

## Report of the Head of Planning, Transportation and Regeneration

**Address** LAND EAST OF MONS BARRACK BLOCK, ST ANDREW'S PARK  
HILLINGDON ROAD UXBRIDGE

**Development:** Outline planning application with means of site access from the central access road (internal access, layout, scale, appearance and landscaping reserved for subsequent approval) for the erection of up to 90 dwellings (Use Class C3), sustainable urban drainage features and all other necessary ancillary and enabling works.

**LBH Ref Nos:** 585/APP/2017/2819

**Drawing Nos:** 400101-BDP-16-00-DR-A-2010 Rev E  
Design and Access Statement Pt 5 01.08.1  
Design and Access Statement Pt 6 01.08.1  
Design and Access Statement Pt 1 01.08.1  
Design and Access Statement Pt 2 01.08.1  
Design and Access Statement Pt 3 01.08.1  
Design and Access Statement Pt 4 01.08.1  
400101-BDP-16-00-DR-A-2011  
400101-BDP-16-00-DR-A-2012  
400101-BDP-16-00-DR-A-2003  
400101-BDP-16-00-DR-A-2001  
400101-BDP-16-00-DR-A-2002  
2683-TS-02-P1  
APA\_UX-TC\_TCR\_02

**Date Plans Received:** 01/08/2017                      **Date(s) of Amendment(s):** 01/08/2017

**Date Application Valid:** 01/08/2017

### 1. SUMMARY

The application is for outline planning consent including means of site access. Details of internal access, layout, scale, appearance and landscaping would be reserved matters for subsequent approval. The Outline application is for the erection of up to 90 dwellings (Use Class C3) and all other necessary ancillary and enabling works.

The application site is part of the former St Andrew's Park development, with the land subject to this consent having existing outline planning consent for residential use. The proposed intensification of residential use in this location, which is part of the Town Centre Extension Area, is considered acceptable in principle. Details relating to internal access, layout, scale, appearance and landscaping are to be determined at reserved matters stage, however the application includes indicative details of how such a proposal could be delivered.

Subject to the attachment of conditions and an appropriate S106 Legal Agreement the application is recommended for approval.

### 2. RECOMMENDATION

**1. That delegated powers be given to the Head of Planning, Transportation and**

**Regeneration 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:**

- 1. Contribution of £8,000 towards Highways Improvements.**
- 2. Travel Plan (with £20,000 bond)**
- 3. Affordable Housing on site (tenure delivery 70% social rent, 30% intermediate) (35% of the uplift calculated by habitable room if the 'Town Centre West' Phase is delivered or 35% of all units consented under this application).**
- 4. Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs: 28/160 x £71,675**
- 5. Project Management & Monitoring Fee: 5% of total cash contributions.**

**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 31st December 2018 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration 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 (relating to highways contribution, Travel Plan and affordable housing). The proposal therefore conflicts with policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 5.2E of the London Plan (2016) and the NPPF.'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration 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, Transportation and Regeneration prior to issuing the decision.**

**1           OUT1           Time Limit- outline planning application**

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

**2 OUT2 Reserved matters - submission**

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission (hereinafter called the "reserved matters"). Approval of the details shall be obtained from the Local Planning Authority in writing before any development is commenced: -

- (a) Internal Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

**3 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

400101-BDP-16-00-DR-A-2001

400101-BDP-16-00-DR-A-2002

400101-BDP-16-00-DR-A-2003

400101-BDP-16-00-DR-A-2010 Rev B

400101-BDP-16-00-DR-A-2011

400101-BDP-16-00-DR-A-2012

APA\_UX-TC\_TCR\_02

2683-TS-02 P1; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

**4 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

Affordable Housing Statement

Remediation Strategy

Remediation Verification Report

Sustainability and Energy Strategy

Energy Strategy Addendum (April 2018)

Traffic Technical Note Rev A

Utility Services and Drainage Strategy P02

Update to Utility Services and Drainage Strategy (section 3.2) 18/12/2017

Heritage statement

Extended Phase 1 Habitat Report 01.08.17

Tree Constraints Report Ref: APA/UX-TC/TCR/01

Air Quality Assessment

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

#### REASON

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

#### **5 COM8 Tree Protection**

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

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

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

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

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

#### REASON

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

#### **6 RES10 Tree to be retained**

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

Shrubs'

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

REASON

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

## **7 COM9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 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 Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Parking Layouts (at a ratio of 1:1 car parking unit/space, including 10% accessible parking spaces and demonstration that a minimum of 20% of all parking spaces are served by active electrical charging points and a minimum of 20% of all parking spaces are served by active electrical charging points. Cycle parking to be provided at a minimum ratio of 1:1. Motorcycle parking to be a minimum ratio of 1 space per 20 car parking spaces)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g 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 surfing/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).

#### **8 RES22 Parking Allocation**

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

#### REASON

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

#### **9 RES24 Secured by Design**

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

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

#### **10 RES7 Materials (Submission)**

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

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

#### REASON

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

#### **11 NONSC Non Standard Condition**

Prior to the occupation of any residential phases of the development hereby approved, 10'

of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). These disabled bays shall be marked out and in place prior to occupation of any given residential phase and shall remain in place in perpetuity.

#### REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

#### **12 COM6 Levels**

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

#### REASON

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

#### **13 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

#### REASON

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

#### **14 NONSC Delivery and Servicing Plan**

Prior to occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved

strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

#### REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **15 NONSC Waste Water**

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, including surface water drainage, has been submitted to and approved by the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

#### REASON

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in compliance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **16 RES26 Contaminated Land**

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

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

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

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and



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

**17 NONSC Importation/Utilisation of clean soil**

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

**REASON**

To ensure that all soil utilised within the landscaped areas are free from contaminants and do not pose a risk to human health in compliance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**18 NONSC Noise**

The noise level in rooms at the development hereby approved shall meet the 'Good' noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 NONSC Low Emission Strategy**

No development shall commence until a quantified low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy will clearly quantify, wherever feasible, the total NOx emission savings (kg/year) that each measure will achieve and shall include 1) the specification and implementation of any CHP/boilers as ultralow NOx emissions; 2) show what benefits/incentives are given to development purchasers that own a Euro 6 or equivalent or have implemented retrofitting devices that will enable compliance with such Euro standards or zero emission vehicles; 3) the provision of a detailed a travel plan for residents, along with a specific School Travel Plan; 4) The provision of electric vehicle charging points for a minimum of 20% of car parking spaces in each phase of the development of the wider St Andrew's site, including the Proposed Development; an additional 20% passive electric vehicle charging spaces for residential parking; an additional 10% passive electric vehicle charging spaces for non-residential parking; and 5) The introduction of a Car Club.

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to consider future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The Low Emission Strategy shall have targets for emission reduction and time-scales, with pollution savings quantified. At the end of each calendar year an implementation plan shall be submitted for approval in writing by the local planning authority, which on approval shall be fully implemented in accordance with the details and measures so approved. The measures in the agreed scheme shall be maintained throughout the life of the development.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and

Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

#### REASON

As the application site is within an Air Quality Management Area and a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012).

#### **20 NONSC Provision of an Air Quality Neutral Assessment**

No development shall commence until a neutral air quality assessment has been submitted to and approved in writing by the Local Planning Authority. The updated neutral assessment report will clearly state the traffic data used and demonstrate that the proposed development is neutral as required.

#### REASON

As the application site is within an Air Quality Management Area and a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012).

#### **21 NONSC Air Quality - Construction Phase**

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London are required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments. NRMM used on the site of any major development within Greater London will be required to meet Stage IIIA of the Directive as a minimum.

#### REASON

As the application site is within an Air Quality Management Area and a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the Hillingdon Local Plan: Part 1- Strategic 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) 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 (2016). 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.

### **4 170 LBH worked applicant in a positive & proactive (Granting)**

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.

## **5 173 Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk). The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: [www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

## **6**

With regards to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest to the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site forms part of St Andrews Park (the former RAF Uxbridge Site). The site is an area of land located in the western part of the wider site to the east of the Mons Barrack Block which is locally listed. The site is bounded by Hillingdon Road to the west, The new vehicular site access and Phase 3C to the south, Phase 4 to the east and the remaining sections of the future Town Centre Extension to the north. The Southern boundary of the site is occupied by a line of mature horse chestnut trees which are to be retained, forming an important strategic landscape green link.

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 application seeks outline planning consent for the erection of up to 90 dwellings together with associated parking and landscaping. All details are to be reserved with the exception of external access. Parameter plans are included which set out the scope of the building layout, scale, landscape, access and movement. It is recommended that a ratio of 1:1 car parking spaces are secured by condition.

The scheme would consist of up to 90 no. apartments within 2 blocks which are connected by parking at grade and a podium landscaped area above. Vehicular access to the site would be from the south via the new St Andrew's Park access road. Illustrative plans have been submitted which indicate that a housing mix of 31 no. 1 bed apartments, 49 no. 2 bed apartments, 9 no. 3 bed apartments and 1 no. 4 bed apartment could be provided. It should be noted however that the proposed mix is illustrative only and will be confirmed in subsequent Reserved Matters submissions.

The supporting Design and Access Statement states that 10% of the accommodation will be designed as wheelchair accessible homes.

Through the outline planning consent for the wider St Andrew's Park development the site has existing planning consent for 27 town houses. As the affordable housing provision relating to the 27 no. townhouses within the Town Centre West Reserved Matters application were incorporated into the apartment blocks, the provision of affordable housing within this application is calculated on the basis of the uplift of residential units, calculated by habitable rooms.

### **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, 4, 6 and The Dice buildings 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
- 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 - requiremer 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

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th September 2017**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 87 local owner/occupiers and site notices were also posted. No letters of objection have been received.

### TRANSPORT FOR LONDON (TfL)

TfL offers the following comments:

1. The trip generation and mode share assessment has been based on the original TA which was submitted in 2009 and finally consented in 2012. It is currently considered that the trip generation assessment has been under-estimated; therefore a sensitivity test should be undertaken to establish the latest overall person's trip generation based on the latest TRIC sites. The mode share assessment would also need to be updated with reference the 2011 Census data and/or any updated travel plan survey result if available undertaken after 2012 for robust assessment.
2. The proposal for 63 car parking spaces for the 90 residential units proposal is acceptable; however 20% of the parking spaces must be provided with electric vehicle charging points along with a further 20% passive provision, this should be secured by Reserved Matter.
3. The proposal only provides 53 cycle parking spaces for 90 residential units, which is NOT acceptable; as this represents a massive under provision against the current London Plan Cycle Parking standards. TfL reminds that a minimum of 1 space to be provided for studio/ 1 bed units and 2 spaces for all units with 2 beds or more. TfL requests the applicant to provide cycle parking in line with London Plan standards and this should be secured by Reserved matters.
4. A residential travel plan should be secured for this proposal which link to the site wide travel plan via s106 agreement.
5. A delivery & Servicing plan (DSP), and construction management and logistics plan should be secured by condition with Hillingdon Council.

