

Report of the Head of Planning, Sport and Green Spaces

Address FASSNIDGE MEMORIAL HALL - R/O HIGH STREET UXBRIDGE

Development: Erection of part 4, part 7 and part 8 storey building to provide a replacement community dining facility and 80 (42 x studio and 38 x 1 bedroom) self contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping, following demolition of existing Fassnidge community dining hall and garage.

LBH Ref Nos: 12156/APP/2016/4647

Drawing Nos: 66 HS Planning Statement DEC 2016-min
Site Location Plan
Site Location Plan
569-35-04 Rev_B
569-35-05 Rev_B
569-35-06 Rev_B
569-40-01
569-35-03 Rev_B
569-00-002 Rev_C
569-00-003 Rev_C
569-00-004 Rev_C
569-00-005 Rev_C
569-00-006 Rev_C
569-00-007 Rev_C
569-00-008 Rev_C
569-00-000 Rev_C
569-00-001 Rev_D
569-00-001 Rev_E

Date Plans Received: 23/12/2016 **Date(s) of Amendment(s):** 28/04/2017
Date Application Valid: 23/12/2016 23/12/2016

1. SUMMARY

Planning permission is sought for a a part four, part seven, part eight storey building providing 80 self contained flats (42 x studios and 38 x 1-bedroom units) as well as the re-provision of the the existing community use that previously occupied the site.

The site has extant planning permission ref. 12156/APP/2014/3099 and ref. 12156/APP/2015/4166 for an almost identical development for a part four, part seven, part eight storey building comprising a replacement for the former community hall and 73 new residential apartments (40 studios and 33 x 1-bed units). Work has commenced on the approved scheme.

The current revised scheme creates an additional 7 flats (comprising 2 additional studios and 5 additional 1-bed units). This would be achieved by increasing the size of the 8th floor and through the internal reconfiguration of the previously approved 6th and 7th floors

The south-west facing part of the approved building retains the 4 storey stepped rearward

elevations closest to the High Street. The revised scheme therefore maintains the previously accepted form and relationship with the nearby Listed Building at 66 the High Street and with the Rockingham Bridge and the Old Uxbridge and Windsor Street Conservation Areas.

The proposed units would comply with the minimum standards prescribed by the London Plan (2016). The high proportion of one bedroom and studio units was considered acceptable under the extant permission due to its location within the Uxbridge Metropolitan Centre and close proximity to Uxbridge Tube Station.

10 affordable units are being provided across the development compared to the 8 affordable units provided under the extant consent. The overall mix of affordable units proposed in the current revised application comprising 5 x 1-bed units and 5 studios. The previous consent for 73 flats included 8 affordable units comprising 5 studios and 3 x 1-bed units). Therefore of the additional 2 studios and 5 x 1-bed units proposed in this revision 2 of the 1-bed units would be provided as affordable housing, which equates to approximately 35% of the target set out in Policy H2 of the Local Plan: Part 1 (November 2012) for a Financial Viability Assessment not to be required with this application. Whereas, officers could have requested a financial viability assessment to cover the whole development, there is a logic to the applicant's argument that if the Council were to use such a scenario to increase the overall affordable housing, it would not make commercial sense for the applicant to proceed with the proposed development. Nonetheless officers would not wish the current application to be used as a means to unreasonably extend timescales by which a review mechanism would apply, an 18 month only trigger is therefore proposed.

The new units are proposed to be car free. The site is located in an area with high public transport accessibility rating and close to local services and facilities. Car free development on this site has been accepted on the extant permission as such there is no objection in respect of highways and pedestrian safety. 3 disabled car parking spaces are being provided in the basement as well as 2 car parking spaces in relation to the community facility. Secure cycle parking and refuse storage is also included within the basement.

As per the previous approval, the scheme would provide a replacement community dining hall with a combined 255m² of modern floorspace flexibly designed and capable of accommodating a full range of compatible community uses and activities. A condition has been imposed to ensure that the community dining hall is built to 'shell and core' prior to occupation of the residential units within the scheme. It is considered that the proposal would provide an increase in modern and flexible community floor space.

The proposed development has been considered not to harm the appearance of the streetscene or the setting of adjacent grade II listed buildings. The proposal is considered not to have an adverse impact upon the nearby Rockingham Bridge Conservation Area to the south or Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site.

The height and bulk has not been considered to appear overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The design, height, bulk, and massing are similar to the previously consented scheme for the site under application ref. 12156/APP/2014/3099 and 12156/APP/2015/4166. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

The scheme includes a range of energy efficiency measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

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

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Affordable Housing: Ten shared ownership units comprising five studios and five 1-bed units. Five of these units shall be wheelchair accessible and three shall be wheelchair adaptable.

ii) Affordable Housing Review Mechanism (18 month only)

iii) Highways Works S278/S38.

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

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

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

Monetary contributions:

vii) Construction Training: either a financial contribution or an in-kind training scheme.

viii) Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £109,503.

ix) Project Management & Monitoring Fee: a contribution equal to 5% of the total

cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

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

D)If the Legal Agreements have not been finalised by 30th May 2017 (or such other timeframe 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 public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (July 2011).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

Site Location Plan
Site Location Plan
569-35-04 Rev_B
569-35-05 Rev_B
569-35-06 Rev_B
569-40-01
569-35-03 Rev_B

569-00-002 Rev_C
569-00-003 Rev_C
569-00-004 Rev_C
569-00-005 Rev_C
569-00-006 Rev_C
569-00-007 Rev_C
569-00-008 Rev_C
569-00-000 Rev_C
569-00-001 Rev_D
569-00-001 Rev_D

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

REASON

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

3 COM5 General compliance with supporting documentation

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

- Planning, Design and Access Statement.

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

REASON

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

4 NONSC Non Standard Condition

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

REASON:

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

5 COM7 Materials (Submission)

Within 8 weeks of this permission being granted details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with

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

Within 8 weeks of this permission being granted, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.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 H16 Cycle Storage - details to be submitted

Within 8 weeks of this permission being granted, details of covered and secure cycle storage for 87no cycle parking spaces and surface level visitor cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Local Plan:Part Two (November 2012) and Chapter 6 of the London Plan (2016).

