



1.0 INTRODUCTION

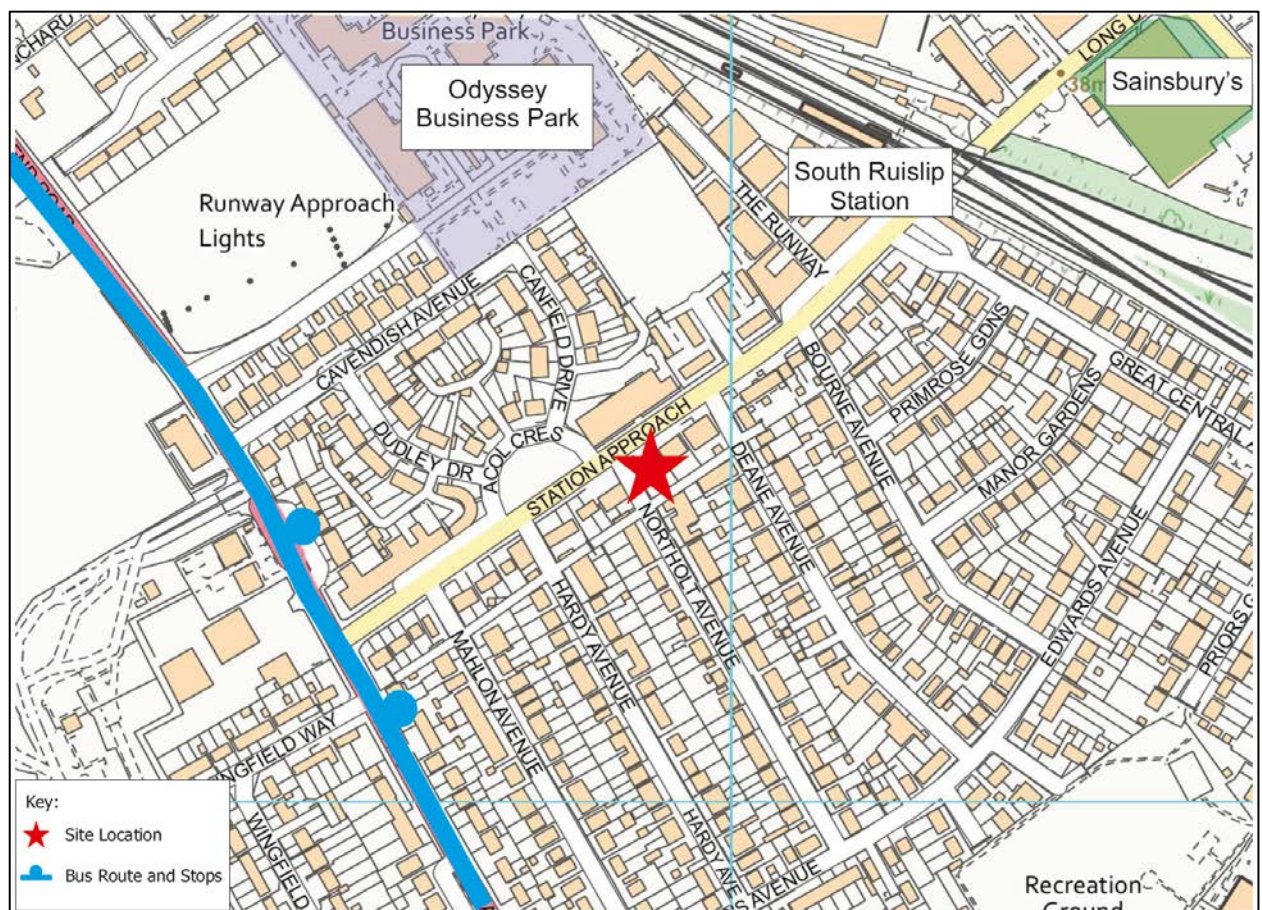
- 1.1 This Technical Note has been prepared by David Tucker Associates (DTA) on behalf of Albion Housing to provide transport advice for the proposed redevelopment of 40 Station Approach in South Ruislip.
- 1.2 The development proposals comprise of the demolition of existing buildings (including dental surgery) and erection of a three-storey building comprising a new dental surgery and six residential units. The site layout plan is attached at **Appendix A**.
- 1.3 The original pre-application discussions with the London Borough of Hillingdon planning authority referred to a scheme for the erection of a four-storey building and eight residential units. Following pre-application advice from planning officers the proposals were revised to provide a three-storey seven-unit scheme.
- 1.4 Pre-application advice has been provided by the London Borough of Hillingdon and a copy is attached at **Appendix B**. The highways comments relate to the following:
- Proposed level of car parking provision.
 - Local Parking Standards.
 - Electric vehicle charging points.
 - Cycle parking provision.
- 1.5 This technical note has been produced to respond to the pre-app particularly on matters of car parking. This note considers the following:
- Review of local road network to parking opportunities.
 - Review of the sustainability of the site by public transport.
 - Local car and cycle parking policy standards.
 - Local census derived car ownership levels.
 - Results of car parking surveys undertaken on nearby on-street parking.

2.0 SITE LOCATION AND ACCESSIBILITY

2.1 Site Location

2.1.1 The development site is located off Station Approach in the South Ruislip area in the London Borough of Hillingdon. It is bound by Station Approach to the north, existing residential properties to the east and Northolt Avenue to the south and west. The site is located within a largely residential area with some retail units nearby. The location of the site is shown at **Figure 1**.

Figure 1 – Site Location Plan



2.2 Existing Site

2.2.1 The existing site comprises of a Dental Surgery within a residential style building. There is informal parking at the front of the building and a small access road at the rear of the building serving the residential unit above the surgery, and adjacent convenience store and flats. Access to the adjacent convenience store and flats is unaffected.

2.3 Local Highway Network

- 2.3.1 The site is bound by Station Approach and Northolt Avenue. Station Approach is subject to a 30mph speed limit and routes in a north-east to south-west direction. In the vicinity of the site there are some on-street parking bays, with some for business permit parking only and others pay and display.
- 2.3.2 Northolt Avenue is subject to a 30mph speed limit and routes in a south-east to north-west direction. The road is subject to Permit holders only Monday to Friday 9am to 5pm. There is a short section of parking immediately to the south of the site where a permit is required or is pay and display (maximum of 2 hours between the hours of 9am to 5pm).

2.4 Public Transport Accessibility Level (PTAL)

- 2.4.1 PTAL assessments are recognised method used to measuring accessibility to the public transport network within London. The assessment provides an indication of the relative density of the public transport network at specific locations. PTALs take into account a combination of factors including walking times, distance and the frequency of services. PTAL scores range from 1 to 6 with a score of 6 representing a high level of accessibility and 1 a low level. Levels 1 and 6 have both been subdivided into two sub-levels to provide greater clarity.
- 2.4.2 A site specific PTAL has therefore been calculated using TfL's Planning Information Database. This PTAL assessment calculation tool made available by TfL through the website <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>. The use of this calculation tool is suggested by the 'Transport Assessment best practice guidance document'.
- 2.4.3 The PTAL assessment has been undertaken through the TfL Planning Information Database and has indicated that the proposed site has a PTAL 3 and this is considered good accessibility. The full output of this assessment has been included at **Appendix C**.

2.5 Public Transport Provision

- 2.5.1 The site is located within an area with excellent links to public transport provisions and this is reflected in the PTAL rating for the site.

Overground and Underground

- 2.5.2 South Ruislip rail station is located 240m to the north-east of the site. The station has ticket machines, customer help points, refreshment facilities, shops, and toilets. Cycle parking is provided at the front of the station.
- 2.5.3 The station provides services to London Marylebone every 45 minutes to one-hour, High Wycombe every hour and Gerrard's Cross every 30 minutes to one hour.
- 2.5.4 South Ruislip is also on the Central Line (West Ruislip to West Acton), with services every 5-9 minutes. These services are taken from TfL during the Covid-19 pandemic.

Bus Services

- 2.5.5 The nearest bus stops to the site are 300m to the south-west and are served by services 696 and E7. The 696 is a school service operating during term time. The E7 service from Ruislip Station to Ealing Broadway Station operates every 10-12 minutes during peak periods and 12 minutes off-peaks Monday to Fridays, and every 20 minutes on Sundays.

2.6 Dental Surgery Travel Survey

- 2.6.1 A patient travel survey was undertaken at the existing dental surgery to understand how patients currently travel to the site. The details of this Survey are attached at **Appendix D**. The travel survey was undertaken in October 2020 and the results showed that 60% of patients travel to the site by on foot, 14% by car, 14% by tube and the remaining were classed as other, for example, a combination of more than one mode.
- 2.6.2 The results show that sustainable travel accounts for 86% of the total journeys to the site.

2.7 Summary

- 2.7.1 The site is very well located in terms of public transport. Residents would be extremely well served by the proximity of the South Ruislip rail and underground station within a short walking distance to the site. This proximity will in its own right, make the modal choice a straightforward one for residents of the development. Regular bus services are also conveniently located.



2.7.2 It is also evident by the results of the Dental Surgery travel survey that the majority of patients travel to the site by sustainable travel.



3.0 LOCAL PARKING STANDARDS AND LOCAL CAR OWNERSHIP

3.1 Car Parking Standards

3.1.1 The maximum car parking standards are set out in the Hillingdon Local Plan Part 2 Development Management Policies Appendix B. For flats it states the following:

- 1-2 bedrooms – 1-1.5 spaces per unit.
- 3-4 bedrooms – 2 spaces per unit.

3.1.2 The Local Plan: Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

3.1.3 In line with the emerging London Plan, within any final parking quantum there is requirement for a 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions.

3.1.4 The emerging London plan also states that car parking for residential areas in Outer London with a PTAL Rating of 3 should provide 0.75 spaces per unit (as a maximum).

3.1.5 For medical and other health practices, including dental, veterinary, and alternative medicine, the standards advise a maximum car parking provision of two spaces per consulting room.

3.2 Cycle Parking Standards

3.2.1 Cycle parking standards are set out in the Hillingdon Local Plan Part 2 Development Management Policies Appendix B. It states for flats the following:

- 1 cycle space per studio, 1 or 2 bed unit.
- 2 cycle spaces per 3 or more bed unit.

3.2.2 For medical and other health practices, including dental, veterinary and alternative medicine, the standards state 1 per 50 staff + 1 per 10 visitors.



3.3 Local Census Car Ownership

3.3.1 The local car ownership levels have also been reviewed. For South Ruislip, in which the site is located, indicates that for 1-3 bedroom flats, 37% do not own a car, 53% own one car, and the remaining own two or more cars. Therefore, 63% of households in the area own one or more car. It is also reasonable to assume that occupiers of 3-bedroom flats are more likely to own a car. The proposed development will only include one and two-bedroom flats.

