

Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 3C the 'Parade Ground' of outline planning permission ref: 585/APP/2015/848 (Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development).

LBH Ref Nos: 585/APP/2016/3776

Drawing Nos: DAS Phase 3C (RevA) 07 09 16
4583-1500 P7
4583-1550 P3
4583-1600 P5
P402-409pe_RevB
P448-453pe_RevB
P454-459e_RevB
P454-459p_RevB
P460-465e_RevB
P460-465p_RevB
P466-471pe_RevB
P510-517pe_RevB
SS01_RevD
LP01_RevE
2380-PH3C-PP-03_P4
P472-477pe_RevC
P478-509p2_RevC
2380-PH3C-PP-01_P4
2380-PH3C-PP-02_P4
Landscape Maintenance Spec (2380-RE-18)
Landscape Specification (2380-SP-08)
BCS-01.pe A
P410-441e_RevD
P410-441p2_RevD
2380-PH3C-TS-01_P4
Design and Access Statement PERS130438 - Rev A
Planning Statement October 2016
Environmental Noise Survey & Assessment 16051-1
P478-509e_RevC
AHL01_RevF
2380-PH3C-TS-02_P4
SL01_RevH
P410-441p1_RevD
P442-447pe_RevE
P478-509p1_RevC
PP01_RevF
2380-PH3C-LA-01_P5
Method Statement (2380-RE-17)

Date Plans Received: 12/10/2016
Date Application Valid: 12/10/2016

Date(s) of Amendment(s): 17/10/2016
09/06/2017
18/05/2017
12/10/2016
19/05/2017
08/06/2017

1. **SUMMARY**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 3C of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 3C, an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension Phase to the north.

The proposed scheme would provide 116 residential units (76 flats and 40 houses) located around a central area which replicates the former Parade Ground in this location. Individual gardens would be provided to the houses and the flats would be provided with communal external amenity spaces. 155 parking spaces for residents and visitors would be provided plus 222 residents cycle spaces and 16 visitor cycle spaces. 4 Motorcycle spaces are also proposed.

The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 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:

SL.01 H
AHL01 F
PP01 F
SS01 D
LP01 E
BCS-01.pe A
P.402-409.pe B
P.410-441.e D
P.410-441.p1 D

P.410-441.p2 D
P.442-447.pe E
P.448-453.pe B
P.454-459.e B
P.454-459.p B
P.460-465.e B
P.460-465.p B
P.466-471.pe B
P.472-477.pe C
P.478-509.e C
P.478-509.p1 C
P.478-509.p2 C
P.510-517.pe B
2380-PH3C-LA-01_P5
2380-PH3C-PP-01_P4
2380-PH3C-PP-02_P4
2380-PH3C-PP-03_P4
2380-PH3C-3C-TS-01 P4
2380-PH3C-TS-02 P4
2380-RE-17
2380-RE-18
2380-SP-08
4583-1500 P7
4583-1550 P3
4583-1600 P5
12.05.17

REASON

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

2 COM5 General compliance with supporting documentation

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

Design and Access Statement PERS130438 - Rev A

Planning Statement October 2016

Environmental Noise Survey & Assessment 16051-1

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

REASON

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

3 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of brickwork, masonry, windows, doors, roof materials and balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

photographs/images.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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.
BE38	Retention of topographical and landscape features and provision of

	new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

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 (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). 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.

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In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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The following information is provided regarding waste management.

1) Flats

a) The estimated waste arising from the development to be as shown below:

- One bedroom = 140 litres
- Two bedroom = 170 litres
- Three bedroom = 240 litres

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.

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.

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

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

f) 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.

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

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

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

k) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

2) Street Level Properties

It is best for individual properties whether they be detached, semi-detached or terraced to keep their own waste within their own property boundary until it is collected.

Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The collection system is based on sacks and described below:

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Weekly residual (refuse) waste - using sacks / bins purchased by the occupier

Weekly dry recycling collection - using specially marked sacks provided by the Council.

Weekly green garden waste collection - three specially marked reusable bags provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags.

Weekly food waste collections (optional) - residents can have a 7 litre internal kitchen caddy and an external 23 litre storage container for food waste. Caddy liners supplied by the Council.

Weekly textile collection - residents issued with a roll of 10 purple tinted sacks.