8 B21 Noise Insulation of Residential Development

Within 8 weeks of this permission being granted, a sound insulation and ventilation scheme for protecting the proposed development from road traffic and nearby commercial premises shall be submitted and approved in writing by the Local Planning Authority. The scheme shall meet the Council's acceptable internal noise criteria as provided for in the Council's noise Supplementary Planning Document. Thereafter the scheme shall be maintained and implemented in full compliance with the above measures.

REASON

To safeguard the amenity of future occupiers in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two (November 2012).

9 COM21 Sound insulation /mitigation

Within 8 weeks of this permission being granted, a scheme for the control of noise transmission to the adjoining dining hall to the adjoining residential 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

10 RES19 Ecology

Within 8 weeks of this permission being granted, a scheme to protect and enhance the nature conservation interest of the site shall be submitted to and approved by the Local Planning Authority.

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.

11 H17 Washing of Construction Vehicles

Throughout the duration of construction, provision shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

REASON

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two (November 2012).

12 NONSC Non Standard Condition

Within 8 weeks of this permission being granted, a waste management shall be submitted to and agreed in writing by the Local Planning Authority and thereafter retained on site and

managed for the duration of the development.

REASON

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two (November 2012).

13 RES15 Sustainable Water Management (changed from SUDS)

Within 8 weeks of this permission being granted, 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 that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Policies (November 2012) and London Plan (2016) Policy 5.12.

14 NONSC Non Standard Condition

Prior to first occupation of the residential accommodation hereby approved, the community dining hall (Class D1) hereby approved shall be completed to 'shell and core'. The shell and core finish shall be submitted as provided to the satisfaction of the future occupiers and in accordance with drawing 569-00-001 Rev_D.

REASON

To ensure the community/social use is re-provided to a suitable standard, in accordance with policy 3.16 'Protection and enhancement of social infrastructure' of the London Plan (2016).

15 COM7 Materials (Submission)

Within 8 weeks of this permission being granted, details of all materials and external surfaces, including details of balconies shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

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

Prior to occupation of the development, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
 - 1.d Ecological Enhancement Measures
2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments and balustrades
 - 2.b Hard Surfacing Materials
 - 2.c External Lighting
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/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 protect the visual amenity of the area and to enhance ecology, in compliance with 'saved' policy BE38 of the Local Plan: Part Two (November 2012) and policies 7.4, 7.6 and 7.19 of the London Plan (2016).

17 RES16 Water Efficiency

No part of the residential development hereby approved shall be occupied until evidence has been submitted to the LPA confirming that the development has achieved not less than the internal water usage (WAT1) standards equivalent to Code for Sustainable Homes level 4 targets. Evidence requirements are detailed in the "Schedule of evidence required for Post Construction Stage from WAT1 of the Code for Sustainable Homes Technical Guide". Evidence must demonstrate an internal water usage rates of 105l/p/day which must be submitted to and approved by the Local Planning Authority, unless otherwise agreed in writing.

REASON

In the interests of sustainability in accordance with policy 5.3 (Sustainable Design & Construction) of the London Plan (2016).

18 COM25 Car Parking Layout

Prior to occupation of the development, the car parking and service area will be marked out as shown on drawing No. 210 PL 209 Rev 01 and shall include two disabled spaces of which one shall be served by an electrical charging point.

Thereafter, the two disabled spaces shall be allocated for the sole use of disabled occupiers of the residential buildings (or disabled visitors to the building) and the remaining two parking spaces shall be allocated for the sole use of the community hall.

The parking spaces shall be used for no other purpose and the associated servicing area shall not be used for any parking purposes.

REASON

In order to meet the future needs and users of the development in accordance with 'saved' policy AM7 of the Local Plan (November 2012) and policy 6.13 of the London Plan (2016)

19 NONSC Measures to Prevent Overlooking

Notwithstanding the details submitted, within 8 weeks of this permission being granted, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens shall be submitted to and approved in writing by the Local Planning Authority prior to the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with 'saved' policy BE24 of the Unitary Development Plan (2012).

20 NONSC SUD's

Prior to the stage whereby construction works are at damp proof course level, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Drainage Statement (November 2015) and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

- iii. incorporate water saving measures and equipment.

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

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, conserves water supplies, and suitable infrastructure is in place to support and improve water quality in accordance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

21 NONSC Air Quality 1

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

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

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

REASON

In order to safeguard the amenities of the area, in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012) and policy 7.14 of the London Plan (FALP 2015).

22 NONSC Air Quality 2

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

REASON

To safeguard the amenity of neighbouring properties in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

23 NONSC Imported Soil

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

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with 'saved' policy OE11 of the Unitary Development Plan' (2012).

24 NONSC Traffic Noise Mitigation

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise or noise from the non-residential use in accordance with 'saved' policy OE5 of the Unitary Development Plan (2012) and policy 7.15 of the London Plan (FALP 2015).

25 NONSC Works Adjacent to Public Footpath

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

REASON

To safeguard the visual amenity of the surrounding area in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

26 NONSC Extract Systems - Community Hall

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

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

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

REASON

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with 'saved' policy S6 of the Unitary Development Plan (2012).

INFORMATIVES

1 152 **Compulsory Informative (1)**

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

| | |
|------|---|
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM8 | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| BE1 | Development within archaeological priority areas |
| BE10 | Proposals detrimental to the setting of a listed building |
| BE13 | New development must harmonise with the existing street scene. |
| BE14 | Development of sites in isolation |
| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE22 | Residential extensions/buildings of two or more storeys. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE26 | Town centres - design, layout and landscaping of new buildings |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE4 | New development within or on the fringes of conservation areas |
| H4 | Mix of housing units |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| OE5 | Siting of noise-sensitive developments |
| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| R1 | Development proposals in or near areas deficient in recreational open space |