In summary, TfL considers that the proposal does not comply with the current London Plan, which issues related trip generation, mode share, EVCP provisions and cycle parking as well as other matter raised above would needs to be addressed satisfactorily. Until these are resolved, TfL Objects to the proposed development as it stands.

### Case Officer's comments

The applicant has provided additional details regarding trip generation which indicate that the proposals will result in a 10% increase in trip rates over the approved town houses. These details have been reviewed by the Council's Highways Officers and confirmed as acceptable.

### TRANSPORT FOR LONDON (TfL) 2nd comments

I have no further comments in relation to trip rate further to the technical note submitted by the applicant. The proposal would only be considered be acceptable subject to that cycle parking provision would be increased in line with the current London Plan cycle parking standards; the

securing of a meaningful Travel, DSP and CLP by appropriate planning obligations/ conditions.

#### Case Officer's comments

Details of electric vehicle charging points, cycle parking, Travel Plan and a Delivery and Servicing Plan can be secured through reserved matters submission, condition or by s106 Legal Agreement.

#### HEATHROW AIRPORT LIMITED

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. We will require further consultation at the Reserved matters stage of the application.

#### 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.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

#### HISTORIC ENGLAND

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

#### NATURAL ENGLAND

Natural England has no comments to make on this application.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Recommend No Archaeological Requirement

#### THAMES WATER

##### Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied:

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

Should the Local Planning Authority consider the above recommendation is inappropriate or are

unable to include it within the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department prior to the planning application approval.

#### Surface Water Drainage

With regards to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest to the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

#### Water Comments

With regards to water supply, this comes within the area covered by Affinity Water Company.

#### Supplementary Comments

Thames Water requests that the points of connection to the public network and proposed flow rates are shown as part of the drainage strategy.

#### METROPOLITAN POLICE

No comments

#### **Internal Consultees**

##### FLOOD AND WATER MANAGEMENT OFFICER

The submitted drainage strategy does not demonstrate its compliance with the principles of the overall strategy for the St Andrews Park site. Within each development parcel, water butts and permeable paving were to be included within each parcel. Although this is an outline application, there is a significant increase in impermeable area as a result of the increase in dwellings within the site. The submitted drainage plan does not establish the right principles within which to demonstrate an appropriate sustainable scheme can and will be implemented. This is particularly true where there is an existing permission which set outs a number of sustainable elements to be included within each parcel.

##### Case Officer's comments:

The applicant has amended their drainage proposals following discussions with the Council's Flood and Water Management Officer.

##### FLOOD AND WATER MANAGEMENT OFFICER 2nd COMMENTS

Following the submission of revised wording of the Surface Water section to demonstrate that the detailed design will include a variety of Sustainable Drainage Measures within the site, there are no objections to this outline application. Subject to the provision of further detail at later stage, please note all amenity space should also be designed to be dual purpose and above ground solutions where possible at the source. i.e. where it first reaches the ground rather than being conveyed elsewhere.

##### HIGHWAYS

I have reviewed the land east of the Mons Barrack Block St Andrews Transport Statement and Technical Notes and have no highway or transport concerns regarding the development. The 90

apartments will generate around 10% more trips over and above the 27 town houses - lower trip rates are associated with apartments.

Based on the 10% increase I wish to seek a 10% contribution towards works to improve the operation of the Churchill Way, Uxbridge Road, Greenway junction.

Case Officer's comments:

The applicant has confirmed that they are willing to make a contribution towards works as requested by the Council's Highways Engineer.

HIGHWAYS 2nd Comments:

I can confirm that a £8,000 contribution towards road safety improvements at the junction of The Greenway/A4020 Uxbridge Road/Churchill Road is satisfactory.

ACCESS OFFICER

No accessibility observations are offered on this application.

URBAN DESIGN OFFICER

The outline application is proposing to reserve all detailed design aspects of the proposed development accept access. Therefore all detailed design matters will be approved in due course when the reserved matters applications are lodged. The application has provided scaled drawings for the existing and proposed site plans that include a redline boundary and block layout. Also parameter plans to clarify the allowable extents for scale (height, width and depth), landscape and access & movement. There is also a design and access statement that covers in detail the principles of the parameter plans with indicative materials, layout and fenestration of the proposed development. This outlines the design approach of the new buildings in response to the setting of the retained Mons block and wider St Andrews masterplan. The application has undergone a rigorous design process, with a number of iterations that has resulted in the current proposals outlined in this application. This has included options for layout, massing, landscape & amenity and access arrangements.

The current scheme is an evolution from the previously approved terraced houses that are broadly within the same curtilage layout as the proposed flatted development. It is a well considered departure from the previously approved terraced housing. Therefore, it is an acceptable solution in this instance, considering the emergence (context) of the adjacent Town Centre West. It is noted that the proposed scheme is at a lower scale than the Town Centre West. And thus provides an adequate transition from the Town Centre West development in the north, to the approved terrace housing and lower density flats at the Parade Ground to the south. The setting and location of the Land East of Mons Barracks site is uniquely placed to provide this transition at the proposed scale, within the wider masterplan parameters of St Andrews. It also responds appropriately to the scale and setting of the remaining Mons Barrack block itself.

