department Store

Randalls was built as a department store in 1938 to a striking modernist design, by William L. Eves,

a well-known local architect. It is relatively small in size, being of two storeys with a tall tower feature, with projecting rectangular double turret on one corner. The building is narrow and linear in form, the horizontal emphasis of its design being accentuated by its flat roof, the bands of brown Carraraware on the cream faience of the front parapet and tower, the long canopy projecting over the pavement, and the continuous heads and sills of the windows at first floor. The department store was in the same family ownership and use throughout its existence, closing only in December 2014. As a result, the open character of the ground and first floors, the grand staircase and some of the original internal fittings still survive. The listing description identifies the reasons for its designation as being external and internal:

- Its Modernist design
- Its intact shop front and rare island display unit
- Its interior detail which, whilst quite plain, survives well and includes the cash desk, pneumatic tubes and functional delivery area features

The store was extended in the 1950's to the west with a single storey addition, with an upper storey added in the 1960's. The whole building was listed Grade II in 2010. The curtilage includes the former fire station, a very attractive red brick Victorian building (which is thus deemed to be listed Grade II) and the whole site has been included in the Old Uxbridge and Windsor Street Conservation Area.

Condition

The building was in good condition when it closed as Randalls Department Store in December 2014. After a flurry of commercial interest, it was bought by Inland Homes in the Spring of 2015 and has been in their ownership ever since. There is no evidence that its condition has deteriorated in their care.

The Old Fire Station

This little Victorian building is listed by virtue of its location within the curtilage of Randalls. It also stands within the Old Uxbridge and Windsor Street Conservation Area. The building has been in use as a bicycle repair workshop, and its condition is considered to be fair. It is not known to have interior features of note, but it will be important to ensure that works to all surviving original features, and the reinstatement of former features, are carried out appropriately.

2. LISTED BUILDING PROPOSALS

The Proposed Demolitions

It is proposed to demolish and redevelop the post 1930's wing entirely and to demolish elements of the rear of the 1938 building, including the caretaker's flat, to create better separation distances for the blocks to the rear. Internal demolitions include the removal of the cash desk and pneumatic tube system (included specifically in the listing description as being of interest) from the ground floor, the relocation of the loading bay staircase, and the removal of some small internal rooms and cloakrooms.

The Proposed Internal Alterations

At ground floor, it is proposed to retain the shop frontage and island unit and keep the majority of the interior open plan at ground level, save for the insertion of a commercial kitchen along the rear wall, and the introduction of subdivisions to provide two storage rooms, two lift shafts, customer WCs and two studio flats at the rear.

At first floor, it is proposed to retain about a third of the area as open-plan commercial space, reached via the main staircase, while the remaining two-thirds would be subdivided into five studio flats and one two bed flat. On the roof, it is proposed to build an upper floor with five flats and a

studio.

Commercial User

As any commercial use will have implications for the character of the interior of the listed building, it will be important to identify the user as soon as possible in the planning process. It is understood that discussions have been taking place with a restaurateur, and the ground floor appears to have been set out to reflect their requirements, but there has been no confirmation of a formal arrangement.

3. LEVEL OF HARM AND PUBLIC BENEFIT

During the negotiations, the proposals have been modified to show a reduction in the numbers of second floor flats, and the relocation of their front walls to a position 3 metres behind the back of the tower, their terraces removed. The second floor would now be relatively unobtrusive in views from the street.

Also the retention of most of the ground floor and two-thirds of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential.

The subdivision of so much of the first floor into flats is an irreversible and destructive usage and it will lead to an individualism which will be very apparent in views of this robust building from the street. Although this element of the scheme is very much to be regretted, overall, it is considered that the proposals would lead to just less than substantial harm to the building's significance. This balance would be quickly lost however, if any subsequent amendments were to lead to an increase in the residential elements of the scheme, greater subdivision of the interior or loss of more of the original fabric.

The NPPF para. 134 states that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

There are only two potential areas of public benefit arising from this scheme: the proposed restaurant use, which would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor; and the repairs to the exterior, which would include the reinstatement of the clock. (NB Given that the building has been in the developer's ownership for most of the time it has been vacant, 'bringing it back into beneficial use' is not considered relevant in this case.) These two spheres of public benefit would just about justify the harm identified to the significance of the building.

A restaurant use could probably be considered as the 'optimum viable use', but if there is any change to this proposed use, this area of public benefit would be likely to be significantly reduced.

4. CONDITIONS

In order to ensure that this delicate balance between the level of harm to the building's significance on the one hand, and the public benefit derived from the scheme on the other, is achieved, the following conditions are recommended:

A. Listed 'Randalls' Building

1. The lease with the restaurateur must be signed before any of the flats in the building, or on the wider site, are occupied.
2. Works to the building are to be finished to the satisfaction of the LPA, before any of the flats in this, or on the wider site, are occupied.

3. A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows and the canopy, this to be approved prior to commencement of any work on this, or the wider, site.
4. Detailed drawings and elevations, submitted as a new listed building consent application, will be required for the island kiosk, if this is to be brought into commercial use. This would need to be approved prior to the commencement of any use of this structure.
5. Details of the fixing shut of the existing shopfront door to be provided, this to be approved prior to commencement of any work on this, or the wider site.
6. A full plan and detailed elevational drawings are required of the building to show all service runs and outlets (including ventilation, flues, external and internal pipework) and alarms, cameras, etc., these to be approved prior to commencement of any work on this, or on the wider site.
7. A full plan to be provided of fireproofing and noise insulation, this to be approved prior to commencement of any work on this, or on the wider site.
8. Details of ground floor subdivisions and finishes required in drawing form, showing how they will relate to the retained original features, these to be submitted for approval prior to commencement of any work on this, or on the wider site.
9. Detailed drawings to be provided of the roof extension, to show roof details and finishes, materials and colours, this to be approved prior to commencement of any work on this, or on the wider site.
10. Full details of the reinstatement of the rear walls to be approved prior to the commencement of any work on this or the wider site. This should include brick samples, details of bonding patterns and pointing mix.
11. Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, handrails and external doors to be approved prior to commencement of any work on this, or the wider, site.
12. Full details of the new clock to be provided at 1:20, and approved prior to commencement of any work on this, or the wider site.
13. All new commercial signage, and any proposed alteration to the shopfront, to be submitted as a separate planning application, this to be approved prior to the occupation of the commercial premises.
14. Full recording to be undertaken of the building, inside and out, to Level 2 standard, prior to the commencement of any work on this, or the wider site.
15. The cash desk to be saved and re-used elsewhere in the commercial premises, location to be agreed prior to commencement of works on this or the wider site.

