

Report of the Head of Planning & Enforcement Services

Address LAND AT 216 FIELD END ROAD EASTCOTE

Development: Erection of a part three storey, part four storey building comprising a ground floor Class A1 (Retail) unit and 3, one-bedroom flats and 8, two-bedroom flats above with first floor rear roof garden and third floor terrace on front elevation.

LBH Ref Nos: 6331/APP/2010/2411

Drawing Nos: 1215-P100
1215-P101
Un-numbered Drainage Plan
Design and Access Statement Rev D
Planning Statement, October 2010
Environmental Noise Report 4th November 2010
Phase 1 Environmental Review, March 2010
Energy Assessment, 8th October 2010
Affordable Housing Viability Assessment
Technical Note, Ref: PCJ/10/1126/TN01
1215-P102 rev F
1215-P103 rev G
1215-P104 rev G
1215-P105 rev F
1215-P106 rev C
1215-P110 rev F
1215-P111 rev F
1215-P112 rev D
1215-P113 rev D
Technical Note Ref: PJC/10/1126/TN02, April 2011
Agent's email dated 20/05/2011 and attached plan showing extent of land to be dedicated to the Council
Agent's email dated 01/06/2011
Agent's email dated 08/06/2011

Date Plans Received:	14/10/2010	Date(s) of Amendment(s):	15/10/2010
Date Application Valid:	05/11/2010		05/11/2010
			09/03/2011
			16/03/2011
			15/04/2011
			20/05/2011
			01/06/2011
			08/06/2011

1. SUMMARY

This application seeks planning permission for a new four storey building on this currently vacant site. It would comprise a new convenience store covering most of the ground floor and 3 one-bedroom and 8 two-bedroom flats above. The scheme would be car free.

The proposed uses are acceptable in policy terms and the scheme would benefit the town centre in terms of bringing a vacant prominent town centre site back into productive

use. The scheme has been revised in terms of the building's siting and design and it is now considered to present a satisfactory appearance on Field End Road, which respects the scale and harmonises with surrounding buildings. The proposal is not considered to harm the setting of the Grade II listed Eastcote Underground Station sited on the opposite side of the road. The proposed building would not be detrimental to the amenities of surrounding residents.

One of the flats is below the minimum unit size advocated by design guidance, but the shortfall is minimal and would not justify a refusal of the scheme. The amenity space proposed is considered acceptable in this town centre location. As regards noise, the Council's Environmental Health Officer advises that adequate safeguards and attenuation measures would ensure that an adequate residential environment is achieved. Since the scheme has been amended to include a lift to all residential floors, the Council's Access Officer advises that the scheme is acceptable.

As the site has no rear access, servicing and deliveries would be at the front of the store. Works to the highway include a new loading/unloading bay that would be available to surrounding retail units, remodelling of the adjoining lay-by to provide three additional on-street parking spaces and the area to the front of the store would be paved and two new trees and seating provided and the area would be dedicated to the Council. The Council's Highway Officer advises that delivery arrangements are acceptable, subject to control of delivery times to avoid peak hours and that the car free scheme is acceptable. Although no disabled car parking space is provided, given the constraints on site and the scale of the development proposed, no objection is raised.

An Affordable Homes Viability Assessment demonstrates that the scheme would not be viable if such housing was included having regard to other s106 commitments. It is considered that the scheme does provide a full range of S106 contributions. It is recommended for approval.

2. RECOMMENDATION

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

1. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Sections 38 and 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

- (i) Highway improvements to provide a new loading/unloading bay and remodelling of adjoining lay-by and to secure dedication of land at front of the site**
- (ii) A financial contribution of £23,535 towards education places**
- (iii) A financial contribution of £4,320.40 towards health care facilities**
- (iv) A financial contribution of £10,000 towards community facilities**
- (v) A financial contribution of £458.62 towards libraries**
- (vi) A financial contribution of £5,000 towards construction training**
- (vii) In-kind works to the front of the site including new tree planting, paving and seating,**
- (viii) A Delivery Management Plan**
- (vi) The applicants pay a sum to the Council of 5% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).**

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

4. That if the application is approved, the following conditions be attached:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces, including details of balconies, have been 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 Unitary Development Plan Saved Policies (September 2007).

3 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 OM2 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 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 Unitary Development Plan (Saved Policies 2007).

6 H14 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage, changing facilities, lockers and showers for staff of the retail store, customer cycle storage and 11 resident's cycle spaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

7 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs,

or lighting),

- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

10 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be

provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

11 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

12 HLC5 Industrial and Commercial Development

The retail unit shall not be used except between 07:00 and 23:00 hours on any day.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 NONSC Non Standard Condition

With the exception of newspapers, deliveries and collection, including waste collections, shall be restricted to the following hours:

10:00 to 16:00 hours and 19:00 to 21:00 hours Monday to Friday,
07:00 to 21:00 hours Saturday, and
08:00 to 16:00 hours Sundays, Bank and Public Holidays

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties and safeguard highway safety in accordance with Policies AM7 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 NONSC Non Standard Condition

The development shall not begin until a sound insulation scheme that specifies the provisions to be made for the control of noise transmission from the commercial use hereby approved to adjoining dwellings, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

Reason:

To ensure that the amenity of the occupiers of the proposed development is not

adversely affected by noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

15 NONSC Non Standard Condition

The rating level of the noise emitted from plant and equipment hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises in accordance with British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

Reason:

To protect the amenity of the surrounding area in accordance with policy OE3 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC Non Standard Condition

Development shall not begin until a scheme for protecting the proposed development from road and rail traffic noise has been submitted to and approved by the Local Planning Authority (LPA). The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of measures as may be approved by the LPA. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site.

Reason:

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 NONSC Non Standard Condition

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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 Unitary Development Plan Saved Policies (September 2007).

18 NONSC Non Standard Condition

Prior to the commencement of development a detailed energy assessment shall be submitted in writing to and approved by the Local Planning Authority. This assessment

shall demonstrate the specific carbon reduction details that will be used to reduce carbon emissions by 20% from renewable energy. The details shall include types and locations (including roof plans if necessary) of technologies and the impacts on the baseline (2010 building regulations) development. The scheme shall be completed in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure compliance with London Plan policy 4A.7 by reducing the amount of carbon emissions through the use of renewable energy.

19 NONSC Non Standard Condition

Prior to the commencement of development, the applicant must provide a certified BRE design stage certificate confirming the residential development can meet the Level 3 of the Code for Sustainable Homes. Prior to occupancy of the development, the applicant must submit a BRE completion stage certificate confirming the residential units have been built to Level 3 of the Code for Sustainable Homes. If no completion stage certificate is received then the Local Planning Authority will seek compensation.

Reason

To ensure the proposals provide certified sustainable development in accordance with London Plan policy 2A.1.

20 TL20 Amenity Areas (Residential Developments)

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

21 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

22 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), polices 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

23 OM5 Provision of Bin Stores

The covered and secure facilities to be provided for the screened storage of refuse bins within the site shall be provided in accordance with the approved details prior to the occupation of the building and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS	Residential Layouts Accessible Hillingdon

3 I1 Building to Approved Drawing

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

4 I2 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.

5 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).

6 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not

empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 115 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

8 145 Discharge of Conditions

Your attention is drawn to condition(s) 2, 4, 5, 6, 7, 9, 10, 14, 16, 17, 18, 19, 21 and 22 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).

9

The sound insulation and ventilation scheme required by condition 16 shall meet acceptable internal noise criteria. The local authority's supplementary planning document on noise contains advice on noise design criteria. Wherever practicable, indoor noise levels should be met with windows open. An example of a performance standard for glazing and ventilation designed to achieve satisfactory internal noise levels is given in the executive summary and chapter 4.0 of environmental noise report prepared by Cundall Acoustics environmental noise report job no. 1002325, dated 4th November 2010.

Habitable rooms (bedrooms and living rooms) facing a noise source can be given some protection by an external balcony, reducing the received noise level by approximately 5dB(A). The balcony front and sides should be imperforate and as tall as possible. Where stacked vertically, the underside of each balcony above should have a sound-absorbing finish, such as sprayed vermiculite.

Other noise affecting proposed dwellings - Service yard access:

Conditions have been proposed to restrict the delivery and waste collection activities to daytime hours Monday to Saturdays only, plus shortened hours on Bank Holidays to enable re-stocking to take place. The enclosed design will prevent the new dwellings from being directly exposed to noise from these activities, however the adjoining parade of existing commercial premises will have their own delivery and waste collection requirements which are noted to contribute to the existing background noise levels.

Kitchen extract vent serving Village Pizza 214 Field End Road.