The proposed principle of massing sets out higher six-storey (21m maximum +/-1m) block towards the east and north, with four-storeys (15m maximum +/-1m) towards the south and east. With the south-east end of the eastern block that fronts Churchill Road proposed to stagger down three-storeys (11m +/-1m). This approach is supported, as it responds to the change in scale requirement from north to south, by enhancing the approved masterplan transition in scale (urban transect) in this location and responding to the heritage asset (Mons Block) character and setting. It also creates a stronger frontage towards the east at Churchill Road, by 'framing' views and creating a positive uniform backdrop (enclosure) to the informal dispersed layout of the Dice Blocks, from the new public park, in this location. This will reinforce the wider legibility and wayfinding principles of the St Andrews masterplan, by tightening up the spaces in between the buildings, in a more traditional urban form, in this instance.

However, it is important to restrict the western edge of the development to 15m +/-1m to complement the scale of the Mons Block - which is aided by the proposed setback circa 18m from the locally listed (last remaining) barracks building. But more importantly to restrict the proportions of the new development to three-storeys along the western and southern edge, to echo the proportion of the Mons Block and thus maintain the character and setting of this heritage asset. Therefore, the top-storey design/ detailing/ materials will be especially critical in this location that will be dealt with at the detailed reserved matters stage. But it is noted that the design + access statement has already indicated a positive approach, therefore will be the basis for any detailed proposals going forward. But it is noted that the top third-floor will be required to propose a complementary material to enhance the roofscape in this location that is more conducive to the character and setting of the Mons Block itself

The proposed layout creates an urban block that adequately defines the appropriate level of continuity and enclosure of a traditional perimeter block, with internal amenity space shown as 'courtyard' format, with car parking below. Therefore the 'fronts and backs' are clearly defined, contributing to the legibility and wayfinding of the wider masterplan of St Andrews. And mitigates any Secure by Design concerns that a more open or dispersed layout would create at this scale. The strong perimeter layout is reinforced by appropriate heights that respond to the aforementioned setting and transition, creating a positive north to south urban transect that is supported for this site only, as it is an improvement over the previously approved layout. The car parking is contained within the block to reduce the dominance of the car on the public realm (streets and public open space). The layout of the buildings within the block will conform to the policy standards of 21m (hab room to hab room) and 15m (hab room to flank wall) separation distances to ensure adequate outlook and privacy for residents is maintained. Though it is noted that the western side of the development is within 18m of the Mons Block. Therefore care will have to be taken in the detailed design stage to ensure that privacy and outlook is adequately controlled to ensure that residential amenity is not compromised in this location for both the existing (conversion) Mons Block and new residential dwellings. But it is appreciated that a 'tightening up' of space between the existing and new build is required or risk the existing building being isolated and not forming part of a new urban block, as required by the wider approved masterplan.

The proposed building (black outline) setback from the main circulation routes and access points has created adequate public open space to support the proposed scale of development. And adequate defensible space at the street level for ground floor units. If the development was proposed at a higher scale, then further setbacks will be required. However, the scale parameter plans should seek to differentiate between the footprint of the building (black outline) and the fronts and backs of building (external space/ boundary treatment) or risk the entire building footprint (purple and red) being built out as one, with the potential deviation of +/- 1m beyond, which would not be acceptable due to the close proximity of the redline boundary and adjacent public realm beyond - especially along the eastern and northern edge of the proposed site. Therefore, it is recommended that the area outside of the black outline should be hatched, rather than reading as a solid colour to respond to the different conditions for the ground floor, podium level and balconies above.

A similar approach should also be adopted (revision) for the south-east corner, where six-storeys steps down to three-storeys. Though the parameter deviation plans recommend a range of between 11m to 21m, there is no markings on the plan to differentiate the step down (apart from a footnote). Therefore, risk the maximum 21m +/-1m height being implemented at this location, which will not be acceptable, due to the aforementioned scale change required in this location. Again a hatched area within the black outline in this location is required to indicate an adequate and acceptable step down, as identified in the indicative plans and design + access statement. This is an important principle to offset the higher six-storeys and transition to the lower Parade Ground and therefore should be clearly marked on the parameter plans as a principle of development.

The access parameter plan identifies the principle access/ egress and salient movement within and to/from the proposed development. There will be on-street access for the cores, with the main vehicular access consolidated into one point for car to the south. Shared surfaces and pedestrian linkages conform to the principles of the wider approved masterplan and are considered appropriate for this site, considering the set-out and configuration of the neighbouring approved sites.

The proposed landscape principle of courtyard shared central communal amenity space is appropriate at this scale. And external, setbacks in the development have 'carved out' public open space that will be beneficial to this development and the residents of the wider St Andrews estate - forming part of a wider public realm strategy linking to the new central park. The setbacks also help to supplement the higher density scheme and mitigate the scale of the proposed development and any potential shortfall for the shared communal amenity space, due to the wider public benefit (comprehensive strategy).

The principles of the submitted parameters plans are supported and will be the foundation of an appropriate detailed design solution, as when the reserved matters are submitted for consideration in due course. However, revisions and/or further information is required to clarify the concerns of the scale parameter plan, before (design and conservation) approval is agreed for the proposed outline planning application.