4.0 CAR PARKING BEAT SURVEY

- 4.1.1 A car parking beat survey of public on-street parking was undertaken on Wednesday 4th November and Tuesday 10th November 2020 in accordance with the Lambeth Methodology. The Wednesday survey was undertaken before the Covid-19 lockdown and the Tuesday survey was undertaken during lockdown. The Lockdown began on Thursday 5th November 2020 for a four-week period.
- 4.1.2 In accordance with the Lambeth Methodology, the roads surveyed were within 200m walk distance of the site and the surveys were undertaken at 04:30. The methodology requires a survey to be undertaken between the hours of 00:30-05:30 on two separate weekday nights. A copy of the survey is attached at **Appendix E** and the data is summarised below.
- 4.1.3 As defined by the Lambeth methodology, within 200m of the site there is space for around 229 cars in designated spaces. Of the 229 designated spaces there were 147 spaces occupied during the Wednesday survey (64%) and 139 spaces occupied during the Tuesday survey (61%). There are also some roads with single yellow lines, but these have not been included within the assessment.
- 4.1.4 A detailed analysis has been undertaken for the roads in the immediate vicinity of the site, namely Northolt Avenue and Station Approach to understand the parking stress in greater detail. The results for the Wednesday survey are presented in **Table 1** and the results for Tuesday in **Table 2**.

Table 1 – Wednesday 4th November – Parking Stress on Northolt Avenue and Station Approach

Restriction	Number of Spaces	Parked	Observed Spaces	% Restriction Stress
Northolt Avenue				
Permit/ 2 Hours Pay & Display Mon-Fri 0900-1700	4	0	4	0.0%
Permit Mon-Fri 0900-1700	15	11	5	68.8%
Permit Mon-Fri 0900-1700	15	13	5	72.2%
Permit/ 2 Hours Pay & Display Mon-Fri 0900-1700	4	2	1	66.7%
Total	38	26	15	64.3%
Station Approach				
Permit/ 2 Hours Pay & Display Mon-Fri 0900-1700	7	1	6	14.3%
Business Permit Mon-Fri 0900-1700	5	0	5	0.0%
Total	12	1	11	8.3%

- 4.1.5 The results in **Table 1** show that on Northolt Avenue the average parking stress was at 64.3% with the areas requiring parking permits having the highest parking stress. This therefore results in 35.7% spare parking capacity. This is broadly similar to the wider area.
- 4.1.6 On Station Approach the average parking stress was at 8.3% and this results in 91.7% spare parking capacity.
- 4.1.7 The table also shows a difference in the total number of spaces and number of parked and observed spaces. This is because the length of parking bays is measured and then the number of spaces is calculated using a vehicle length of 5m. There are occasions where vehicles are not parked correctly, therefore taking up more room or some vehicles park closely together allowing more vehicles to park within that parking bay area.

Table 2 – Tuesday 10th November – Parking Stress on Northolt Avenue and Station Approach

Restriction	Number of Spaces	Parked	Observed Spaces	% Restriction Stress
Northolt Avenue				
Permit/ 2 Hours Pay & Display Mon-Fri 0900-1700	4	1	3	25.0%
Permit Mon-Fri 0900-1700	15	10	6	62.5%
Permit Mon-Fri 0900-1700	15	13	4	76.5%
Permit/ 2 Hours Pay & Display Mon-Fri 0900-1700	4	2	2	50.0%
Total	38	28	15	65.1%
Station Approach				
Permit/ 2 Hours Pay & Display Mon-Fri 0900-1700	7	2	5	28.6%
Business Permit Mon-Fri 0900-1700	5	0	5	0.0%
Total	12	2	10	16.7%

- 4.1.8 The results in **Table 2** show that on Northolt Avenue the average parking stress was at 65.1% with the areas requiring a parking permit having the highest parking stress. This therefore results in 34.9% spare parking capacity.
- 4.1.9 On Station Approach the average parking stress was at 16.7% and this results in 83.3% spare parking capacity.
- 4.1.10 The results also show that there is generally no difference in the parking stress pre and post Covid-19 lockdown. It is therefore concluded that there is available on-street parking close to the application site and there no evidence to suggest any significant parking stress.



5.0 DEVELOPMENT PROPOSALS

5.1 Proposal Overview

5.1.1 The development proposals comprise of seven residential units and a new dental surgery. The proposals comprise of one 3-bedroom flat, two 2-bedroom flats and three 1-bedroom flats.

5.2 Car and Cycle Parking Provision

5.2.1 The residential development will provide a total of four car parking spaces including one disabled parking bay. There will be one active electric charging space with the remaining as passive provisions. A tracking exercise has been undertaken for the spaces and this is shown on **DTA Drawing 22466-01a**.

5.2.2 One car parking space is proposed for the dental surgery.

5.2.3 In terms of cycle parking, the residential units will include provide 8 cycle parking in a two tier rack at the back of the building, and for the dental surgery three Sheffield stands will be provided at the front of the building. The number of spaces provided is in accordance with the standards.

5.3 Refuse Collection

5.3.1 Refuse collection will be undertaken from the roadside on Northolt Avenue. A bin storage area will be provided at the rear of the building and is within acceptable walking distance for residents to reach the bin store. This is shown on the site layout plan attached at **Appendix A**.



6.0 PARKING APPRAISAL

- 6.1.1 Policy DMT 6 of the Local Plan requires that new development will only be permitted where it accords with the Council's adopted maximum parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
- 6.1.2 Based on the maximum Local Standards, there would be a requirement to provide no more than 7-7.5 spaces for residential and two spaces per consulting room for the dental surgery. The development site proposes four spaces including one disabled bay for the residential units. There will be one active electric charging space with the remaining as passive provisions. One space will be provided for the dental surgery at the front of the building. The Local Plan standards does not take into account areas of accessibility to public transport provisions, unlike the new London Plan which explicitly sets out residential parking standards based on its PTAL rating.
- 6.1.3 It is important to acknowledge that the emerging new London Plan (Policy T6 Car Parking) advocates that “*car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity*”. The site has a PTAL Rating of 3 and is very well located to the Overground, Underground and conveniently located to regular bus services. The proximity of nearby public transport services will in its own right, make the modal choice a straightforward one for residents of the development, and hence there is a strong argument for reduced on-site parking.
- 6.1.4 The London Plan further states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). The proposed number of parking spaces accords well with the local car ownership levels and is slightly below the provision in terms of the London Plan.
- 6.1.5 In terms of the residential parking provision, the results of the car parking beat survey have demonstrated that there is spare capacity and convenient off-site parking opportunities on the local network with at least 16 spaces within 50m of the site in the event that overspill parking, for example, from visitors, should this occur.
- 6.1.6 The local census car ownership for the local area shows that 63% of households with 1-



3 bedrooms in the area own one or more car. Applying this percentage to the proposed development would result in four spaces therefore providing an adequate number of spaces in line with local car ownership levels.

- 6.1.7 With regard to the dental surgery, the results of the travel survey have demonstrated that the majority of patients travel to the surgery by sustainable modes. There are also various existing on-street pay & display areas in the vicinity of the site which can be used by patients who need to drive to the site.
- 6.1.8 It is therefore considered that the proposed parking level is entirely consistent with the objectives of the London Plan and the wider sustainable development objectives in the other local, regional and national policies, acting to dissuade residents from using their cars and hence reducing congestion and traffic levels.
- 6.1.9 It is therefore concluded that the parking provision would not result in a deleterious impact on the surrounding road network.



7.0 SUMMARY AND CONCLUSION

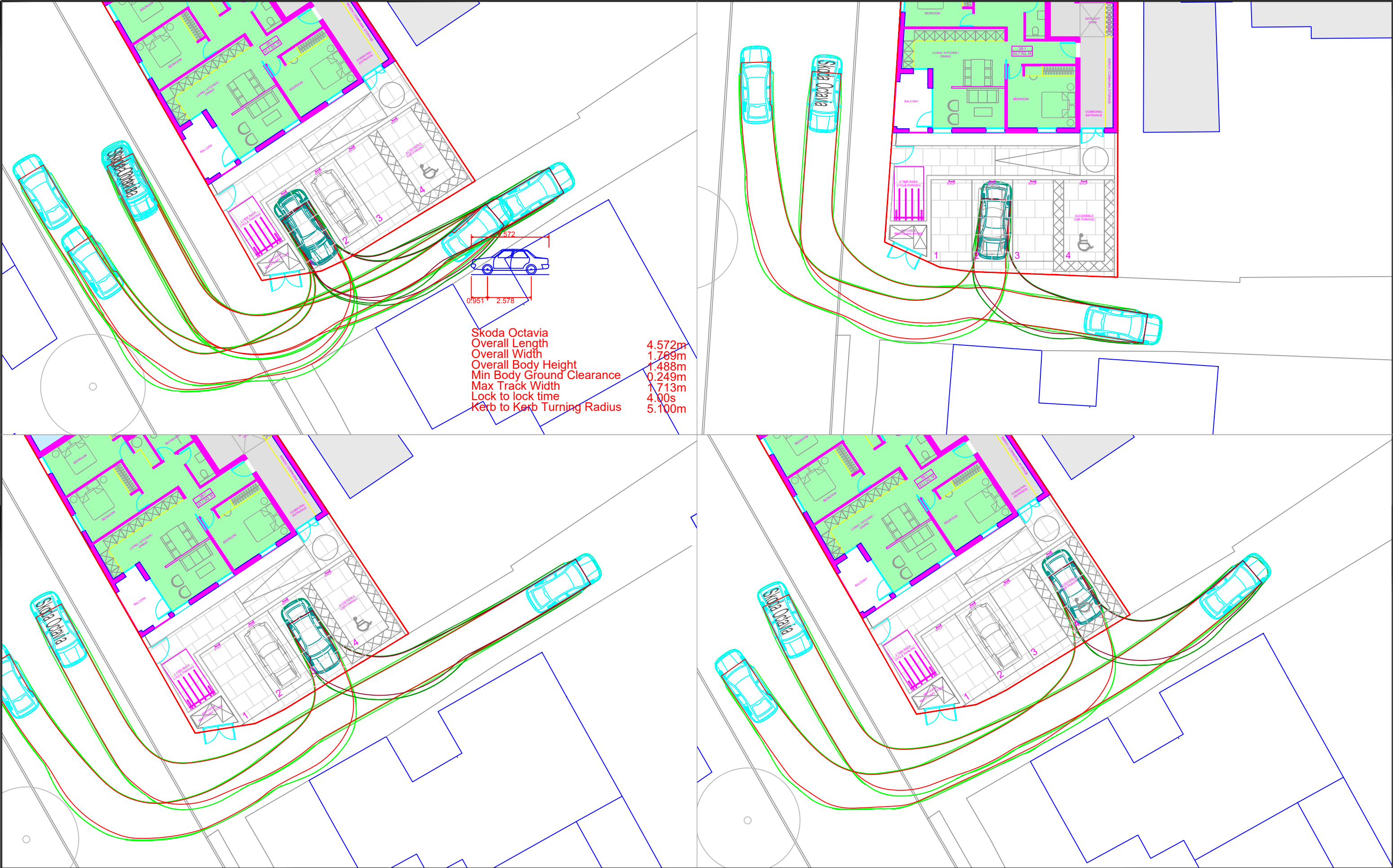
- 7.1 This note has been prepared to provide transport advice for the proposed redevelopment of 40 Station Approach in South Ruislip.
- 7.2 The development proposals comprise of the demolition of existing buildings (including dental surgery) and erection of a three-storey building comprising a new dental surgery and six residential units.
- 7.3 The existing site comprises of a Dental Surgery within a residential style building. There is informal parking at the front of the building and a small access road at the rear of the building serving the surgery, and adjacent convenience store and flats.
- 7.4 Maximum car and cycle parking standards set out in the Hillingdon Local Plan Part 2 Appendix B. The Local Plan: Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. The local standards would require no more than 7-7.5 spaces for residential and no more than two spaces per consulting room for the dental surgery. The development site proposes four spaces including one disabled bay for the residential units. There will be one active electric charging space with the remaining as passive provision. One space will be provided for the dental surgery at the front of the building.
- 7.5 A car parking beat survey was undertaken in accordance with the Lambeth Methodology, and the results demonstrated that there is spare parking capacity in the local area particularly on Northolt Avenue. The results also show that there is generally no difference in the parking stress pre and post Covid-19 lockdown.
- 7.6 The site is very well located in terms of public transport. Residents would be extremely well served by the proximity of the South Ruislip rail and underground station within a short walking distance to the site. The proximity of nearby public transport services will in its own right, make the modal choice a straightforward one for residents of the development, and hence there is a strong argument for reduced on-site parking.
- 7.7 The results of the car parking beat survey have demonstrated that there is spare capacity