The existing side vent is subject to a recent application to reposition the termination point of the flue such that it vents to the west of 214 (at the rear of the premises) (35503/APP/2010/2047). It is noted that this has been approved subject to EPU approved odour control measures on the 9th December 2010.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the Eastcote Town Centre, on the western side of Field End Road, immediately to the north of the Metropolitan/ Piccadilly Underground line, opposite the Grade II Listed Eastcote Station and some 40m to the south of the traffic lighted junction with Elm Avenue and North View. The roughly rectangular shaped plot has a 26m frontage onto Field End Road and an approximate depth of 38m. The site, although relatively flat, is at a lower level than the adjoining road and pavement as here, Field End Road gently rises to bridge the adjoining railway line which at this point runs within a cutting under the road.

The site is currently vacant and somewhat overgrown and it is believed that the last use of the site was as a garden centre. It comprises extensive areas of hardstanding, the former buildings having been demolished with the site perimeter protected by steel galvanised palisade fencing. To the north, a three storey retail parade adjoins the site, the upper floors of which are predominantly in residential use, with a lay-by at the front and a service road at the rear which is accessed from Elm Avenue. The site projects forward by approximately 9m from the front of the adjoining parade. At the rear, the site is adjoined by the rear garden of No. 5 Elm Avenue.

The application site forms part of the secondary shopping area of the Eastcote Town Centre as designated by the adopted Hillingdon Unitary Develop Plan Saved Policies (September 2007).

3.2 Proposed Scheme

This application seeks permission for a part three storey, part four storey flat roofed building comprising of a 428 sq.m gross internal floor area ground floor retail unit (Class A1) and 3 one-bedroom and 8 two bedroom flats above. The ground floor of the building would cover much of the whole site, with the floors above being 'L'-shaped, adjoining and aligning with the front elevation of the neighbouring retail parade and extending in depth along the southern side of the site which abuts the underground line. The remaining space above the ground floor shop at the rear would provide a roof terrace.

The building would have a 14.45m wide frontage onto Field End Road, retaining a 1.5m gap to the southern side boundary of the site and would have a maximum depth of 19.2m, leaving a 1.5m deep covered yard area at the rear. It would have a main height of 8.3m. The building would be of a modern design, with the third floor predominantly contained

within a zinc clad flat roof element, which would be set back and pitched along the front elevation. This would be stepped at the rear so that it would be set in 4.6m from the projecting three storey wing of the building. The main three storey bulk of the building would be in brick, with a 8.6m high white rendered panel on its southern elevation at the front of the building. Access to the shop would be from the right hand side of the building with the flats also accessed from the front, on the left hand side of the building, via a glazed stairwell with lift access behind. A small recessed balcony would be provided on the front elevation to one of the flats on the fourth floor. Storage for refuse from the store is shown in the covered rear yard area with residential refuse storage within the building at the side of the residential entrance. Cycle storage for the residents is also integral to the building at the side, with cycle racks for retail customers provided at the front of the shop. A small energy sub-station would also be incorporated into the southern side of the building. Energy collectors are proposed on the roof of the projecting southern wing of the building, on both the third and fourth floors.

The proposed development would be car free, with servicing and deliveries taking place at the front of the site. The siting of the building allows a 7.5m deep forecourt area to be provided, which would be gifted to the Council. In this area, an HGV service bay would be provided at the front with a pedestrian area at the rear, incorporating two street trees and benches beneath. Also, the off-street parking outside the adjoining parade would be re-configured to accommodate an additional 3 parking spaces to supplement the existing disabled parking bay and motorcycle parking bay.

The application is supported buy a number of reports, namely:

Planning Statement:

This provides the background to the planning application. The site is described, together with the surrounding area and its buildings. It acknowledges that whilst there is a narrow lane to the rear of the neighbouring properties, there is no legal right of access along this route into the site. The proposal is described, and the history of the site. It then goes on to assess the various aspects of the proposal against relevant national, regional and local policies. It concludes that the proposed uses and design of the scheme are appropriate for the site and the development will make a positive contribution to Eastcote town centre, both in terms of environmental quality through the revitalisation of a brownfield site and its viability and vitality with the creation of new job opportunities.

Transport Assessment:

This provides the background and the policy context for the development. The site is described, together with its accessibility for the various modes of transport. Current travel patterns and travel habits of the surrounding population are assessed. The report then goes on to discuss the proposed access and service arrangements and assesses the traffic demand from the new convenience store. The report concludes that the convenience store would not generate significant primary traffic on the local road network with the majority of trips being 'pass-by' trips which would not impact upon the safe operation or capacity of the local highway network. Car parking demand generated by the convenience store is considered acceptable and could be accommodated within the existing and improved Stop and Shop facilities in the vicinity any parking demand from the residential element would be minimal and can be managed through the current Parking Management Scheme. Servicing and refuse collection, including larger HGVs will be accommodated within the site.

Technical Note Ref: PJC/10/1126/TN01, March 2011:

This provides detailed points of clarification to various issues raised by the Council's Highway Engineer regarding deliveries, refuse, car parking, trip rates, traffic and land dedication. It concludes by stating that the note demonstrates that there are practical benefits of the proposed loading/unloading bay, adjacent to the site in both serving the site and adjacent retailers and civic amenity in terms of providing a safe area for refuse vehicles to wait, clear of the highway. If bay is occupied Sainbury's vehicles will move on, to return later which can be dealt with through a store management plan for deliveries. Furthermore, whilst there is no resident's parking, the site is well located to take advantage of good public transport links and where any resident parking demand may exist, it is not unreasonable to consider this minimal which can be accommodated locally, either on or off-street. Majority of customer trips will be on foot, but the three additional parking bays will absorb some of any additional parking demand in an area where parking restrictions already encourage a high turnover of spaces.

Technical Note Ref: PJC/10/1126/TN02, April 2011:

This provides additional supporting detail in respect of the issues raised by the Highway Engineer, in particular matters relating to delivery/servicing, transport data and parking.

Environmental Noise Report:

This provides a context for the noise report and describes the noise survey undertaken. It discusses the results and makes recommendations for noise attenuation measures on the building facades.

Energy Assessment:

This describes the development and provides the policy context for the energy assessment. It researches the various technologies available and the viability of these to serve the retail and residential elements of the proposal. It concludes that two energy strategy options are available to reduce carbon dioxide emissions by a minimum of 20%, involving photovoltaic panels and solar thermal water heating.

Phase 1 Environmental Report:

This provides the context for the desk top assessment of the potential for land contamination on site. The history of the site is researched, based upon historical maps. In 1868, the site was shown as undeveloped open land but by 1914, a small unidentified building had been erected on the eastern part of the site. Further structures were added over the years until 1960, when these structures had been replaced with an unidentified building of commercial/industrial appearance. By 1972, this structure had been replaced by a large greenhouse associated with the former use of the site as a garden centre. By 2006, the site had been cleared and left vacant. Environmental databases are then considered and the risk assessed of possible land contamination. It concludes that the site has a low potential for significant or widespread contamination but there is potential for localised 'hot spots' of contamination.

Affordable Housing Viability Assessment:

This provides a financial appraisal of the development.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history on this site.

4. Planning Policies and Standards

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning and the Historic Environment
Planning Policy Statement 22: Renewable Energy
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
London Plan (Consolidated with Alterations since 2004)
London Plan Interim Housing Supplementary Planning Guidance (April 2010)
Supplementary Planning Guidance - Community Safety by Design
Supplementary Planning Guidance - Noise
Supplementary Planning Guidance - Air Quality
Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Guidance - Residential Layouts
Supplementary Planning Guidance - Accessible Hillingdon

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|--------|--|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. |
| PT1.16 | To seek to ensure enough of new residential units are designed to wheelchair and mobility standards. |
| PT1.17 | To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing. |
| PT1.18 | To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough. |
| PT1.19 | To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres. |
| PT1.20 | To give priority to retail uses at ground floor level in the Borough's shopping areas. |
| PT1.30 | To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities. |
| PT1.31 | To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps. |
| PT1.32 | To encourage development for uses other than those providing local services to locate in places which are accessible by public transport. |

PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE28 Shop fronts - design and materials
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H8 Change of use from non-residential to residential
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- HDAS Residential Layouts
Accessible Hillingdon

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st December 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

165 surrounding properties were consulted and site and press notices have been displayed. 8 responses (2 from same objector) have been received, making the following comments:

(i) The site is currently an eyesore but proposed plans are of an excessive density and not in keeping with the character and style of the surrounding architecture and the notable street scene, which includes the listed Charles Holden designed Eastcote Underground Station opposite. All adjoining shops and flats combine with its style and materials to form a consistent harmony with the 1930s period, with the tallest building being three floors with tiled and pitched roof. The proposal would be taller than its neighbours, at four storeys with a flat roof and would be dominant and unattractive with energy panels on the roof increasing its height. The windows do not align with the adjoining building giving a haphazard and eccentric sight line. It would be detrimental to the street scene and the Grade II listed station;