The waste and recycling should be presented near the curtilage of the property on allocated collection days. The collectors should not have to carry the sacks more than
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15 metres from where the waste and recycling is presented to the collection vehicle.

General Points

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site (Phase 3C) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 3C is an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension to the north. The Southern boundary of the site is

occupied by a double line of mature horse chestnut trees which are to be retained, forming an important strategic landscape green link and frame to the future Parade Ground phase.

The site is situated within the 'developed area' as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The Phase 3C reserved matters application provides residential accommodation in a single parcel of land. The scheme is contemporary in design and is in accordance with the approved outline consent for the site and recent pre-application discussions. The scheme incorporates a central open area to reflect the former parade ground use of this part of the former RAF Uxbridge site.

The scheme comprises of a total of 116 units, including:

- 10 x 1 bed flats
- 66 x 2 bed flats
- 12 x 2 bed houses
- 28 x 3 bed houses

The original s106 Agreement associated with the Outline Planning Consent requires the provision of 15% affordable housing for each phase. Previous sub-phases have provided the following:

- Phase 3A: 33 dwellings, with 0 affordable dwellings
- Phase 3B: 56 dwellings, with 20 affordable dwellings

With an overall number of 205 dwellings in Phase 3, 31 affordable dwellings would be required to achieve 15%. Therefore, 11 affordable dwellings in Phase 3C are proposed, which comprise 2 x 3 Bed houses, 4 x 2 bed flats and 5 x 1 bed flats, as shown on plan reference AHL01.

155 vehicle parking spaces are proposed, at a ratio of approximately 1.35 parking spaces per dwelling. 2 spaces are allocated to each of the 2 and 3 bedroom houses with a minimum of one space per 1 and 2 bedroom flat. 10 Disabled parking spaces are proposed, with 5 unallocated spaces for visitors. In addition, at least 20% of the car parking spaces (31 spaces) will be provided with electric vehicle charging points and a further 20% of the spaces (33 spaces) will be provided with the passive provision of electric vehicle charging points.

All units will have secure cycle storage providing two spaces for the 2 and 3 bedroom units and one space for the one bedroom units. This equates to a total provision on 222 spaces. 16 visitor cycle spaces and 4 Motorcycle spaces are also proposed.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
 - a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
 - b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between

3 to 4 storeys;
c. Creation of a three-form entry primary school of 2 storeys;
d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);
g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). An application to amend the approved parameter plans for the outline consent was approved under planning permission reference 585/APP/2015/848. This permission supersedes the original outline permission reference 585/APP/2009/2752.

Various applications for Reserved Matters relating to Phases 1, 2, 3 and 4 have been approved and development has commenced on site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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BE13	New development must harmonise with the existing street scene.
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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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families

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
OE7	Development in areas likely to flooding - requirement for flood protection measures
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LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm

LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
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:- **28th November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 30 local owner/occupiers and site notices were also posted. No letters of objection have been received.

METROPOLITAN POLICE

Myself and my colleague are in conversation with the developer re the site wide Secured by Design condition. As such, I have no objection or comments to this phase of the development.

THAMES WATER

The reserved matters application does not affect Thames Water and as such we have no observations to make.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

No adverse comments

SUSTAINABILITY OFFICER

I have no objections to the proposed development.

HIGHWAYS ENGINEER

A total of 116 dwellings are proposed. Maximum permitted is 2 spaces per unit for curtilage parking and 1.5 for communal parking. The level of parking provision for affordable housing should be the same as for market housing as there is no evidence to suggest that car ownership levels are different.

Auto tracks for refuse vehicles -

Between flats J and K as well as south of flats K overhang over footway and are not acceptable. A 300 mm margin of error should be provided to avoid the need for precision driving.

Page 33 of Design and Access statement talks about the access in the NW corner (on to the central access) as exit only but road markings show otherwise. No entry signs would also be required.

Case Officer's comments:

The Highway's Engineers comments were passed onto the Applicant who provided further details of the parking arrangements and submitted an amended vehicle tracking plan (reference 4583-1550 P2).

HIGHWAYS ENGINEER 2nd comments

The parking schedule for the whole site, dated January 2017 states 156 car parking spaces. The schedule also states that all 156 are allocated but does not provide a breakdown of allocation per unit. Provided every unit is allocated one space no objections are raised on highway grounds.