Case Officer's comments:

The Parameter Plan (400101-BDP-16-00-DR-A-2010 Rev B) has been amended as requested by the Urban Designer to reflect the step down in storey heights adjacent to Churchill Road. The location of the building blocks as set out within the plan have also been revised to increase distances between the proposed buildings internally and with the approved Dice Buildings to the west. Hatching has not been introduced to the plans however as the footprints are indicative only and details of the exact location of the buildings will be determined at reserved matters stage.

**SUSTAINABILITY OFFICER**

As it stands it does not meet the London Plan standards so will need to be refused - alternatively, they can provide an energy assessment showing how the development will achieve Zero Carbon standards in line with London Plan Policy 5.2.

In addition, the area was originally identified for the 'exemplar' development part of the scheme in RAF Uxbridge SPD; this SPD remains an adopted policy document. Whilst many of the requirements may have been superseded by improvements to the London Plan, the principles of the SPD still remain valid. Included within the SPD is an aspiration for an exemplar part of the RAF Uxbridge scheme and this was the site chosen. The original aim was to include 30 residential units as being Code for Sustainable Homes level 6. This required zero carbon housing along with many other high quality design features. We recognise the CSH has been withdrawn, but the SPD has not. The principle of an exemplar part of the scheme remains a requirement.

The applicant will need to demonstrate how this development will achieve an exemplar status in line with the intended requirements of CSH level 6. There is flexibility as to how this can be achieved, but the applicant must implement the intentions of the SPD.

Case Officer's comments:

Following receipt of the Sustainability Officer's comments the applicant has submitted an addendum (dated April 2018) to their Sustainability and Energy Strategy.

**SUSTAINABILITY OFFICER 2nd comments**

This strategy is broadly fine subject to the following:

1 - The onsite energy savings are clearly set out and assessed.

2 - The properties can accommodate the level of PVs required and there are no design issues

3 - The submission caters for the other elements of the Code for Sustainable Homes that do not relate to energy - code level 6 set an exemplar standard beyond energy; the applicant will still need to demonstrate an elements of uniqueness that stands this part of the scheme out from the others. I appreciate that this is not for the energy team, but it is necessary for the applicant to understand.

Case Officer's comments

The above points will be secured at reserved matters stage.

AIR QUALITY OFFICER

Condition Air Quality 1 - Low Emission Strategy

No development shall commence until a quantified low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy will clearly quantify, wherever feasible, the total NOx emission savings (kg/year) that each measure will achieve and shall include 1) the specification and implementation of any CHP/boilers as ultralow NOx emissions; 2) show what benefits/incentives are given to development purchasers that own a Euro 6 or equivalent or have implemented retrofitting devices that will enable compliance with such Euro standards or zero emission vehicles; 3) the provision of a detailed a travel plan for residents, along with a specific School Travel Plan; 4) The provision of electric vehicle charging points for a minimum of 20% of car parking spaces in each phase of the development of the wider St Andrew's site, including the Proposed Development; an additional 20% passive electric vehicle charging spaces for residential parking; an additional 10% passive electric vehicle charging spaces for non-residential parking; and 5) The introduction of a Car Club.

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to consider future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The Low Emission Strategy shall have targets for emission reduction and time-scales, with pollution savings quantified. At the end of each calendar year an implementation plan shall be submitted for approval in writing by the local planning authority, which on approval shall be fully implemented in accordance with the details and measures so approved. The measures in the agreed scheme shall be maintained throughout the life of the development.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

REASON

As the application site is within an Air Quality Management Area and a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012).

Condition Air Quality 2 - Provision of an Air Quality Neutral Assessment

No development shall commence until a neutral air quality assessment has been submitted to and approved in writing by the Local Planning Authority. The updated neutral assessment report will



clearly state the traffic data used and demonstrate that the proposed development is neutral as required.

#### REASON

As the application site is within an Air Quality Management Area and a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012).

#### Condition Air Quality 3 - Construction Phase

No development shall commence until proof of the registration in GLA's database ([nrmm.london/nrmm/about/what-nrmm-register](http://nrmm.london/nrmm/about/what-nrmm-register)) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London are required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

This will apply to both variable and constant speed engines for both NO<sub>x</sub> and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments. NRMM used on the site of any major development within Greater London will be required to meet Stage IIIA of the Directive as a minimum.

#### REASON

As the application site is within an Air Quality Management Area and a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012).

#### Case Officer's comments:

The suggested conditions are recommended to be attached to any grant of planning consent.

#### LANDSCAPE ARCHITECT

This site is occupied by cleared and vacant land to the rear / east of the Mons Block and west of The Dice flats. The central access road runs along the southern boundary with a secondary vehicle route along the northern boundary. The southern boundary is defined by an avenue of Horse chestnut trees which were scheduled to be retained as one of the signature features edging one side of the Parade Ground (T33-T50). The tree-lined northern boundary was defined by a weaker single line of five Horse chestnuts (T16-T20), as indicated on the tree removal and strategy plan. - All of these trees are protected by the original legal agreement the purpose of which was to safeguard trees throughout the development site.