| | |
|----------|---|
| R17 | Use of planning obligations to supplement the provision of recreational leisure and community facilities |
| R6 | Ancillary recreational facilities |
| LPP 2.6 | (2015) Outer London: vision and strategy |
| LPP 2.7 | (2015) Outer London: economy |
| LPP 2.8 | (2015) Outer London: Transport |
| LPP 3.1 | (2015) Ensuring equal life chances for all |
| LPP 3.10 | (2015) Definition of affordable housing |
| LPP 3.11 | (2015) Affordable housing targets |
| LPP 3.12 | (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes |
| LPP 3.13 | (2015) Affordable housing thresholds |
| LPP 3.16 | (2015) Protection and enhancement of social infrastructure |
| LPP 3.3 | (2015) Increasing housing supply |
| LPP 3.4 | (2015) Optimising housing potential |
| LPP 3.5 | (2015) Quality and design of housing developments |
| LPP 3.6 | (2015) Children and young people's play and informal recreation (strategies) facilities |
| LPP 3.7 | (2015) Large residential developments |
| LPP 3.8 | (2015) Housing Choice |
| LPP 3.9 | (2015) Mixed and Balanced Communities |
| LPP 5.1 | (2015) Climate Change Mitigation |
| LPP 5.10 | (2015) Urban Greening |
| LPP 5.11 | (2015) Green roofs and development site environs |
| LPP 5.12 | (2015) Flood risk management |
| LPP 5.13 | (2015) Sustainable drainage |
| LPP 5.15 | (2015) Water use and supplies |
| LPP 5.17 | (2015) Waste capacity |
| LPP 5.18 | (2015) Construction, excavation and demolition waste |
| LPP 5.2 | (2015) Minimising Carbon Dioxide Emissions |
| LPP 5.21 | (2015) Contaminated land |
| LPP 6.10 | (2015) Walking |
| LPP 6.11 | (2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic |
| LPP 6.12 | (2015) Road Network Capacity |
| LPP 6.13 | (2015) Parking |
| LPP 6.9 | (2015) Cycling |
| LPP 7.1 | (2015) Lifetime Neighbourhoods |
| LPP 7.13 | (2015) Safety, security and resilience to emergency |
| LPP 7.14 | (2015) Improving air quality |
| LPP 7.15 | (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes. |
| LPP 7.19 | (2015) Biodiversity and access to nature |
| LPP 7.2 | (2015) An inclusive environment |
| LPP 7.21 | (2015) Trees and woodland |
| LPP 7.3 | (2015) Designing out crime |
| LPP 7.4 | (2015) Local character |
| LPP 7.5 | (2015) Public realm |
| LPP 7.6 | (2015) Architecture |

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| LPP 7.8 | (2015) Heritage assets and archaeology |
| LPP 7.9 | (2015) Heritage-led regeneration |
| LPP 8.1 | (2015) Implementation |
| LPP 8.2 | (2015) Planning obligations |
| LPP 8.3 | (2015) Community infrastructure levy |
| NPPF10 | NPPF - Meeting challenge of climate change flooding coastal |
| NPPF12 | NPPF - Conserving & enhancing the historic environment |
| NPPF4 | NPPF - Promoting sustainable transport |
| NPPF6 | NPPF - Delivering a wide choice of high quality homes |
| NPPF7 | NPPF - Requiring good design |

3 159 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, then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5 11 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.

6 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.

7 I21 **Street Naming and Numbering**

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

8 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).

9 I58 **Opportunities for Work Experience**

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

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

10 I60 **Cranes**

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

11 I28 **Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated at the south eastern end of Harefield Road in close proximity to the south western end of Uxbridge High Street and occupies an area of 0.18ha to the rear of The Cedars and the Old Bank sites. The site itself is located approximately 350 metres from Uxbridge Underground station and falls within the Uxbridge Town Centre with the site located less than 100 metres from the defined Primary Shopping Frontage. The site maintains frontages to both the Harefield Road and the Oxford Road roundabout, whilst the rear of the site adjoins the pedestrian path alongside the Cedars car park.

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

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

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

A number of multi-storey modern buildings are also located within the vicinity of the site. The Cedars car park and Telephone Exchange (both six storeys in height) are located to the south of the site. 'The Atrium' is a seven storey office block located on the opposite side of Harefield Road and to the north of 'The Atrium' lies a former cinema, which has been converted to a gym. The Uxbridge Court House, Police Station and retail warehouses are located to the north along Harefield Road, with two storey houses beyond. Flatted residential developments up to eight storeys in height are also located further west along the High Street and less than 80 metres to the south west of the site lies Fassnidge Park, a public park covering approximately 3.1ha as well as the Rockingham Bridge Conservation Area.

3.2 Proposed Scheme

The proposal seeks permission for the demolition of the existing Fassnidge community dining hall and garage, and the erection of a part four, part seven, part eight storey

development and the replacement of the community dining facility and 80 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas and landscaping.

The main entrance to the building is positioned on Harefield Road. 5no car parking spaces would be provided of which 3no would be disabled spaces for residents and 2no parking bays dedicated to the community hall with secure cycle parking at basement level. The remainder of the residential units would be car free which is to be secured through a Section 106 legal agreement.

Vehicle access to the site is proposed from the south eastern corner of the site. Level pedestrian access to the dining hall and the residential units is provided via the public footpath from the High Street.

The replacement community hall would be integrated within the envelope of the main building and provides some 255m² of floorspace located at ground floor level on the northern part of the site. Refuse collection for the hall is proposed to continue as existing with the refuse bins positioned and collected by the Council from Darren House on collection days (Mondays and Tuesdays).

The residential element of the development would provide 80 units (42 x studio and 38 x 1-bed). The proposed building would be set back from the street edge and range from four storeys to eight storeys in a stepped formation with the highest part of the development fronting Harefield Road.

The lowest part of the building would be located at its northern end adjacent to the rear boundaries of the listed properties fronting the High Street with the upper floors set back at strategic points from the building's outer edge to reduce the mass of the resulting structure. A new pedestrian access route into the site is to be positioned off Harefield Road in a central position of the site. The proposal would retain, the existing level access from the High Street along the north eastern boundary of the site whilst a new access to the south would provide vehicular access to the basement car park with a forecourt with space for larger servicing vehicles manoeuvring. Refuse and recycling facilities for the residential units would be provided within the basement of the building.

An upper floor roof terrace approximately 215sqm (on the northern element) would provide communal amenity space. Many of the flats would have access to their own private terrace or balcony.