B. The Old Fire Station

16. A detailed repairs schedule of the building to be drawn up with details of the repair works proposed, including those to the original windows, prior to commencement of any works on this, or the wider, site.
17. Fully detailed drawings at 1:20 of new windows, window heads and sills, rooflights, and external doors to be approved prior to commencement of any works on this, or the wider, site.

C. S106 Agreement

18. Details of how the listed buildings are to be kept secure during the building work around them. A management and maintenance plan will be required for the listed Randalls building.

(Officer Note, These conditions are relevant to the parallel listed building application and are included in full in the listed building report. A head of term in the S106 Agreement addresses development phasing across the site, to ensure works to protect and enhance the listed building are prioritised in the development phasing).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

COMMERCIAL ELEMENT

The application originally proposed a change of use of the ground floor from Class A1 to a flexible use within Classes A1/2/3, B1 and D1/2; Based on market interest, the amendments to the drawings now commit to a single restaurant use (Class A3) on the ground floor of the Randalls Building (excluding the island display cabinet) and part of the first floor. In addition, the first floor commercial area has also been increased in size by 80% (64.7 sqm). Overall, approximately 60% of the Randalls building will be retained in commercial use.

Preferably the retail use should be maintained at street level. However, the site falls within a secondary shopping area and there is therefore some flexibility regarding appropriate alternative service uses, as set out in Policies S11 and S12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Policy S6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is also relevant. This policy seeks to safeguard the amenities of shopping areas, where a change of use of class A1 shops is sought. The following criteria should be met under this policy:

- (i) the proposal will not be detrimental to visual amenity where the premises form part of a statutory or locally listed building or are located within a conservation area;
- (ii) a frontage of a design appropriate to the surrounding area is maintained or provided.
- (iii) the proposed use is compatible with neighbouring uses and will not cause unacceptable loss of amenity to nearby residential properties by reason of disturbance, noise, smell, fumes, parking or traffic related problems;
- iv) has no harmful effect on road safety and does not worsen traffic congestion or disrupt bus operations.

In assessing the above mentioned criteria, it is noted that the site falls within a conservation area and is statutory Grade 2 listed. The existing shop front will be retained largely in its current form and refurbished. There are no nearby surrounding residential properties, but amenity issues would be applicable to the proposed residential component of the scheme. Pedestrian visibility splays, servicing and impact on bus route along Vine Street will also be key considerations. These heritage, amenity and transportation issues have been addressed in the relevant sections of this report. It is considered that these criteria can be met with suitable mitigation to be secured by conditions or a S106 Agreement.

The proposed a new corner ground floor retail unit (in Block 2) is considered acceptable in principle at this location.

RESIDENTIAL ELEMENT

The re-use of previously developed land in town centres for new housing in mixed use schemes is consistent with both national and local planning guidance.

The National Planning Policy Framework (NPPF) seeks to significantly boost the supply of housing. Paragraph 50 supports the delivery of a wide choice of high quality homes, widening opportunities for home ownership and the creation of sustainable, inclusive and mixed communities. London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners. For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum). Local Plan Policy H1 seeks to maximise the supply of additional housing in the borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development within Uxbridge town centre would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

As the proposal includes a residential element, Policy H4 of the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012) is relevant. This policy seeks to encourage additional housing in town centres. The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a 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. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is also relevant to the current proposal in that it states that a change of use from non residential to residential will only be permitted if;

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet demand for such
- (iii) the proposal is consistent with the other objectives of the plan.

A satisfactory residential environment can be created for all of the future occupiers, in accordance with criteria (i). Concerns relating to the outlook, lack of privacy and shortfall light for some of the proposed units have been overcome by revisions to the scheme. Overall, approximately 60% of the Randalls building will be retained in appropriate town centre commercial use, in accordance with criteria (ii). Provided the proposed scheme is not considered to be contrary to heritage and urban design policies as a result of the proposed conversion and new build, and highway issues can be satisfactorily resolved, the scheme would broadly accord with criteria (iii) of this policy and no objection would be raised to the redevelopment of the site for a mixed use residential led scheme.

The re-use of previously developed land in town centres for new housing in mixed use schemes is consistent with both national, London Plan and local planning guidance. Subject to satisfactorily addressing heritage, transportation and amenity issues, no objections are raised to the principle of the proposed development.

7.02 Density of the proposed development

The local area is considered to represent an urban context and has a Public Transport Accessibility Level (PTAL) of 5. Policy 3.4 of the London Plan seeks for new developments

to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 5, a density between 70-260 u/ha, assuming 2.7-3.0 hr/unit, or 200-700 hr/ha can be achieved for the application site.

The site has an area of 0.3 ha and the proposal seeks to provide 58 residential units. This equates to a density of 193 u/ha, or 480 hr/ha. This level of development is within the range limit for PTAL 5-6 set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 5.

Nevertheless, it will still be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

UNIT MIX

In terms of unit mix, Saved Policies H4 and H5 of the Local Plan Part 2 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. A mixture of 1 and 2 bedroom units is proposed and this mix of units is considered appropriate for this location.