This is an outline planning application. The Council's former tree officer agreed that the existing trees along the north boundary (T16- T20) - could be sacrificed due to their poor condition and value - graded a lowly 'C' under BS5837. Subsequently it was agreed that the trees forming the inner line of the avenue (T33-T38), along the south boundary could be removed. These trees are also poor specimens, meriting only a 'C' grade. All of these trees are lapsed pollards, of poor /suppressed form and annually suffer from leaf miner damage. The removal of these trees will leave the visually dominant line of Horse chestnuts of better quality and longer useful life expectancy. T39-T50 are all 'B' grade trees with the exception of the easternmost trees (T49 and T50) which are 'C'. The removal of these protected trees to facilitate the development is subject to their replacement with suitable

species as part of comprehensive landscape proposals associated with the development. BDP's Landscape Parameter Plan ref. 400101-BDP-16-00-DR-A-2011 shows the retained trees within a zone of public open space. It also indicates an inner area of communal and private gardens which envelope the proposed flats. This application will require a high quality landscape scheme which contributes to both green / blue infrastructure and enhances the external spaces for the benefit of local residents.

No objection subject to conditions RES2, RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

#### ENVIRONMENTAL PROTECTION UNIT

Having looked at the application I have no major concerns. However given the number of units being suggested it is important that occupiers will be protected from environmental noise. I am not looking for the applicant to submit an acoustic assessment but suggest the following:

The noise level in rooms at the development hereby approved shall meet the 'Good' noise standard specified in BS8233:2014 for internal rooms and external amenity areas. REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

#### HOUSING OFFICER

I'm happy with 35% affordable housing on the uplift.

### **7. MAIN PLANNING ISSUES**

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

The site is considered to represent 'brownfield' land. Paragraph 17 of the National Planning Policy Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

'encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;'

The site is not within any specially designated area or sensitive area in terms of environment and ecology. It is therefore considered that it should not be regarded as possessing high environmental value.

It is considered that the proposal represents an efficient and appropriate re-use of previously developed land and that principle of the proposed development is therefore acceptable.

In addition the principle of residential development on this site has been established through the granting of the outline planning consent for the wider St Andrew's Park site. This consent included residential properties within the current application site.

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

The accommodation schedule for the outline consent indicatively permitted the creation of 27 units across this parcel of land within the wider site. The current application proposes the erection of 90 residential units which is an increase on the previously approved figure of 63 units.

The site has a PTAL rating of 3 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, with smaller sized units of

2.7 to 3 habitable rooms that a density of 70-170 could be achieved for the application site. The site has an approximate area of 0.7ha and therefore the proposed scheme has a density of 129 units per hectare which sits within the density range recommended by the London Plan (2016). Therefore the proposed outline scheme is considered to represent an appropriate density for the site and the acceptability of potential future layouts can be determined at reserved matters stage.

It is therefore considered that the proposed development accords with London Plan (2016) Policies 3.4 and 3.5.

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

The application is supported by a detailed Heritage Statement that reviews the surrounding area and relevant heritage assets. The site is close to the Grade II Listed former cinema building and is adjacent to the retained Mons Block. Whilst not statutorily listed this building is deemed to be of sufficient value to have been locally listed and is therefore a heritage asset worthy of a degree of protection. The outline application is supported by indicative plans which explain how a development could come forward that would not have a detrimental impact on the setting of these buildings. Historic England have reviewed the proposal and has raised no objections to the application. The Council's Urban Designer has reviewed the scheme and has confirmed that it responds appropriately to the scale and setting of the remaining Mons Barrack block itself. The proposed indicative design and materials palette are deemed appropriate and acceptable, however they remain indicative and such details would be secured at reserved matters stage.

The site is not in a location that is archaeologically sensitive. The Greater London Archaeological Advisory Service have raised no objection to the development.

#### **7.04 Airport safeguarding**

Heathrow Airport and the National Air Traffic Services have both been consulted on the application and have confirmed that they have no objections to the proposals.

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

The application site is separated from the green belt and the new district park by Phase 4 and the Dice buildings to the east. The impact of the proposed outline application on the green belt is therefore deemed acceptable.

#### **7.06 Environmental Impact**

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval.

Natural England have reviewed the proposal and has raised no objections to the application and residential use has already been approved in this location as part of the St Andrew's Park outline planning consent.

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

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. The parameters plans as proposed are deemed acceptable in terms of height and scale and would therefore have an acceptable impact on the character of the area. The final scheme will be carefully reviewed at reserved matters stage to ensure the development is appropriate in this location.

It is therefore considered that the proposed development would result in acceptable visual impact and provide spatial characteristics which relate to the surrounding area and, as such,

is in accordance with Policies BE13 and BE19 and London Plan Policies 7.4 and 7.6.

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

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. The submitted parameter plans indicate that acceptable distances can be achieved between consented adjacent developments and the proposed scope of development. Final details in terms of location of habitable windows and privacy distances will be assessed at reserved matters stage, but separation distances of 15 and 21 meters are achievable.

It is therefore considered that the proposed development accords with Policies BE20, BE21, BE23, BE24 and OE1 of the Local Plan, and would not result in a detrimental impact to neighbour amenity.

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

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. Final details will be assessed at reserved matters stage.

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

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

The Council's Highway Engineer has reviewed the Transport Statement and Technical Notes and has confirmed that they have no highway or transport concerns regarding the development. The 90 apartments will generate around 10% more trips over and above the 27 town houses with lower trip rates are associated with apartments. Based on the 10% increase the Council's Highway Engineer has requested a 10% contribution towards works to improve the operation of the Churchill Way, Uxbridge Road, Greenway junction. The applicant has confirmed that they are willing to make a contribution towards works as requested by the Council's Highways Engineer to the sum of £8,000 which has been agreed as acceptable.

It is recommended that a ratio of 1:1 car parking is secured by condition in accordance with planning policy requirements. The details of which will be secured at reserved matters stage. On site cycle parking at a ratio of 1:1 will also be secured at reserved matters stage. Conditions are recommended to be attached to secure these matters and others, including electric vehicle charging points, accessible parking spaces and motorcycle bays.