3.3 Relevant Planning History

Comment on Relevant Planning History

12156/APP/2016/4166

Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 73 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping

GRANTED SUBJECT TO SECTION 106 LEGAL AGREEMENT - 18/03/2016

12156/APP/2014/3099

Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4,

part 7, part 8 storey building to provide a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping.

GRANTED, SUBJECT TO CONDITIONS AND LEGAL AGREEMENT - 1/09/2014

The current scheme is very similar to the granted scheme in terms of its external appearance. The proposal retains the height and scale of the approved mixed use building with internal layout alterations and fenestration alterations only to reflect the increase in the number of proposed units. The main change is the increase in number of units from 48 to 73 which would be achieved by changing the housing mix from twelve 1-bed, thirty three 2-bed and three 3-bed to provide forty studio and thirty three 1-bed units. The level of affordable housing provision has also been doubled to reflect the change in the overall quantum of units within the scheme.

The extant permission is currently being built. The application does not seek to alter the community facility use would remain unchanged in this proposal.

The applicant has commenced development on site, however there are a number of commencement conditions that are outstanding, several are currently being considered others details have yet to be submitted.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

BE1 Development within archaeological priority areas

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE14 Development of sites in isolation

BE18 Design considerations - pedestrian security and safety

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| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE22 | Residential extensions/buildings of two or more storeys. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE26 | Town centres - design, layout and landscaping of new buildings |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE4 | New development within or on the fringes of conservation areas |
| H4 | Mix of housing units |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| OE5 | Siting of noise-sensitive developments |
| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| R1 | Development proposals in or near areas deficient in recreational open space |
| R17 | Use of planning obligations to supplement the provision of recreation, leisure and community facilities |
| R6 | Ancillary recreational facilities |
| LPP 2.6 | (2015) Outer London: vision and strategy |
| LPP 2.7 | (2015) Outer London: economy |
| LPP 2.8 | (2015) Outer London: Transport |
| LPP 3.1 | (2015) Ensuring equal life chances for all |
| LPP 3.10 | (2015) Definition of affordable housing |
| LPP 3.11 | (2015) Affordable housing targets |
| LPP 3.12 | (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes |
| LPP 3.13 | (2015) Affordable housing thresholds |
| LPP 3.16 | (2015) Protection and enhancement of social infrastructure |
| LPP 3.3 | (2015) Increasing housing supply |
| LPP 3.4 | (2015) Optimising housing potential |
| LPP 3.5 | (2015) Quality and design of housing developments |
| LPP 3.6 | (2015) Children and young people's play and informal recreation (strategies) facilities |
| LPP 3.7 | (2015) Large residential developments |
| LPP 3.8 | (2015) Housing Choice |

- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.15 (2015) Water use and supplies
- LPP 5.17 (2015) Waste capacity
- LPP 5.18 (2015) Construction, excavation and demolition waste
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2015) Contaminated land
- LPP 6.10 (2015) Walking
- LPP 6.11 (2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.12 (2015) Road Network Capacity
- LPP 6.13 (2015) Parking
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.13 (2015) Safety, security and resilience to emergency
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.19 (2015) Biodiversity and access to nature
- LPP 7.2 (2015) An inclusive environment
- LPP 7.21 (2015) Trees and woodland
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
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- LPP 8.1 (2015) Implementation
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- NPPF10 NPPF - Meeting challenge of climate change flooding costal
- NPPF12 NPPF - Conserving & enhancing the historic environment
- NPPF4 NPPF - Promoting sustainable transport
- NPPF6 NPPF - Delivering a wide choice of high quality homes
- NPPF7 NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd February 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed between 12/01/2017 and 02/02/2017.

Neighbouring residents were consulted between 10/01/2017 and 10/04/2017.

27no objection were received in relation to the application which are summarised below:

HILLINGDON DRUG AND ALCOHOL SERVICES

- Concern over the confidentiality of users of the centre;
- Concerns over noise and the impact of construction on the service;

UNIQUE PUB PROPERTIES LIMITED

Objection to the proposal by the freeholders and occupiers of the Bar Italia which operates a bar/nightclub operation which adjoins the application site. The close proximity of the proposed residential development to an established bar venue with a large licensed trade garden and the impact that approval for such a use is likely to have on the lessee's business the premises have the benefit of a late Licence until 3am. We are seriously concerned that the proposed introduction of residential use in such proximity to a well established bar and music venue which operates on a late licence could result in proposed future occupiers having no form of residential amenity as a result of the late night use on the opposite side of the road.

The adjoining premise raises serious concerns in relation to the introduction of residential units in close proximity to a well established bar and music venue which operates on a late licence could result in proposed future occupiers having no form of residential amenity as a result of the late night use on the opposite side of the road . Additionally it could put at risk the continued viability of the business due to complaints of noise nuisance and disturbance from the occupiers of the proposed residential units. The council are under an obligation to investigate the potential and likelihood of such complaints.

If such complaints are upheld there will inevitably be a restriction on the hours of use and/or noise emanating from the premises which will undoubtedly affect the viability of the business and possibly involve our lessee in additional costs in the provision of sound insulation consequent on the inappropriate and incompatible residential use of the site. In the circumstances I feel that a robust noise survey must be undertaken to determine whether in principle an additional residential development at the premises is appropriate. Notwithstanding the results of the noise survey the design and layout of the scheme should be reconsidered to take in to account the close proximity of the adjoining bar and music venue.

It is considered that the proposed planning application is unacceptable both in relation to the potential noise disturbance to be experienced by future occupiers and threat of privacy to the proposed dwellings. There is also concern in terms of damage to the existing business in the event of possible future Licence restrictions being placed on the licence of Bar Italia. We are aware that our Publican Marylebone Leisure also intends to lodge a formal objection to the proposal. We wholeheartedly support the objections raised.

COMMUNITY HALL & OLDER PERSONS LUNCHEON CLUB (Note: see officer comment comment on this matter at the end of the comments)

Howarth Homes & The Fassnidge Memorial Trust are working together on this building to provide a new amenity and luncheon club to replace the one demolished to make way for this development. Although the old Fassnidge Memorial Hall building was in need of repair it was a welcoming, sunny space with a high ceiling. The new hall is at the back of the new building with little natural light and will have a lower than originally planned ceiling reducing the natural light even more.