Case Officer's comments:

The proposed parking layout incorporates 155 spaces, with 148 spaces allocated to individual units, at a minimum of 1 per unit, and 7 spaces unallocated for visitors. Condition 9 of consent reference 585/APP/2015/848 requires details of parking and traffic arrangements to be submitted and approved in writing prior to the commencement of development. Therefore details of the access arrangements off the Spine Road will be resolved through the discharge of this condition.

LANDSCAPE ARCHITECT

This reserved matters application for the Parade Ground site is laid out in accordance with earlier pre-application submissions and discussions. However, the scheme remains over-reliant on the existing /retained (and ageing) tree population. Of particular note, there appears to be a new tree missing on the planting plan between parking bays 480/481 to mirror the parking area to the north. A tree is shown on the general arrangement plan but not on the planting plan. Within the central amenity space / pocket park, the planting beds at the west end (next to parking bays 449 and 450) would benefit from tree planting. Further to this there is continued resistance to provide occasional tree planting at the end of small rear gardens which back on to each other. Tree planting will add significantly to both the visual and environmental quality of the site. Importantly it will also reduce the inter-visibility across the gardens and provide some degree of screening / privacy. At the southern end of the site, tree planting would benefit the plots of 461, 462, 463, 464, 468, 470, 512, 514. Rear garden tree planting will also benefit the equivalent plots at the north end of the site.

Case Officer's comments:

The Landscape Architects comments were provided to the Applicant who then engaged in numerous design meetings with the Council to resolve these concerns and improve the quality of the development. Following these meetings and the submission of an amended scheme the Council's Landscape Architect reviewed the amended proposals and provided the following comments:

LANDSCAPE ARCHITECT 2nd comments:

I refer to the amended drawings by Allen Pyke, submitted on 19 May in response to previous comments from LBH.

The General Arrangement Plan ref. 2380-3C-LA-01 Rev P4 now shows amber-coloured resin bonded gravel surfacing for the roadways with parking courts detailed with permeable paving. Additional tree planting is indicated within the car park. The tree planting will be supported by an underground cellular re-inforcement system and a greater volume of topsoil - which should support the healthy establishment and longer term sustainability of the street trees.

The Council's Urban Designer and I have discussed the amended proposals and have no objection to the hard and soft landscape proposals.

URBAN DESIGN OFFICER

It is worth noting that the loss of the original Parade Ground was only agreed if new development would capture the character and memory of the previous space and buildings. Therefore any proposals for this site would need to be exemplar in order to meet this brief. The current application presents a number of design concerns that conflict with the principles set out in the adopted design code for St Andrews and general design principles that are required for large scale residential schemes that should strive towards creating a cohesive and distinct architectural form, in this instance the Parade Ground character area.

Therefore the current proposals are unacceptable in design terms. The applicant will need to respond positively to the following issues and recommendations:

The Square

1. The layout broadly aligns with the parameters set out in the design code. However, the square has been reduced in size (north/ south) when compared to the design code parameters (from circa 41m to 31m). In order to increase the size of the proposed square, it is recommended that the back to back distances between the northern and southern residential terrace dwellings would have to be reduced from 23m to the minimum 21m standard. This would allow for an additional 4m width to be reintroduced to the square.

2. The landscape element needs improvement to reinforce the significance of the Parade Ground itself. Particular attention should be given to the tree planting within the central square. The number of trees should be increased, but should be small in size. The layout should be formal and regimented to reinforce the character of this important space, as stipulated by the design code ('...echo of its historic form').

3. There is lack of vegetation/ trees in the back gardens for the northern and southern terrace houses. It is important to introduce elements that further soften and add layers of privacy for residents.

4. The two new flat blocks J and K are too large and dominate this space, especially from the east (Churchill Road). They need to be reduced in height and massing to match the same scale of the predominantly terraced house units that enclose this space. It is recommended that the flat blocks are omitted in favour of the terrace house units, as per the adopted design code.

Residential Layout

1. It is noted that there is a departure from houses to flats fronting Hillingdon Road and the Parade Square on the western side. This principle will only be acceptable if there is significant improvement to the design of these enlarged blocks from the parameters set out in the design code. Though there are principal concerns regarding the appropriateness of blocks J and K, as outlined above.

