

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

**Address** 579-583 UXBRIDGE ROAD HAYES

**Development:** Demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space

**LBH Ref Nos:** 72470/APP/2016/4648

**Drawing Nos:** Planning Design and Access Statement August 2017  
Drainage Statement  
PL-100A Location Plan  
Air Quality Assessment  
Noise Impact Assessment  
PL-102D Proposed Site Plan  
PL-210B Block A3 - Proposed Ground Floor Plan  
PL-412A Proposed Elevations - Block A3  
Ground Investigation Desk Study Report  
Transport Statement Rev A  
Energy Statement December 2017  
Schedule of revisions to planning application to address remaining issues raised by planners on 26 June 2018  
Accommodation Schedule -2018-06-28  
PL-211A Block A3- Proposed First Floor Plan  
PL-212A Block A3- Proposed Second Floor Plan  
PL-412A Block H - Elevations  
PL-213 Block H Proposed Plans  
Financial Viability Assessment August 2017

<b>Date Plans Received:</b>	23/12/2016	<b>Date(s) of Amendment(s):</b>	30/12/2016
<b>Date Application Valid:</b>	04/09/2017		04/09/2018
			07/06/2018
			05/08/2018
			05/09/2017
			10/01/2017
			29/08/2018

### 1. SUMMARY

This application seeks permission for the demolition of three dwellinghouses and redevelopment of the site to provide 21 flats (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) within two blocks. The application proposal has been subject to various revisions since it was initially submitted.

The redevelopment of the site is considered acceptable in principle. The layout, scale and design of the proposed development is acceptable in this context. The proposal would not result in harm to the amenity of neighbouring occupiers and the level of amenity space and car parking being provided for future residents is considered acceptable.

The application provides an offsite affordable housing on-site or an off-site contribution and is therefore recommended for approval subject to a Section 106 legal agreement for the reasons outlined in this report.

## **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:**

**Non-monetary contributions:**

**i) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation (including reinstatement of footway and crossover);**

**ii) Car parking allocation and management scheme for this development site and the adjoining Kingswood Place (land edged blue on Drawing no PL-100A). The scheme shall secure no net loss of car parking across both development sites and a car parking management scheme for all future residents within the developments;**

**iii) Prohibit future residents of the development from obtaining parking permits, season tickets or car park permits within existing or future Parking Management Schemes (excluding blue badge holders).**

**iv) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.**

**v) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**

**vi) Affordable Housing Review Mechanism.**

**vii) Pedestrian Access into Rosedale Park**

**Monetary contributions:**

**viii) Air Quality Mitigation Contribution: £22,859**

**ix) Local Park Improvements £5,000;**

**x) Affordable Housing Contribution: £151,600;**

**xi) Carbon offsetting contribution £27,900; and**

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

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

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

**C) If the Legal Agreements have not been finalised by 31 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 (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'**

**D) 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.**

**E) 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 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

PL-100A Location Plan  
PL-102D Proposed Site Plan  
PL-210B Block A3 - Proposed Ground Floor Plan  
PL-211A Block A3- Proposed First Floor Plan  
PL-212A Block A3- Proposed Second Floor Plan  
PL-412A Proposed Elevations - Block A3  
PL-412A Block H - Elevations  
PL-213 Block H Proposed Plans

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2016).

**3 COM5 General compliance with supporting documentation**

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

Ground Investigation Desk Study Report  
Planning Design and Access Statement August 2017  
Transport Statement Rev A  
Accommodation Schedule -2018-06-28

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (2016).

**4 COM6 Levels**

Prior to commencement plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**5 COM7 Materials (Submission)**

Prior to commencement of the development, details of all materials and external surfaces, including details of balconies and obscure windows and balustrades shall be 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 and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

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

**6 RES9 Landscaping (including refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,  
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage (to be covered and secure)

2.b Parking:

- 78 cars (two visitor spaces; 21 spaces for Blocks A3 and H hereby approved; 55 spaces for Kingswood Place)

- demonstration that parking spaces are served by 4 active electric vehicle charging points and 4 passive electric vehicle charging points

- 2 disabled parking spaces

- 1 motorcycle/scooter parking space

- 35 cycle parking spaces

2.c Hard Surfacing Materials

2.d External Lighting

2.e Refuse storage and management plan

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

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 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (2016).

**7 NONSC Means of enclosure/boundary treatments**

Notwithstanding the submitted plans, details of boundary treatments shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement. Details shall include:

a) details of the screening/defensive space (to be a minimum of at least 1200mm) at the front of Block A3

b) additional landscaping behind parking bays 42, 43, 44 and 45

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 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**8 NONSC Non Standard Condition**

Prior to commencement, details of the position, height and material proposed for the balustrades at roof level shall be submitted to and approved in writing by the Local

Planning Authority.

**REASON**

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

**9 NONSC Overlooking**

Prior to commencement full details of the physical measures to prevent overlooking between the proposed flats within Block H and the garden of 577 Uxbridge Road, including the height, colour and material of privacy screens and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats in hereby approved and shall be retained thereafter.

**REASON**

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

**10 NONSC Noise**

Prior to commencement the development shall include such combination of sound insulation and other measures that shall be submitted to and approved in writing by the Local Planning Authority, the scheme shall include:

- a. Mechanical ventilation to be installed for any units within 15 metres of Uxbridge Road
- b. The rating level of noise emitted from the plant and machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

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

**11 NONSC Protection from Ingress of Polluted Air**

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

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

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

**REASON**

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

**12 NONSC Accessibility**

Prior to the commencement of development (other than demolition), details of

1. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided;
2. The design of accessible parking spaces, for residents and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. A fire strategy which demonstrates adequate means of escape for wheelchair users, and other persons unable to escape using the staircase.
4. Details of at least one ensuite bathroom connected to the largest bedroom which includes a level access shower shall to be provided onsite.