It is therefore considered that the proposal would comply with Local Plan Policies AM7, AM8 and AM14 and London Plan Policies 6.9, 6.11 and 6.13.

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

Design and access issues raised by the proposals have been considered within other relevant sections of the officer's report.

The submitted Design & Access Statement states that the development will be built to achieve Secured by Design Certification. A condition would be attached to secure this.

The proposed development would therefore be in accordance with Local Plan Policy BE18 and London Plan Policy 7.3.

#### **7.12 Disabled access**

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. The Council's Access Officer has raised no objections to the application as submitted. Details of accessibility would be secured at reserved matters stage and through the attachment of appropriate conditions.

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

Through the outline planning consent for the wider St Andrew's Park development the site has existing planning consent for 27 town houses. As the affordable housing provision relating to the 27 no. townhouses within the Town Centre West Reserved Matters application were incorporated into the apartment buildings to the north, the provision of affordable housing within this application is calculated on the basis of the uplift of 63 units (90 units minus 27 units).

As per the supporting Affordable Housing Statement the development could accommodate a mixture of apartments which will be confirmed in subsequent reserved matters applications. The layout is only illustrative; however the maximum number of dwellings proposed by the application is 90. The proposed development is seeking to deliver 35% affordable housing as required by policy H2 of the London Borough of Hillingdon Local Plan Part 1 (2012). The specific affordable housing unit number and mix will follow in the Reserved Matters application.

The wider St Andrews Park development has provided significant levels of family housing. Phases 1, 2, 3, 4 and 6 have reserved matters planning consent and either completed and occupied or under construction. These phases have delivered the majority of their units as family dwellings.

This scheme potentially leads to a reduction in family units, but it's location within the town centre extension area is suitable for an intensification in residential density and a significant number of family dwellings have been consented or delivered within the wider site. As such the proposed indicative mix is deemed acceptable.

The existing outline planning consent for the site is for 27 townhouses. The affordable housing delivery for these townhouses is due to be delivered within the Town Centre West phase, although the reserved matters planning application for this phase has not yet been consented. In order to safeguard maximum delivery of affordable housing, two proposals to secure affordable housing will be secured by the legal agreement:

1. 35% delivery of the uplifted housing numbers subject to the Town Centre West Phase being under construction prior to occupation of this development, OR
2. 35% on-site delivery within the extent of this outline planning application.

The application will deliver policy compliant tenure mix, secured via legal agreement. Therefore the Affordable Housing provision is deemed acceptable.

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

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. The submitted parameter plans provide for the retention of the established mature landscaping belt to the south of the application site. Whilst some trees would be lost as part of the development these trees are deemed low quality 'C' grade trees that are not worthy of special protection. The Council's Landscape Architect has reviewed the submitted details and raised no objections to the proposal subject to the attachment of appropriate conditions

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

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. Therefore the location and size of waste/recycling areas and bin stores plus details of collection would be resolved at reserved matters stage.

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

The outline planning consent for the wider St Andrew's Park development proposed the provision of 'exemplar' Code for Sustainable Homes Level 6 dwellings within the location of the current application site. Whilst the majority of the wider site is being brought forward in line with the site wide consent this new outline consent would superseded the outline planning permission.

The current outline application is supported by a Sustainability and Energy Statement. The document was reviewed by the Council's Sustainability Officer who raised a concern with the proposed scheme as it failed to provide an exemplar level of development in terms of energy and sustainability. The applicant was informed of these concerns and entered discussions with the Council's Sustainability Officer. An addendum has been submitted to the Energy Strategy (dated April 2018) which has been reviewed by the Council's Sustainability Officer and no objection is now raised. The developer has confirmed through the amended document that the scheme will be exemplar through being 'on-site' zero carbon. The addendum is to be included within the approved documents list should the application be determined favourably and details of how the development would secure the level of sustainability required, for example through the provision of solar panels, will be resolved at reserved matters stage.

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

The original submission was supported by a Drainage Strategy that was reviewed by the Council's Flood and Water Management Officer. They raised an objection to the proposed scheme with regards to the potential for surface water run off causing potential flooding issues. The Drainage Strategy has now been amended to include further commitment to the use of permeable draining methods. The amended document has been reviewed by the Council's Flood and Water Management Officer who has confirmed that they no longer have any objections to the proposal.

Further details will be required to be submitted at reserved matters stage or through the use of appropriate conditions.

The proposed development therefore satisfies Local Plan Policy OE8 and London Plan Policies 5.12 and 5.13.

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

The application is for outline consent and access only with details of internal access, layout, scale, appearance and landscaping to be reserved matters for subsequent approval. The

Council's Environmental Protection Unit have reviewed the submitted details and confirmed that they have no objections to the proposed outline application subject to a condition regarding noise protection for future residents. This condition is recommended to be attached to any grant of planning consent.

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

No comments have been received from the public on this application.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon UDP is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The comments received from internal consultees indicate the need for the following contributions or planning obligations to mitigate the impacts of the development:

1. Contribution of £8,000 towards Highways Improvements.
2. Travel Plan (with £20,000 bond)
3. Affordable Housing on site (tenure delivery 70% social rent, 30% intermediate) (35% of the uplift calculated by habitable room if the 'Town Centre West' Phase is delivered or 35% of all units consented under this application).
4. Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs:  $28/160 \times £71,675$
5. Project Management & Monitoring Fee: 5% of total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge per square metre of gross internal floor area. In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

However this application is for outline consent only and therefore the relevant CIL calculations will be resolved at reserved matters stage once the scale of development has been finalised.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

Land Contamination

A condition to ensure that there is no outstanding land contamination is recommended to be attached to any grant of planning consent in line with the wider site wide outline planning consent.