2. There is a loss of back gardens/ green permeable space, which has been replaced by hard standing & long runs of car parking that overwhelm these spaces. These revised areas are virtually devoid of any landscape features. Landscape improvements are required to soften these spaces by introducing more trees, vegetation and permeable surfaces, as invariably they will also constitute as amenity space for residents. (this may result in the loss of a couple of car parking bays).

3. Revisions to the architectural design are required and outlined below, as these new additions present concerns regarding their design and prominence for the Parade Ground character area.

Architectural Design

1. The buildings themselves need significant revisions to create an urban form that addresses the significance of the Parade Ground. The previous 'Mons' blocks were good examples of high quality 'Domestic Revival' style architecture, expressing the use of predominantly red brick, stone (or similar) detailing that outlines a residual (underline) classicism character. The proposed scheme should be informed by the salient features of this style and reinterpreted in an appropriate way. The scale and presence should be reinforced by minimal, bold and ordered form. With the use of simple detailing, homogenous materials, and formal fenestration that expresses the planned nature of the

buildings.

- a. The buildings will need to define their base through banding or a plinth that is a different material from the main middle area of the facade.
- b. The flat blocks elevations will need to be reordered to create a centrepiece. The blocks facing Hillingdon Road should not have 'bookends' that define the secondary entrance to the main square behind. The centre piece usually defines the entrance. For the blocks facing Hillingdon Road, it may be possible to have two equally spaced centre pieces that celebrate both residential entrances. This option will need to be explored further.
- c. The buildings should have strong and slender vertical elements on the facade that work in conjunction with the window openings and reveals to break up this vast expanse in an ordered way. This is usually emphasised further by small projections or recessions to create shadow gaps that express this division, but do not extend beyond the plinth, but may break the roofline at salient points
- d. Elements should be introduced to break up the roof area to create a distinct roofscape that defines the Parade Ground character area. The Hillingdon Road blocks have particularly large areas of roof. The centre piece on the facade usually breaks the roof eaves level. The secondary vertical elements on the facade may also be expressed at salient points on the roof, which will also contribute to making a more distinct roofscape.
- e. Guttering and downpipes location and detailing should not conflict with the fenestration detail and ordering.
- f. Doorway/ entrances should be expressed in a more robust way.
- g. Bays/ projections should be ordered in a symmetrical way in line with vertical elements previously mentioned.
- h. The corners/ ends of the block will need to be expressed, as the buildings turn the corner, but subservient to the main centrepiece(s).

It is clear that there are a number of design concerns regarding the quality and integrity of the proposed scheme in relation to the adopted design code for the area. This is disappointing, considering the efforts involved to form appropriate design principles for a strategic site with significant value to support the growth of the Boroughs metropolitan town centre. A number of valuable historic structures and assets were lost in lieu of a planning consent that would see a significant improvement, over and above its former condition, which the current proposals fail to meet. Generic approaches to residential development are therefore not acceptable, especially in light of the emerging high quality 'on-site' and 'pipe-line' schemes for the neighbouring phases that comprise the St Andrew's major town centre extension development programme.

Conclusion: Refusal on design grounds

Case Officer's comments:

The Urban Design Officers comments were provided to the Applicant who then engaged in numerous design meetings with the Council to resolve these concerns and improve the quality of the development. Following these meetings and the submission of an amended scheme the Council's Urban Design Officer reviewed the amended proposals and provided the following comments:

URBAN DESIGN OFFICER 2nd comments

Through productive dialogue, the applicant has made a number of positive design changes to the scheme, in response to the previous concerns raised. The layout of the flat blocks are now more balanced, which has benefited the facade by reflecting the (improved) symmetrical arrangement of the residential apartments. The overall elevation(s) now reflect some of the characteristics of the 'Mons' blocks that comprises of a plinth/ banding strip to emphasis the base of the building. The entrances are now celebrated and delineated in a formal way, albeit with a modern interpretation. The window/ openings are now more regular and scaled/ proportioned (slender) to the building to emphasise the vertical elements of the fenestration, to detract from the overall length/ bulk of the buildings. There are also subtle shadow gaps through recesses/ projections of brick work that again

help to break up the facade and emphasize the vertical elements of the fenestration and the buildings base. These vertical elements now break the roof line at salient points to reinforce the ordering and motifs of the facade. And serve to break up the vast expanse of the tiled roof. The roof has an adequate overhang to match/ reinforce the projections from the facade. Overall, the scheme is now more in keeping with the underlying quality of the existing 'Mons' block(s), albeit a subtle modern interpretation, which is welcomed and it will create a positive transition from the northern proposed development to the new (modern) recently completed buildings at the southern end of the St Andrews development.