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

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

An archaeological desk-based assessment has been submitted in support of the application.

The site lies just outside the Uxbridge Archaeological Priority Area reflecting its location on the edge of the historic town. It lies to the rear of the historic High Street frontage and just outside the presumed area of the medieval town. The desk-based assessment concludes that the site has low potential for significant medieval/post-medieval remains and moderate potential for Bronze Age remains. However, the proposed new development is largely located on the footprint of existing buildings.

The Greater London Archaeological Advisory Service (GLAAS), having considered the proposals, concludes that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and advises that no further assessment or conditions are therefore necessary.

CONSERVATION AREA

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected

to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The site is occupied by the former Randalls department store, a 1930's grade II listed building fronting onto the south side of Vine Street. A more recent (1960's) extension to the building returns around the corner into Cricketfield Road, from where there is access to the rear of the building via a car park. The south-west corner of the site, beyond the car park gate is occupied by a former fire station which fronts onto Cricketfield Road and is curtilage listed. The site lies within the south-west corner of the Old Uxbridge / Windsor Street Conservation Area. This site is urban / commercial in character, on the edge of the Uxbridge Town Centre. The buildings front directly onto the highway / footway and there is no significant vegetation apart from two trees.

It is proposed to demolish and redevelop the post 1930's wing entirely and to demolish elements of the rear of the 1938 building, including the caretaker's flat, to create better separation distances for the blocks to the rear. The removal of the ancillary curtilage structures, as well as the 1960's department store extension and caretakers flat are considered acceptable in principle, subject to satisfactory scheme being agreed.

Setting back the second floor addition will help to minimise visibility from the street, as the proposed additional storey would be largely concealed in longer views from the east and west (and would disappear in its entirety when viewed from directly opposite the site). It is considered that the proposed second floor would therefore appear as a discrete secondary feature and would be subservient to the original Randalls facade.

The Old Fire Station Building will also be enhanced through reintroducing the original fire tender openings and signage above these openings. This will enhance the appearance of this listed heritage asset and the street scene along Cricket Field Road and the Conservation Area.

It is considered that the new residential blocks have all been sensitively designed in terms of height, scale, mass and materials and as such the proposed development will both enhance the character and appearance of the Conservation Area and the setting of the listed building.

The material palette of the architecture will reflect the surrounding context; the proposed terracotta cladding in cream and beige colours will create a sensitive link to the Vine Street elevation of the Randalls building.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area. The proposals will conserve and enhance the setting for the retained Randalls building and also enhance the quality of the conservation area, in compliance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

LISTED BUILDINGS

The Randalls building is Grade II listed and forms a significant component in the Conservation Area. The building was listed in 2010 and the listing description clearly notes the reasons for its designation as:

- . its Modernist design
- . its intact shop front and rare island display unit

. its interior detail, which whilst quite plain, survives well and includes the cash desk, pneumatic tubes and functional delivery area features.

Of particular relevance are Local Plan Part 1 Policy HE1 and Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building. Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building.

In assessing the impact there are two main issues: the impact of the conversion of and modifications to the building and the impact on the setting of the listed building in terms of the location, scale and design of the additional development. Any development would therefore be expected to address these matters.

Internal demolitions include the removal of the cash desk and pneumatic tube system (included specifically in the listing description as being of interest) from the ground floor, the relocation of the loading bay staircase, and the removal of some small internal rooms and cloakrooms.

At ground floor, it is proposed to retain the shop frontage and island unit and keep the majority of the interior open plan at ground level, save for the insertion of a commercial kitchen along the rear wall, and the introduction of subdivisions to provide two storage rooms, two lift shafts, customer WCs and two studio flats at the rear.

At first floor, it is proposed to retain about a third of the area as open-plan commercial space, reached via the main staircase, while the remaining two-thirds would be subdivided into five studio flats and one two bed flat. On the roof, it is proposed to build an upper floor with five flats and a studio. It is considered that the setback second floor addition to the Randalls building will retain the proportionality of the building and the clarity and quality of its facade.

Historic England, in its letter dated 19 October 2016, states that taken as a whole it considers that the proposals present a new use for the site which, while bringing about a great deal of change, will preserve the high architectural value of the Vine Street elevation, key internal features of interest, the legibility of the site as a former department store, and significant areas of the back-of-house operations formerly found on site.

Since Historic England response, the scheme has undergone further revisions to address officers' own concerns. During the negotiations, the proposals have been modified to show a reduction in the numbers of second floor flats, and the relocation of their front walls of the second floor to a position 3 metres behind the back of the tower, and their terraces removed. The second floor would now be relatively unobtrusive in views from the street. Also the retention of most of the ground floor and two-thirds of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential.

As any commercial use will have implications for the character of the interior of the listed building. As such officers stressed the importance of identifying the user as soon as possible in the planning process. The applicant has identified an end user for the ground and part of the first floor commercial element as a class A3 use and the ground floor appears to have been set out to reflect their requirements. The description of the

development has been amended and conditioned accordingly.

The Urban Design and Conservation Officer notes that the retention of most of the ground floor and part of the upper floor for an open-plan commercial use has improved the ratio between commercial and residential, although the subdivision of so much of the first floor into flats is regrettable. However overall, it is considered that the proposals would lead to less than substantial harm to the building's significance. The NPPF at para. 134 states that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use." A restaurant use could be considered as the 'optimum viable use', given that it would enable the public to access the building once again and enjoy its interior on both the ground floor and part of the first floor.

The Urban Design and Conservation Officer has identified two potential areas of public benefit from a heritage perspective arising from this scheme: the proposed restaurant use and the repairs to the exterior, which would include the reinstatement of the clock. These two spheres of public benefit would narrowly justify the harm identified to the significance of the building.

Other public benefits would include continued beneficial use of the listed building. The Urban Design and Conservation officer considers that overall, the public benefit would justify the harm identified to the significance of the building.