and extensive convenient off-site parking opportunities on the local network that would overcome the shortage in the car parking provision for the site, or if off-site parking were to occur.

- 7.8 It is therefore concluded that the parking provision would not result in a deleterious impact on the surrounding road network.

DRAWINGS



APPENDIX A

STUDIO HALLETT IKE

42 Endymion Road, London, N4 1EQ
info@studiohallettike.co.uk
www.studiohallettike.co.uk

All dimensions and levels to be verified on site by contractor. Any errors to be reported immediately to the architect prior to construction or fabrication. Unless otherwise indicated, this drawing is for information only. The contractor is to advise on all details and ensure stability and strength of construction. The contractor to provide setting out drawings for approval prior to construction. All services to Local Authorities, BCO and Environmental Health regulations and to Engineers details. All structure to Structural Engineers details and Local Authority and BCO regulations. All construction and materials to comply with current Building and Fire Regulations.

Contractor to check if this drawing is the latest revision prior to construction and to remove all previous revisions from site/circulation.

To be read in conjunction with consultant drawings.

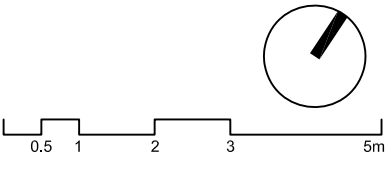
Do not scale from this drawing. Use figured dimensions only. All dimensions in mm unless otherwise stated.

Project Name	40 Station Approach
Job No.	001
Client	Albion Housing Ltd

Ground Floor

1 x 3 Bed = **93.7 sqm**
5 persons

Dentist = **60 sqm**



Status

DESIGN

REV	DATE	DESC
00	18.08.2020	Pre Planning
01	14.12.2020	Planning

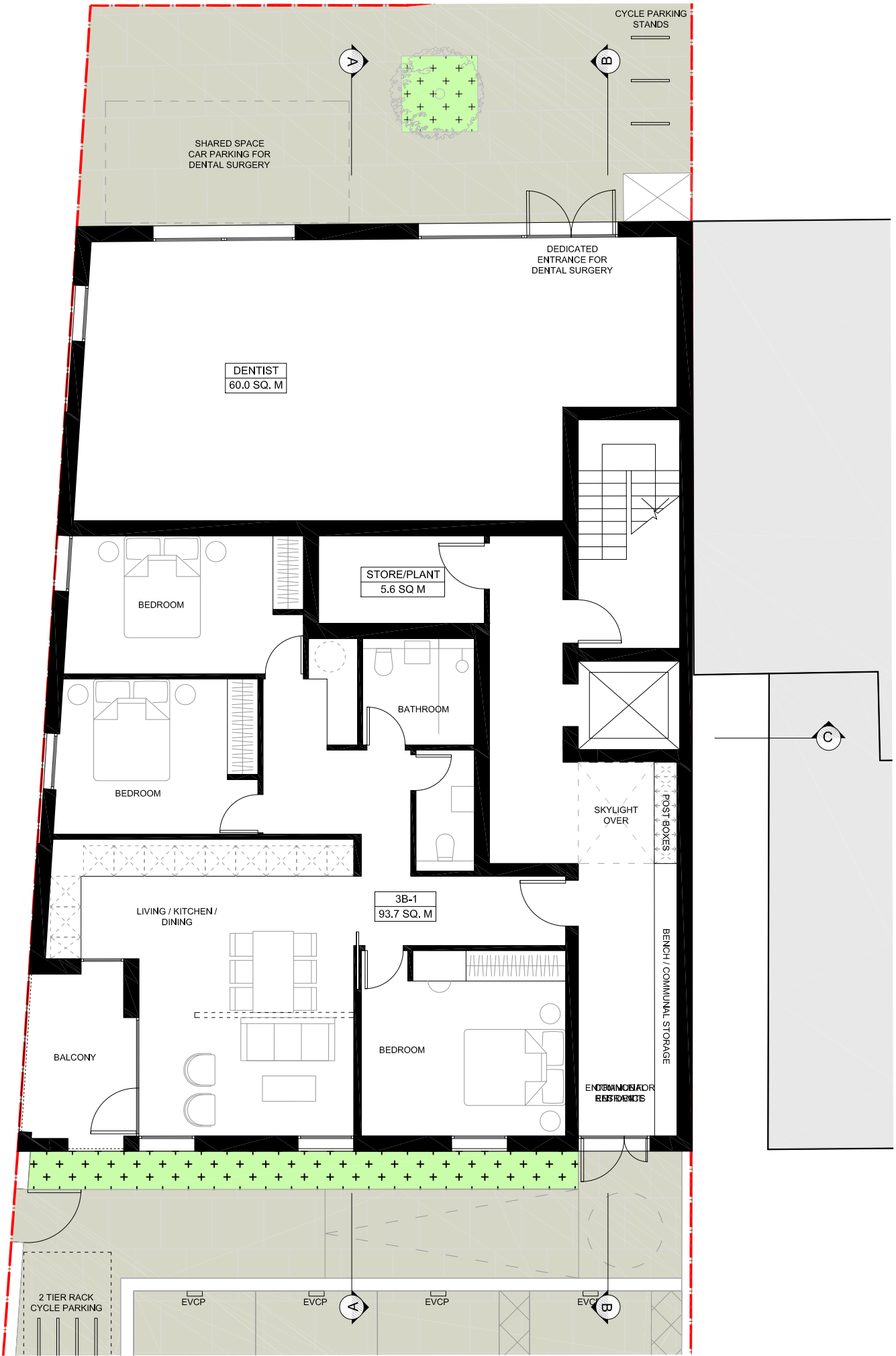
Title
PROPOSED

Scale
1:100@A3

Drawn
29.0.

Drawing No.
001_2000

SKETCH REVIEW



APPENDIX B



Montagu Evans Llp
5 Bolton Street
London
W1J 8BA

Planning Applications Team
London Borough of Hillingdon
Civic Centre, High Street
Uxbridge UB8 1UW

Tel: 01895 250230
Case Officer: Rebecca Lo
Email: rlo@hillington.gov.uk
Date: 16th October 2020
Our Ref: 27354/PRC/2020/181

Dear Montagu Evans Llp

RE: Proposed demolition of existing buildings and erection of a four storey building comprising a dental surgery and eight residential units

SITE: 40 Station Approach South Ruislip

I refer to your request for pre-application planning advice dated 28th August 2020 and our subsequent telephone conference meeting on 16th September relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration.

Plan Numbers:

- 001_2030 Proposed Street Scenes - received 02 Sep 2020
- 001_2040 Proposed Street Section - received 02 Sep 2020
- 001_2023 Proposed East Elevation - received 02 Sep 2020
- Covering Letter 28 August 2020 - received 02 Sep 2020
- 001_0000 Existing Plan L00 - received 02 Sep 2020
- 001_0001 Existing Plan L01 - received 02 Sep 2020
- 001_0005 Existing Site Plan - received 02 Sep 2020
- 001_0020 Existing North Elevation - received 02 Sep 2020
- 001_0021 Existing West Elevation - received 02 Sep 2020
- 001_0022 Existing South Elevation - received 02 Sep 2020
- 001_0023 Existing East Elevation - received 02 Sep 2020
- 001_0030 Existing Street Scenes - received 02 Sep 2020
- Ivory Dental Practice - received 02 Sep 2020
- Pre Planning Application Document August 2020 - received 02 Sep 2020
- 001_2000 Proposed Plan L00 - received 02 Sep 2020
- 001_2001 Proposed Plan L01 & L02 - received 02 Sep 2020
- 001_2002 Proposed Plan L03 - received 02 Sep 2020
- 001_2003 Proposed Roof Plan - received 02 Sep 2020
- 001_2005 Proposed Site Plan - received 02 Sep 2020
- 001_2020 Proposed North Elevation - received 02 Sep 2020
- 001_2021 Proposed West Elevation - received 02 Sep 2020
- 001_2022 Proposed South Elevation - received 02 Sep 2020
- 001_0105 Prop Temp Dental Surgery - received 02 Sep 2020

ALTERNATIVE PROPOSED PLANS - Proposed North Elevation facing Stating Approach - received 30 Sep 2020
ALTERNATIVE PROPOSED PLANS - Proposed West Elevation facing Northolt Avenue - received 30 Sep 2020
ALTERNATIVE PROPOSED PLANS - Proposed South Elevation facing the access road - received 30 Sep 2020
ALTERNATIVE PROPOSED PLANS - Proposed East Elevation facing buildings along Station Approach - received 30 Sep 2020
ALTERNATIVE PROPOSED DESIGN - Facing North from Northolt Avenue Updated Design - received 30 Sep 2020
ALTERNATIVE PROPOSED DESIGN - Facing North From Northolt Avenue Previous Design - received 30 Sep 2020
ALTERNATIVE PROPOSED DESIGN - 001_2006 Proposed Site Context Plan - received 30 Sep 2020
ALTERNATIVE PROPOSED DESIGN - 001_2041 Proposed Street Section - received 30 Sep 2020
ALTERNATIVE PROPOSED DESIGN - 001_2002 Rev. 01 Proposed Plan L03 - received 30 Sep 2020

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The application site is located on the prominent corner of Station Approach and Northolt Avenue. The site is rectangular in shape totalling 396 metres square. The premise is a 2-storeys brick building that is currently occupied by a dental practice on ground floor and used as a residential dwelling on first floor. The front elevation of the site is set back from its adjoining neighbour on the north-east, no. 42B Station Approach. The front hardstanding area faces onto Station Approach is used as parking for the dental surgery while the rear of the property is also hardstanding with access onto Northolt Avenue.