The proposed increase in the number of dwellings from the original 49 to 81 units without increasing the original planned height of the building will be achieved by lowering the ceilings on each floor to the minimum height allowed giving an unacceptable concentration of people in a small area. - Each unit will have only a single aspect overlooking either the Cedars Car Park, the black The Atrium office building on Harefield Road or traffic on The Oxford Road. This combined with low ceilings will give a poor quality of space. - The building is sited next to a roundabout on the Oxford Road which has been shown to have high levels of pollution caused by traffic. (Uxbridge Nitrogen Dioxide Levels Winter 2016/17 either side of the site: Crown Walk Oxford Road 77.41 pg/m³ and Bucks New University Oxford Road 121.85 pg/m³. Source Hillingdon Green Party Research.) You can read their full report here <https://hillington.greenparty.org.uk/news/2017/01/29/scary-air-quality-readings-found-in-hillingdon/> To counter this the flats will have air conditioning and non opening windows but will have balconies. - The size of the roof garden has not been increased in line with the increase in number of dwellings.

Originally for 49 new dwellings and now 81 single bedroom or studio flats proposed but only 4 parking spaces (2 for disabled cars and 2 for staff working in the Community Hall) An issue that has not been addressed is where the new residents' visitors will park. - The general public is reluctant to pay for parking and the residents of Victoria Road and Bassett Road already experience problems parking in these streets after 5pm. The situation will get worse if planning permission is granted for the increased number of dwellings.. - Unadopted section of road opposite Frays Court, Victoria Road UB8 2TW has space for 5 cars to park for free in the centre of town and many people from outside our roads know about this. This means that the unadopted roadway gets churned up and people drive in as early as 4.30 in the morning to find a space waking up residents. Staff from Tesco Metro store on The High Street park their cars in this unadopted section - as predicted in our last petition concerning this development. - Cars on Harefield Road at weekends. Cars are parked down both sides of this road. - Traffic flow. In the evenings from about 4.30pm until 6.30 pm it is very difficult to get in or out of Uxbridge and idling cars increase pollution levels.

- The proposal will have an impact on tv reception and mobile signals
- The proposal will increase anti social behaviour in this location due to the mix and size of units
- The building is high enough
- The building is out of keeping with the rest of the area
- Inadequate parking facilities will have an impact on surrounding roads
- Concerns relating to overlooking
- Noise from traffic is likely to impact the future residents
- There is insufficient local infrastructure to support this development
- The proposal would have a detrimental impact on the Conservation Area

Officer comment: The floor to ceiling height of the Community Centre located within the northern part of the building at ground floor level is proposed to be 3130mm and the floor to ceiling heights of the proposed residential units are to be 2500mm accords with Standard 31 of the London Plan Housing SPG (2016).

It is acknowledged that concern has been raised by the future occupiers of the Community Centre in relation to squeezed floor to ceiling heights. The proposed floor to ceiling heights for the Community

Centre remain the same as that which is consented under the extant permission. As such it is considered that this proposal would does not give rise to concern to the quality of space being provided in the Community Centre.

TRANSPORT FOR LONDON

- Request that a Travel Plan is secured;
- Visitor cycle parking should be provided at surface level;
- Future residents should be exempted from local parking permits; and
- Request a Construction Management and Logistics Plan.

METROPOLITAN POLICE

- No objections.

GLAAS

-An archaeological evaluation was carried out as part of a previous application (planning ref. 12156/APP/2015/4166). The evaluation showed that development on this site would not have a significant archaeological impact, as the results suggest that the site had undergone significant truncation due to previous development.

HISTORIC ENGLAND

-This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Internal Consultees

HIGHWAYS

We are reminded of the merits of the approved development for 73 studio and 1bed apartments. The approval indicates there is support for a 'car-free' development in a PTAL area of 5 (very Good) and CPZ parking. The new information and the Planning Statement suggests the proposal is now for 80 units but it is not clear that how at least 80 secure covered cycle parking spaces can be accommodated in the basement cycle store but I would like this to be conditioned if approval is likely. The Travel Plan needs to be updated and the S106 needs to be created that restricts residents from applying for car parking permits. There may still be the issue of outstanding stopping up orders for closing off the access. On the basis of the above comments once the conditions/agreements are made/created I do not have significant highway concerns over this application.

FLOOD AND WATER MANAGEMENT

Same comments as previous application please see attached. A Drainage statement has been submitted for Fassnidge Memorial Hall Site, Rear of High Street, Dated August 2014 This is acceptable and a condition requested.

ACCESS

Acceptable subject to condition.

EPU (summary)

The applicant would be expected to address noise from nearby commercial premises, particularly late night licensed premises through the discharge of conditions. Consultation with the neighbouring businesses would also be expected.

Noise to balconies would be higher than accepted levels, particularly at ground floor level. The applicant is expected to demonstrate the principles of good acoustic design will be followed and ensure acoustic design comply with Hillingdon requirements. The applicant has not supplied any details relating to glazing and external building fabric specification. As such conditions are recommended.

WASTE AND RECYCLING

Minimum number of 1,100 litre bins required = 11

I would suggest that initially all eurobins are on site for refuse only in owing to contamination issues, then recycling bins can be added later.

The storage space for the eurobins would have to take into account the considerations described below.

Design Considerations

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.

I have a concern that 11 eurobins may not be all to be accommodated in the waste storage area. Please check this is possible.

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) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

f) 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).

g) 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).

h) 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.

This could only be achieved if the refuse collection vehicle can reverse down into the waste storage area which is in the basement. The height of the access would have to be 3.75 metres minimum and 4 metres wide to allow the vehicle to manoeuvre safely when reversing in. Please check with Highways about recommended safe working for RCVs.

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.

i) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle

7. MAIN PLANNING ISSUES

7.01 The principle of the development

London Plan policies 2.15 and 4.7 regarding town centres state that development in centres should sustain and enhance the vitality and viability of the town centre function, accommodate economic and housing growth through intensification and contribute to an enhanced environment.

