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PLANNING STATEMENT

**IN SUPPORT OF A DEVELOPMENT PROPOSAL FOR
MIXED USE RESIDENTIAL & RETAIL DEVELOPMENT**

AT

152-154 UXBRIDGE ROAD, HAYES.



DECEMBER 2021

Contents

1.0	Introduction	3
2.0	Site Description	5
3.0	The Development Proposal	7
4.0	Planning Assessment	11
5.0	Conclusion	20

1.0 Introduction

- 1.1 This Planning Statement is prepared by AJ Planning in relation to a full planning application for the *“Demolition of existing building and erection of a 2/3-storey building containing 9 x 2 bed apartments, 1 no. retail unit, car and cycle parking, landscaping scheme, bin stores and associated development thereto”* at 152-154 Uxbridge Road, Hayes, UB4 0JH.
- 1.2 This statement should be read in conjunction with the architect's planning drawings, 3D visuals, design statement and the following consultant reports.
- Air Quality Assessment Report, prepared by NoiseAir Limited
 - Noise Impact Assessment, prepared by Sonic Element Ltd.
 - The Concept Fire Safety Strategy & Fire Statement, prepared by Solar Realta Fire Engineering
 - Phase 1 Land Contamination Assessment, prepared by Reports 4 Planning
 - Daylight & Sunlight Assessment, prepared by Reports 4 Planning
 - Component (VSC) and Annual Probable Sunlight Hours (APSH).
 - Surface Water Management Strategy, prepared by Brown Fisher Environmental LLP
 - Water Management Strategy (prepared by Reports 4 Planning, December 2021).
 - Technical Note - Highways, prepared by Reports 4 Planning
 - Landscaping Strategy, prepared by Mo Bradford-Smith

Pre-application Enquiry (Ref: 4482/PRC/2021/60)

- 1.3 Prior to the submission of the application the applicant engaged with the council by way of a positive pre-application enquiry (meeting and written response) in relation to the initial scheme plans for demolition of existing building and erection of a 3-storey building containing 9 x 2-bed apartments, 1 No. retail unit, car and cycle parking, bin stores and associated development thereto.
- 1.4 The purpose of the pre-application enquiry was to seek the planning authority's support for the principle of development; to obtain design feedback in relation to the attached plans; to confirm the council's information requirements for a full application submission and for the planning authority to advise whether any developer contributions are applicable to the development proposal.

- 1.5 The following positive feedback was received on the 19th of July 2021 in relation to revised pre-application sketch plans submitted following an initial meeting held on the 15th April 2021:
- Principle of Development – the replacement of the existing shop unit being within the designated local parade is supported by Policy DMTC 3 of the Local Plan. The housing mix was considered favourable following the inclusion of family sized units.
 - Design – the council provided design feedback in relation to the emerging scheme drawings in review of the relationship of the new mixed-use development and its relationship with Uxbridge Road and Brookside Road respectively. The consideration of fenestration detail, car parking layout, amenity spaces, elevation detail, landscaping and signage also guiding the scheme as now presented. Positively, the planning officer advised that the sketch proposals were moving in the right direction and were an improvement on the scheme as originally submitted.
 - Accessibility – the plans, as presented, were deemed satisfactory from an accessibility standpoint indicating that the required clear access zones can be achieved.
- 1.6 Further to the above, the planning authority advised that the formal application be supported by a Fire Statement, Daylight & Sunlight Assessments, an air quality assessment, a land contamination survey, a noise impact assessment, a highways technical note, landscaping detail and a Surface Water Management Strategy. As above, these assessments and surveys accompany the application.
- 1.7 The council's advice letter confirms that, regarding Section S106 planning obligations and Community Infrastructure Levy (Mayor and council), these would be assessed against Policy DMCI 7 of the Hillingdon Local Plan: Part 2, together with advice set out in the National Planning Policy Framework (the NPPF) and The Community Infrastructure Levy Regulations, together with S278/S38 agreement to secure highway works. These matters are to be discussed with the planning case officer and CIL officer during the currency of the application.

2.0 Site Description

- 2.1 The application site is a corner plot located on the northern side of Uxbridge Road at its junction with Brookside Road. The site accommodates an end of terrace ground-floor retail store with a 5-bedroom apartment above. The existing traditional style building is 2-storey, pitched roof construction with a single storey rear element serving the shop. To the rear of the buildings is a sizeable hardstand area.
- 2.2 As shown on the site photographs below the subject site at 152-54 Uxbridge Road, Hayes is in need of investment with the building of tired appearance. The site forms part of a small retail parade with 8 retail units within Uxbridge Road Local Parade as designated in the Local Plan: Part 2 (2020).

Site photographs: 152-154 Uxbridge Road



- 2.3 The surrounding area comprises of mixed-use land including shops, businesses and residential. The subject site lies on the north side of the dual carriageway A4020 Uxbridge Road at its junction with Brookside Road. The character of the wider locale includes retail parks and business units and the 12-storey high Hyatt Hotel.