The application site is located 230m south-west of South Ruislip station and has a PTAL score of 3. The property is within the South Ruislip Local Centre, Hillingdon Air Quality Management Area and Air Quality Focus Areas: A40/ South Ruislip Focus Area.

The surrounding area comprises mainly of residential dwellings up to 3 storeys high including, residential flats, semi-detached houses, bungalows and mix use buildings (residential above and commercial on ground level).

SITE HISTORY:

An advertisement consent under planning reference 27354/ADV/2000/59 was granted on 12-10-00 for the installation of 2 wall mounted illuminated box signs and one non-illuminated free standing sign.

A planning application under planning reference 27354/D/90/1464 was granted on 11-12-90 for additional use of part of residential property as dental surgery.

A planning application under planning reference 27354/A/86/1182 was granted on 27-08-86 for a Householder development - residential extension(P).

A planning application under planning reference 27354/79/1638 was granted on 30-10-79 for a Householder development - residential extension(P).

The Proposal

This application seeks pre-application advice for the the demolition of the existing building and erection of a four storey high building comprising a dental surgery on ground level and eight residential units on ground to third floor. One car space to the front for the dentist surgery and 3 car spaces, bin store and cycle storage to the rear. Access to the parking spaces is via Northolt Avenue.

The proposal includes:

Ground Floor:

- Dentist Surgery (78 sqm)
- 2 bed flat (73.7 sqm) with balcony (6.4 sqm)

First Floor:

- 1 Bed Flat (52.3 sqm) with balcony (6 sqm)
- 1 Bed Flat (51.3 sqm) with balcony (6 sqm)
- 1 Bed Flat (56.5 sqm) with balcony (8.8 sqm)

Second Floor:

- 1 Bed Flat (52.3 sqm) with balcony (6 sqm)
- 1 Bed Flat (51.3 sqm) with balcony (6 sqm)
- 1 Bed Flat (56.5 sqm) with balcony (8.8 sqm)

Third Floor:

- 2 Bed Flat (70.9 sqm) with balcony (12.2 sqm)

During the construction of the development, a temporary, single storey building to provide a dental surgery, totalling 35.8 sqm GIA, is to be installed to the rear of the site.

Planning Policy

London Borough of Hillingdon Development Plan (from 6th April 2020)

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

Relevant Development Plan Policies

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM8	(2012) Land, Water, Air and Noise

Other Policies:

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 14	Air Quality
DMH 2	Housing Mix
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.4	(2016) Local character

Main Planning Issues

1. Principle of development

Designations

Local Centre - South Ruislip

Proposed Development

The proposal seeks the demolition of the existing two storey building comprising a dentist's surgery on the ground floor and a single residential unit on the first floor, and the erection of a replacement four storey building with re-provision of the dentist's surgery on the ground floor and eight residential units on the upper floors (6 x 1 bed and 2 x 2 bed flats).

Policy S1 of the Intend to Publish Version of the London Plan states that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. It also states that new facilities should be easily accessible by public transport, cycling and walking and should be encouraged in high streets and town centres. This second policy requirement is mentioned again in reference to health and social care facilities in Policy S2. The site is located within a local centre and close to South Ruislip tube station and it is relatively well connected. The proposal includes the demolition but also re-provision of a dentists surgery which the applicant has stated will be of higher quality and quantity in terms of floorspace. This aspect of the proposal is overall considered to be policy compliant and supported.

The proposed development also includes 8 residential units on the ground and upper 3 floors, a net gain of 7 units. The applicant is proposing 6 x 1 bed units and 2 x 2 bed units. The principle of residential development on site is established through the existing residential unit and a residential use on site in general would be considered to be policy compliant. Policy DMH2 of the LPP2 states that the Council will seek a housing mix which reflects the needs identified in the most up to date housing needs assessment. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. The applicant does not need to provide affordable housing as the proposed development falls under the threshold for provision of affordable housing, however a bigger proportion of larger dwellings would be encouraged on this site. Given the site's location and particular constraints due to site size and ability to provide parking and private amenity space, a housing mix fully in line with current housing requirements is not expected, however the applicant is required to justify how they have tried to optimise the delivery of housing to meet the borough's needs. The Council would ideally like to see a higher proportion of 2 bedroom dwellings however it is understood that there may be constraints on the site and it is up to the applicant to demonstrate to the Council's satisfaction why the housing mix proposed is optimal for this site.

Private amenity space

As stated in policy DMHB 18, all new residential development should provide good quality and useable private outdoor amenity space. Amenity standards should be provided in accordance with the standards set out in table 5.3 of the Local Plan: Part Two (2020).

Housing standards

As stated in policy DMHB 16, all dwellings should meet or exceed the internal space standards set out in Table 5.1 and provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

2. Design

The following policy is considered particularly relevant:

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between

- structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
 - ii) ensuring the use of high quality building materials and finishes;
 - iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
 - iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
 - v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
- B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.
- D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The Council's Conservation Officer provided the following comments:

The application seeks pre-application advice on proposals to demolish the existing buildings on site and to erect a four-storey building comprising a dental surgery and eight residential units.

A pre-application meeting was held on the 16th September where a number of design concerns were raised. Subsequent to this meeting further drawings have now been submitted. These comments relate to the more recent drawings dated 30/09/2020 on the DIP.

40 Station Approach is located on a corner site where Northolt Avenue meets Station Approach. It is situated within a primarily residential area which is interspersed with some shops/ commercial buildings along Station Approach eastwards towards South Ruislip Station.

The buildings are primarily two to three-storeys in height on the south side of the street. Third storeys, where they appear, are contained within the roof respecting the domestic scale of the surrounding streets. The buildings on the north side of the street have a different character with larger blocks of three full storeys.

The existing building frontage is set back from the street on a similar alignment to the residential properties to the west of Northolt Avenue. There would be no objection, in principle, to the proposed new building line that corresponds to the buildings directly to the east in which the development would have a more direct visual relationship. The retention and slight increase of the rear building line, however, will result in a much larger block than those within the group and the relatively unbroken mass would make the building dominate the immediate area.

There are concerns with the introduction of the top set back fourth storey which along with the lift overrun would contribute to an over dominant building that would seek undue attention in the street scene. Three storeys would be more appropriate for the context with a more secondary second storey to help break up the bulk of the building. The rear portion of the block also needs to be reduced in height and depth so that there is a more comfortable transition between the new development and the bungalows / two-storey houses to the south along Northolt Avenue.

Longer distance views of the development along Station Road as well as those along Northolt Avenue and the green open space of Acol Crescent also need to be considered as well as those closer to the development. The close up views as submitted are noted, however, the building would be seen in a wider context and in kinetic views as one moves through the area.

The use of brick as the primary construction material would be supported in principle and would respect the palette of materials in the area subject to an appropriate colour, tone, texture and mortar being chosen.

The scheme in its current form is not considered appropriate for the local context. It is suggested that the above design comments be taken into consideration and amendments be made if the design to be further advanced.

TREE/LANDSCAPE

The following policy is considered:

Policy DMHB 14 of The Local Plan: Part 2 - Development Management Policies (2020) states that:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to off site provision.

The Council's Trees and Landscaping Officer has provided the following comments:

This site is occupied by a two-storey brick building located on the south side of Station Approach. This is a corner plot at the junction with Northolt Avenue. The ground floor houses a dental surgery, with a residential unit on the first floor. An area of hardstanding to the front is currently used for parking. There are no trees or landscaped areas associated with the site and no TPO's or Conservation Area designations affecting it.

COMMENT

No trees will be affected by the proposal to build a four-storey block incorporating a new dental surgery with 8 flats above. The D&AS refers to secure and enclosed cycle storage and bin storage. It also refer to landscaping to the front of the building to enhance the public realm. Private outdoor amenity space is to be provided in the from of private balconies. These should be of sufficient size to be accessible and functional.

RECOMMENDATIONS

The provision of soft landscape enhancement in front of the building for the benefit of the public realm is welcome, subject to detail. Its success will depend on the quality of design, implementation and future maintenance. Given the limited opportunity for providing external amenity space, aside from balconies, green roofs or walls should be considered. If a full application is lodged, conditions COM9 (parts 1,2,3,4,5 and 6) should be added.

3. Amenity

LIVING CONDITIONS

The London Plan - Consolidated With Alterations (2016) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for existing and future occupants. Table 3.3 contained within Policy 3.5 of the London Plan (2016) requires the following:

- One storey dwelling with 1 bedroom, 2 person occupancy, requires 50 square metres
- One storey dwelling with 2 bedroom, 3 person occupancy, requires 61 square metres
- One storey dwelling with 2 bedroom, 4 person occupancy, requires 70 square metres

The DCLG's Technical Housing Standard (2015) guidance also requires that double bedrooms measure at least 11.5 square metres in floor space and single bedrooms measure at least 7.5 square metres in floor space.

Policy DMHB 16 of The Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should: i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

In accordance to the plans provided, the 1-bedroom units are 51.3-56.5 square metres in size and 2-bedroom units ranges from 70.9-73.7 square metres. Evidently, all the proposed units provide sufficient internal floor space in accordance to Policy 3.5 of The London Plan - Consolidated With Alterations (2016) and DCLG's Technical Housing Standard (2015) guidance.

EXTERNAL AMENITY SPACE

Policy DMHB 18 of The Local Plan: Part 2 - Development Management Policies (2020) requires all new residential development to provide good quality and usable private outdoor amenity space. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres. Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. All new residential development should provide good quality and useable private outdoor amenity space. Amenity standards should be provided in accordance with the standards set out in table 5.3 of the Local Plan: Part Two (2020).

The minimum amenity space provision required:

- Flats - 1 bedroom, requires 20 square metres
- Flats - 2 bedroom, requires 25 square metres

Each residential unit is provided with its own private balcony ranging from 6-12.2 sqm, which is below the minimum space provision required. It should also be noted that at least two balconies are measured as under 1.5 metres in depth. As such, the proposal is not in accordance with the requirements of Policy DMHB 18 of The Local Plan: Part 2 - Development Management Policies (2020).