(ii) Retail outlets in Field End Road comprise mainly small independent shops, including two small grocer stores opposite. One pound in every 8 is spent in a chain store and two of the largest chains are already represented within 100 yards of the site, namely Budgens and Tesco. A third major supermarket chain would not be sustainable and drive out the small traders, resulting in empty retail properties as has happened at Ruislip Manor and hasten the demise of Eastcote as a varied and lively shopping environment;

(iii) Some 90 per cent of all planning permissions given to shops in 2009 went to the big four supermarkets: Tesco, Asda, Sainsbury's and Morrisons;

(iv) No residents or disabled parking is being provided and just because it is claimed that the site has good transport links does not mean residents will not own cars as most young people have cars. Nearby roads and industrial estates will be used instead. Increase in residents will result in considerable additional traffic at this already busy junction;

(v) Deliveries and refuse collection will be at the front of the premises which is on a major road, just over a brow of a hill and close to busy crossroads which is in constant use. No account appears to have been taken of proposed alterations/access to Eastcote Station, including a pelican crossing and opposite a bus stop. Does not appear to be a 'pick-up and drop-off' facility. Proposal will be dangerous;

(vi) Some flats are very small;

(vii) No provision has been made for lift access to the flats;

(viii) Front balconies are not needed and would overlook a major road junction;

(ix) With new housing estate on Lime Grove and so many houses being knocked down to build flats, this development is not required.

Eastcote Residents' Association: We ask that this application be rejected in its current form.

We would welcome a sensitive and appropriate redevelopment of this derelict land. However, we object to the current proposal for the following reasons:

* The height of the proposed building, at 4 storeys, is out of keeping with the immediately adjacent 3 storey buildings, running from 214 Field End Road to Elm Avenue. The proposed building will be over dominant in juxtaposition,

* The architectural style does not blend in with these buildings, which, in turn, very much reflect the 1930's 'Metroland' style of the other buildings in the Eastcote Village area, going along either side

of Field End Road, towards Eastcote Road/Eastcote High Road,

* The number and size of the flats and retail space represent significant overdevelopment of this site,

* Car parking facilities are not provided, either for the flats or for the retail outlet,

* Despite the proximity of the tube and buses, some residents of the proposed 11 flats will inevitably have cars, as might employees of the retail outlet. These cars require off-street parking to avoid exacerbating the existing on-street parking problems that already exist in nearby residential streets,

* For the retail unit it is completely unacceptable not to provide rear access for loading/unloading - all other significant retail outlets in Eastcote have rear loading/unloading access,

* The proposed vehicular access at the front of the building is very limited and does not, of itself, seem acceptable. The only loading/unloading area for heavy goods vehicles proposed is on the edge of the main road within the limits of a proposed pedestrian crossing outside Eastcote Underground Station. This is completely unacceptable,

* Regarding the large retail unit - although it is appreciated that this may not represent a reason for rejection, we feel that it could well be argued that there is already a surplus of retail space in Eastcote shopping area, as witnessed by the number of empty shops. It is not a sensible approach to add to this problem,

* Amenity space: It is considered that the development has insufficient amenity space and that the space available is of poor quality being sited on top of the retail space or on the roof,

* Accessibility:

* Whilst the flats are shown as being built to Part M standards in a number of regards and the required 1500mm wheelchair turning circle is being provided in living/dining areas, the only access to flats is via a staircase, ie no lift access, to allow wheelchair users to access the flats,

* Refuse store and collection:

* The store for refuse is to the rear of the building. However, as there is no rear access to the site, all such refuse will have to be brought to the front of the building for collection.

Ruislip Residents' Association (although site is not within their area):

Although the application site is in Eastcote Residents Association area, there are aspects of the proposal, which are of concern to our Association. Apart from the impact the development would have on its immediate surroundings, it is likely that approval would encourage other developers to submit similar proposals in the wider area. Features of the proposal which are of particular concern include:

* The height, size and profile of the proposed building would be over dominant on the adjacent buildings. Also the flat roof, third floor balconies and large windows on the east elevation do not harmonise with the adjacent building (Nos. 202 - 214). The result would have a detrimental impact on the character of the whole parade.

* The lack of any car parking (Including disabled bays) for both the retail unit and apartments would inevitably result in more vehicles parking on the already congested local streets.

* The location of the parking bay for delivery vehicles in close proximity to the junction of two distributor roads (Field End Road and North View/Elm Avenue) is likely to impede traffic flow in Field End Road. Recent experience in Ruislip, where Tesco rely on deliveries from the adjacent street, have had this effect.

Eastcote Village Conservation Area Advisory Panel:

Eastcote is a minor town, of predominately residential use. The town developed with the coming of the Metropolitan Line. Therefore, most of the architecture, including Eastcote Station (Grade II listed) can be described as a 'Metroland', set within a suburban town setting.

This area of land is situated near to the Morford Way Conservation Area, opposite Eastcote Underground Station, (Grade II listed) and is adjacent to the railway line, on the rise to the brow of the bridge.

Neither the primary nor the secondary retail areas of Eastcote have balconies or terraces fronting onto the shopping area. They are three storey buildings with retail units at ground floor level with flats above. All with pitched, tiles roofs, in true 'Metroland' style.

Numbers 202-214 Field End Road from the site to Elm Avenue are in keeping with the architecture of the Morford Way Conservation Area on the opposite side of Elm Avenue, and the 'Metroland' street scene in general.

The developments on the other side of the railway bridge, consisting of mainly office accommodation, are more modern. These developments are set back from Field End Road, all are three storey. They are situated on a lower land level and are not predominant within the street scene.

Whilst it is evident that this derelict site is an 'eyesore' and re-development will be welcome, to replace it with another 'eyesore' is not acceptable. The proposed building is 4 storeys fronting onto Field End Road, with a flat roof and the addition of energy saving panels, which will add to the overall height, which is far higher than the adjacent buildings. With the rising land levels this building will be overdominant and detrimental to the surrounding area. Three storey buildings are the normal style for Eastcote.

Density

Page 9 of the submitted Planning Statement states at 4.18 that the development site is at the boundary of a PTAL Zone 4. Therefore we must assume we are dealing with a PTAL of 3. It then follows that this proposal exceeds the density matrix for hr/ha.

Traffic Matters

There are proposals to re-configure the area around Eastcote Station, including the addition of a Pelican Crossing at the brow of the bridge. These proposals have not been taken into account when designing the frontage and the heavy goods vehicles access to the front of the unit. Mr David Knowles is the officer in charge of these alterations and his observations should be sought on the matter.

It is proposed that there will be 10 staff employed at the retail unit, there is no parking available and only 8 cycle places at the front of the store. It must be noted that staff from other retail outlets in Eastcote already park their cars in the surrounding residential roads, causing considerable inconvenience to residents.

The proposal will generate at least 38 residents (3 x 1 bedroom, 2 persons flats and 8 x 2 bedroom, 4 person flats). In this suburban setting (PTAL 3) car parking places for this development will be required, so as to avoid adding to the congestion in the surrounding residential roads.

Refuse Store for Retail Unit

The store for refuse for the retail unit is situated at the rear of the building, at the furthest point away from the front entrance. There is no rear entrance to the site, therefore, all refuse will need to be moved to the front of the building for collection. The distance from store to collection point does not comply with LBH requirements.

Living Conditions for Future Residents

LDF, Accessible Hillingdon SPD, adopted January 2010 gives minimum requirements for floor areas, note 6 adds 'applicants should seek to provide larger floor areas in developments, where possible'. This development will provide 5 out of 11 flats with a floor area below the minimum requirement, this is not acceptable.

Shared or private amenity space should be usable. The terrace on the 3rd floor fronts onto Field End Road, which is the main road through Eastcote, use of this terrace will not be private, and it will be very noisy and affected by traffic fumes, as the traffic is often at a stand still here, caused by the traffic lights at the Elm Avenue junction. This cannot be classed as usable amenity space. Therefore, the proposal cannot claim to supply the minimum amenity space required for this size of development. The roof garden will be affected by the noise from the railway line.

It is stated that the flats can be classed as Lifetime homes. However, there is only access to 3 residential floors via a staircase, no lift is provided. None of these dwellings would be accessible to a disabled person.

This proposal, is overdominant, architecturally out of keeping with the street scene, lacks sufficient parking and cycle provision, does not provide suitable accommodation for future residents.

We ask that this application be refused in its current form, and a more sympathetic proposal be submitted.

Ruislip, Northwood and Eastcote Local History Society:

The Society is very concerned about the proposed development at 216, Field End Road. The suggested structure of part three storey part four storey with an energy collector on the roof will be higher than all the buildings nearby and will be over dominant. This dominance will be very obvious bearing in mind the site's prominent position just by the bridge over the railway line.