The principle of demolishing and replacing Fassnidge Memorial Hall and provision of residential development on this site has already been established through the previous consented planning permission. The level of community facility provision would remain the same. The changes under this application relate to an increase in the number of units due to the reduction in the size of larger units.

UNIT MIX

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

The proposal provides the following mix:

- 42 x studios; and
- 38 x 1 bedroom.

The proposed unit mix is not ideal (permission 12156/APP/2015/4166 allowed 40no studios and 22no 1 bedroom) as it does not contribute towards creating a mixed and balanced community nor does it provide a offer a range of housing choice. Nevertheless, this mix was considered acceptable within the extant consent and on balance this mix is accepted.

7.02 Density of the proposed development

London Plan Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a very high PTAL rating of 6b. The density matrix therefore suggests a residential density in the region of 200-700 habitable rooms per hectare for this location. The proposal provides 661 habitable rooms per hectare which is accords with the recommendation of the London Plan (2016).

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

The proposal would have no greater impact on the surrounding Heritage Assets than the extant permission.

This proposal is considered to be of an acceptable scale and is considered not to detrimentally harm the adjacent listed buildings and conservation areas. The proposal would screen parts of larger building that exist to the east, west and south.

The Council's Conservation and Design Officer has raised no objection to the proposal and

Historic England has requested the application is determined in accordance with local policy guidance and on the basis of specialist conservation advice.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

The proposed massing and form of the development would remain the same. The design and appearance of the building would not materially change from the previous proposal which was considered acceptable in this regard. The proposal would be considered to comply with local, regional, and national policy in terms of scale, design and general appearance.

A condition that requires the full approval of all facing materials is attached to ensure that the external finishes are appropriate in this context.

7.08 Impact on neighbours

The scheme is no larger in terms of footprint at ground floor than the existing approved development. There are alterations/changes to the openings however they are not significant and would not generate further concerns with regards to impact on the amenity of neighbouring properties. The proposal would therefore not impact on the amenity of any residents in the surrounding area and, as such, the scheme is considered to be in accordance with Policies BE19, BE20, and BE21 of the Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces. The units at ground floor level are of significant concern as a pedestrian pathway runs outside the windows of each of the units. No private amenity space nor any defensible space has been provided. There is significant concern in relation to the quality of units, however the applicant notes it is similar to that which has already been consented. Such a proposal would be deemed unacceptable, however in light of the extant permission, given that there are a numerous similar units across the proposal this is on balance accepted.

The previous report considered that the separation distances provided between buildings ensures sufficient outlook to each unit. This remains the same under this application.

Standard 29 of the London Plan Housing SPG (2016) requires developments to minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life

are resisted.

As described above, Harefield Road runs to the north west of the site and the High Street to the north east. 43no units are single aspect of which 20no units are north facing which back onto Harefield Road which is a busy road, several units feature a deep plan form relative to the size of the units. The proposal provides units that fail to comply with Standard 29 of the London Plan Housing Standards (2016). However, the extant permission also includes a large number of single aspect and north facing units. It is therefore on balance accepted.

Concern has been raised by EPU with regards to the proximity of commercial premise to the proposal, the submitted noise report does not consider late night licensed premises in close proximity to the development. As such a condition is attached to ensure adequate noise mitigation is in place protecting future occupiers from noise and disturbance and ensures the residential use will not impact the range of uses in the town centre.

AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts (HDAS) requires the provision of 20m² of amenity space for a studio or 1 bedroom flat. Therefore a total of 1,620m² of external amenity space would be required for 80no units.

Standard 26 of the London Plan Housing SPG (2016) requires a minimum of 5sqm of private outdoor space to be provided for 1 bedroom units. Standard 27 of the London Plan requires a width for balconies and all other private spaces to be 1500mm.

This application falls short of Hillingdon's Design Standards by approximately 1,200 sqm. 5no units would not benefit from any private amenity space, 7no of units are provided with private amenity space of 4sqm and 4 no units are provided with private amenity space of 3.6 sqm. This proposal therefore also falls short of the London Plan Housing SPG (2016) standards.

The applicant proposes to provide shared amenity of 215m² of shared amenity as a rooftop garden, EPU consider that the level of noise exposure in the rooftop terrace due to its location is greater than that would be considered acceptable. A noise condition has been attached to ensure noise mitigation measures are considered and a condition requiring the management of this space is also attached. The applicant considers the close proximity to the town centre an acceptable reason to provide insufficient amenity space for the proposed units. The application falls short of local and London Plan requirements, however the extant consent provides very little private amenity space due to the site's proximity to Fassnidge Park. The previous report considered this a 'sound reasons for setting aside the private amenity standards set out in policy BE23 of the Local Plan: Part Two (November 2012)' it is therefore on balance, considered acceptable.

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.

It is anticipated that there will 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 children and provision of children's play space would not be necessary on this site.

Overall, it is considered that the proposal fails to provide adequate 'homes as a place of retreat' as required by the London Plan (2016) and fails to provide adequate privacy or private amenity for future occupiers contrary to Policy BE23 of the Hillingdon Local Plan: Part Two (November 2012). However a similar proposal was considered acceptable in the extant permission and on balance the proposal is therefore accepted.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal for the site comprises studio and one bedroom units within a metropolitan town centre location with a PTAL score of 5 and 6 (excellent). The scheme includes a total of 5no car parking spaces, 3 of which will be reserved for the exclusive use of disabled users while 2 of the remaining spaces would be allocated to the community hall.

This is a car free development. Transport for London (TfL) and the Highways Officer reviewed this proposal and no objection was raised to a car free development and the parking provision provided at the site for disabled and community hall users. A car free development was accepted on the extant consent and this position remain the same.

There is concern that the cycle store proposed may not be able to secure the number of cycle parking spaces proposed. TfL has also requested visitor cycle parking spaces at surface level. A condition is attached to that effect.

Construction has commenced on site and the applicant has discharged a number of pre commencement conditions relating to construction management and visibility splays. The agreed approach is expected to be followed for this application.