4. Highways

CAR PARKING & CYCLE PARKING

The following policies are considered:

Policy DMT 1 of The Local Plan: Part 2 - Development Management Policies (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner and will require to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how

any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) ensures development proposals have safe and efficient vehicular access to the highway network and would provide a safe, secure and convenient access and facilities for cyclists and pedestrian.

Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The Council's Highways Officer has provided the following comments:

Site Characteristics & Background

The address is situated in South Ruislip on the corner of Station Approach and Northolt Avenue. The existing building comprises of a dental surgery at the ground floor with a residential unit on the 1st floor. There are areas of hardstanding to the front (a private forecourt) and rear which are currently used for parking purposes and accessed via vehicular crossovers from both Station Approach and Northolt Avenue respectively.

It is proposed to demolish the existing building with a 4 storey replacement build incorporating a new Dental surgery (GIFA -78m²) on the ground floor with 8 flats above (6x1 & 2x2 bedroom units). The surgery would continue operation throughout the build programme with a temporary modular facility provided to the rear of the site. 4 parking spaces are proposed with one allocated to the surgery located on the frontage and 3 spaces (including 1 disabled compliant bay) positioned to the rear. Existing carriageway crossings would remain to serve the spaces.

The Public Transport Accessibility Level (PTAL) is rated at a level of 3 and the immediate highway is generally covered by extensive parking controls which include a CPZ operating from 9am to 5pm - Monday to Friday.

Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Residential

The maximum parking provision for each of the 8 flatted units requires 1-1.5 spaces to be provided on-site in order to comply with the adopted parking standard. This would equate to 8-12 on-plot spaces. 3 spaces are proposed which falls significantly below the standard. As the PTAL rating is considered as average which therefore heightens dependency on private motor transport, this aspect needs a review as it is likely that the proposal would be refused on the basis of the low on-plot parking content. For example, a reduction in flatted units would assist matters.

Disabled Compliant Parking

In accord with Hillingdon's Local Plan Part 2 standard - 10% of parking spaces should be disabled compliant. 1 space is proposed which conforms to the standard in the context of the quantum of spaces proposed.

Electric Vehicle Charging Points (EVCP's)

In line with the emerging London Plan, within any final parking quantum there is a requirement for a 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions.

Cycling Provision

In terms of cycle parking there should be a minimum provision of 1 secure and accessible space for each residential unit in order to conform to the adopted minimum borough cycle parking standard. 8 spaces are proposed which conforms to the standard.

Dental Surgery

The proposal indicates a single on-plot parking provision on the private forecourt on the frontage. The parking standard requires two spaces per consulting room. Hence there is likely to be a deficit in provision.

It is however acknowledged that there is little convenient 'free of charge' parking availability in the local area as it is extensively covered by parking restrictions throughout the working week and on Saturday which inherently assists in deterring any potential extraneous parking and traffic generated by the proposal. It is also possible that a proportion of patients would attend the surgery on a 'linked-trip' principle on-route to other destinations by, for example, being 'dropped off & picked up' which would further reduce potential new 'single destination' vehicular trips and resultant impacts generated by the proposal.

Cycling Provision

In terms of cycle parking there should be a minimum provision of 1 secure and accessible space for staff with 1 space per 10 patients.

Vehicular Access Arrangements (Residential & Dental Practice)

In highway impact terms, there is no objection in principle to the parking layouts depicted on the frontage and to the rear of the site envelope and the access points are considered fit for purpose.

Operational Refuse Requirements (Residential)

Refuse collection would presumably occur from Northolt Avenue and a bin storage area is shown to the rear of the site. In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection or bin store, arrangements should ensure that waste is positioned at a collection point within this set distance. With the arrangement presented, it would appear that the above parameter is met. There are no further observations.

Synopsis

In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations made within this appraisal.

5. Other

AIR QUALITY

The following policy context is taken into consideration:

Paragraph 181 of the National Planning Policy Framework (February 2019) states that planning decisions should sustain and contribute towards compliance with relevant limit

values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum: i) be at least "air quality neutral"; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The pre-application site is within the declared Hillingdon Air Quality Management Area and Air Quality Focus Areas: A40/ South Ruislip Focus Area. Focus Areas are where the pollution levels are already elevated and improvements are required to be made.

FLOOD AND WATER MANAGEMENT

The Council's Flood and Water Management Officer has provided the following comments:

This proposal should incorporate Sustainable Drainage design within the application, and permeable surfacing where possible.

NOISE

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states

that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The ground floor level of the site comprises of a dental surgery therefore, consideration on noise impact should be considered.

ACCESS

Should you wish to discuss accessibility issues, the Council's Access Officer, Mr Ali Kashmiri can be contacted on 01895 250230 or via akashmiri@hillingdon.gov.uk.

CONTAMINATED LAND

Policy DMEI 12 of The Local Plan: Part 2 - Development Management Policies (2020) states:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contaminated Land Officer has provided the following comments:

LAND CONTAMINATION

Section 8.15 of the Council's Supplementary Planning Document 'Planning Obligations' requires:

"Land contamination issues must be sufficiently addressed in any environmental assessment to accompany a planning application, including consideration of the fact that contamination may have spread beyond the development site boundary and that a wider area may require monitoring and/or treatment".

Applications for sensitive developments should therefore be supported by a phased approach to investigation of land conditions at the site, commencing with a desk top study confirming known or potential contamination issues, all in accordance with Environment Agency guidance documents e.g. Land contamination:: risk management (LC:RM) - available at

<https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>.

Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development. The level of additional information and/or action required will vary dependent on findings of the desk top study and any of the LPAs' concerns regarding land contamination. Clarification, if required, can be sought from the Council's Contaminated Land Officer.

In the meantime, available mapping and records indicate that the site does not appear to have been subject to contaminative uses, apart from:

1. Current day car parking activities which may have introduced hydrocarbons from vehicle oil and fuel leaks, and which may prove to be insignificant.
2. Soil gas production from earlier deposits of made ground materials may also require consideration to identify and if necessary eliminate the possibility of toxic gases entering the proposed new structure.

Furthermore, due to the age of the buildings, there is a possibility that asbestos will be present, therefore, demolition and removal of any asbestos containing material (ACM) must be carried out in accordance with guidance from the Health and Safety Executive see <https://www.hse.gov.uk/asbestos/index.htm>).

CRIME PREVENTION

The design and layout should also have regard to secure by design principals. You may wish to contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin who can be contacted on 020 8733 5245 or by e-mail on Robert.Palin@met.pnn.police.uk

6. Planning Obligation and CIL (Mayor and LBH)

PLANNING OBLIGATIONS

Planning Obligations would be sought in accordance with the Councils Planning Obligations SPG 2014.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £95 per square metre.

Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme.

7. Application Submission

The Councils Local Planning Validation Checklist (June 2020) is available on the Council's website and sets out a full list of the information required to validate a future planning application. The list of documents which should be submitted, but is not limited to, is as follows:

- Application Form
- Site Location Plan
- Block Plan
- Existing and Proposed Floor plans, Elevations and Roof Plan (a scale bar must be included)
- Design and Access Statement
- Landscaping Plan
- Drainage Assessment
- CIL Form

8. Conclusion

In conclusion, the pre-application site is subject to notable constraints. The principle of the redevelopment of the site is considered acceptable however, as noted in the Council's Conservation and Urban Design Officer comments, the introduction of the top third floor would not be supported as it would contribute to an over dominant building on a prominent corner which would result in an adverse impact on the street scene and the character and appearance of the area.

As stated in the main body of the report, the Council would ideally like to see a higher proportion of 2 bedroom dwellings to help meet local housing needs. It is for the applicant to demonstrate to the Council's satisfaction why the housing mix proposed is optimal for this site. In addition, parking provision for the 8 flats proposed requires 8-12 on-plot car parking spaces and the parking provision required for the dental surgery would be 2 spaces per consulting room. Following the assessment by the Council's Highways Officer, the proposal falls significantly below these requirements as only 3 spaces are provided for the residential units and 1 space for the dental surgery.

Overall, the proposed development as it currently stands, would not be supported. Exploring further design solutions in order to resolve the issues identified in this response is necessary.

In the event that these principle issues are resolved, the formal application submission should be supported by the documentation requested within the main body of the report to aid the detailed consideration of the application.

The comments made in this letter represent officer opinion and cannot be seen to prejudice the Local Planning Authority's formal determination of this or any other planning application

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Council's pre-application advice service and I trust you have found this service of assistance.