The site is opposite the Grade ii listed Eastcote station designed by Charles Holden and as such any building there should present a more sympathetic impression since it is the first thing many people will see on using the station. Close by there is the Morford Way Conservation Area, which includes some of the shops on Field End Road. Also nearby are 177-195 and 184 Field End Road all of which have recently been included on the borough's Local List of Buildings of Architectural or Historic Importance. All these buildings are in the 'Metroland' style on a small domestic scale of no more than three storeys with pitched roofs, which are in keeping with a suburban town centre. Similarly the adjoining parade of shops from the site to Elm Avenue is three storeys high and conforms to the same style with pitched roofs.

The proposed building with its flat roof will not harmonise with the existing street scene nor will it enhance the area. It is too large for a small town centre and represents an over development.

London Underground Ltd:

We can confirm that the planning applicant is in communication with London Underground engineers with regard to the development above. Subject to the applicant fulfilling the legal requirements in place and formed under agreement with London Underground, we have no objection to make on this application.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER:

ORIGINAL PLANS:

Background: The existing site is a vacant plot adjacent to the railway line, and prominently visible from the railway bridge on Field End Road. The site is located opposite Eastcote Underground station which is listed at grade II. The area is characterised by 1930-50s terraces with shops at ground floor and flats on the upper floors, some of which is set back from the main highway.

The terrace immediately adjacent to the site is in brick with a tiled pitched roof. A number of properties within the terrace have single storey extensions to the rear. There are also a couple of two storey extensions. These are used for either storage or residential accommodation. Beyond the town centre, the residential dwellings are mainly two storeys and semi-detached with spacious rear gardens.

Any new development at this site should be in keeping with the street scene of the area in terms of scale, bulk and massing and should respect the setting of the listed building. There have been pre-app discussions and meeting re the proposal.

Comments: The scheme proposes a four storey building, with the ground floor covering the whole plot, and the upper storeys forming an L-shaped block. The building would accommodate a retail unit at ground floor and 11 flats (1 and 2 bedroom) at first, second and third floors. Concerns re the scale of the proposed building were raised during the pre-app discussions.

The submitted scheme is different from that discussed during pre-app meetings, and the new scheme is now higher than the adjacent block to the front. This, in addition to the depth of the proposed building would result in a larger mass and bulk which would not relate to the scale of adjacent buildings in this area.

Whilst the front of the new building sits in line with the adjacent terrace, it is higher than the established ridge height of the adjacent block. To the side, the southern elevation, fronting the railway line, extends to the end of the plot, and would be highly visible. It would have an overbearing and dominant impact when viewed from Field End Road. Given the depth and height of the building, it would appear overly large and bulky, and would be considered visually intrusive and detrimental to the character and appearance of the area.

The scheme proposes a central amenity area at first floor level, with the flats looking on to it. It is felt, however, that the depth and height of the western elevation would project beyond the established rear elevation of the block, and as such would relate poorly to it. The bulk and height of the building to the rear, in particular the projecting wing would be highly visible from Elm Avenue and would have a dominating impact on the street scene of the area. It would also be visible from the rear of the residential properties in the immediate vicinity, and would be again, considered visually intrusive to the area.

In terms of design, it is felt that the building could contribute more to the street scene and appearance of the area. The front elevation appears bland and could be improved by the addition

of vertical architectural elements. This could be achieved by incorporating details from the adjacent terraces. It is also suggested that the width of the windows and Juliet balconies should be reduced by one bay (the covered timber clad element).

On the ground floor, the proposed timber clad section would appear solid and would not sit comfortably with the shop fronts. It is suggested that the shop front sub-division should be continued, possibly in glass with a metal back, to lighten its appearance.

The scheme proposes a flat roof to the third floor with energy collectors. These would be placed at an angle of 30-40 degrees and would be highly visible from the railway bridge on Field End Road and from the other areas. This would be considered visually intrusive within the street scene and would be detrimental to the appearance of the area, and would be unacceptable.

It is also felt that appropriate landscaping to the frontage would considerably improve the street elevation and appearance of the area.

The bulk, massing and scale of the proposed building and its poor relationship with adjoining terrace, would be visually intrusive and detrimental to the character and appearance of the area. The design of the building would not contribute positively to the street scene and general appearance of the area. Overall, it is felt that the development would be detrimental to the wider setting of the listed building and would be unacceptable in design terms.

Conclusion: Unacceptable

FIRST AMENDMENT:

The revised scheme is considered to be an improvement. Due to the reduction in height, the southern and northern elevations appear less intrusive and bulky. The proposed introduction of trees is welcomed as this would enhance the street elevation of the building. The comments re the continuation of the shop-front fascia have been incorporated.

Whilst the pitched roof is considered better in design terms, we need to see how it would relate to the southern section of the roof and the adjacent building- 214 Field End Road. Cross sectional details and a roof plan should be provided to clarify the same.

As discussed in the previous meeting, the canted section of the western elevation (facing the rear gardens) remains unresolved, and should be partly set back to be in line with the rear wall of no 214. It is also felt that the sheer height of the western elevation could be broken by setting back the top floor and cladding it with the same materials as the front roof.

SECOND AMENDMENT:

These have been amended in accordance with our discussions and are acceptable. Samples of all external materials should be submitted prior to works commencing and this should be conditioned.

HIGHWAY ENGINEER:

The application is to develop a vacant area of land at 216 Field End Road, Eastcote to provide a 428sqm GIA Sainsbury's Local Store and 11 No. 1 and 2 bed flats above.

A Transport Assessment has been submitted in support of the application.

The proposals include the provision of a Loading/Unloading bay to the front of the store to provide for the Sainsbury's Local service requirements and provide additional delivery/service infrastructure

for adjacent stores to improve the facilities available to local businesses in an area which currently lacks such a facility.

The proposed delivery bay is designed to accommodate up to 14.25m Articulated Lorries (and has been tested through Auto Track). It is proposed that the bay would be subject to a suitable Traffic Regulation Order limiting the period during which any one vehicle can wait in the bay to load and unload. The details of the TRO can be agreed at a later stage. The delivery vehicle size and routing cannot be relied upon to remain as proposed throughout the life of the development and are likely to change in case the occupier changes in the future. However, overall the proposed delivery bay and its future use are considered acceptable.

The applicant is proposing to provide an additional 3 on-street parking bays through the re-modelling of the parking area immediately to the north of the application site.

The applicant has demonstrated through additional information submitted in support of the proposals that the public parking facilities nearby are suitable for the commercial element of the development. No car parking spaces are proposed for the residential element of the site. Given the type/size and location of the proposed development, it is considered acceptable to apply a lower parking standard of 0.5 per unit, which would result in a demand of 5-6 residential parking spaces. The surrounding streets are considered suitable to accommodate this level of car parking.

The applicant is proposing to undertake deliveries from 7am, the duration of which would be around 40-45 minutes. Newspaper delivery is proposed to take place prior to that time. The applicant has said that they will instruct third parties to deliver within specified times, outside of peak periods as part of their supply contract. This would form part of their Delivery Management Plan. The proposed delivery times, avoiding peak hours, are acceptable from a highways point of view.

It is proposed that loading and unloading bays, and parking bays will be incorporated within the current Eastcote Parking Management Scheme/'stop and shop' scheme. The developer is proposing works on the existing highway and proposing to dedicate the land up to the front of the building as highway land. The developer will be required to enter into a s38/s278 agreement with the Council and all costs including the Council's costs should be covered by the developer. The development shall not be occupied until the highway works are substantially completed.

The following items should be covered through suitable planning conditions and/or legal agreement:

1. Provision of disabled parking bay (subject to this issue being resolved by the applicant)
2. Cycle parking (residential and commercial)
3. Delivery Management Plan
4. Travel Plans (residential and commercial)
5. Highway works s38/s278
6. Construction Management Plan

TREE/LANDSCAPE OFFICER:

ORIGINAL PLANS:

Background: The site is a vacant plot at the end of a terrace of shops, immediately to the north of a wooded embankment above a railway cutting. Apart from the embankment, this part of Field End Road is essentially urban/suburban in character.

There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

Proposal: The proposal is to build retail unit with flats above. The elevation of the flats will form an L shape along the Field End Road (east boundary) and the railway (south boundary), leaving an area of amenity space in the form of a roof garden above the shop. The development has been subject to pre-application discussions which include landscape advice.

Landscape considerations: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

* In this case there are no trees or landscape features of merit which will be affected by the development. Drawing No. 1215-P103 Rev B indicates that there is potential to create an attractive and useable communal garden and amenity space subject to detail. The space should be designed to provide privacy to ground floor windows and include large shrubs/small trees which will contribute to the landscape quality. These details should be secured by condition.