A PERS audit with an assessment of the pedestrian environment accompanies supported the extant consent. The audit concluded the general pedestrian environment is good quality nevertheless there was a need for the following:

- (i) improvement of the sense of place and environmental quality of public areas;
- (ii) good signage which would otherwise encourage more pedestrian and public transport movements; and
- (iii) improved tactile paving for blind and partially sighted persons. 'Link 7' in particular, relating to the pedestrian link between the High Street and Oxford Road roundabout, is the only link to score negatively, albeit only marginally and specifically with regard to 'Route 2' between Fassnidge Hall and Fassnidge Park a specific requirement for increased lighting and security / CCTV has been identified to enhance safety of this environment.

A monetary contribution directly of £100,000 was secured which was due to be paid prior to the commencement of construction. It is understood that although development has commenced, a payment has not been made. A clause within the Section 106 legal agreement will again secure a monetary contribution to mitigate the identified improvements from the PERS audit and should be agreed with the Council with contributions secured through the Section 106 agreement.

The Highways officer has raised concern in relation to delivery servicing, refuse and recycling. A condition has been secured requiring further details to be submitted.

7.11 Urban design, access and security

The design, along with access and security arrangements would not be significantly different from that of the previous application which was considered acceptable. The current proposal which is not materially different in appearance or with regards to access and security is also considered acceptable in these regards, in accordance with local, regional, and national policy.

7.12 Disabled access

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure that 10% of the proposed residential units meet the standards for M4(3) Category 3 'wheelchair user dwellings', with all remaining units designed to the standards for Category 2 M4(2) 'accessible and adaptable', as set out in ADM 2015. Subject to this condition, the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Policy 3.3 of the London Plan (2016) requires a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

10no of affordable units are being provided across the development this includes 8no affordable units provided under the extant consent and 2no units being provided as part of this application. The overall mix of affordable units would 5no 1 bedroom and 5no studio. Overall the provision of affordable housing would be 13.5% which falls well short of the requirements set out in Policy H2 of the Local Plan: Part 1 (November 2012). However, the provision of affordable housing under this application represents 35% which is policy compliant level. A financial viability assessment was not submitted for this reason. As per the extant consent, the affordable units are proposed to be shared ownership of which five would be wheelchair accessible and the remainder wheelchair adaptable. Although the development overall under provides affordable housing, this was accepted under the previous consent and as such is on balance accepted.

7.14 Trees, landscaping and Ecology

The removal of all trees on site was agreed in the previous consent, the applicant has provided little detail in terms of landscaping within this scheme. Little indication is given as to the boundary and as such a condition has been secured requiring details to be submitted.

The previous scheme recommended that a financial contribution should be secured through a S106 legal agreement to enable improvements to the green space and path adjacent to the site and alongside the Cedars car park thereby securing a considerable enhancement to the green space/ public realm in very close proximity to the application site. There is still considered a need for this contribution. The current proposal does not raise any new issues with regards to trees, landscaping or ecology, and the proposal, subject to conditions to secure the final details of the landscaping scheme would accord with Policies BE38, OL2, EC2 and EC5 of the Local Plan (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Waste arrangements for the site would remain as per the previous approval, the Waste Officer has raised concern that the required waste facility is not being provided on site. A condition has been secured to provide details of waste management as part of this application.

7.16 Renewable energy / Sustainability

The scheme would lead to the loss of pockets of vegetation, which carry an ecological value and play an important role in London's ecology, the condition to ascertain a landscaping scheme will also require the submission of ecological enhancement measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the building has been secured as part of this application.

With this condition attached, the proposed development is considered to comply with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and policy 7.19 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Water Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection subject to a condition to require the submission of a scheme for the provision of sustainable water management to ensure there is no increased risk of flooding as a result of the development. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Local Plan: Part Two (November 2012).

7.18 Noise or Air Quality Issues

The Council's Environmental Health Officer raised concern over the potential noise exposure in this development due to its location and the proximity of nearby commercial uses on the proposed development. A noise condition has been attached to ensure noise mitigation is sufficiently addressed.

An air quality assessment has not been submitted in support of this application. This is an Air Quality Management Area and as such mitigation will be required. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. These details will be secured via condition and as such, the proposals accords with local, regional and national planning policy.

7.19 Comments on Public Consultations

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. Planning obligations should be:

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

'Saved' policy R17 of the Unitary Development Plan (2012) is concerned with securing planning obligations to supplement the provision of recreational 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.

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 impact of the development.

Non-monetary contributions:

. Affordable Housing: ten shared ownership units comprising five studios and three 1-bed units. Five of these units shall be wheelchair accessible and three shall be wheelchair adaptable.

. Affordable Housing Review Mechanism

. Highways Works S278/S38.

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

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

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

Monetary contributions:

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

. Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £109,503.

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 73 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no referable enforcement issues relating to this site.

7.22 Other Issues

TELEVISION AND COMMUNICATION INTERFERENCE

If the development is consented, a certain amount of disruption and disturbance to neighbouring residents and commercial occupiers would be unavoidable. In order to ensure that any disruption and disturbance is kept to an absolute minimum a Construction Environment Management Plan (CEMP) is in place to protect the amenities of neighbouring residents and business occupiers during the period of works. This

would cover issues with respect to: noise, air quality, dust, smoke, odour vibration and TV reception. Further to this, a Construction Management Plan covering issues regarding parking of vehicles of site operatives, loading and unloading of plant and materials, and storage of plant and materials shall also be secured by condition.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

circumstances.

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

Planning permission is sought for a residential led development which reprovides a community facility, comprising 80no self contained units (42 x studio and 38 x 1 bedroom). The proposal provides a part four, part seven, part eight storey building. The proposed units would comply with the minimum standards prescribed by the London Plan (2016). The changes under this application are achieved by reducing the size of 1 bedroom units from 4 no 2 person 1 bedroom units to studios and 1 person 1 bedroom units including a modest infill at 7th floor level. The applicant has demonstrated that the development would provide a minimum of 2.5m floor to ceiling height which complies with the minimum requirements set out in the London Plan (2016). The mix of units was considered acceptable under the extant permission due to its location within the Uxbridge Metropolitan Centre and close proximity to Uxbridge Tube Station.