On balance, it is considered that subject to conditions and a legal agreement, the scheme is acceptable both in terms of the impact of the conversion of and additions to the Randall's building and in terms of the impact on the setting of the listed building from new development on the wider site, in accordance with Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

There are no Green Belt issues associated with this site.

7.06 Environmental Impact

Geo-Environmental Assessment has been submitted in support of the application. The site investigation has confirmed some contamination, particularly in the area of the boiler house and fuel tank. The assessment recommends that some further groundwater monitoring and gas monitoring is need to clarify the levels and remediation necessary before a remediation strategy is written.

The Council's Environmental Protection Unit (EPU) advises that there is no reason why the site should not be redeveloped, but some remediation will be necessary to reduce the risk and that a gas / vapour membrane is likely to be required. Prior to this, some more assessment, including a risk assessment is required.

In light of the findings of the site investigations and advice from EPU, a condition is recommended, requiring a written method statement providing details of a remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

On the basis of the above, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. Saved UDP Policy BE26 states within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centre as a focus of shopping and employment activity. Saved UDP Policy BE15 states proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

The NPPF (paragraphs 56 and 57) and London Plan Policies 7.1 to 7.8 place a great emphasis on the importance of good design. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established town centre areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its Grade 2 listing and its location within Old Uxbridge / Windsor Street Conservation Area.

Randalls Building

The main facade of the Randalls building will be preserved, including the retention of the bronze framed shop front and the island display case, and further enhanced through re-introducing the lost faience and a replica of the original clock. It is considered that the opportunity to repair and reinstate elements of the 1930's Randalls building would reinforce its position within the streetscape, in accordance with the NPPF paragraph 137, which seeks to preserve those elements of the setting that make a positive contribution to, or better reveal the significance of the heritage asset.

Following extensive negotiations with the applicant, the second floor addition to the Randalls building has been set back a sufficient distance, so as to retain the proportionality of the building and the clarity and quality of its facade. It is considered that given this set back, the second floor addition would not be prominent in the street scene, as the proposed additional storey would be largely concealed in longer views from the east and west. It is considered that the proposed second floor would therefore appear as a discrete secondary feature and would be subservient to the original Randalls facade. It is not considered that the second floor addition, would cause harm to the significance of the Randalls building, or compromise the building's overall form.

The scheme has undergone a number of amendments following officers' concerns. The amended drawings illustrate how the single window serving three rooms would be subdivided, showing wider mullions to receive internal partitions. Plot 3 has also been reconfigured slightly to reflect an increased commercial floor area on the first floor of the Randalls Building. With regard to plots 10, 11, 12 & 13 and 28 on the second floor of the Randalls building, the balustrades and terraces have been deleted, and the link to the tower has been deleted on plot 12.

Block 2

At five storeys (including a set back top floor) the new corner building (Block 2) is lower than its existing office buildings on the other three corners and to the south boundary. The setback to the top floor also helps to ensure that it is visually subservient to the listed Randalls building when viewed obliquely along Vine Street.

In addition to this, the part of the corner building immediately adjacent to Randalls is set at 3 storeys, in line with the proposed top floor of Randalls, in order to create a strong visual separation between the existing and new buildings along Vine Street.

Cricketfield Road

Along Cricketfield Road, the new corner block (Block 2) and the new courtyard building (Block 4), both step down in height towards the former Fire Station building (Block 3) to provide an acceptable setting for this retained building in its new context.

Following negotiations with officers, it is proposed to retain the Old Fire Station building and convert this building into 3 duplex flats. It is noted that The Old Fire Station has been altered over its existence, both internally and externally. The only surviving features to the front elevation are the first storey windows and their lintels; the original doors have been infilled and replaced. It is proposed to restore the Old Fire Station's main facade to much of its historical condition. The Old Fire Station building will therefore be enhanced through reintroducing the original fire tender openings and signage above these openings. It is considered that this will enhance the appearance of this listed heritage asset and the street scene along Cricketfield Road and the Conservation Area.

Blocks 4 and 5

Within the wider site, the proposed development includes two further blocks, Block 4 behind the Old Fire Station building and Block 5 in the south east corner of the site. Both are considered to be of high quality in design terms. Plot 39 of Block 4 to the rear of the Old Fire Station has been deleted, therefore reducing the connection to the fire station to 2 storeys, in line with officer recommendations.

Visualisations have demonstrated that the proposed main courtyard building (Block 5) at its maximums 6 storey height and the lower Block 4, would only be viewed from the site's entrance on Cricketfield Road, from within the site itself and from surrounding office development, but would not be visible from Vine Street above Randall's. In all of these views, it is considered that a clear distinction between the listed building and the remainder of the development would be apparent, with Randall's appearing as a characterful feature within a new courtyard space.

Randall's loading bay and historic circulation patterns would remain legible through the

retention of this courtyard, while the new elements would serve to step the scale of the site up in reference to large nearby office buildings.

Appearance

It is considered that the new residential blocks, including the new corner building replacing the 1960's extension (Block 2), have all been sensitively designed in terms of height, scale, mass and materials and as such, the proposed development will both enhance the character and appearance of the Conservation Area and the setting of the listed building. It is considered that the material palette of the architecture will reflect the surrounding context; the proposed terracotta cladding in cream and beige colours will create a sensitive link to the Vine Street elevation of the Randalls building.