* During the pre-application discussions the design of the building and site layout was amended to ensure that the wide forecourt in front of the building was designed to accommodate delivery vehicles as well as safe pedestrian movement within an attractive urban landscape which includes appropriate street furniture enhanced by street trees. According to the submitted plans a wide area of paving has been provided without the benefit of soft landscape enhancement.

Recommendations: No objection in principle. However, the scheme as presented is unacceptable due to the lack of tree planting on the front forecourt, without which the development would be harmful to the local amenity character and appearance of the area. It also fails to reflect pre-application advice from the local planning authority.

Amended Plans:

BACKGROUND: The site is a vacant high street plot of land to the north-west of Eastcote Station. There are no landscape features close enough to the proposed development to pose a constraint. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

PROPOSAL: The proposal is to build a small supermarket at street level with residential flats above. Landscape enhancements include a roof garden for the use of residents and enhancements to the public domain in the form of street tree planting and public seating within the paved area to the front of the shop.

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

* The submitted proposal has evolved as a result of pre-application discussion. No trees or other landscape features will be affected by the development and the proposed new building includes landscape enhancements (at roof level) for the benefit of residents and at ground level, urban landscape improvements are proposed. It is understood that the high street enhancements are due to be adopted by the local (highway) authority.

* In addition to the preparation and agreement of all hard and soft landscape proposals by condition, the management and maintenance of the communal roof garden should be secured by condition.

RECOMMENDATIONS: No objection, subject to the above considerations and conditions TL5, TL6 and TL7.

ACCESS OFFICER:

ORIGINAL PLANS:

In assessing this application, reference has been made to London Plan Policy 3A.5 (Housing Choice) and the Council's Supplementary Planning Document 'Accessible Hillingdon' adopted January 2010.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. In addition, 10% of new housing should be built to wheelchair home standards and should accord with relevant policies, legislation and adopted guidance.

The following access observations are provided:

1. Details of level access should be provided for both the residential and retail elements of the proposed development.
2. Based on the details submitted, it would appear that the proposed development does not incorporate one apartment built to wheelchair home standards, as required by the above policy.
3. Plans submitted appear not to include a passenger to permit access to the upper floors, and at least one lift is required as prescribed by the above SPD.
4. To ensure that access to the amenity space is provided for all, including wheelchair users, further details should be submitted in regard to the raised podium and courtyard.

Conclusion: Unacceptable

AMENDED PLANS:

With the exception of one minor alteration that would be required within the wheelchair standard dwelling on the first floor, the proposal would now be satisfactory from an access point of view.

Within a Wheelchair Standard Home, an entrance lobby of 1500 x 1800 should be provided. This may be possible, in this instance, by removal of the store cupboard directly opposite the front door.

S106 OFFICER:

Heads of Terms sought:

1. Transport: to enter into a s278 and/or s38 agreement to secure a dedication of land at the front of the site. A s278 agreement to secure works on the existing highway.
2. Education: a contribution in the sum of £23,535 (£11,697 towards primary; £7,546 towards secondary and £4,292 towards post 16 education).
3. Health: a contribution equal to £4,320.40 is sought.
4. Community Facilities: a contribution in the sum of £10,000 towards improvements to Eastcote House Gardens
5. Libraries: a contribution in the sum of £458.62.
6. Construction Training: a financial contribution in the sum of £5,000.
7. Public Realm: in-kind works to the front of the site including new tree planting, paving and seating

8. Delivery Management Plan: A delivery Management Plan for the supermarket is to be prepared and adhered to.

9. Project Management and Monitoring: a contribution equal to 5% of the total cash contributions (£2,165.70).

SUSTAINABILITY OFFICER:

Energy Comments: I have no objections to the proposed development subject to the following conditions and comments:

The energy assessment sets out a couple of strategies for reaching carbon reduction levels from renewable energy and in line with the Code for Sustainable Homes.

These strategies will need to be developed further to ensure the detail design stages properly accommodate carbon reduction measures. The following conditions are therefore required:

1. Prior to the commencement of development a detailed energy assessment shall be submitted in writing to and approved by the Local Planning Authority. This assessment shall demonstrate the specific carbon reduction details that will be used to reduce carbon emissions by 20% from renewable energy. The details shall include types and locations (including roof plans if necessary) of technologies and the impacts on the baseline (2010 building regulations) development. The scheme shall be completed in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure compliance with London Plan policy 4A.7 by reducing the amount of carbon emissions through the use of renewable energy.

2. Prior to the commencement of development, the applicant must provide a certified BRE design stage certificate confirming the residential development can meet the Level 3 of the Code for Sustainable Homes. Prior to occupancy of the development, the applicant must submit a BRE completion stage certificate confirming the residential units have been built to Level 3 of the Code for Sustainable Homes. If no completion stage certificate is received then the Local Planning Authority will seek compensation.

Reason

To ensure the proposals provide certified sustainable development in accordance with London Plan policy 2A.1

ENVIRONMENTAL HEALTH OFFICER:

I do not wish to object to this proposal.

Mixed use developments require adequate protection be afforded to occupiers of the residential dwellings to ensure protection of amenity. Should planning permission be granted I would recommend the conditions relating to the hours of operation of the retail unit, hours of delivery and collection, sound insulation between the commercial and residential elements and controlling the level of noise from plant and equipment be applied to protect the amenity of the area.

Road and railway traffic noise:

I refer to the Cundall Acoustics Environmental Noise Report Job No 1002325, dated 4th November 2010.

The proposed residential units forming part of the development would be exposed to noise from road and rail traffic. The noise report contains an assessment of the suitability of the site for such residential use having regard to the Noise Exposure Categories (NECs) defined in PPG24 Planning and Noise.

The noise report summarises the results of noise monitoring over a 24 hour period at Measurement positions 1 at the road fronting façade to the east and 2 to the rear of site to the south-west. The measured noise levels at position 1 are 74 dB L(A)eq, 16hr daytime, and 66 dB L(A)eq, 8hr night-time, where road traffic noise predominates. Position 2 in the south-west of site is exposed to road traffic noise to some extent but here the rail traffic predominates.

It must be noted that the 24 hour measurement that commenced on the 2nd November at 15:06 hours was affected by the tube strike that commenced at 19:00 hrs that same day. Therefore the results at position 2 are affected by this atypical noise climate, and the authors of the acoustic assessment have acknowledged this in the final paragraph of Chapter 3.0. The daytime measurement has therefore been split in to two measurements and it is the 'before 19:00' measurement that is to be used to represent both daytime and night-time noise levels at position 2.

As Chapter 3.0 of the noise report acknowledges, this places the site into the lower end of NEC category D at position 1 (road-fronting facade) and the upper end of NEC category B at position 2 (rail-fronting facade).

The relevant advice in PPG24 for NEC category D is: 'Planning permission should normally be refused'.

However, the Environmental Noise Report satisfactorily demonstrates a combination of measures, predominantly the use of internal layout to protect habitable rooms (bedrooms and lounge) alongside the railway from unacceptable noise exposure. In addition the following condition is recommended to control the specification of acoustic glazing and mechanical ventilation on the road-fronting facade:

In order to provide satisfactory noise levels inside the proposed residential units having regard to road and rail traffic and other outdoor noise, use of the following condition and informative is recommended:

Development shall not begin until a scheme for protecting the proposed development from road and rail traffic noise has been submitted to and approved by the Local Planning Authority (LPA). The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of measures as may be approved by the LPA. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site.

Reason: To safeguard the amenity of surrounding areas.

Informative 1

The sound insulation and ventilation scheme required by condition 1 shall meet acceptable internal noise criteria. The Local Authority's Supplementary Planning Document on Noise contains advice on noise design criteria. Wherever practicable, indoor noise levels should be met with windows open. An example of a performance standard for glazing and ventilation designed to achieve satisfactory internal noise levels is given in the Executive Summary and Chapter 4.0 of Environmental Noise Report prepared by Cundall Acoustics Environmental Noise Report Job No. 1002325, dated 4th November 2010.

Habitable rooms (bedrooms and living rooms) facing a noise source can be given some protection by an external balcony, reducing the received noise level by approximately 5dB(A). The balcony front and sides should be imperforate and as tall as possible. Where stacked vertically, the underside of each balcony above should have a sound-absorbing finish, such as sprayed vermiculite.

Other noise affecting proposed dwellings - Service yard access:

Conditions have been proposed to restrict the delivery and waste collection activities to daytime hours Monday to Saturdays only, plus shortened hours on Bank Holidays to enable re-stocking to take place. The enclosed design will prevent the new dwellings from being directly exposed to noise from these activities, however the adjoining parade of existing commercial premises will have their own delivery and waste collection requirements which are noted to contribute to the existing background noise levels.

Kitchen extract vent serving Village Pizza 214 Field End Road.

The existing side vent is subject to a recent application to reposition the termination point of the flue such that it vents to the west of 214 (at the rear of the premises) (35503/APP/2010/2047). It is noted that this has been approved subject to EPU approved odour control measures on the 9th December 2010.