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

General

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

with all relevant primary and secondary legislation.

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

### **10. CONCLUSION**

The application is for outline planning consent including means of site access. Details of



internal access, layout, scale, appearance and landscaping would be reserved matters for subsequent approval. The Outline application is for the erection of up to 90 dwellings (Use Class C3) and all other necessary ancillary and enabling works.

The application site is part of the former St Andrew's Park development, with the land subject to this consent having existing outline planning consent for residential use. The proposed intensification of residential use in this location, which is part of the Town Centre Extension Area, is considered acceptable in principle. Details relating to internal access, layout, scale, appearance and landscaping are to be determined at reserved matters stage, however the application includes indicative details of how such a proposal could be delivered.

Subject to the attachment of conditions and an appropriate S106 Legal Agreement 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

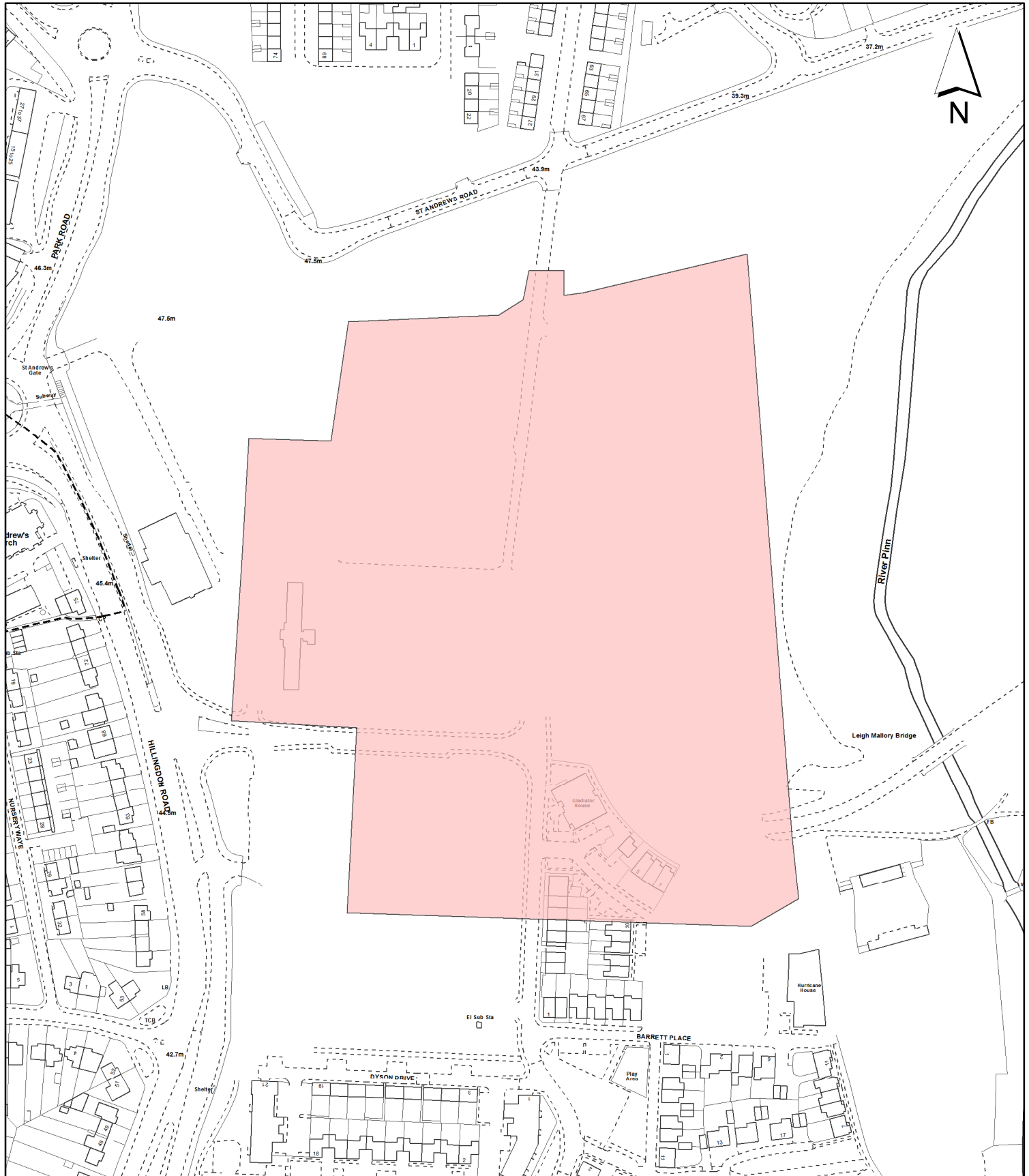
Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

Site boundary

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Site Address:  
**Land East of Mons Barrack Block  
 St Andrews Park  
 Hillingdon Road  
 Uxbridge**

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

Planning Application Ref:  
**585/APP/2017/2819**

Scale:  
**1:2,500**

Planning Committee:  
**Major**

Date:  
**July 2018**