The development must proceed in accordance with the approved details and retained thereafter.

**REASON:**

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

**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 DIS2 Access to Buildings for People with Disabilities**

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

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

**15 RES15 Sustainable Water Management**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan (2016) and will:

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

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

REASON:

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

**16 RES26 Contaminated Land**

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

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



of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

**17 COM28 Visibility Splays - Pedestrian**

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

**REASON**

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

**18 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 2016).

**19 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 (2016) Policies 7.1 and 7.3.

**INFORMATIVES**

**1 152 Compulsory Informative (1)**

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

**2 153 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) set out below, including Supplementary Planning Guidance, and to all relevant

material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE29	Advertisement displays on business premises
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
S12	Service uses in Secondary Shopping Areas
S6	Change of use of shops - safeguarding the amenities of shopping areas
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S7	Change of use of shops in Parades
S9	Change of use of shops in Local Centres
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.3	(2016) Assessing effects of development on transport capacity

LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

### **3 158 Opportunities for Work Experience**

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

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

### **4 11 Building to Approved Drawing**

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

### **5 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

### **6 12 Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either

its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**7            I21            Street Naming and Numbering**

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

**8            I3            Building Regulations - Demolition and Building Works**

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

**9            I45            Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

**10**

You are advised that the planting zone at the front boundary is not wide enough to accommodate pleached trees.

**11            I48            Refuse/Storage Areas**

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

**12            I60            Cranes**

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

**13**

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

#### **14**

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

#### **15**            I23                    **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

#### **16**

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

#### **17**

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.

### **3. CONSIDERATIONS**

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

The site lies to the south of Uxbridge Road. The site is measures 0.23 ha and comprises 3 2.5- storey dwelling houses. To the west and south, is Kingswood Place, a redevelopment of the former Pronto Industrial Estate which comprises 55 residential units arranged across 7 buildings that range comprise of 2.5 and 5 storey flatted development. To the east are 2.5 storey family dwelling houses and further to the west on Uxbridge Road is a 1.5 storey building in use as a solicitors. The houses include deep gardens to the rear.

The site falls within a predominantly residential area characterised by a mixture of contemporary flatted development, detached and semi-detached residential dwellings in large plots fronting directly towards Uxbridge Road. The majority of local development is understood to date from the 1930's, more recent examples of infill and replacement development is now interspersed within the street scene.

The site falls within the defined urban area of Hayes and is previously developed land. The site has a Public Transport Accessibility Rating (PTAL) of 2. The site is located on a bus route providing regular services to Hillingdon, Uxbridge and Hounslow town centres. The nearest railway station is at Hayes and Harlington, approximately 2.5km to the south of the site.

### 3.2 Proposed Scheme

The proposal is for the demolition of 3 existing family dwellinghouses and replacement with 21 units located within two blocks (Blocks A3 and H). The residential units would comprise of 3 studio units, 4 one-bed units, 10 two-bed units and 4 three-bed units.

The proposal also includes the provision of 21 car parking spaces and the replacement and reconfiguration of 10 car parking spaces related to the development at the Former Pronto site. This proposal would not result in a loss of car parking at the adjacent site.

The proposed scheme includes communal amenity space at ground floor level and rooftop amenity space.

### 3.3 Relevant Planning History

4404/APP/2007/504 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes  
REDEVELOPMENT OF SITE - ERECTION OF FIVE RESIDENTIAL BLOCKS TO PROVIDE FORTY SEVEN FLATS WITH ASSOCIATED ACCESS, PARKING, REFUSE STORAGE, CYCLE STORAGE AND AMENITY SPACE (INVOLVING DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND DWELLINGHOUSE)

**Decision:** 26-02-2008 Refused **Appeal:** 25-03-2009 Withdrawn

4404/APP/2008/3558 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes  
Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

**Decision:** 23-03-2009 Approved

4404/PRC/2014/18 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes  
Change of use of B1(c) floor space into 12 residential units (C3)

**Decision:** 17-06-2014 NO

#### Comment on Relevant Planning History

The application site has limited site history; however the adjacent site which lies directly to the north west measure 0.49 hectares comprises an irregular 'L' shape residential infill redevelopment. The adjacent development comprises 7 detached residential blocks with a total of 55 residential units. Two blocks front Uxbridge Road, separated by the central vehicular access that serves the 5 residential blocks towards the rear of the site.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.C11	(2012) Community Infrastructure Provision
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE29	Advertisement displays on business premises
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
S12	Service uses in Secondary Shopping Areas

S6	Change of use of shops - safeguarding the amenities of shopping areas
S10	Change of use of shops in Local Centres - criteria for permitting changes of use outside core areas
S7	Change of use of shops in Parades
S9	Change of use of shops in Local Centres
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **4th October 2017**

**5.2** Site Notice Expiry Date:- **2nd October 2017**

## **6. Consultations**

### **External Consultees**

The original application was consulted on between 16/01/2017 and 02/02/2017. The application was revised in September 2017 and consultation was carried out between 06/09/2017 and 02/10/2017.

A third consultation was carried out between 25/07/2018 and 15/08/2018 following amendments to the unit mix.