ENVIRONMENTAL HEALTH OFFICER (LAND CONTAMINATION):

I refer to the above application for the Sainsburys 'local' store and flats on what is derelict brownfield land.

As regards the past use of the land this is not fully clear. Two buildings are present on map epoch 1959-1976. This was replaced by one hatched building on map epoch 1962-1989. The applicant indicates that the last use was as a garden centre, and the hatched building on 1962-1989 may indicate a plant nursery use as well. The aerial maps from 2001-2003 show a large building which looks like it has a factory use however this roof must be the roof of the garden centre. I think that the past use is not fully clear. Although I do not suspect a highly contaminative use at this location I would advise that a contaminated land condition is applied to ensure that the soil is investigated for chemical contamination in addition to the geotechnical survey for the large building. A geo-environmental survey is required. This will ensure that any necessary soil remediation is undertaken and clean soils are imported. Soil remediation if necessary may involve removing contamination derived from the previous use or buried demolition material. I have recommended the condition below to be applied to any permission.

Please contact me if you want to discuss the site or the type of contaminated land condition most applicable to this development.

Condition:

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works. Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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 Unitary Development Plan Saved Policies (September 2007).

Note: The Environmental Protection Unit should be consulted when using this condition. The Environment Agency, EA, should be consulted when using this condition. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land.

WASTE SERVICES:

The waste arrangements are acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the secondary shopping frontage of Eastcote Town Centre as designated in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007). A main thrust of UDP policy is to ensure that retail uses have priority on the ground floor of shopping areas. There is also a requirement to ensure that retail development is appropriate to the scale and function of the centre and would not harm the viability and vitality of town or local centres.

The 428 sqm. retail unit would be appropriate to the size of the town centre and would be comparable to a number of existing units within the town. As such, no objections are raised to the principle of the retail use. National Planning Guidance encourages competition between retailers and does not have any policies which could be used to prevent a store of the size proposed in what is considered to be a town centre location.

As regards the residential use, national policy is supportive of residential uses within town centres as a means of improving their vitality and viability. Policy H4 of the saved UDP also advises that one and two-bedroom units will be preferable within town centres. As such, no objections are raised to the principle of the proposal.

7.02 Density of the proposed development

Policy 3A.3 of the London Plan (February 2008) seeks to maximise the potential of sites, having regard to local character and its accessibility by public transport, in line with Table 3A.2 which advises of an appropriate residential density range.

The site is considered to have an urban setting given its town centre location and has a PTAL score of 4. The average unit size of the units at 2.3 habitable rooms per unit is below the range cited in Table 3A.2. The smallest average unit size range cited in the Table is 2.7 - 3.0 and for this unit size, guidance suggests an appropriate range of 70 - 260 u/ha and 200 - 700 hr/ha. The scheme would achieve a residential density of 147 u/ha and 342 hr/ha, well within the Mayor's guidance. However, this proposal is for a mixed scheme where the normal density guidelines are not directly applicable. The London Plan Interim Housing Supplementary Planning Guidance, April 2010 at Para. 3.35 advises that in mixed use developments where more than 35% of the total floor space is for uses other than residential such as this scheme, density is more appropriately assessed in line with guidance on commercial developments. Paragraph 4.105 of the London Plan states that commercial developments should fulfil Policy 3A.3 by maximising plot ratios, and average site densities of at least 3:1 should be achieved wherever there is good public transport accessibility and capacity. This scheme would achieve a plot ratio

of 2.5:1. However, Paragraph 4.105 goes on to state that the ability of plot ratios to be maximised will depend on the local context, including built form and character, and given that this site forms part of the Ruislip Village Conservation Area and has been designed to mimic the existing built form on site, it is considered that a higher density and a reason for refusal would not be appropriate.

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

The proposal would not be likely to impact upon any archaeological remains, not being sited within an Archaeological Priority Area and the site is not located within or sited on the fringes of a conservation area or area of special local character, the nearest such designation being the Eastcote (Morford Way) Conservation Area some 80m to the north. The Eastcote Underground Station opposite is Grade II listed, but the proposal, due to it being sited a sufficient distance away on the opposite side of a busy road and of an appropriate scale and design, is not considered to adversely affect its setting. Furthermore, the site is currently vacant and somewhat overgrown and as part of the proposal, a hard landscaped forecourt area with two street trees would be created in front of the proposed store. As such, it is considered that the proposal would improve the setting of the station, in accordance with policy BE10 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.04 Airport safeguarding

There are no airport safeguarding issues raised by this application.

7.05 Impact on the green belt

As the application site does not form part of or is sited close to the Green Belt, no Green Belt issues are raised by this application.

7.06 Environmental Impact

No environmental issues are raised by this application.

7.07 Impact on the character & appearance of the area

The application site does occupy a prominent position within the town centre. Currently, the site is vacant and has been cleared of buildings for many years and is now somewhat overgrown. It has been secured, including its street frontage, with palisade fencing. As such, the site currently detracts from the character and appearance of the Eastcote town centre.

The proposal has been the subject of various discussions with Council officers, including the Urban Design/Conservation Officer which has resulted in a number of revisions being made to the siting, bulk and design of the building.

The building has been designed to respect the scale and siting of the adjoining retail parade, but incorporating a more modern design. The originally proposed forward siting has been amended and the building would now align with the front facade of the adjoining retail parade and have a similar three storey scale to the Field End Road frontage. This would be of facing brick to a height of approximately 9.0m which would be similar to the 8.5m eaves height of the adjoining brick built parade building. Although the building does include a fourth floor, this occupies the space taken up by the traditional ridged roof of the adjoining parade. The proposed building would have an average overall main height of 11.5m, similar to the 11.3m ridge height of the adjoining parade building and the fourth floor is set back from the front elevation and would utilise metal cladding and be pitched along the front to match the slope of the adjoining roof so that the fourth floor would appear as a subordinate element on the roof. The adjoining parade building is not particularly attractive and the opportunity has been taken to come up with a building with a more distinctive modern design. The first and second floor frontage windows respect the pattern and uniform siting of the windows on the adjoining parade but they are larger and

have Juliet balconies, giving a more airy character to the proposal, with a fully glazed staircase enclosure on the side of the building that adjoins the railway. The building returns along the southern boundary adjoining the railway, to provide a visual stop to the parade, but steps down to reduce its bulk. The metal cladding and a full height rendered panel on this side of the building also assist in breaking up the bulk.

The energy collectors would extend approximately 0.65m above the height of the flat roof and be sited on the projecting wing of the building fronting the railway line. They would be sufficiently set back from the edges of the roof so that they would not be readily visible within the street scene, and would only be visible from longer distances.

The proposed shopfront maintains the height and fascia level of the adjoining parade and the area to the front would extend the public realm and incorporate seating and landscaping with the planting of two trees.

At the rear, the proposed building would present an acceptable appearance at the end of the adjoining service road. The wall to the rear amenity space would be sited at first floor level but there are 2 storey extensions of a similar depth on the adjoining parade and the wall would not appear unduly intrusive in this context.

The Council's Conservation and Urban Design Officer supports the design approach taken on this site and raises no objection to the proposal. The scheme is considered to comply with policies BE13 and BE26 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.08 Impact on neighbours

The nearest residential properties to the application site are flats/maisonettes on the upper floors of the adjoining retail parade and those properties at the rear of the site that front onto Elm Avenue.

The Council's HDAS: Residential Layouts advises at paragraph 4.9 that buildings should avoid being overdominant upon their neighbours and normally a 15m separation distance should be maintained where the building is two or more storeys in height. Paragraph 4.12 advises that a 21m distance should be maintained between habitable room windows and private amenity space.

The main rear elevation of the block fronting Field End Road would project 1.8m beyond the main rear elevation of the adjoining parade but any impact upon the adjoining residents has been kept to a minimum by chamfering the corner of the proposed block. The proposed building also returns along the southern side of the site adjoining the railway, projecting some 17.5m beyond the rear elevation of the flats in the adjoining parade, but taking a 45° line of sight from the centre of the nearest windows, the nearest part of the projecting wing would be over 15m away. Furthermore, although the proposed habitable room windows in this wing would be sited within 21m of habitable room windows in the adjoining parade, given the distances involved, being separated by over 15m and their near right angle relationship, it is considered that the viewing angle would be too acute to allow any significant overlooking into the rooms.

The adjoining parade building also has a rear terrace area above the ground floor shops which serves as the only outdoor amenity area for the flats and again, this area would be overlooked within a 21m distance. However, this area is not particularly private and is used as a walkway to access adjoining properties.

The only other properties that would potentially be affected are the houses on Elm Avenue those rear gardens back onto the application site. However, the nearest property, No. 5 Elm Avenue, would retain a private amenity area (taken to be the 3m depth of rear garden adjoining the rear elevation of residential properties) at over 21m from the nearest proposed windows so that it would be sufficiently remote from the proposed development to afford adequate privacy.