It is proposed that the cladding will be used in varying ways to give each building a different character, while still identifying them as part of a coherent scheme. Nevertheless it will be important to ensure that appropriate materials and landscaping are secured by conditions. Subject to compliance with the above mentioned conditions, it is considered that the scheme is in accordance with Part 1 Policy BE1 of the Local Plan, Policies BE4, BE13, BE14, BE15, BE18, BE19 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and London Plan Policies 7.1 to 7.8.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

There are no residential properties in close proximity to the site. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and the neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

There are no residential properties in close proximity to the site. It is therefore considered that there would be no loss of privacy to adjoining occupiers. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

7.09 Living conditions for future occupiers

EXTERNAL AMENITY AREAS

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

1 bedroom flat - 20m² per flat

2 bedroom flat - 25m² per flat

Policy R1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the provision of accessible amenity, recreational and play space which is appropriate to the scale of development. London Plan Policy 3.6 and the Shaping Neighbourhoods: Play and Informal Recreation SPG (2012) set out requirements for children's play-space from new development.

The development includes a comprehensive landscape strategy designed to maximise usable private and communal amenity space. 90% of the proposed flats in the new residential buildings will be served by dedicated private amenity space in the form of balconies (4 of the units in block 4 do not have access to a private balcony). In total, the scheme will provide 523 sqm of private space in the form of balconies and terraces.

The scheme will also provide 388 sqm of shared space in the form of a courtyard, garden and recreation area, including an appropriate level of children's play.

No balconies are proposed for the first floor units in the Grade II listed Randall's building to ensure the original form of the first floor of the listed building is retained. The units in the second floor addition were originally shown with access to a private terrace to the front of the Randall's building. However, the front terraces were deleted at the request of officers, in order not to detract from the setting of the listed building. Further, no balconies are proposed for the units within the Old Fire Station Building to ensure the original form of the building is retained.

Children's Play Space

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process. It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be a London Plan policy requirement on this site. Nevertheless the planning statement refers to the provision of an appropriate level of children's play area which is welcomed. Details can be secured by condition in the event of an approval.

Given the location of the site within a town centre and the proximity of the site to outdoor recreational areas, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

OUTLOOK/DAYLIGHT/SUNLIGHT

Following concerns raised by officers, a number of units have been amended, through larger windows and additional windows, to ensure the daylight/sunlight levels are further improved. In plot 7 roof lights have been added to the unit to allow an improved daylight factor and distribution. For plots 20 & 24, the windows have been widened to the full width of the unit to ensure adequate day-lighting is achieved. With regard to plot 33, a conservation roof-light has been incorporated to provide additional daylight to the rear living space. For plot 36, the daylight factor and distribution now complies as Plot 39 has been deleted. Finally for plots 35, 38, 40 & 42, an additional window has been incorporated in the living room, and the bedroom window has been widened to achieve an adequate daylight factor and distribution.

The single aspect units are generally orientated to ensure they receive good levels of lighting. All of the flats also either have a private garden or balcony as well as access to the two communal amenity areas within the scheme.

It is considered that the Average Daylight Factor (ADF) compliance levels for the proposals are high, for an urban environment such as this one, and therefore the proposed development is acceptable on daylight/sunlight grounds.

PRIVACY

Each of the units benefits from a reasonable level of privacy. The scheme has been designed so that there are no loss privacy issues from surrounding office development. With regard to plot 1, at the rear of the Randalls building at ground floor, elevations have been submitted showing the external and internal levels of this unit and the window cill height, demonstrating that a reasonable level of privacy can be achieved for this plot. The use of privacy glass for the bay of window glazing closest to the steps will also ensure that any privacy issues here are mitigated.

It is considered that the design of the development would provide an adequate level of privacy for future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

Overall, in relation to outlook, privacy and light, it is considered that good environmental conditions can be provided for future occupiers, in compliance with relevant UDP saved policies and supplementary design guidance.

UNIT SIZE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

A schedule has been provided by the applicant confirming residential floor space provision

would be provided which meets and in some cases exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Trip Generation

Given that this is in essence a car free development, there is unlikely to be a significant increase in additional trips in the peak hours and in total throughout the day, over and above the existing situation. It is considered that any increase in trip generation can be easily accommodated on the local road network and is unlikely to materially worsen the current situation on the local highway network or the wider highway network. Considering Paragraph 32 of the National Planning Policy Framework (NPPF), these increases are minimal and could not be considered in any way 'severe'. Therefore, it is considered that there would be no unacceptable highway or transport impacts in terms of trip generation, as a result of the proposed development, in accordance with relevant policies.

Access

The development site is situated along Vine Street at the junction with Cricketfield Road in Uxbridge town centre. Vehicular Access to the site would be via Cricketfield Road utilising the modified existing access arrangement, leading into a rear courtyard area serving 8 disabled parking bays.

The Highway Engineer notes that the current vehicle access in Cricketfield Road has poor visibility due to the adjoining boundary wall and gates. The proposed access would be taken from the same point, but the access will be widened to allow two vehicles to pass each and gates will be positioned further into the site to avoid vehicle waiting on the highway.

Based on 85th percentile speed surveys, the Transport Statement recommends visibility splays of 30 metres. However, the Highway engineer notes that only 50% (15m) is achieved for visibility to the left. The Council also requires pedestrian visibility splays of 2.4m x 2.4m (from the likely position of this exiting driver). Cricketfield Road is well used both in terms of vehicles and pedestrians. However, it should be noted that there will be limited vehicular movements in connection with the Cricketfield Road access, as it will only serve 8 disabled parking spaces. In addition it should also be noted that a new dedicated

pedestrian access is proposed from Vine Street..

The Highway Engineer recommends that the proposed access should be provided with a kerbed footway suitable to allow 2 pedestrians, including a wheelchair and a pedestrian gate suitable for disabled users to operate. Considering the pedestrian desired lines, the footway should be positioned along north of the proposed access road although the submitted plans show the proposed pedestrian footway to the south. Matters of detailed design of the Cricketfield Road access can be secured by condition, in the event of an approval.

Parking

The surrounding area is served by good public transport facilities with Uxbridge underground station and a number of bus services available within easy walking distance. Streets in the surrounding area have footways and there is generally good cycling infrastructure in the area.