10no of affordable units are being provided across the development this includes 8no affordable units provided under the extant consent and 3no units being provided as part of this application. The overall mix of affordable units would 5no 1 bedroom and 5no studio. Overall the provision of affordable housing would be 13.5% which falls well short of the requirements set out in Policy H2 of the Local Plan: Part 1 (November 2012). However, the provision of affordable housing under this application represents 35% which is policy compliant level. A financial viability assessment was not submitted for this reason. As per the extant consent, the affordable units are proposed to be shared ownership of which five would be wheelchair accessible and the remainder wheelchair adaptable.

The new units are proposed to be car free. The site is located in an area with high public accessibility rating to local services and facilities. Car free development on this site has been accepted on the extant permissions as such there is no objection in respect of highways and pedestrian safety. 3no disabled car parking spaces are being provided in the basement as well as 2no car parking spaces in relation to the community facility. Secure cycle parking and refuse storage is also included within the basement.

As per the previous approval, the scheme would provide a replacement community dining hall with a combined 255m² of modern floorspace flexibly designed and capable of accommodating a full range of compatible community uses and activities. A condition has been imposed to ensure that the community dining hall is built to 'shell and core' prior to occupation of the residential units within the scheme. It is considered that the proposal would provide an increase in modern and flexible community floor space.

The proposed development has been considered not to harm the appearance of the streetscene or the setting of adjacent grade II listed buildings. The proposal is considered not to have a detrimental impact on the nearby Rockingham Bridge Conservation Area to the south or Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site.

The height and bulk has not been considered to appear overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The design, height, bulk, and massing are similar to the previously consented scheme for the site under application ref. 12156/APP/2014/3099 and 12156/APP/2015/4166. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

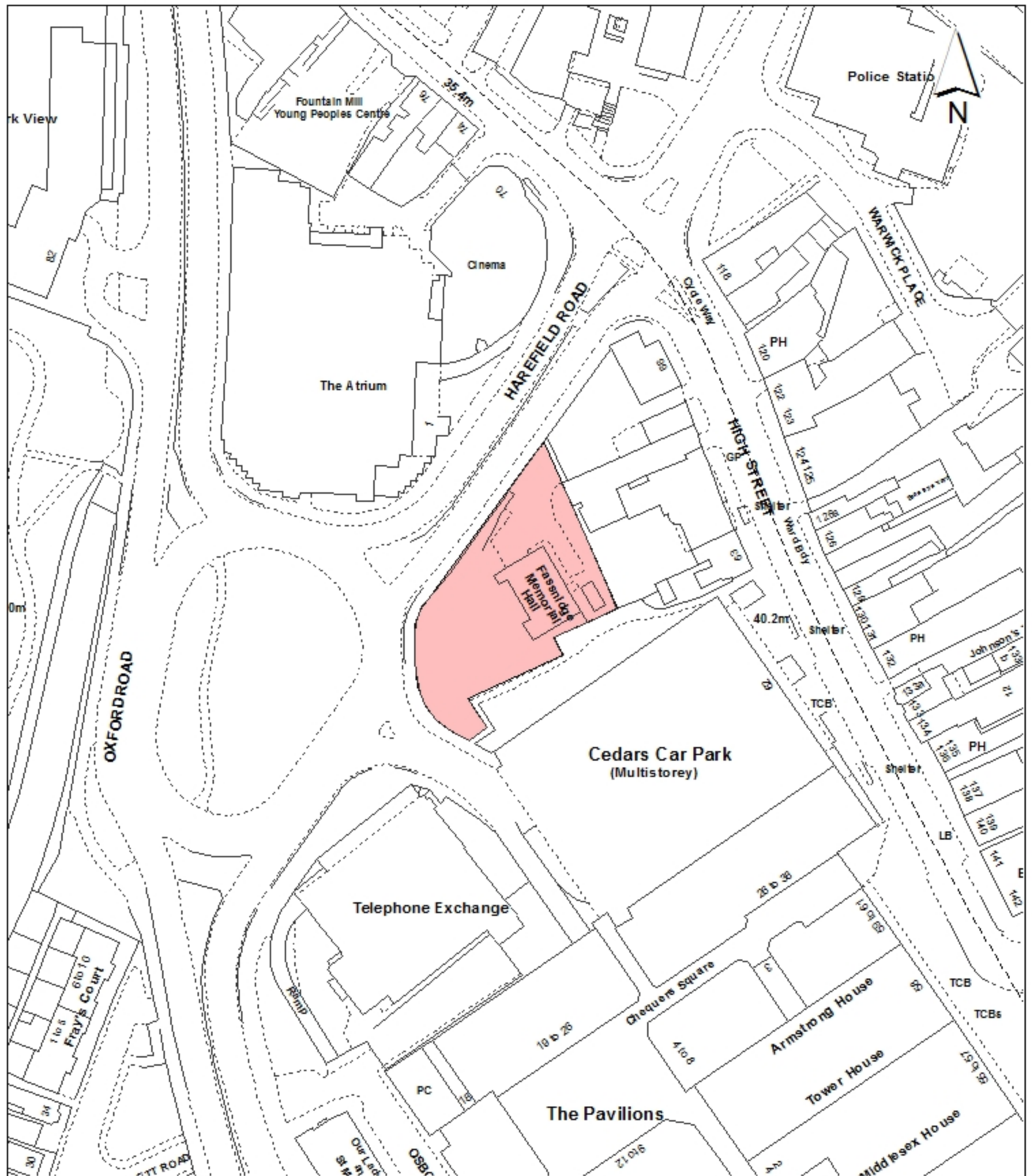
It is recommended that the application be approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing Affordable Housing, Highways Works, a Servicing Management Plan, a formal Travel Plan, contributions towards public realm improvements to include but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

11. Reference Documents

The Hillingdon Local Plan: Part 1 (November 2012)
Hillingdon Local Plan: Part 2 (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismael

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Notes:

 Site boundary

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Site Address:

Fasnidge Memorial Hall

Planning Application Ref:

12156/APP/2016/4647

Planning Committee:

Major

Scale:

1:1,250

Date:

May 2017

LONDON BOROUGH OF HILLINGDON

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