**Rebecca Lo
Planning Officer
Major Applications Team
London Borough of Hillingdon**

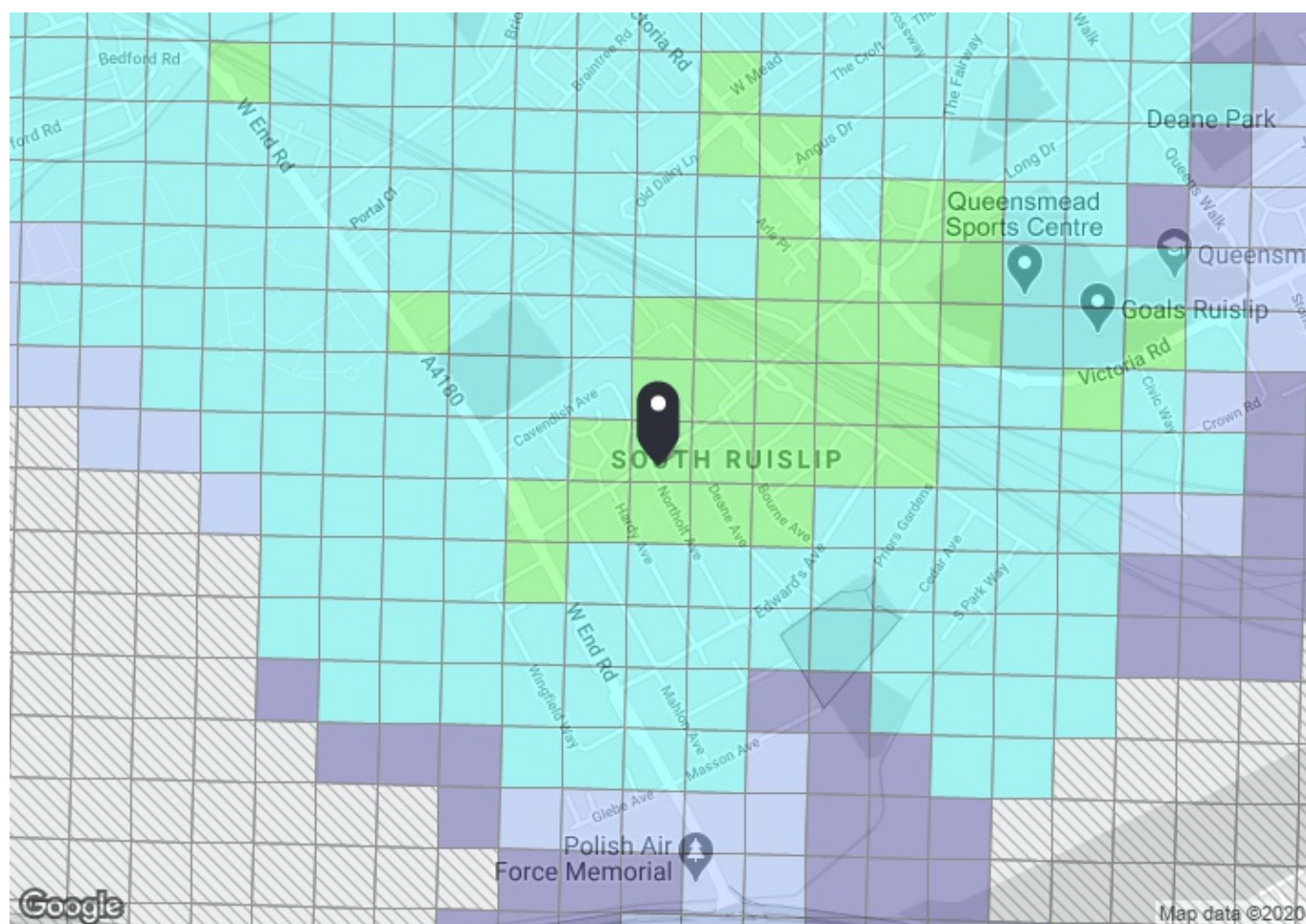
Planning Guarantee

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

APPENDIX C



PTAL output for Base Year 3

40 Station Approach
40 Station Approach, South Ruislip, Ruislip HA4 6RZ, UK
Easting: 510943, Northing: 185215

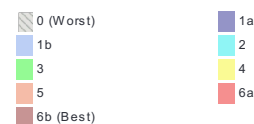
Grid Cell: 105141

Report generated: 09/12/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

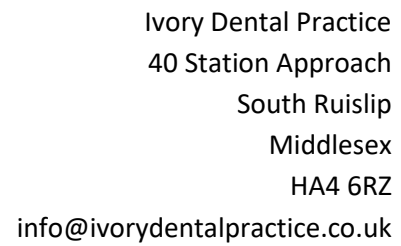
 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SOUTH RUISLIP LIBRARY	114	452.48	6	5.66	7	12.66	2.37	0.5	1.19
Bus	WEST END RD STATION APPR	E7	274.27	5	3.43	8	11.43	2.63	1	2.62
Rail	South Ruislip	'MARYLBN-GERRDSX 2G14'	229.54	0.33	2.87	91.66	94.53	0.32	1	0.32
Rail	South Ruislip	'HWYCOMB-MARYLBN 1H10'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'GERRDSX-MARYLBN 2H04'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'GERRDSX-MARYLBN 2H06'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'PRINRIS-MARYLBN 2H17'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'HWYCOMB-MARYLBN 2H19'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'GERRDSX-MARYLBN 2H20'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-SRUISLP 2R17'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-SRUISLP 2R12'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-PRINRIS 2P10'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-HWYCOMB 2W12'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-HWYCOMB 2W14'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-HWYCOMB 2W17'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
LUL	South Ruislip	'Epping-WRuislip '	229.54	3	2.87	10.75	13.62	2.2	0.5	1.1
LUL	South Ruislip	'RuislipGar-Epping '	229.54	1	2.87	30.75	33.62	0.89	0.5	0.45
LUL	South Ruislip	'Debden-WRuislip '	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
LUL	South Ruislip	'RuislipGdns-Debden '	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
LUL	South Ruislip	'Loughton-WRuislip '	229.54	1	2.87	30.75	33.62	0.89	0.5	0.45
LUL	South Ruislip	'RuislipGdns-Loughton'	229.54	0.67	2.87	45.53	48.4	0.62	0.5	0.31
LUL	South Ruislip	'WRuislip-NewburyPark'	229.54	0.33	2.87	91.66	94.53	0.32	0.5	0.16
LUL	South Ruislip	'Hainault-WRuislip '	229.54	3.33	2.87	9.76	12.63	2.38	1	2.38
LUL	South Ruislip	'Hain-NP-RuislipGdns '	229.54	0.67	2.87	45.53	48.4	0.62	0.5	0.31
LUL	South Ruislip	'GrangeHill-Wdtd-WRsp'	229.54	0.67	2.87	45.53	48.4	0.62	0.5	0.31