## ORIGINAL APPLICATION:

9 responses and 1 petition against this application have been received plus 1 letter of support. The comments are summarised below:

- Concerns relating the ongoing construction impact;
- Concerns relating to car parking stress on nearby streets and in front of neighbouring drives as a consequence of the quantum of development;
- The proposed design is monstrous and does not blend into the context of the local area;
- Concerns relating to dirt, dust and noise;
- The sheer size of the proposed dwellings would alter the character of this part of the road;
- This site is unlike St Andrews development, the scale of the proposal is out of context in this area;
- Concerns that such proposals create an 'estate type' effect;
- Concerns relating to the lack of affordable housing being provided;
- Future residents of Kingswood Place that properties off plan are expected to live on a building site for so long;
- The proposal would impact the amenity of existing and future residents by way of overlooking and overshadowing;
- The area is already flooded with rental accommodation, such developments do not contribute to a sense of community;
- Many units within the Kingswood development next door are lying empty;
- The proposal provides insufficient car parking;
- This is a sizeable development in a backland location, the block to the rear would be larger than anything in its immediate vicinity;
- The high density development is out of character with the wider area;
- The entire design and form of the proposal is incongruous in this setting, the proposal results in the loss of good quality amenity space, very little amenity space is being provided onsite;
- External materials of the proposed blocks consist of brick ground floor level with coloured fascia cladding and roofing in plain grey tiles (front), and roof covering (rear) -these match the apartments but the overall effect has little relationship to the predominantly brick/render housing around;
- The effect of overdeveloping the site would be to change the pattern of housing to a series of tall, ungainly structures with hardsurfacing leading to a cramped and incongruous appearance within the plot;
- There would be less than 15m between the blocks and the boundary, and with such little space, the present high density development at Kingswood Place would be extended unsympathetically closer to the nearest houses. With less surrounding amenity/green space, the proposal's appearance would be out of character here;
- Concerns relating to the loss of light;
- The highways access would remove the existing bus shelter nearby which is unacceptable;
- Concerns relating to the road access and visitor and disabled car parking spaces;
- Prominent glazing and balconies of the rear block and, albeit at high level, direct side facing windows from habitable rooms and particularly the extreme size of the upper floor gable windows of the front block, enable views into rooms/living areas of neighbouring properties;
- Concerns relating to pedestrian/vehicle safety; and
- Concerns raised in relation to the layout, the proposal result in the loss of soft landscaping which is replaced by car parking, this is not in keeping with the character of the local area.

## REVISED APPLICATION (September 2017)

5 responses were received during the second consultation. The comments are summarised below:

- Whilst improvements to the scheme have been made block H (to the rear) remains imposing;
- Block H should be considered backland development;
- The proposal is considered inappropriate in this context;

- The proposed development is not in keeping with the character of the area;
- The proposed cladding and external materials are out of keeping with the prevailing character of the area;
- The effect of overdeveloping the site would be to change the pattern of housing to a series of tall, ungainly structures with hardsurfacing leading to a cramped and incongruous appearance within the plot;
- There would be less than 15m between the blocks and the boundary, and with such little space, the present high density development at Kingswood Place would be extended unsympathetically closer to the nearest houses;
- A total of 21 apartments in 2 structures up to the eastern boundary with limited amenity areas would introduce a high density of development to this particular location, exaggerated by difference in height (including eaves) between the proposed buildings and adjacent houses on Uxbridge Road - this would result in overshadowing;
- Prominent glazing and balconies of the rear block and, albeit at high level, direct side facing windows from habitable rooms and particularly the extreme size of the upper floor gable windows of the front block, enable views into rooms/living areas of neighbouring properties;
- Parking and turning areas provision has been made at the cost of a large amount of hardstanding given the congested location which again is regrettable;
- It is noted that the highways access to the parking area would overwhelmingly (all apart from 2 spaces) be via Kingswood Place;
- In another apartment development along the road (again with sloping roofslopes and 2 storey height where it adjoins older housing), a set of traffic lights has been installed, but no such measures are proposed here;
- It is over development of the site and there is a severe shortage of car parking spaces;
- Unauthorised car parking is taking place outside car parking enforcement hours and as such this is dangerous as buses weave in and out between parked cars;
- The proposed bike shed would attract anti social behaviour; and
- The car parking spaces on the development are over used.

#### REVISED APPLICATION (July 2018)

Four responses were received during the third consultation:

- similar development at 565-569 Uxbridge Road was refused in June 2018
- backland development
- inappropriate scale, design and character
- less than 15m between the proposed blocks and the boundaries - less amenity/green space
- over-development/high density development
- loss of light and privacy
- loss of landscape and increase in hardstanding
- majority of cars would access/exit the development from existing access to neighbouring blocks - no traffic control measures proposed
- proposed block has been moved back 900mm
- insufficient parking for existing and proposed developments
- neighbour having to apply for a drop kerb to park on a driveway

Officer comments:

The proposed development at 565-569 Uxbridge Road is considered to have little in common with the application proposed other than also being on Uxbridge Road.

#### METROPOLITAN POLICE

No objections. However, this development should be conditioned to achieve Secured by Design. This is due to the locality of the proposed development and the crime analysis study which returns high levels of burglary, vehicle crime and anti-social behaviour.

Officer comments:

Issues of Secure by Design are now covered by building regulations and so a secure by design condition is not required for the proposed development.