ACCESS OFFICER

I have considered the detail of this application and deem there to be no accessibility details to be discharged as part of Conditions 2 & 3.

Conclusion: no objection from an accessibility standpoint.

FLOOD AND WATER MANAGEMENT OFFICER

I am happy the proposals for permeable paving within all the secondary roads within this plot comply with the overall drainage strategy. However there should be water butts proposed on all houses, its not clear that this has been included. Once this has been provided I have no further comments.

Case Officer's comments:

The Flood and Water Management Officer's comments were provided to the applicant who has responded by providing plan ref. PP01 Rev F which shows water butts provided to each of the proposed houses. Condition No. 69 (Greywater/Rainwater Recycling) is also attached to the wider outline consent and the Applicant will be required to discharge this condition prior to occupation of the Phase.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development has therefore been established.

7.02 Density of the proposed development

The accommodation schedule for the outline consent indicatively permitted the creation of 68 units across Phase 3C. The current application proposes the erection of 116 residential units (76 flats and 30 houses) which is an increase on this figure of 48 units. However the number of units approved across Phases 1 to 3 equalled 528 units and Phase 3C, which is the final Reserved Matters application to be submitted for these 3 phases, will bring the total proposed across the Phases to 517 units. It is expected that the shortfall of 11 units will be incorporated into the Town Centre Extension Phase of the development to the north of Phase 3C.

The proposals that form this Reserved Matters submission therefore accord with the total number of dwellings proposed on Phases 1 to 3 at outline stage and as such the proposed density has already been approved and is deemed acceptable.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15).

The Council's Conservation Officer has been involved in the pre-application discussions for the proposals and they have raised no objections to the submitted details.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. National Air Traffic Services (NATS) have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

Not applicable to this application as the site is separated from the Green Belt/District Park by other Phases of the development.

7.07 Impact on the character & appearance of the area

The proposed scheme has been reviewed by the Council's Urban Designer and Landscape Architect who requested numerous design improvements as set out in their consultation responses. The Applicant attended multiple meetings where these requirements were explained and discussed. The proposals have now been amended to incorporate the design improvements requested and as such the Council's Urban Designer and Landscape Architect have confirmed that the scheme is now acceptable and they no longer have any objections. However a condition is recommended to be added to any grant of planning consent regarding the proposed materials. This is due to the fact that the materials proposed within the Design and Access Statement submitted in support of the application are not deemed to be of an appropriate quality given the historical importance of this Phase and quality of development required.

Overall the proposal is considered to be well designed which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

DOMINANCE

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure buildings do not appear unduly dominant.

All of the dwellings would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure each dwelling would not be dominated by its neighbouring properties, in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of neighbouring dwellings, to ensure no significant loss of privacy would occur. All of the dwellings contained within the phase would have a distance separation of at least 21 metres between habitable room windows.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 116 units within the site. Each of the proposed dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016) and the national technical housing standards, 2015. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms being proposed.

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts requires minimum levels of external amenity for different residential properties. Each dwellinghouse within the proposed Phase 3C area has private amenity space in the form of a rear garden. The majority of the proposed dwellings benefit from garden amenity areas complying with the HDAS standards.

The St Andrews Park site has a number of significant constraints on the land including Tree Preservation Orders, providing sufficient parking spaces, complying with the London Plan floor spaces standards and providing a successful built environment which will attract new home owners. Whilst all of the houses proposed will have external amenity space, it is considered that providing the flats with an under-provision of external amenity would assist in providing a higher number of residential units at the site, without significantly compromising on living standards for future occupiers. The application site is also very close to the large new district park and further benefits from a pocket park to the south east and retained mature landscaping. Therefore, the under provision of external amenity space for a number of units is considered acceptable in this instance and a similar situation has been approved on earlier phases.