The proposals are for a car free development, apart from operational disabled parking. As such, the scheme includes a total of six disabled car parking spaces (1 space per accessible unit) for the residential element of the development and a further 2 disabled parking spaces for use by disabled employees on the site. This level of provision is considered acceptable.

The Highway Engineer recommends that an assessment should be provided to demonstrate the usage and adequacy of existing disabled visitor parking on Cricket Field Road. In the event that additional spaces are needed, a plan should be provided showing existing and proposed on-street parking. A potential additional disabled parking bay is indicated in the submitted Transport Statement. Subject to the above mentioned assessment, this could be secured by way of a S106 Agreement.

The surrounding parking streets are within parking management area, where parking is allowed by way of a permit. In order to ensure the development is 'car free' it is recommended that the residents of this development not to be eligible for parking permits, apart from Blue Badge holders. This can be secured as an obligation within the S106 agreement and as a charge against the site, to ensure the future buyers are aware of the parking restrictions.

The development should make provision for 2 active and 1 passive ECVP parking spaces. This can be secured by condition.

The Council's Highways Engineer has raised no objection to the level of car parking. The proposal is therefore considered to comply with Local Plan Part 2 Saved Policies AM14 and AM15 and relevant London Plan policies.

Cycle Parking

A total of 96 cycle parking spaces are proposed in a covered and secured manner. However, the Highway Engineer notes that there is no information provided on the cycle parking split and allocations, demonstrating it meets the London Plan minimum parking cycle parking standards, including short term and long term parking. Shower and changing facilities should be provided for the employees of the commercial element. This can be secured by condition.

In terms of short term cycle parking, the applicants point out that short term visitors would not have access to the internal courtyard space of the development and therefore it is not possible to provide cycle parking here. With regard to visitor cycle parking for the commercial element of the development, there is existing visitor cycle parking provision directly opposite the site on Vine Street. This provision would be supplemented by the development once the occupiers of the commercial development and subsequent cycle parking demand is known. Additional provision could also be provided in Vine Street as part of the Council's public realm improvements in this area.

Servicing

In terms of servicing and delivery, it is proposed that refuse collection will be undertaken on-site from within the courtyard. Swept paths appear to be relatively tight but achievable.

The proposals include a loading bay of 14m x3 m on Vine Street, located outside the former department store on Vine Street. A topographical survey has been submitted to confirm the width of the road, which shows that proposed loading bay can be accommodated on the highway without obstructing a vehicle to pass between a delivery vehicle and a bus waiting in the stop on the opposite side.

The Highway Engineer recommends that Loading & Unloading restrictions should be considered along Vine Street and Cricketfield Road in the vicinity of the site and shown on a plan. These off site highway work can be secured by use of a S106/278 Agreement in the event of an approval.

Public Realm

Considering the location of the development being in the town centre and the general thrust towards a sustainable development in transport terms, the Highway Engineer supports the public realm improvements, in particular on Vine Street.

Conclusion

Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. Subject to conditions, it is considered that safe and suitable access to the site can be achieved. The residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds, in compliance with paragraph 32 of the NPPF.

7.11 Urban design, access and security

SECURITY

The flats overlook the courtyard area providing good visual contact with the site. Details of fencing and other security arrangements, including the boundary treatment and CCTV have been secured by condition.

7.12 Disabled access

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement(HDAS)Accessible Hillingdon.'

London Plan policy (and Housing SPG) Policy 3.8 Housing Choice is relevant to

accessibility. London Plan policy 3.8c requires all new homes to be built to lifetime homes standards. London Plan Policy 3.8d requires ten per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

With regard to the proposed units, since 1 October 2015 and the introduction of the National Housing Standards, other standards such as the Lifetime Homes and Wheelchair Housing Design Guide have been superseded by the Mayor's Housing Standards MALP 2016. From October 2015 for major residential schemes this is interpreted as requiring ten percent of new housing to meet Building Regulation M4 (3) 'wheelchair user dwellings' and the remainder to be built to M4(2) (equivalent to lifetime homes). Appropriately worded conditions are recommended accordingly, to ensure compliance with these standards.

The Access Officer notes that there is no requirement for wheelchair accessible/adaptable residential accommodation within the existing or change of use elements. However, 6 wheelchair accessible units are to be provided for the new build residential element of the scheme.

With regard to Blue Badge parking, the Greater London Authority's guidance on 'Wheelchair Accessible Housing' (September 2007), further states that "generally one blue badge parking space will be required for each wheelchair accessible unit, including those that would otherwise be car-free". 6 disabled parking bays have been provided for the residential element of the scheme, in compliance with these standards. In addition, two disabled parking bays have been provided for the commercial units. This level of provision is considered acceptable.

A condition is recommended requiring details of the route from the commercial parking bays to the commercial units is recommended, in line with the Access Officer's comments.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 58 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes. On this basis, 20 of the 58 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The original FVA submitted was for a level of affordable housing set at 0%, but the third party appraiser disagreed with this assessment and has indicated what is considered to be the level of profit; whereas it would not equate to 20 units, it would equate to some affordable units on the site as set out in the S106 agreement head of terms.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of the existing trees on and within the vicinity of the site. A brief tree assessment confirms that one of the two trees on the site, a cherry, is dead. The second tree, an ash in the east corner, is a poor quality 'C' grade tree. No objections are therefore raised to the removal of these trees.

The Tree and Landscape Officer notes that the proposed mix of retail and residential use is relatively urban in character and provides limited external amenity space. The main ground level space is the shared-use court yard, accommodating disabled parking bays amidst pedestrian circulation space and access to the buildings. In addition to this there will be private terraces / balconies, a communal garden, landscaped court (east) and a roof terrace (block 4).

A palette of indicative hard and soft landscape details is provided in the submitted documentation. The landscape strategy is to soften and green the building and external spaces. The Tree and Landscape Officer considers that the scheme should provide an attractive and functional setting for urban living. The realisation of these objectives and the quality of finish will depend on the detailed design, specification and implementation of this vision.