## TRANSPORT FOR LONDON

1. The application site is situated on A4020 Uxbridge Road, which forms part of the Strategic Road Network (SRN).
2. The site has a moderate public transport access level of 3; in light of the quantum of the latest proposal, 6 studio/one bed units and 15 two/ three bed units; TfL considers that the proposed car parking ratio of 1: 1 is excessive and not acceptable. The London Plan car parking standards has set out clearly units with 1-2 beds should be provided with less than 1 space per unit. Therefore the applicant shall reduce parking provision by not providing parking to the studio/ one bed units (TfL recommends a ratio of 0.7 space per unit for this instance) and also remove the proposed 3 visitor car parking spaces. It is noted that the existing associated development have already been provided with visitor spaces, therefore no further visitors spaces should be provided. It must be noted that TfL is not currently support draft Hillingdon Local Plan Part 2 Car Parking standards, as it is considered contrary to the London Plan.
3. The proposed provision of 21 cycle parking spaces below the minimum London Plan cycle parking standards which requires all units with 2 beds or above be provided with at least 2 spaces. Consequently, the proposed development MUST include a minimum of 41 long term residential cycle spaces (6 for six studio 1 bed units and 30 for 20 two/ three bed units). The cycle storage should be secured, covered and be located conveniently for cyclists access.
4. Electric vehicle charging points should be provided for the site, with 20% active and 20% passive provision from the on-set, this should be secured by condition.
5. All future residents shall be excluded eligibility for local car parking permits, this should be secured by appropriate legal agreement.
6. A travel plan should be secured to promote the use of green and sustainable transport modes in lieu of provide cars, this should be secured planning obligation
7. A delivery & servicing plan should be implemented and be submitted for Council's approval prior to first occupation.
8. A construction management and logistics plan (CMLP) shall be produced in accordance with TfL's CLP guidance and be submitted for Council's approval prior to construction commences on site. The CMLP shall include but not limited to measures to rationalise construction vehicles activities, minimise risks of conflicts between other road users on the highway network as well as on site, in particular pedestrians and cyclists.

In summary, TfL OBJECTS to the proposal as it currently stands, it is considered that the proposal includes an over provision of car parking and under-provision of cycle parking has clearly non complying with current London Plan policy, and encourage car travel on the SRN, which would contribute toward congestion. Therefore the applicant MUST revise the proposal to address the above issues satisfactorily to ensure the proposal is acceptable in highway and transport planning terms.

Revised comments from TfL:

Thank you for consulting TfL this application. TfL remains object to the proposed due to excessive level of car parking proposed, as it remains well above the current London Plan and Draft London Plan car parking standards. The Draft London Plan further recommends that site with PTAL 3 in outer London shall comprises of no higher than 0.75 space per unit; the proposed ratio of 1.6 space per unit is more than twice that the Draft London Plan maximum, this must be reduced accordingly. Also cycle parking remain well below than the current London Plan standards, this must be increased to meet the current standards as a minimum.

## **Internal Consultees**

### **ACCESS OFFICER**

The revised Design & Access Statement and plans have been reviewed, and these revisions now mean that the scheme is fundamentally acceptable from an accessibility perspective. However, a minimum of one en-suite bathroom, preferably connected to the largest bedroom, should feature a level access shower. Acceptable, subject to amendment and condition.

### **HIGHWAYS**

The address exhibits a PTAL rating of 3 which is considered as moderate with a reasonable level of bus routes serving the location.

In terms of parking provisions for this and the neighbouring residential site, the following planning history is considered relevant to the appraisal.

The adjacent 'Pronto' site received planning consent in 2009 for a 43 unit C3 use class flatted and B1(c) use class development (4404/APP/2008/3558) which was renewed in 2011 (4404/APP/2011/2079). Subsequent to this, an application for a change of use of the B1(c) use class to 12 C3 residential units received consent in 2015 (4404/APP/2014/2506). Based on an agreed 1:1 on-plot parking ratio throughout, a total of 55 spaces were consented for the 55 units.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

It is proposed to provide 21 residential flats (4x3, 10x2, 4x1 & 3 studio flats). To comply with the adopted parking standard the maximum on-site requirement demands up to 1.5 spaces per unit totalling 32 spaces. A quantum of 21 spaces (1 per unit) is proposed which falls well below the maximum standard. However a parking ratio of 1:1 (historically applied to the 'Pronto' site) was agreed to be acceptable at the pre-application advice stage for this proposal hence the applicant has adhered to Council advice. The broad reasoning behind the lower on-plot provision was due to the heavily trafficked nature of the surrounding road network acting as a 'self regulating' parking deterrent thereby lessening the potential for undue parking displacement from the site. The moderate PTAL level was also a factor as it would lessen the demand for the use of the private motor car by new occupiers and encourage use of sustainable transport modes as would the cycle-track facility fronting the site. On this premise the on-plot level of parking provision is considered acceptable.

This new proposal will share the main vehicular and some pedestrian access via Kingswood Place (which is within the red-line of the site envelope) that serves the 'Pronto' site. It is noted that a part of the required parking provisions for the 'Pronto' site are already located within this new application site envelope. As a consequence there is a collective requirement and obligation to provide the full quantum of parking provision of 55 consented spaces and the proposed level of 21 required for this application (a total of 76 spaces) interspersed between the two sites. In fact there are 78 spaces indicated within the submission which is accounted for by 2 additional visitor bays which conforms to requirements.

To ensure a successful operation of this intermixed parking regime for the proposal site, allocation and management of parking spaces would need to be controlled by a parking allocation strategy secured by way of a planning condition.

### **Disabled Compliant Parking Provision**

In accord with the Saved UDP standard, 10% of parking spaces should be disabled compliant

equating to 2. This has not been indicated within the submission and should be provided via appropriate condition.