Therefore, the proposed units are considered to be provided with sufficient outdoor amenity space for the occupiers of the units, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Vehicle Parking proposed is 155 spaces, at a ratio of approximately 1.34 parking spaces per dwelling. Of these 148 spaces would be allocated, with 7 unallocated for visitors. In addition, at least 20% of the car parking spaces (31) will be provided with electric vehicle charging points and a further 20% of the spaces (33) will be provided with the passive provision of electric vehicle charging points. This is in accordance with Condition 9 of the outline planning consent. All dwelling houses will have secure cycle storage providing two spaces.

A total of 222 cycle spaces are provided within the phase and are located within secure designated cycle stores, garages or garden sheds and 8 additional cycle stands (providing 16 spaces) are provided for visitors. Cycle parking therefore complies with Council standards. Auto tracks for refuse vehicle have been provided and are acceptable. 4 motorcycle parking spaces are also provided.

Trip generation and its impact on the public highway network was approved under the outline consent. The Council's Highway Engineer has reviewed the proposals and following the provision of further information has raised no objections on highway grounds. The scheme is deemed to be in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design and no objections have been raised.

In addition Condition 31 of the outline planning permission requires full details of security measures to achieve the Secured by Design accreditation to be submitted prior to commencement of the phase. This detail will therefore be assessed under this condition.

7.12 Disabled access

All of the proposed units would be built in accordance with the building regulation minimum standards and are required to be designed to Lifetime Homes standards as per Condition 30 of the Outline Consent. In addition 10% of the dwellings across the Reserved Matters phase would be wheelchair accessible in accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

The Council's Access Officer has raised no objections to the proposals.

It is considered that the dwellings within the development are in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The original s106 Agreement associated with the Outline Planning Consent requires the provision of 15% affordable housing for each phase. Previous sub-phases have provided the following:

- Phase 3A: 33 dwellings, with 0 affordable dwellings
- Phase 3B: 56 dwellings, with 20 affordable dwellings

With an overall number of 205 dwellings in Phase 3, 31 affordable dwellings would be required to achieve 15%. Therefore, 11 affordable dwellings in Phase 3C are proposed, which comprise of 2 x 3 Bed houses, 4 x 2 bed flats and 5 x 1 bed flats, as shown on plan reference AHL01.

7.14 Trees, landscaping and Ecology

It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The proposed scheme has been reviewed by the Council's Landscape Architect who requested numerous design improvements as set out in their consultation responses. The Applicant attended multiple meetings where these requirements were explained and discussed. The proposals have now been amended to incorporate the design improvements requested and as such the Council's Landscape Architect have confirmed that the scheme is now acceptable and they no longer have any objections.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The proposed development would create a bin storage point within the curtilage of each dwellinghouse and storage areas within the apartment buildings for the storage of waste and recycling during the week. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements.

The Waste Officer has raised no objection to the proposals. The location of the bin storage areas is considered to have an acceptable impact on the streetscene.

Condition 31 of the amended outline consent (ref: 585/APP/2015/848) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7.16 Renewable energy / Sustainability

In support of the application the applicant will submit details to discharge Condition 52 of the amended outline consent (ref: 585/APP/2015/848) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4. The Council's Sustainability Officer has raised no objections.

As such the proposal is deemed to be in accordance with Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

Each dwelling has been provided with a water butt to collect rainwater as required by the site wide SUDS strategy. The Council's Flood and Water Management Officer has reviewed the proposals and raised no objections following the submission of additional details.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of drainage strategies to be agreed by the Council, it is therefore considered that the above concerns can be resolved through the discharge of the relevant conditions rather than through the current reserved matters application.

Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan (2016).

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

There are existing conditions attached to the amended outline consent (reference 585/APP/2015/848) which require details of air quality strategies to be agreed by the Council.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

circumstances.

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 3C of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 3C, an area of land located in the western part of the site. The site is bounded by Hillingdon Road to the west, Phase 3B to the south, Phase 4 to the east and the future Town Centre Extension Phase to the north.

The proposed scheme would provide 116 residential units (76 flats and 40 houses) located around a central area which replicates the former Parade Ground in this location. Individual gardens would be provided to the houses and the flats would be provided with communal external amenity spaces. 155 parking spaces for residents and visitors would be provided plus 222 residents cycle spaces and 16 visitor cycle spaces. 4 Motorcycle spaces are also proposed.