The Tree and Landscape Officer raises no objections subject to a condition to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area Subject to this condition, it is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Local Plan Part 1 Policy EM7 and Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement.

No ecological designations are located within or adjacent to the site. Ecological designations further from the site are considered unlikely to be affected by the proposed development.

An ecological appraisal has been submitted in support of this application. A Phase 1 Ecological Assessment was undertaken to ascertain the potential for protected species to be present within the site. Buildings within the site were also subject to specific investigations for bats. The trees within the site were also evaluated to search for the presence of features which could be of potential value to roosting bats. No evidence of roosting bats were found.

The application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. The site itself is dominated by buildings and hardstanding along with a small amount of recolonising ground and two low value trees. Habitats to be lost under the proposals are therefore considered to be of low negligible ecological value.

However, habitats within the site provide potential opportunities for a limited range of common urban faunal species, with evidence for the presence of a small number of

common urban birds. Accordingly, a number of recommendations and measures are set out in the Ecological Report with regard to faunal species, in order to ensure that they are safeguarded and enhanced under the proposals. A number of enhancements for the benefit of biodiversity are proposed, including the potential for provision of native and wildlife friendly planting and the provision of bird boxes, bat boxes and a Hedgehog dome. Such measures aim to maximise opportunities for wildlife at the site.

Based on the evidence obtained from the ecological survey work undertaken and with the implementation of the recommendations and measures set out in the ecological report, it is considered that following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

A condition requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is recommended. Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

There are bin stores within the ground floor of the buildings containing 19 x 1100 litre wheelie-bins with easy access from the road. The Waste manager raises no objection to this level of provision.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy previously required non domestic buildings to achieve a 35% improvement on building regulations 2013. However, this is a version of policy that has gone through two iterations since then. Development now needs to achieve zero carbon as per the latest London Plan. Parts C & D of the policy require proposals to include a detailed energy assessment.

The Energy Strategy submitted with the application assessed the feasibility of incorporating other renewable energy technologies on the site. However, these were discounted on the basis of not being feasible/practical for this particular development. Given this, the applicant would be willing to pay a carbon offset payment of £31,666, rather than provide renewable technologies on site.

Subject to a legal agreement securing the carbon off set contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies(November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement,

although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Drainage Officer has assessed the submitted documentation and notes that whilst the proposed drainage strategy reduce some of the Surface Water which currently entering the foul sewer they do not adequately address flood risk to ensure that flood risk is not increased.

In reponse to the points raised by the Flood and Drainage Officer, the appellant has responded as follows:

The current proposals do not increase the run-off to the existing Thames Water sewer, as the brownfield assessment has been based only on the existing area discharging to this sewer and does not seek to take benefit of the flows currently discharging into the foul drainage system. A Greenfield runoff rate is not feasible for this site. The existing site is already wholly developed with a fully impermeable surface. The site sits above Made Ground and London Clay with shallow groundwater levels. Infiltration techniques have not been proposed on this site due to the depth of Made Ground and groundwater levels. The current drainage design meets relevant policy in the London Plan. The current modelling has already demonstrated that the site proposals can be delivered ensuring all storms up to the 1 in 100 year return period, plus an allowance for 40% climate change can be accommodated on site. In addition, an allowance of 40% has been used to allow for Climate Change in accordance with the new DEFRA guidance released on the 19th February 2016. Finally, the proposed drainage on the site is all to be newly installed drainage, with no existing drainage to be retained.

The Flood and Drainage Officer has reviewed the additional information submitted and advises that since further work is still required a condition is required. It is considered that any outstanding issues can be addressed by the imposition of a suitably worded condition in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG2 (Planning and Noise) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

The application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers. The Noise Assessment has been reviewed by the Council's Environmental Protection Unit (EPU). No objections are raised from EPU, subject to conditions requiring a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise, a sound insulation scheme for the control of noise transmission from the commercial elements to the adjoining dwellings and a scheme for the control of noise and odour

emanating from the site. Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

AIR QUALITY

The proposed development is within the declared AQMA. The development is introducing sensitive receptors into a poor air quality area. An Air Quality Assessment was submitted with the application, which has been reviewed by the Council's Environmental Protection Unit (EPU). EPU considers that the report is of great quality and detail and follows good technical applications. However, a number of assumptions in the assessment were optimistic and failed to take into account the most up to date EU targets. Also, it did only look at the impact on new residential locations, did not consider the impact of the additional vehicles associated with the residential use of the site onto the overall network.

It is therefore recommended that a condition be applied that requires that a low emission strategy is produced so that:

- a) there are enough incentives for the use of ultra low emission vehicles by the residents. This will include the requirement of electric charging points as per minimum requirements;
- b) there was no assessment of the impact on local air quality of the energy centre likely to be associated with the site. In the instance there is one, these will have to be low NOx as per GLA's Supplementary Planning Guidance on Sustainable Design and Construction.

Subject to the above mentioned planning conditions it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

One letter has been received from an adjoining office site raising issues regarding daylight and sunlight considerations of some of the proposed residential units, which would infringe their right to raise our boundary and party wall, or develop the rear of the adjoining site.

The current application has been determined on the basis of existing conditions on the ground. There are no policy requirements for the comprehensive development of these sites together. Any future development proposals for the adjoining site would be determined on the basis of their individual merits, having regard to all material planning considerations.

The letters of support are noted. Other issues raised have been dealt with in the main body of the report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access, improvements to footway along Cricketfield Road and

disabled visitor parking on Cricketfield Road (following an assessment to demonstrate the usage and adequacy of existing disabled visitor parking on Cricket Field Road).

(ii) Affordable Housing including an affordable housing review

(iii) Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution

(iv) Air Quality: The applicant provides a financial contribution in the sum of £12,500.