The proposal also includes a first floor rear roof garden and this would include a 1.8m high brick screen wall that would prevent its use resulting in any overlooking to neighbouring properties.

As such, it is considered that the relationship of the proposal with surrounding properties would be acceptable and satisfies policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.09 Living conditions for future occupiers

The Council's Supplementary Planning Document: Residential Layouts states that a minimum of 50m² internal floor space should be provided for one-bedroom flats, increasing to 63m² for two-bedroom units. The one-bedroom flats would have floor areas ranging from 50m² to 51m² and 61m² to 70m² in the case of the two-bedroom units. Only one of the two bedroom units would be undersized in terms of satisfying design guidance and given the very marginal shortfall, it is considered that a reason for refusal on this ground would not be justified. All windows would have an appropriate outlook and receive adequate daylight. Although the L shaped building would involve windows in one wing looking onto windows on the other wing at distances of less than 21m, given the right angle relationship, any potential for overlooking would be minimised and the layout has been designed so as to avoid habitable room windows of neighbouring flats being sited too close to one another within the internal angle of the building.

The Council's Supplementary Planning Document: Residential Layouts at paragraph 4.17 also advises that shared amenity space should be provided at a minimum level of 20m² and 25m² per one-bedroom and two-bedroom units respectively and that space needs to be usable, attractively laid out and conveniently located. This gives a total of 260m² of amenity space being required.

This scheme provides a first floor roof garden area which would be divided to provide the three adjoining flats with 1.5m to 1.8m deep defensible patio areas of approximately 13m², 13.5m² and 16m² separated from the main 123m² shared space by 700mm high railings. A small balcony area would also be provided for one of the third floor flats at the front of the building. The scheme would therefore only provide approximately 64% of the amenity space required by paragraph 4.17 of design guidance. However, at paragraph 4.19 the guidance goes on to advise that exceptions can be made in special circumstances, 'such as the provision of small non-family housing, predominantly made up of 1 bedroom units in town centres or the provision of small non-family housing above shops.' Guidance goes on to advise that even in these cases, care should be taken to provide some usable and reasonable outdoor amenity space, perhaps in the form of balconies and that larger flatted developments in town centres, in excess of 10 units, will be expected to provide adequate private, amenity space, having regard to the above guidelines.'

The Council's guidance therefore does allow for some degree of flexibility. Although this scheme does predominantly comprise two-bedroom units, it is considered that the amount of amenity space would be adequate, particularly given that the surrounding town centre character comprises parade buildings with typically little or no amenity space. As such, the

scheme is considered to comply with policy BE23 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposal has been designed as a car free development. This has partly been in response to the fact that although there is a narrow service road at the rear of the adjoining parade, the site does not have any right of access over it. The application is supported by a Transport Assessment which has been supplemented by a number of further reports in response to discussions with the Council's Highway Engineer.

The scheme proposes a loading/unloading bay, within the application site at the front of the site which would serve the store and would also be available for use by adjoining units. In addition, the segregated lay-by in front of the adjoining parade would be remodelled to provide an additional 3 on-street car parking spaces.

The Council's Highway Engineer advises that the service bay would be a welcome additional for local businesses in an area which currently lacks such a facility. The delivery bay has been designed to accommodate up to a 14.25m long articulated lorry and this has been tested through Auto Track. As such, the bay would be an appropriate means of servicing the store, subject to the need for a suitable Traffic Regulation Order limiting the period during which any one vehicle can wait in the bay to load and unload which would be included as part of the s278 Agreement. Initially, deliveries were expected to take place from 06:00 but given the objections raised to this on amenity grounds, the applicant is now proposing to undertake deliveries from 07:00 to 21:00 Mondays to Saturdays and 08:00 to 16:00 on Sundays, Bank and Public Holidays, the duration of which would be around 40-45 minutes. The applicant has said that they will instruct third parties to deliver within specified, outside of peak periods as part of their supply contract. This would form part of their Delivery Management Plan. However, to avoid deliveries conflicting with the traffic at this busy junction, it is recommended that the delivery times be restricted to avoid peak hours. On this basis, the Highway Engineer raises no objections.

The Highway Engineer also raises no objection to the layout of the re-modelled segregated lay-by at the front of the adjoining parade to provide three additional on-street car parking bays.

The applicant has been able to demonstrate through the additional information submitted that the public parking facilities nearby are suitable for the convenience store. Although no car parking spaces are proposed for the residential element of the site, given the type/size and town centre location of the proposed development, immediately opposite an underground station, it is considered acceptable to apply a lower parking standard of 0.5 per unit, which would result in a demand of 5-6 residential parking spaces. The Highway Engineer advises that the surrounding streets are considered suitable to accommodate this level of car parking.

No off-street disabled car parking space has been provided. Although it is debatable whether car free development should provide such space, in this instance, the scheme only just exceeds the threshold of 10 units where a disabled space would be needed for residential schemes served by car parking. Furthermore, given that there is no right of way to the site at the rear, any off-street provision would be difficult to accommodate on site. Given that the proposed development makes appropriate use of the site that will enhance the visual amenity of the town centre and strengthen the town's vitality and viability, it is considered that a reason for refusal on this ground would not be justified. Furthermore, the Council's Access and Highway Officers do not object to the proposal on

this ground.

The proposal does include secure and covered storage for resident's cycle parking, integral within the building which would be accessed from the side passageway. Bicycle racks are also proposed for customers at the front of the store.

It is proposed that loading and unloading bays, and parking bays will be incorporated within the current Eastcote Parking Management Scheme/'stop and shop' scheme. The developer is proposing works on the existing highway and proposing to dedicate the land up to the front of the proposed building as highway land. The developer will be required to enter into a s38/s278 agreement with the Council and all costs including the Council's costs should be covered by the developer. The development shall not be occupied until the highway works are substantially completed.

Therefore, subject to a suitable legal agreement and the conditions recommended by the Highway Engineer, the scheme is acceptable on highway and safety grounds and accords with policies AM2, AM7, AM9 and AM14 of the saved Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

It is considered that the mix of one and two-bedroom units is appropriate for this town centre site and the scheme complies with Policy H4 of the saved UDP. A condition relating to the development meeting secure by design standards is also recommended.

7.12 Disabled access

The scheme has been amended and now includes lift access to all of the residential flats. The Council's Access Officer advises that with the exception of one minor alteration required to the wheelchair standard flat to provide an adequate entrance lobby which can be achieved by the omission of a store cupboard, the scheme is acceptable. Should approval be granted, it is considered that access issues, including the entrance lobby on the wheelchair standard flat can be dealt with by the recommended conditions.

The Access Officer also advises that as the scheme is car free, there is no requirement to provide an off-street disabled parking space.

7.13 Provision of affordable & special needs housing

Policy 3A.11 of the London Plan (February 2008) states that Boroughs should normally require 50% affordable housing provision on a site which has a capacity to provide 10 or more homes, unless a Financial Viability Assessment indicates otherwise.

Circular 05/2005 acknowledges that in some instances 'it may not be feasible for a proposed development to meet all of the requirements set out in local, regional and national policies and still be economically viable.' It goes on to state that in such cases it is for the local authority to decide what level of contributions are appropriate.

A Financial Viability Assessment (FVA) has been submitted which suggests that the scheme cannot support an element of affordable housing, together with the other S106 contributions required. The assessment has been appraised by a third party and its conclusions have been agreed. As such, no objections are raised to the lack of affordable housing, particularly as the scheme would provide 11 units, just exceeding the threshold when such provision is normally required.

7.14 Trees, Landscaping and Ecology

There are no trees on or close to the site that would be adversely affected by the proposal. On the originally submitted plans, the Council's Tree Officer, although raising no

objections in principle to the scheme, did object to the lack of tree planting at the front of the store. The scheme has been amended and now includes two trees, together with seating. On this basis, the Tree Officer advises that the scheme is acceptable and subject to appropriate conditions, complies with policy BE38 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.15 Sustainable waste management

The submitted plans show that the refuse from the retail unit will be stored in the enclosed yard area at the rear of the site and residential refuse will be stored within a designated integral store at the front of the building adjacent to the entrance to the flats. Commercial refuse would be required to be brought to the front of the store on collection days to be collected by refuse vehicles from Field End Road.

The Council's Waste Services advise that this provision is adequate to serve the proposed development. As such, the scheme complies with Policy 4A.22 of the London Plan (February 2008).

7.16 Renewable energy / Sustainability

Policy 4A.7 of the London Plan 2008 advises that boroughs should require major development to show how they would reduce carbon emissions by 20% through addressing the site's electricity and heat needs from renewable sources, wherever feasible.