#### Electric Vehicle Charging Point Provision

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 4 EVCPs for 'active' provision with a further 4 spaces acting as 'passive' provision for future activation. This has not been indicated and will therefore need to be secured by planning condition.

#### Cycling Provision

In terms of cycle parking there would be a requirement to provide at least 1 secure and accessible space for each of the studio, 1 & 2 bed units with 2 spaces for the 3 bedroom units. This would total 25 new spaces. 35 are to be provided in suitably located in two secure and accessible locations. The arrangement is therefore considered acceptable.

#### Motorcycle/Scooter Parking

The Council's UDP saved policy standard requires that 1 motorcycle/scooter parking space per 20 parking spaces is to be provided within new development.

Consequently there should be 1 such space provided in total for the site as a whole. This has not been indicated within the submission and should be provided via appropriate condition.

#### Access Arrangements

Parking within the envelope is broadly arranged in communal fashion and would be predominantly accessed through the existing access road (Kingswood Place) that also serves the 'Pronto' site. However four of the parking spaces would be separate from the main car parking areas as they would be located on the site's frontage and accessed directly from the Uxbridge Road via an existing carriageway crossing. The crossing currently serves the residential units that are proposed to be demolished (No's 579-583). In summary both access arrangements will remain unaltered which is considered acceptable on highway grounds as the designs conform to DfT (Manual for Streets-circa 2007) best practice for road and parking layouts. In addition there is highway safety benefit from the sufficient turning space within the site layouts which would allow vehicles (including Service and Delivery vehicles) using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds.

#### Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy (November 2012) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would clearly increase traffic generation from the site as compared to the 3 existing dwelling units. However peak period traffic movement into and out of the site would not be expected to rise beyond 5-6 additional two-way vehicle movements, from the Kingswood Place and separate lesser Uxbridge Road access, during the peak morning and evening hours. Hence this potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

#### Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local Classified and residential road network in order to avoid/minimise potential detriment to the public realm. It will need to be secured under a suitable planning condition.

#### Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016), subject to the planning conditions.

## AIR QUALITY

The report submitted to support 72470/APP/2016/4648 is significantly underestimating nitrogen concentrations on the application site. GLA predictions (updated April 2017) indicate 36ug/m<sup>3</sup> whereas the report indicates values below 30. In addition, no neutral assessment or change in terms of NO<sub>2</sub> concentrations were estimated. Therefore, in order to allow the development to proceed, we will require that the applicant either

- i) installs mechanical ventilation with NO<sub>x</sub>/NO<sub>2</sub> filters with a removal efficiency of 95% or above or
- ii) makes sure the residential facades are at least 15m away from the main road (Uxbridge road).

In addition, we will require a S106 financial contribution to the delivery of mitigation measures in the area of the proposal including those identified in the air quality action plan and low emission strategies, designed to offset the impact on air quality arising from new development in the area.

Mitigation options are location specific, and need to be proportionate to the likely impact. We have estimated a likely impact of 0.047 tonnes of NO<sub>x</sub> per year. Therefore we will need to mitigate the health impact by applying mitigation measures of these values in the area affected by the proposal.

The proposed development is within an Air Quality Management Area and a Focus Area where nitrogen dioxide annual mean values are likely to be above legislated limit values (40ug/m<sup>3</sup>). Therefore the applicant is required to make a financial contribution of £22,859, towards the improvement of air quality in the area.

## EPU

A desktop study which identifies all current and previous uses at the site and surrounding area as well as any potential contaminants associated with those uses have been submitted showing no significant risk in terms of land contamination so no conditions will be offered up in terms of this.

The development seems satisfactory so we have no objections regarding noise but suggest appropriate conditions are secured.

### Officer comments:

Whilst no objection in regards to contamination, a condition requiring an addendum to the remediation scheme should any additional contamination issues arise during development of the site, shall be added to any consent granted.

## URBAN DESIGN

The proposal is a result of extensive discussion with the architect in relation to design. The proposed layout has been comprehensively designed so there is an appropriate balance between built and unbuilt spaces. The Block to the rear has been set back and its design comprehensively revisited to include appropriate set backs. The revised proposed which reduces the scale of development and the use of appropriate material is acceptable in the context.

## SUSTAINABILITY

The proposals do not meet the London Plan CO2 reduction targets on site and the submitted assessment recognises a need for an offsite contribution.

The attempts to achieve zero carbon have resulted in a shortfall of 15.5tCO2/annum as recognised in the assessment.

Accordingly, for the development to be compliant with the London Plan CO2 reduction targets, a contribution of £27,900 needs to be secured through the S106 to provide carbon reduction solutions offsite.

## FLOOD RISK

No objections subject to appropriate conditions.

## TREES AND LANDSCAPING

The landscape annotations include reference to a 450mm planted buffer referred to as 'defensible space' between the ground floor windows and car park in the front. This is not defensible space.

Another annotation refers to 'pleached trees' along the front boundary. Again, this space is hardly wide enough to accommodate trees adjacent to parking spaces.

Why is there so much hard surfacing between parking bays 42/43 and 44/45. The vehicle manoeuvring space requirement is 6 metres. The plan shows approximately 12 metres. Is this necessary?

The parking spaces and footpaths around block A3 (and the unnumbered block to the rear) area very close >450mm away from bedroom windows at groundfloor level. I am not aware of any standard distance but at least 1200mm would provide a better separation distance. While people outside the windows would still be able to look in, at least with suitable planting they could be kept physically away from the ground-floor windows.

Officer Comment:

A minor revision has been made to the landscaping layout to overcome the separation distance concern.