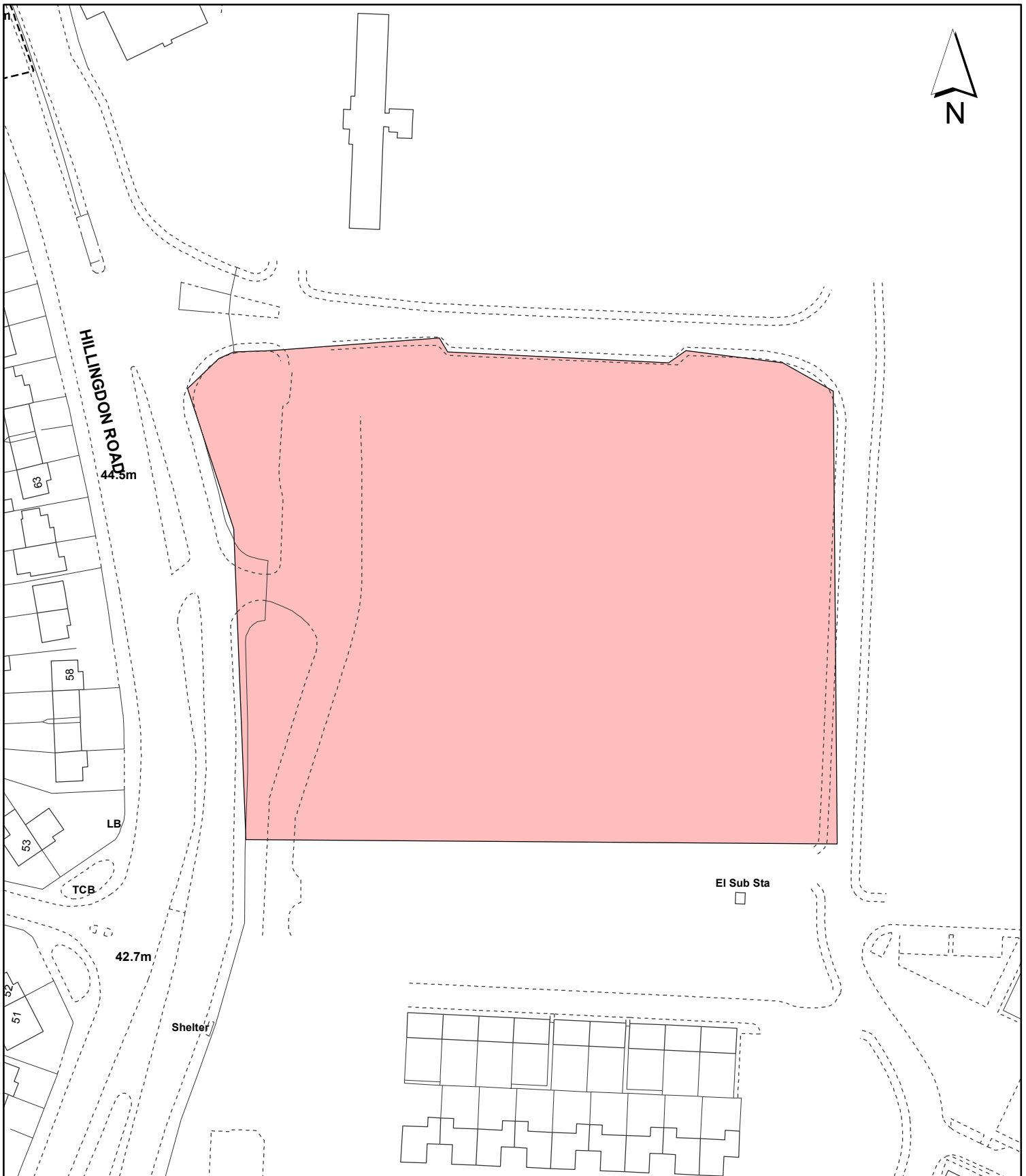
The overall development is considered to be of an acceptable scale and design and will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

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Notes:

 Site boundary

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Site Address:

**St Andrews
 Park Phase 3C**

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

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

Planning Application Ref:
585/APP/2016/3776

Scale:
1:1,250

Planning Committee:
Major

Date:
June 2017



HILLINGDON
 LONDON