Total Grid Cell AI: 11.84

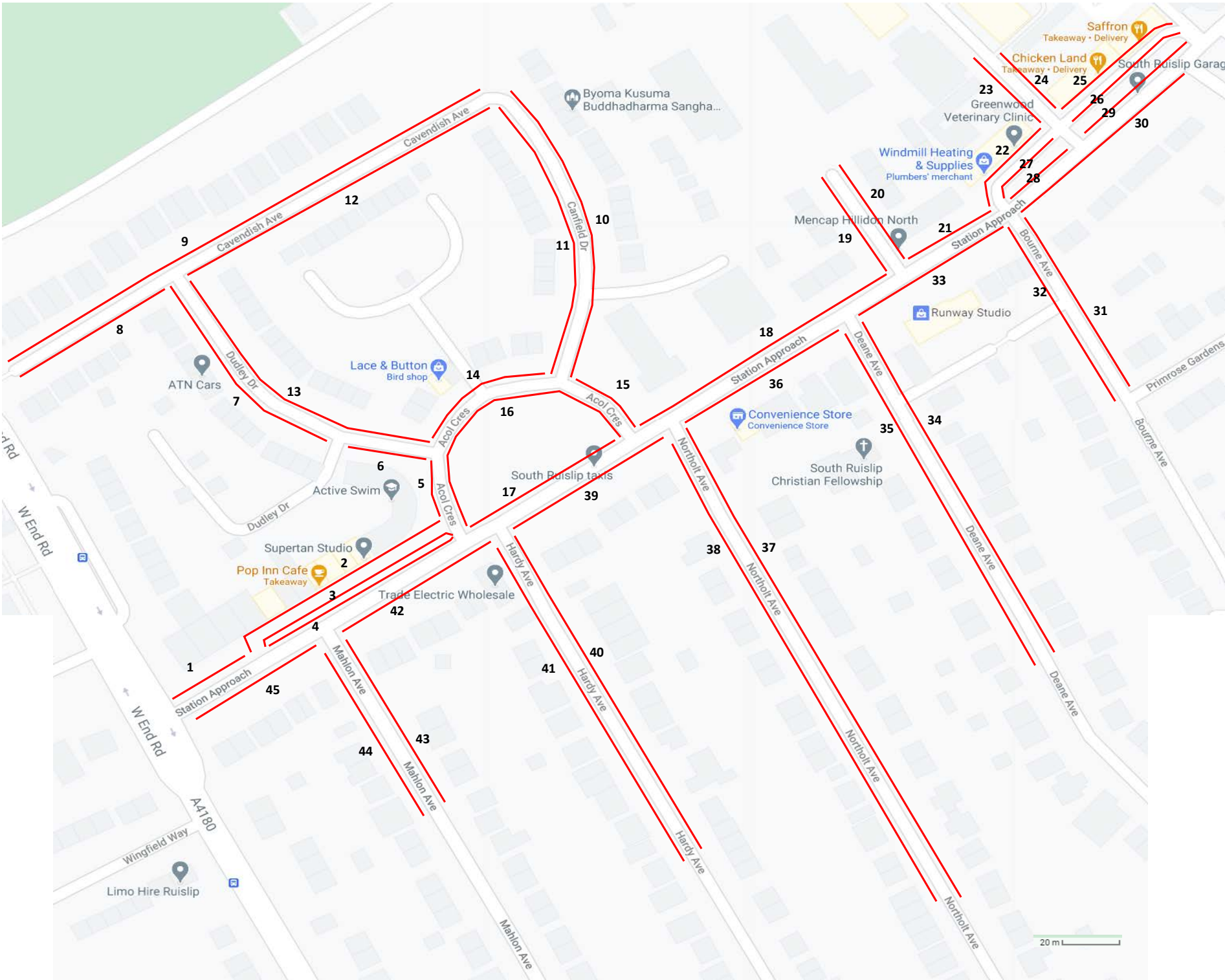
APPENDIX D

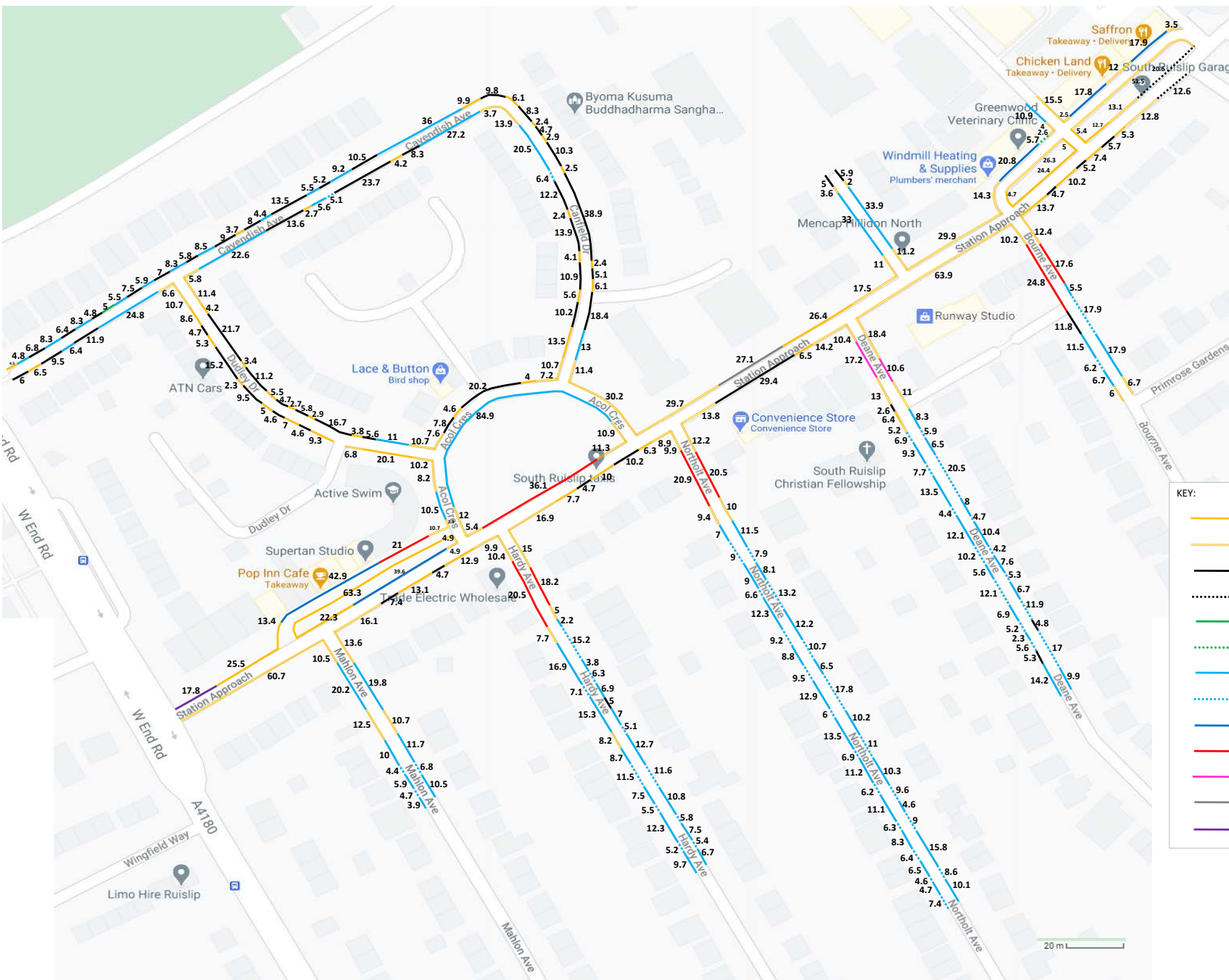


Shatin Varsani and Sandip Halai
Partners

Date	Walk	Car	Tube	Cycle	other	Totals
20/10/2020	1					
20/10/2020	1					Walk 48
21/10/2020	1					Car 11
21/10/2020						Tube 11
21/10/2020	1				1	Cycle 0
21/10/2020		1				Other 10
21/10/2020			1			
21/10/2020				1		
21/10/2020			1			
21/10/2020		1				
21/10/2020	1					
22/10/2020	1					
22/10/2020	1					
22/10/2020					1	
22/10/2020	1					
22/10/2020				1		
22/10/2020	1					
22/10/2020				1		
22/10/2020	1					
22/10/2020		1				
22/10/2020				1		
23/10/2020				1		
23/10/2020	1					
23/10/2020	1					
23/10/2020	1					
23/10/2020					1	
23/10/2020	1					
23/10/2020		1				
23/10/2020	1					
23/10/2020					1	
23/10/2020	1					
23/10/2020		1				
23/10/2020	1					
23/10/2020	1					
23/10/2020					1	
26/10/2020	1					
27/10/2020		1				
27/10/2020			1			
27/10/2020		1				
27/10/2020				1		
27/10/2020	1					
27/10/2020	1					
27/10/2020/	1					
27/10/2020				1		
27/10/2020	1					
27/10/2020	1					
28/10/2020	1					
28/10/2020	1					
28/10/2020	1					
28/10/2020		1				
28/10/2020				1		
28/10/2020	1					
28/10/2020	1					
28/10/2020					1	
28/10/2020	1					
28-Oct	1					
28/10/2020	1					
28/10/2020		1				
28/10/2020	1					
29/10/2020	1					
29/10/2020	1					
29/10/2020	1					
29/10/2020	1					
29/10/2020	1					
29/10/2020					1	
29/10/2020	1					
29/10/2020	1					
29/10/2020					1	
29/10/2020					1	
29/10/2020	1					
29/10/2020			1			

APPENDIX E





KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = MON-SAT 0800-1830 DISABLED BAY
- = PERMIT MON-FRI 0900-1700
- = PERMIT MON-FRI 0900-1700 / DROPPED KERB
- = 2 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = PERMIT / 4 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = BUSINESS PERMIT MON-FRI 0900-1700
- = WOULD NOT PARK UNRESTRICTED

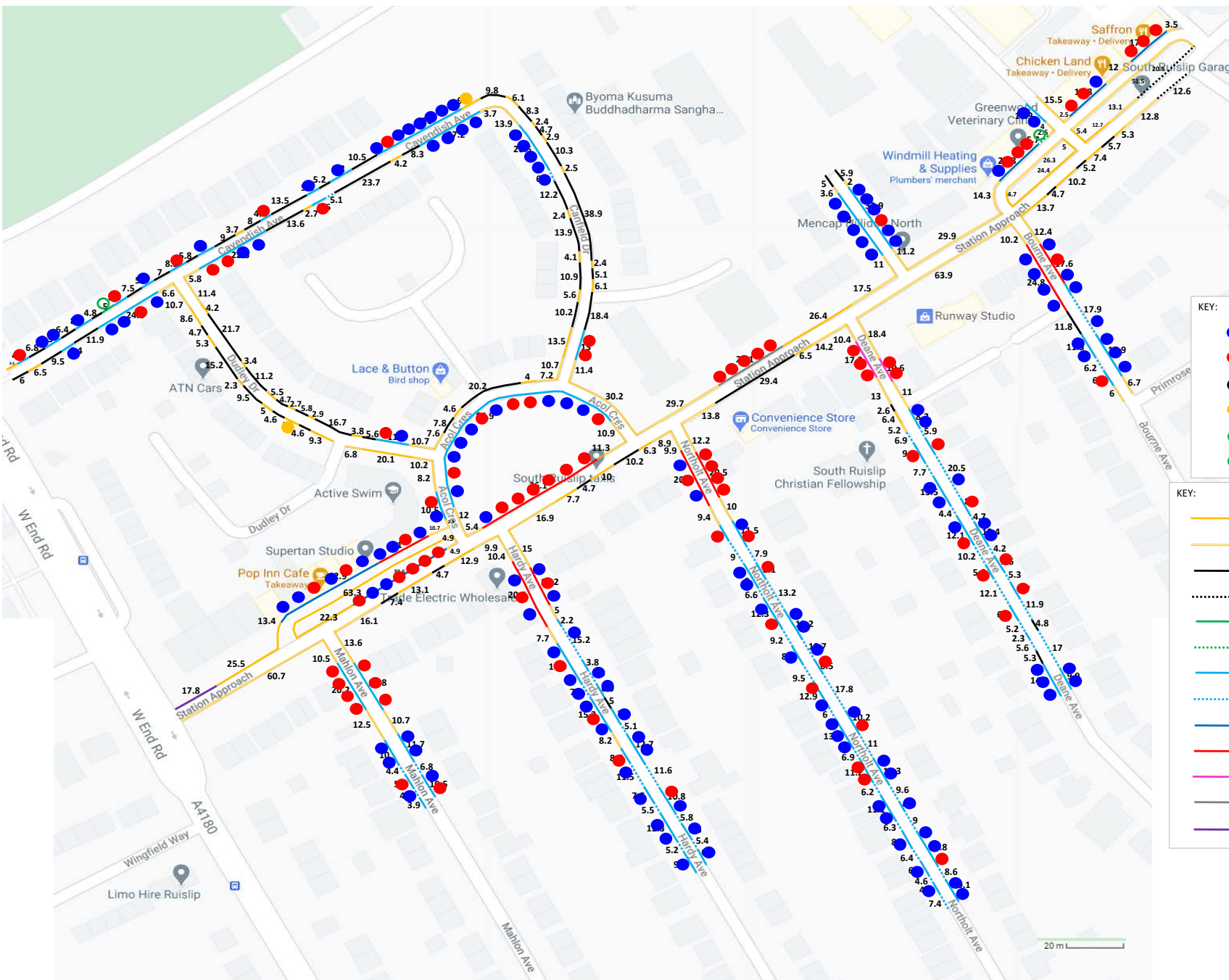
DATE : 4th AND 10th NOVEMBER 2020

DAY : WEDNESDAY & TUESDAY

LOCATION : STATION APPROACH, SOUTH RUISLIP.