## **7. MAIN PLANNING ISSUES**

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

The National Planning Policy Framework (July 2018) has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Paragraph 3.4 of the Council's HDAS: Residential Layouts SPD (2006) notes that developments within gardens must seek to enhance the local character of the area. The plot should be of sufficient depth to accommodate new housing in a way which provides a quality residential environment for new and existing residents.

The site lies within an established residential area where the three existing houses feature particularly deep gardens. To the west of the site is an access road which would provide car parking and access to the blocks to the rear part of the site.

Given the residential character of the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation, subject to ensuring the proposal is of an appropriate density and design, and the proposal being in

accordance with all of the relevant planning policies.

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

Policy 3.4 of the London Plan (2016) seeks to ensure development optimises the housing output for different types of location within a table of relevant density ranges outlined in the supporting text. The application site is considered to have a suburban context with a public transport accessibility of 2/3.

A suburban context is defined in Table 3.2 of the London Plan (2016) as areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

For sites that fall within these categories the London Plan provides an indicative density range of 50- 95 units per hectare where between 2.7-3 habitable rooms are proposed per unit.

The proposed development density on this scheme would be 91 dwellings per hectare (dph) which is within the guidelines and is therefore considered to accord with Policy 3.4 of the London Plan (2016).

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

Not relevant to this application.

#### **7.04 Airport safeguarding**

Not relevant to this application.

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

Not relevant to this application.

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

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The demolition of Nos 579-583 Uxbridge Road is considered acceptable in principle as the existing dwelling houses are of limited architectural merit.

The proposed development provides two blocks of varying architectural styles. The proposed block to the rear (H) would be 4-storeys with the fourth floor set back. Block H to the rear is recessed away from the neighbouring boundary at No 577 Uxbridge Road. The proposed block is proposed to be set away from the front block (A3) by 25m and 27m.

Usable communal amenity space and car parking is provided at surface level and further communal amenity space is provided through roof terraces and balconies. The location of cycle stores and bins is dispersed across the site and is considered to be acceptable. The layout of the proposal on this site is considered to be appropriate within the context of the character and appearance of the local area

From the street scene, the front block (Block A3) would provide a transition between the adjacent Former Pronto site to the west and the existing dwellinghouses to the east. The proposed development would be 2.5-storeys with the second floor of habitable accommodation built into the roof form. Block A3 fronting Uxbridge Road includes the use



of contrasting brick to add visual interest. Overall, the external design and visual appearance within the context of the street scene is appropriate to the street scene.

Although the demolition from 3 dwellinghouses to provide 21 flats would change the character of this part of Uxbridge Road, in the context of the Former Pronto development, the proposed development provides a visual transition between the adjacent site and the remaining dwellings.

The proposed layout, scale, massing and detailed design of the proposed development is considered to accord with planning policy requirements set out in Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2016) and Chapter 12 of the National Planning Policy Framework (2018).

## **7.08 Impact on neighbours**

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD seek to ensure that new buildings and extensions maintain and allow adequate levels of daylight and sunlight to penetrate into and between them; the minimum acceptable distance between residential properties is 15m. New developments should comply with the 45 degree principle. Furthermore these policies state that planning permission will not be granted for new buildings and extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to protect the privacy of neighbouring dwellings. Furthermore, Paragraph 6.12 of the Council's HDAS: Residential Extensions SPD requires a 21m separation distance between habitable rooms to ensure no loss of privacy would occur.

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the site are 577 Uxbridge Road, which is 5m to the east, and Bayberry Court which is 2.5m to the west. The proposed rear block, Block H is set away by 25m and 27m from Block A3, with the roof terrace located to the rear; therefore the proposed block would not give rise to overlooking into units fronting Uxbridge Road (Block A3). However, there are 4 small balconies on the front elevation of Block H which could offer views into the garden of 577 Uxbridge Road; it is therefore deemed appropriate to secure adequate privacy screening to prevent any undue overlooking to protect the residential amenity of these residents. This will be secured by way of condition. All other windows within Block H facing the rear of 577 Uxbridge Road are high level windows and would not cause any overlooking concerns.

In order to prevent overlooking into neighbouring dwellings, a number of high level windows are proposed to Blocks A3 and H. It is considered that the proposal would not result in undue overlooking into neighbouring properties owing to its siting and the placement of windows.

The rearmost part of Block A3 (located to the front of the site) has been positioned approximately 5m away from the site boundary with 577 Uxbridge Road and whilst it projects beyond the two-storey building line of 577, the degree of separation is such that

there would be no undue overbearing impact upon the residents of this property or loss of daylight and sunlight to this property.

The proposal is not considered to harm the residential amenity of neighbouring properties, in accordance with Policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

### **UNIT SIZES**

National floor space standards exist and set out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the minimum standard requirement and is therefore considered acceptable.

### **INTERNAL LAYOUT AND ACCOMMODATION**

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

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. The revised design accommodates a comfortable living environment. It is considered that the generous space provided for the units, and the size and windows would provide a well lit and a good quality habitable accommodation.

Block H to the rear is situated approximately 25m and 27m away from Block A3 fronting Uxbridge Road. Given these separation distances exceed the minimum 21 metre separation distances, there would be no overlooking between future occupiers of this development.

### **EXTERNAL AMENITY SPACE**

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, sets out that the following amenity space for flats is required:

studio/1 bedroom flat - 20sq.m per flat

2 bedroom flat - 25sq.m per flat

3+ bedroom flat - 30sq.m per flat

Based on the current accommodation schedule the development is expected to provide 510sq.m of private and communal amenity space to meet London Borough of Hillingdon requirements..