(v) Travel Plan (including a £20,000 bond)

(vi) Carbon offset contribution of £31,666

(vii) A Management and phasing Plan to secure the long term maintenance of the Randalls building

Given that the development is being permitted on the basis that this secures the long term survival of the heritage assets, ideally the completion of the works to the listed building must be completed prior to the occupation of the new development. Therefore, a S106 Agreement has been sought to secure the appropriate phasing and completion to requisite standards.

(viii) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

(viii) Town Centre contribution: A figure of £87,000 has been agreed for public realm improvements to Uxbridge Town Centre. This figure is considered to be reasonable and in accordance with Regulation 122 of the Community Infrastructure Levy (CIL) Regulations (2010)

(ix) Phasing of listed building enhancement and restoration works: A phasing schedule to ensure key works such as the facade restoration and re-use of commercial floor space occur before identified phases of residential accommodation.

(x) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

Members should also ensure that their involvement in the determination of planning

applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context. The scheme will introduce a built form that is appropriate to its Conservation Area context and the townscape character of the area,

The proposed enhancements to heritage significance delivered by the proposed development are considered to outweigh the identified harm to the listed building. Due

regard has been made to the enhancements to the main facade of Randall's building, both in terms of the listed building and the character and appearance of the Conservation Area.

The development has been sensitively designed to relate carefully to the surrounding context. It will be a positive addition to Uxbridge town centre and will bring regeneration benefits to Vine Street.

The archaeological position of the site has been extensively explored and has been satisfactorily addressed. Furthermore, the development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

Access, parking, drainage, ecology and highway safety issues can be satisfactorily addressed by the imposition of suitably worded conditions. The applicant has also offered an acceptable package of contributions to be secured by way of a proposed S106/278 Agreement.

It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

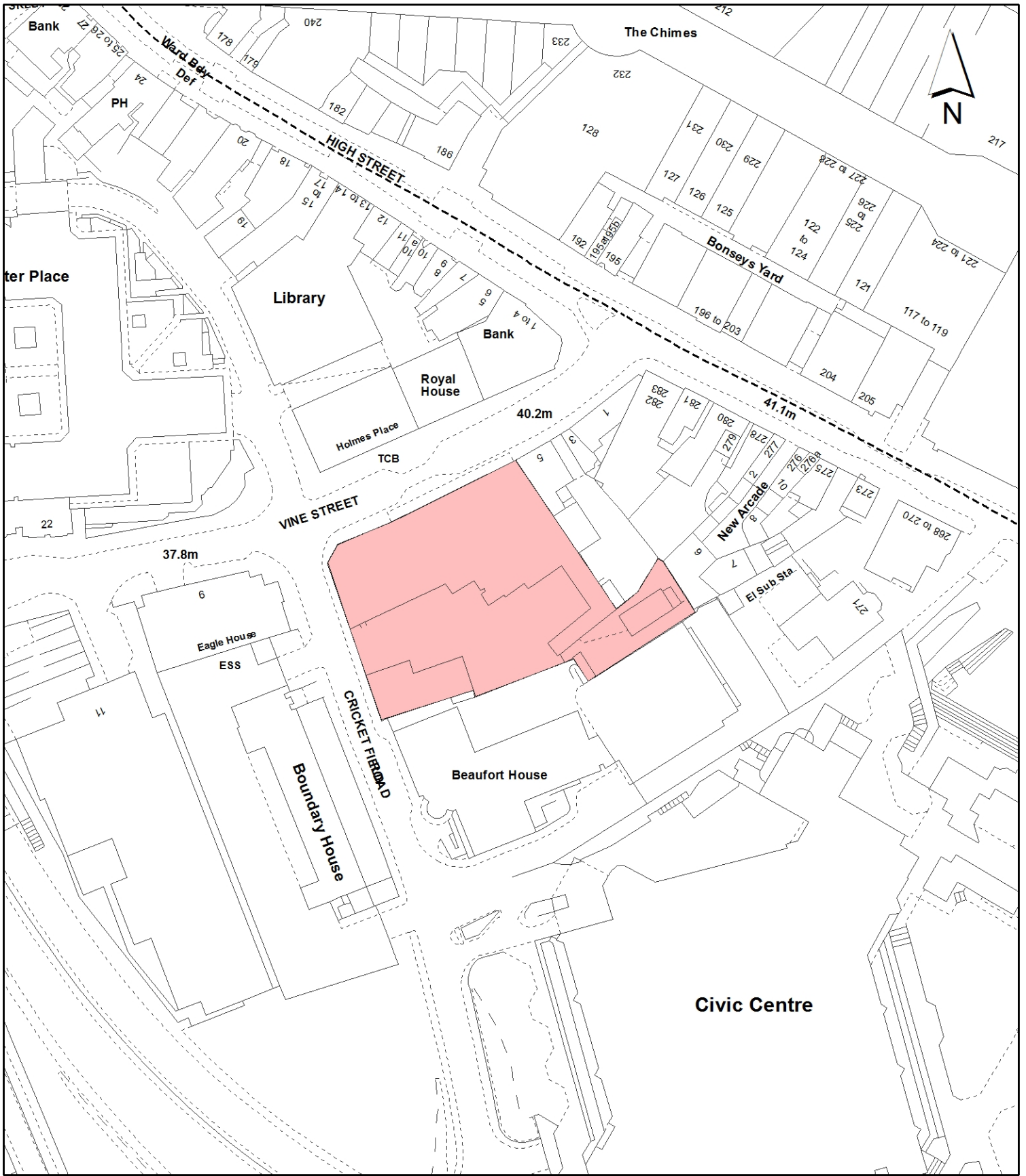
11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Karl Dafe 01895 250230

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Notes:

 Site boundary

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Site Address:

**Randalls
 7-9 Vine Street**

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

Planning Application Ref:
41309/APP/2016/3391

Scale:
1:1,250

Planning Committee:
Major

Date:
March 2017