LOCATION : STATION APPROACH, SOUTH RUISLP.					WEDNESDAY 4th NOVEMBER		
					2020		
					TIME : 0430		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	VIOLATION STRESS
STATION APPROACH	1	WOULD NOT PARK UNRESTRICTED	17.8				
		SINGLE YELLOW LINE	25.5				
		SINGLE YELLOW LINE	13.4				
SERVICE RD	2	2 HOURS PAY & DISPLAY MON-FRI 0900-1700	42.9	8	4	2	66.7%
		PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	21	4	3	1	75.0%
		DOUBLE YELLOW LINE	10.7				
		DOUBLE YELLOW LINE	4.9				
		SINGLE YELLOW LINE	63.3				
STATION APPROACH	4	SINGLE YELLOW LINE	22.3				
		2 HOURS PAY & DISPLAY MON-FRI 0900-1700	39.6	7	2	5	28.6%
		DOUBLE YELLOW LINE	4.9				
ACOL CRES	5	DOUBLE YELLOW LINE	11.1				
		PERMIT MON-FRI 0900-1700	10.5	2	1	1	50.0%
		DOUBLE YELLOW LINE	10.2				
		SINGLE YELLOW LINE	20.1				
DUDLEY DR	6	ACCESS DROPPED KERB	6.8				
		SINGLE YELLOW LINE	37.5		1		
		DROPPED KERB	38.6				
		DOUBLE YELLOW LINE	10.7				
		DOUBLE YELLOW LINE	6.6				
		PERMIT MON-FRI 0900-1700	31.2	5	4	1	80.0%
CAVENISH AVE	8	DROPPED KERB	27.4				
		SINGLE YELLOW LINE	6.5				
		SINGLE YELLOW LINE	18.1		1		
		PERMIT MON-FRI 0900-1700	104.7	17	14	5	73.7%
		DROPPED KERB	94.3				
		DISABLED BAY	5	1	0	1	0.0%
		SINGLE YELLOW LINE	22.4				
		DROPPED KERB	85.7				
		PERMIT MON-FRI 0900-1700	13	2	0	2	0.0%
CANFIELD DR	10	DOUBLE YELLOW LINE	11.4				
		DOUBLE YELLOW LINE	24.6				
		SINGLE YELLOW LINE	25.6				
		DROPPED KERB	47.2				
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	6.4		1		
		PERMIT MON-FRI 0900-1700	20.5	4	4	0	100.0%
		DOUBLE YELLOW LINE	9.5				
CAVENISH AVE	12	PERMIT MON-FRI 0900-1700	55.4	10	6	3	66.7%
		DROPPED KERB	45.6				
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	5.1				
		SINGLE YELLOW LINE	6.9				
		DOUBLE YELLOW LINE	22.1				
DUDLEY RD	13	SINGLE YELLOW LINE	22.5				
		DROPPED KERB	65.7				
		PERMIT MON-FRI 0900-1700	11	2	1	1	50.0%
		DOUBLE YELLOW LINE	14.8				
		DROPPED KERB	28				
ACOL CRES	14	SINGLE YELLOW LINE	8.6				
		DOUBLE YELLOW LINE	30.2				
	15	DOUBLE YELLOW LINE	22.9				
	16	PERMIT MON-FRI 0900-1700	84.9	16	8	5	61.5%
		DOUBLE YELLOW LINE	16.7				
STATION APPROACH	17	PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	36.1	7	1	6	14.3%
		DOUBLE YELLOW LINE	47.2				
	18	BUSINESS PERMIT MON-FRI 0900-1700	27.1	5	0	5	0.0%
		SINGLE YELLOW LINE	26.4				
		DOUBLE YELLOW LINE	14.6				
		PERMIT MON-FRI 0900-1700	33	6	5	0	100.0%
		DROPPED KERB	5				
BOURNE CT	19	DROPPED KERB	5.9				
		DOUBLE YELLOW LINE	13.2				
		PERMIT MON-FRI 0900-1700	33.9	6	5	1	83.3%
STATION APPROACH	21	DOUBLE YELLOW LINE	29.9				
		DOUBLE YELLOW LINE	16.9				
SERVICE RD	22	2 HOURS PAY & DISPLAY MON-FRI 0900-1700	20.8	4	1	3	25.0%
		MON-SAT 0800-1830 DISABLED BAY	5.7	1	0	1	0.0%
		DOUBLE YELLOW LINE	4				
THE RUNWAY	23	PERMIT MON-FRI 0900-1700	10.9	2	2	0	100.0%
		DOUBLE YELLOW LINE	15.5				
	24	DOUBLE YELLOW LINE	18				
	25	2 HOURS PAY & DISPLAY MON-FRI 0900-1700	35.7	6	1	5	16.7%
		DOUBLE YELLOW LINE	51.5				
SERVICE RD	26	SINGLE YELLOW LINE	10.4				
		DOUBLE YELLOW LINE	26.3				
		SINGLE YELLOW LINE	4.7				
	28	SINGLE YELLOW LINE	24.4				
STATION APPROACH	29	SINGLE YELLOW LINE	12.7				
		DOUBLE YELLOW LINE	13.1				
		PEDESTRIAN CROSSING	20.6				
		PEDESTRIAN CROSSING	12.6				
STATION APPROACH	30	DOUBLE YELLOW LINE	12.8				
		SINGLE YELLOW LINE	36.6				
		DROPPED KERB	15.6				
		DOUBLE YELLOW LINE	19.1				
	31	PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	17.6	3	2	1	66.7%
		PERMIT MON-FRI 0900-1700	23.4	4	4	0	100.0%
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	17.9		1		
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	12.2				
		PERMIT MON-FRI 0900-1700	18.2	3	2	1	66.7%
	32	DROPPED KERB	11.8				
		PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	24.8	4	4	0	100.0%
		DOUBLE YELLOW LINE	10.2				
STATION APPROACH	33	DOUBLE YELLOW LINE	63.9				
		DOUBLE YELLOW LINE	29.4				
		PERMIT / 4 HOURS PAY & DISPLAY MON-FRI 0900-1700	10.6	2	0	2	0.0%
		PERMIT MON-FRI 0900-1700	57.4	8	6	4	60.0%
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	69.5		1		
		DROPPED KERB	4.8				
		PERMIT MON-FRI 0900-1700	63.9	9	6	4	60.0%
		DROPPED KERB	7.9				
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	52.1				
		DOUBLE YELLOW LINE	28.6				
		SINGLE YELLOW LINE	6.4				
STATION APPROACH	36	PERMIT / 4 HOURS PAY & DISPLAY MON-FRI 0900-1700	17.2	3	0	3	0.0%
		DOUBLE YELLOW LINE	28				
		SINGLE YELLOW LINE	6.5				
		DROPPED KERB	29.4				
		DOUBLE YELLOW LINE	22.2				
	37	PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	20.5	4	0	4	0.0%
		PERMIT MON-FRI 0900-1700	89.3	15	11	5	68.8%
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	87.8		1		
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	78.1				
		PERMIT MON-FRI 0900-1700	105.3	15	13	5	72.2%
		DOUBLE YELLOW LINE	20.9				
	38	PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	20.9	4	2	1	66.7%
		DOUBLE YELLOW LINE	25.8				
STATION APPROACH	39	SINGLE YELLOW LINE	24				
		DROPPED KERB	14.9				
		DOUBLE YELLOW LINE	20				
		PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	18.2	3	2	1	66.7%
		PERMIT MON-FRI 0900-1700	57.6	8	7	1	87.5%
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	49.4		2		
		DROPPED KERB	5				
		PERMIT MON-FRI 0900-1700	70.4	11	8	3	72.7%
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	29.3		2		
		DOUBLE YELLOW LINE	26.3				
		PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700	20.5	4	2	1	66.7%
STATION APPROACH	42	DOUBLE YELLOW LINE	26				
		SINGLE YELLOW LINE	12.1				
		DROPPED KERB	26				
		DOUBLE YELLOW LINE	24.3				
		PERMIT MON-FRI 0900-1700	42	7	3	4	42.9%
MAHLON AVE	43	PERMIT MON-FRI 0900-1700 / DROPPED KERB	6.8				
		PERMIT MON-FRI 0900-1700	40	7	2	5	28.6%
		PERMIT MON-FRI 0900-1700 / DROPPED KERB	9.1		1		
		DOUBLE YELLOW LINE	23				
STATION APPROACH	45	DOUBLE YELLOW LINE	60.7				

TUESDAY 10th NOVEMBER 2020		
TIME : 0430		
PARKED	OBSERVED SPACES	SUBSTITUTION STRESS
5	1	83.3%
3	0	100.0%
0	7	0.0%
2	0	100.0%
4	0	100.0%
15	5	75.0%
0	1	0.0%
0	2	0.0%
1		
4	0	100.0%
7	2	77.8%
2	0	100.0%
7	7	50.0%
2	5	28.6%
0	5	0.0%
4	1	80.0%
1	5	16.7%
0	4	0.0%
0	1	0.0%
2	0	100.0%
0	6	0.0%
3	0	100.0%
3	1	75.0%
1		
2	1	66.7%
4	0	100.0%
0	2	0.0%
6	3	66.7%
1		
5	5	50.0%
0	3	0.0%
1	3	25.0%
10	6	62.5%
2		
13	4	76.5%
2	2	50.0%
2	1	66.7%
5	3	62.5%
2		
9	3	75.0%
1		
3	0	100.0%
3	4	42.9%
2	5	28.6%

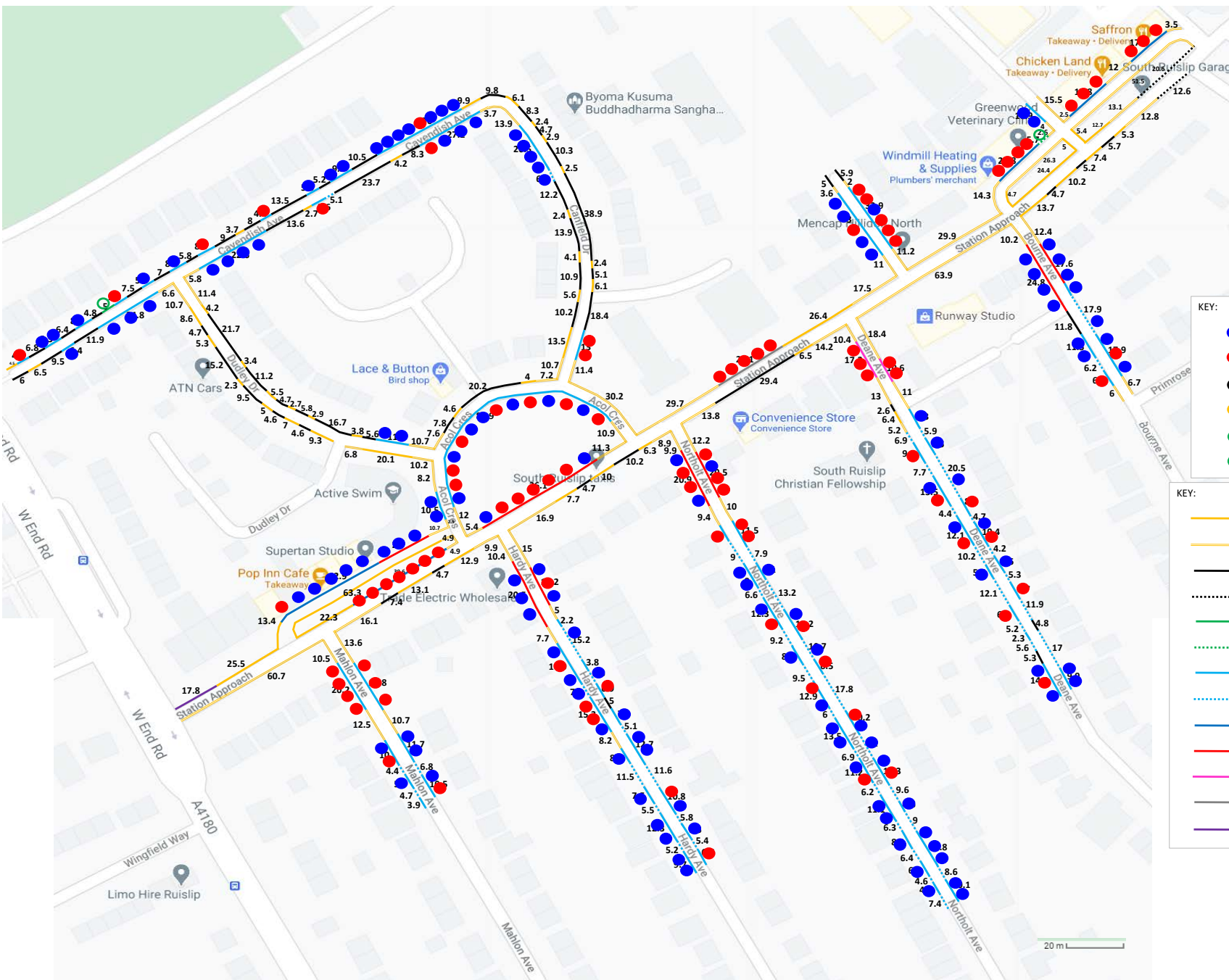


KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = DROPPED KERB
- = YELLOW LINES
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = DISABLED BAY
- ⋯ = MON-SAT 0800-1830 DISABLED BAY
- = PERMIT MON-FRI 0900-1700
- ⋯ = PERMIT MON-FRI 0900-1700 / DROPPED KERB
- = 2 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = PERMIT / 4 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = BUSINESS PERMIT MON-FRI 0900-1700
- = WOULD NOT PARK UNRESTRICTED



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = DROPPED KERB
- = YELLOW LINES
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

KEY:

- = SINGLE YELLOW LINE
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- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = DISABLED BAY
- ⋯ = MON-SAT 0800-1830 DISABLED BAY
- = PERMIT MON-FRI 0900-1700
- ⋯ = PERMIT MON-FRI 0900-1700 / DROPPED KERB
- = 2 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = PERMIT / 2 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = PERMIT / 4 HOURS PAY & DISPLAY MON-FRI 0900-1700
- = BUSINESS PERMIT MON-FRI 0900-1700
- = WOULD NOT PARK UNRESTRICTED