This application provides approximately 370sq.m of usable communal amenity space at surface level and as roof terrace. Although there is a shortfall in the amount of amenity space being provided, given the sites backs onto Rosedale Park, it is considered that on balance the level of external amenity space being provided is acceptable. A Section 106

contribution towards improvements to Rosedale Park is required to mitigate against the shortfall. Access into Rosedale Park will be secured through a Section 106 Legal Agreement.

## OUTLOOK

The revised application has been designed with appropriate defensible space between the car parking spaces and the proposed units. Overall the proposal provides future occupiers with an acceptable outlook.

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

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The proposed development would be mainly accessed from the main vehicular access of the neighbouring Kingswood Place, the former 'Pronto' site. Some pedestrian access would also be via the neighbouring development.

The Highways Officer has reviewed the proposal and raises no objections in terms of the traffic impact and pedestrian safety. The addition of 21 units is unlikely to place undue pressure on the local highway network.

Parking provision for the Kingswood Place development was determined on a one for one basis; part of the parking provision for this existing development falls within the current application site. A total of 76 parking spaces would be required for the two sites; 55 spaces for the existing development and 21 spaces for the proposed development.

The proposal would provide 76 parking spaces for the existing and proposed units along with two additional parking spaces for visitors, thereby ensuring that there would be no net loss of car parking spaces on this site and the adjacent Kingswood Place development; a car park allocation scheme will be secured via a legal agreement. The proposal meets local car parking requirements; however TfL has commented on this application requesting the level of car parking is reduced. Given the location of this site a lower parking provision is not considered appropriate and the current arrangements are deemed to be acceptable.

35 cycle parking spaces would be provided which is considered to be acceptable. Details relating to secure cycle parking, including details setting out how this space would be lit to mitigate theft, shall be secured by way of a condition on any consent granted.

Four electric vehicle charging points for 'active' provision along with a further 4 spaces acting as 'passive' provision for future activation will be required through a condition. 1 motorcycle/scooter parking space will also be required and will be secured by way of a condition on any consent granted.

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

The urban design aspects of this proposal have been covered elsewhere in the report. The proposal does not raise any access and security issues.

### **7.12 Disabled access**

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure a minimum of one en-suite bathroom, preferably connected to the largest bedroom. Subject to this condition, the proposal is considered to comply with Policy 3.8 'Housing Choice' of the London Plan (2016).

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

Policy 3.12 of the London Plan (2016) notes, the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes. Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A cash in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan.

Policy 3.3 of the London Plan (2016) and Policy H2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

Affordable Housing and Viability SPG states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA.

A financial viability assessment was submitted to demonstrate that affordable housing could not be supported on site. The viability assessment and rebuttal was independently reviewed on behalf of the Council.

Based on the independent viability report, it was concluded that the development can only afford an off-site contribution of £151,600 and the applicant has agreed to provide this contribution. This sum will be secured by way of a clause within the Section 106 Legal Agreement alongside a full review mechanism. On this basis, the proposal is considered to accord with Policy 3.3 of the London Plan (2016) and Policy H2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states, amongst other things, that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Council's Trees and Landscape Officer has assessed the application. The proposal would provide a landscaped communal amenity space between Blocks A3 and H along with landscaping around the buildings. A condition requiring details of the proposed planting around the buildings and the site boundaries shall be included on any consent granted in order to ensure that sufficient defensive space is provided in front of ground floor windows. Subject to further details of landscaping, the proposal is considered to be acceptable.

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

The proposal would provide two bin stores for Blocks A3 and H, which would be located alongside the access road. The bin stores would provide space for four refuse and four recycling bins which is adequate for the proposed units. Waste arrangements for the site would be as per the waste collection arrangements for the adjacent site and is considered

to meet requirements. A condition to ensure that the bins stores are covered and secure has been added to any consent granted.

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

The development proposes to provide PV panels on site, however as submitted this does not comply with planning policy 5.2 of the London Plan (2016) as the scheme is not zero carbon. The attempts to achieve zero carbon have resulted in a shortfall of 15.5tCO<sub>2</sub>/annum as recognised in the assessment submitted by the applicants.

Accordingly, for the development to be compliant with the London Plan CO<sub>2</sub> reduction targets, a contribution of £27,900 needs to be secured through the S106 to provide carbon reduction solutions offsite. The applicant has agreed to provide this contribution. Therefore the development accords with Policy 5.2 of the London Plan (2016).

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

The application site does not fall within a designated Flood Zone. The Floodwater Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection in principle subject to conditions.

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

The Council's Environmental Health Officer has not raised concern over the potential noise exposure in this development. Noise conditions are attached to ensure noise mitigation is sufficiently addressed.

With regard to air quality, the proposed nitrogen concentrations on the application site are considered to be significantly underestimated. GLA predictions (updated April 2017) indicate 36ug/m<sup>3</sup> whereas the report indicates values below 30. In addition, no neutral assessment or change in terms of NO<sub>2</sub> concentrations were estimated. Therefore, in order to allow the development to proceed, mitigation measures are required along with an Air Quality contribution through a clause within the Section 106 Legal Agreement. The applicant has agreed to provide the contribution. Therefore the development accords with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

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

Comments have either been dealt with in the body of the report or by way of recommended conditions.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF (July 2018) have put three tests on the use of planning obligations into law. Planning obligations should be:

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

'Saved' Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

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

Non-monetary contributions:

- i) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation (including reinstatement of footway and crossover);
- ii) Car parking allocation and management scheme for this development site and the adjoining Kingswood Place (land edged blue on Drawing no PL-100). The scheme shall secure no net loss of car parking across both development sites and a car parking management scheme for all future residents within the developments;
- iii) Prohibit future residents of the development from obtaining parking permits, season tickets or car park permits within existing or future Parking Management Schemes (excluding blue badge holders).
- iv) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.
- v) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- vi) Affordable Housing Review Mechanism.
- vii) Pedestrian Access into Rosedale Park

Monetary contributions:

- viii) Air Quality Mitigation Contribution: £22,859
- ix) Local Park Improvements £5,000;
- x) Affordable Housing Contribution: £151,600;
- xi) Carbon offsetting contribution £27,900; and
- xii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

Not applicable to this application.