An energy statement has been submitted with this application which identifies two possible energy strategy options for achieving this target. The Council's Sustainability Officer advises that the proposal is acceptable, subject to recommended conditions.

7.17 Flooding or Drainage Issues

Policy OE8 of the saved UDP seeks to ensure that new development incorporates appropriate measures to mitigate against any potential increase in the risk of flooding. Policies 4A.12, 4A.13 and 4A.14 of the London Plan (February 2008) require that flooding issues and the need for flood risk management and sustainable drainage are taken into account, having regard to PPS25.

The application site is not located within an area that is at risk of flooding. A sustainable urban drainage system has been controlled by condition.

7.18 Noise or Air Quality Issues

A noise assessment has been submitted with the application having regard to the site fronting a busy road and underground railway line and the Council's Environmental Health Officer advises that the scheme has been carefully designed and appropriate attenuation is proposed to provide a suitable residential environment, subject to conditions. The only area of concern was the proposed delivery times. It was originally proposed that main deliveries would take place from 6:00AM. Following discussions with the Council's Environmental Health Officer, it is now proposed that delivery times would be from 07:00 to 21:00 hours Mondays to Saturdays and 08:00 to 16:00 hours, Sundays, Bank and Public Holidays. Although these times do now avoid the early morning, they do still extend into the evening. However, this is a commercial town centre and the site is sited opposite the Eastcote Underground Station and fronts a busy road and the underground line. Commercial activity in this area already continues late into the night, including a number of takeaway outlets in the surrounding parades and a bar in the adjoining parade. On this basis, it is considered that the delivery times are acceptable and the Environmental Health Officer does not raise any objections.

7.19 Comments on Public Consultations

As regards points (i), (iv), (v) and (vi), these have been considered in the main report. In

terms of point (ii), this is a town centre location where competition between retailers is encouraged. Points (iii), (viii) and (ix) are noted, but do not raise material planning considerations. As regards point (vii) the plans have now been amended and do include lift access to all floors.

7.20 Planning Obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

Should the application be approved, a full range of planning obligations are sought to mitigate the impact of the development. These include highway works, including a new loading/unloading bay and remodelling of the adjoining lay-by and dedication of land at the front of the site, financial contributions towards education, health care, community facilities, libraries and construction training, together with in-kind new tree planting, paving and seating, a Delivery Management Plan for the convenience store and project management and monitoring.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the saved UDP.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

There are no other planning issues raised by this application.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The proposed uses are acceptable in policy terms and the scheme would be enhance the visual appearance of the town and contribute to its vitality and viability by bringing prominent vacant town centre site back into productive use. The scheme has been revised in terms of the building's siting and design and it is now considered to present a satisfactory appearance on Field End Road, which respects the scale and harmonises with surrounding buildings. The proposal is not considered to harm the setting of the Grade II listed Eastcote Underground Station sited on the opposite side of the road. The proposed building would not harm the amenities of surrounding residents.

The amenity space proposed is considered acceptable in this town centre location and although one of the flats is below the minimum unit size advocated by design guidance, the shortfall is minimal and would not justify a refusal of the scheme. As regards noise, the Council's Environmental Health Officer advises that adequate safeguards and attenuation measures would ensure that an satisfactory residential environment is achieved. Since the scheme has been amended to include a lift to all residential floors, the Council's Access Officer advises that the scheme is acceptable.

As the site has no right of way along the service road at the rear of the adjoining parade, servicing and deliveries would be at the front of the store. Works to the highway include a new loading/unloading bay that would be available to surrounding retail units, remodelling of the adjoining lay-by to provide three additional on-street parking spaces and the area to the front of the store would be paved and two new trees and seating provided and the area dedicated to the Council. The Council's Highway Officer advises that delivery arrangements are acceptable, subject to control of delivery times to avoid peak hours and that the car free scheme is acceptable in this location. Although no disabled car parking space is provided, given the constraints on site and the modest scheme proposed, no objection is raised.

An Affordable Homes Viability Assessment demonstrates that the scheme would not be viable is such housing was included having regard to other s106 commitments. It is considered that the scheme does provide a full range of S106 contributions. It is recommended for accordingly.

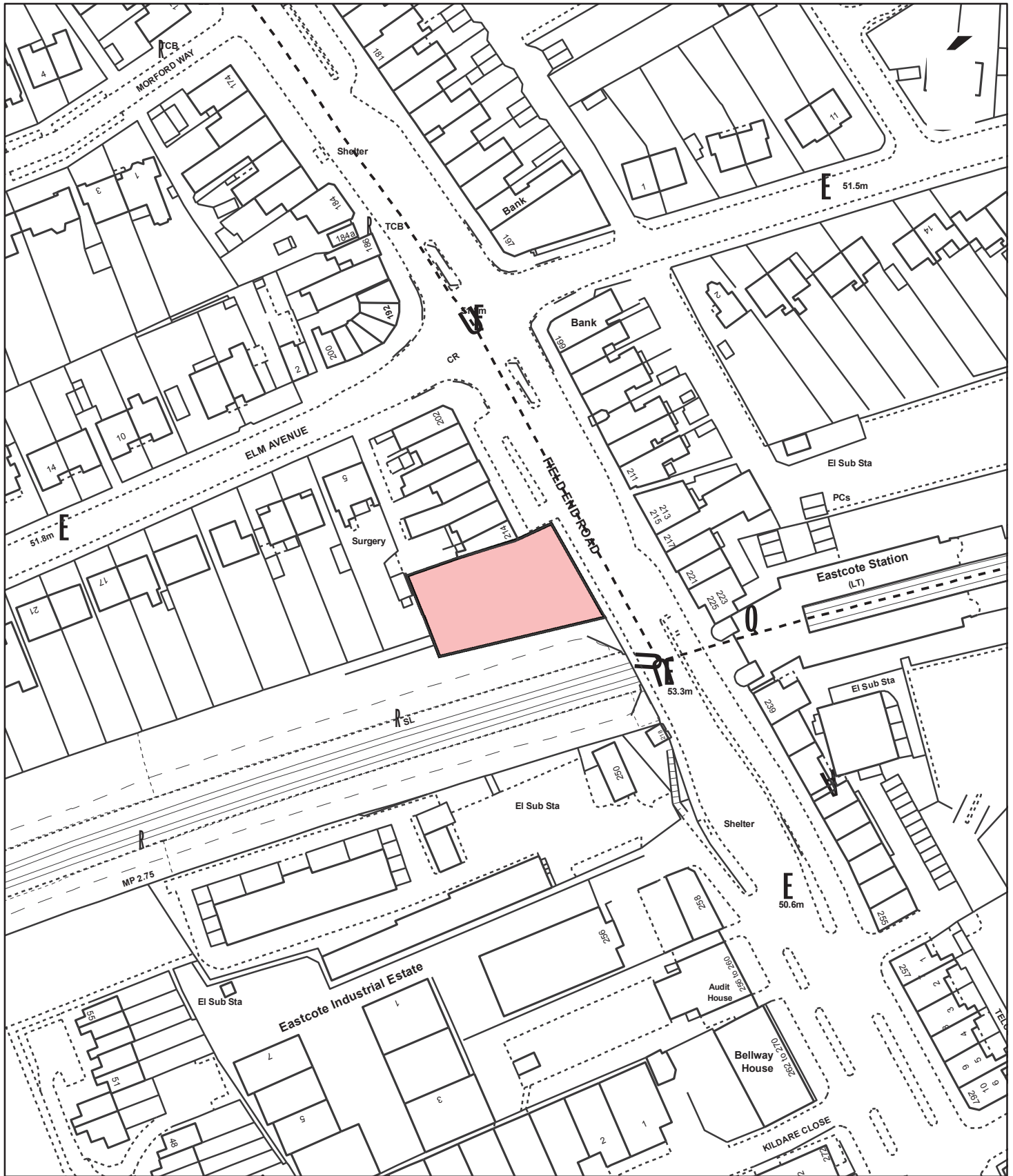
11. Reference Documents

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning and the Historic Environment
Planning Policy Statement 22: Renewable Energy
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
London Plan (Consolidated with Alterations since 2004)
London Plan Interim Housing Supplementary Planning Guidance (April 2010)


Supplementary Planning Guidance - Community Safety by Design
Supplementary Planning Guidance - Noise
Supplementary Planning Guidance - Air Quality
Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Guidance - Residential Layouts
Supplementary Planning Guidance - Accessible Hillingdon
Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)
Consultation Responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes

 Site boundary
For identification purposes only.

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London Borough of Hillingdon
100019283 2011

Site Address	
Land at 216 Field End Road, Eastcote	
Planning Application Ref:	Scale
6331/APP/2010/2411	1:1,250
Planning Committee	Date
North	May 2011

**LONDON BOROUGH
OF HILLINGDON**

**Planning,
Environment, Education
& Community Services**

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