#### **7.22 Other Issues**

None identified.

### **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 to the determination of this application.

## 10. CONCLUSION

This application seeks permission for the demolition of three dwellinghouses and redevelopment of the site to provide 21 flats (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) within two blocks. The application proposal has been subject to various revisions since it was initially submitted.

The redevelopment of the site is considered acceptable in principle. The layout, scale and design of the proposed development is acceptable in this context. The proposal would not result in harm to the amenity of neighbouring occupiers and the level of amenity space and car parking being provided for future residents is considered acceptable.

The application provides an offsite affordable housing on-site or an off-site contribution and is therefore recommended for approval subject to a Section 106 legal agreement for the reasons outlined in this report.

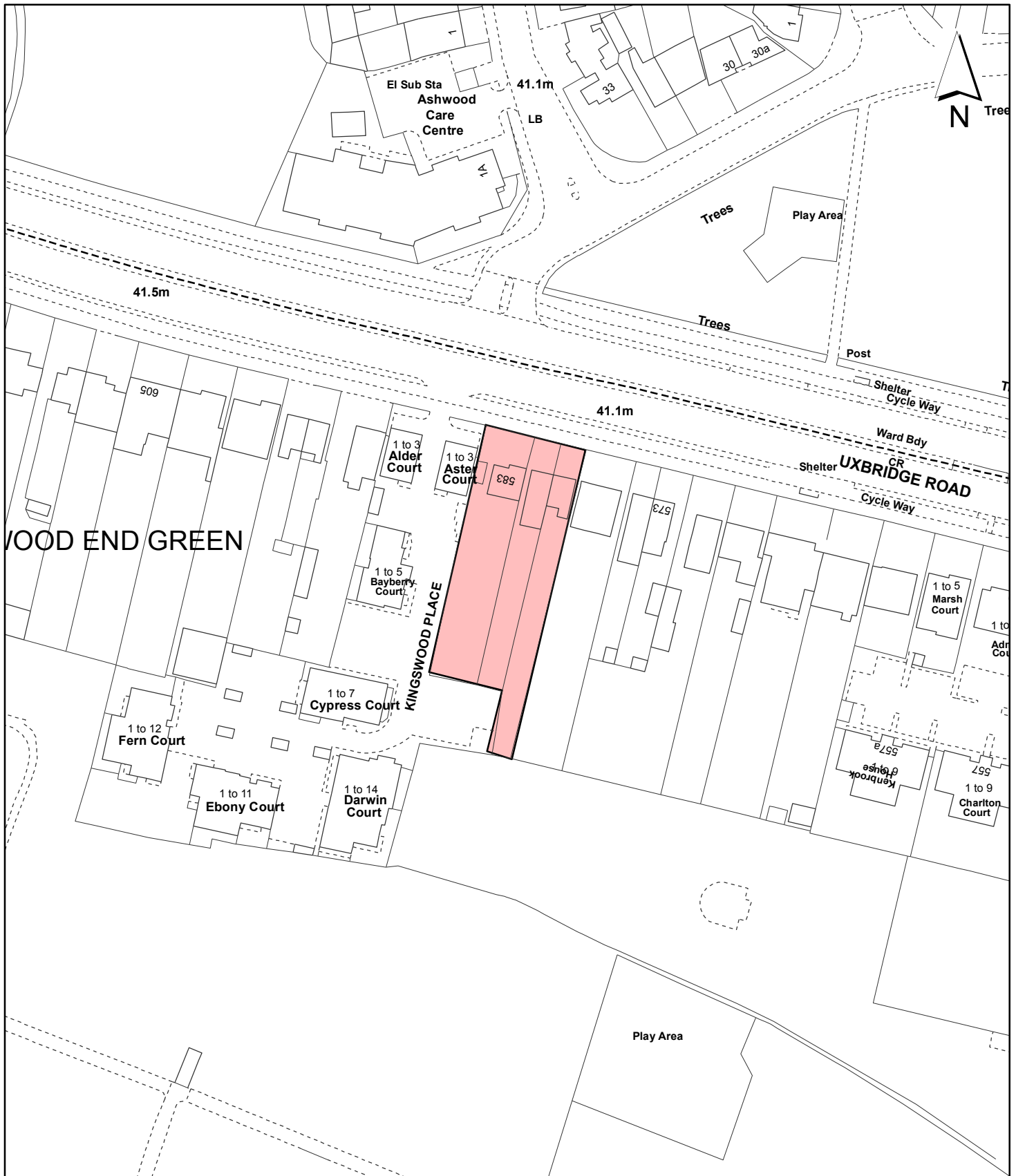
## 11. Reference Documents



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

**Contact Officer:** Katherine Mills

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<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p><b>579-583 Uxbridge Road</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>72470/APP/2016/4648</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p><b>Major Application</b></p>	<p>Date</p> <p><b>September 2018</b></p>	
		 <b>HILLINGDON</b> LONDON	