- 2.4 The residential roads to the north, east and west form part of a wider residential area served by a network of local roads off Brookside Road connecting to the dual carriageway.
- 2.5 In terms of accessibility, the site is served by public transport links with high frequency bus services to and from Hayes to the south-west and Southall to the east. From these centres train links to Paddington and Heathrow and surrounding areas are available.
- 2.6 The area is on the London Cycle Network (LCN) with the local topography flat and conducive to cycling. As such, the proposed apartments are to be served by secure cycle storage (10 spaces).
- 2.7 The Environment Agency Flood Maps for Planning identify the property to be in Flood Zone 1 being at low probability of flooding.
- 2.8 The site is within Hillingdon's Air Quality Management Area and is located within the Ossie Garvin Air Quality Focus Area. The site is within a 250-metre buffer zone of a former landfill site and a gas pipeline runs along Brookside Road. The application is supported by Air Quality Assessment Report and Phase 1 Land Contamination Assessment.
- 2.9 In consideration of biodiversity, it is observed that there are no natural such features contained within the plot, such as trees or hedgerow. To the north site boundary, the parking/yard is bounded by a service lane and an electrical substation. Further to dialogue with the planning authority at pre-application stage, appropriate consideration of outdoor areas is provided in the attached landscaping scheme.
- 2.10 In review of the development plan proposals map, Minet Country Park and Hayes Bridge Retail Park cover large swathes of land to the south of Uxbridge Road. There are several schools, both primary and secondary, within the locality. Hayes Town Centre designation is a short distance to the southwest. Future residents of the development would therefore benefit from ready access to a full range of everyday shops and services, employment, leisure, and educational opportunities. There is also good access to public transport and the LCN, promoting alternative transport modes to the private car. As shown on the plans and discussed with the council at pre-application stage, an appropriate level of car and cycling provisions would serve the mixed-use development.

3.0 The Development Proposal

3.1 With reference the attached planning drawings, the key components of the mixed-use retail and residential redevelopment proposal, as illustrated, are:

- Demolition of the existing building.
- Erection of a new building to accommodate 9 No. apartments and a ground floor retail unit. The new retail unit measures 220 square metres and the residential element comprises of 1 x 2 bed, 4 person apartment on ground floor level; 3 x 2 bed, 4 person and 1 x 3 bed, 5 person apartments at first floor level with 2 x 2 bed, 4 person and 2 x 3 bed, 5 person apartments at second floor level.
- Secure car and cycle store provisions. As shown on the proposed layouts, a total of 9 car parking spaces are provided to serve the apartments and 10 secure cycle spaces.
- Associated development thereto, including service area to serve the retail unit, green roof and communal garden areas and waste management provisions.

3.2 The development proposal makes efficient use of the land for a stylish new building presenting an enhancement of the site as viewed within the street scene. In planning policy terms, the site is previously developed land and there are no established physical constraints to development.

3.3 In presenting the planning drawings, the project architect has carefully considered the site and the surrounding local environment. The key factors that have informed the design process include:

- a) Scale, density, visual and other impacts in relation to neighbouring occupiers and the compatibility of the proposal with adjacent residential and commercial land use.
- b) Neighbourliness in design, which includes visual impact, design quality, appropriate consideration of potential privacy, overlooking and overbearing impacts.
- c) Surveillance and visibility including measures to minimise the potential for crime.
- d) Accessibility, noting that the subject site is within an accessible location with excellent public transport links and full range of everyday local services and facilities within a reasonable walking distance.

3.4 Proposed elevation plans are illustrated below.

Proposed Front Elevation Plan from Uxbridge Road



Proposed Side (Left) Elevation from Brookside Road



Proposed Side (Right) Elevation



Proposed Rear Elevation



- 3.5 As shown on the plan extracts overleaf the bulk, mass and scale of the new building responds well to the design opportunities recognised for this corner plot site with attractive building frontage on Uxbridge Road and Brookside Road respectively. The new building makes best use of the land for retail and residential use in line with national and local development plan policy aims and objectives, as highlighted in Section 4.0 below.
- 3.6 In terms of visual impact, overlooking or loss of amenity, the development will not give rise to any adverse impact on neighbouring properties to the site boundary. The separation distances between the rear of the building ensure amenity to respective neighbours are adequate to maintain reasonable levels of privacy and amenity. The residential proposal provides residents with a communal roof garden to the southern roof area with a non-accessible, extensive green roof meadow enhancing the north roof area and providing attractive biodiversity and setting enhancement to the development. The landscape strategy ensures a pleasant amenity space which respects the existing pattern of neighbouring development including privacy impacts between occupants.
- 3.7 The design and external appearance of the new buildings will comprise of vertical emphasis in the form of fenestration and choice of materials and colours on the 2/3 storey elevations. The appearance of the development proposal will be in keeping with the character of the area and provide a qualitative visual improvement on the present character of the land, which is currently unattractive and in poor condition, affording no benefit to the visual appearance of the street scene.
- 3.8 The number of car and cycle spaces as proposed has been discussed with the council at pre-application stage. There will be 10 No. cycle parking spaces and 9 No. private car parking spaces available to serve the new residents. As established above, the site is conveniently located for public transport links and cycleways providing a readily accessible alternative means of transport for residents.
- 3.9 The proposal has no adverse implications for crime and disorder and accords with national policy guidance in the National Planning Policy Framework. The apartments and retail unit will be designed to maximise safety and security in design with good visibility and security across the rear parking area achieved.
- 3.10 The removal and redevelopment of the open rear parking / yard area will further remove opportunities for loitering and vandalism. Natural surveillance from the new development will also improve safety to the rear lane and to the public highway.

Accommodation Standards

- 3.11 The proposed residential element provides for 9 apartments (6 x 2 bed and 3 x 3 bed units). As shown on the drawing no. 201, P5, the 2b4p units range from 70 square metres to 91 square metres in area; and the 3b5p units range from 86 square metres to 87 square metres.
- 3.12 The apartments would benefit from a communal roof garden space, private balcony and terrace amenity space. It is further observed that amenity wise the site is located close to the country park, playing fields and town centre leisure facilities all within a short walk.
- 3.13 As per the proposed layout plan, the development will provide appropriate levels of cycle parking (10 spaces) with one dedicated car parking space per apartment. The residential bin stores conveniently located adjacent to the vehicle access off Brookside Road.
- 3.14 As shown on drawing no. 200, P5 the new commercial retail unit measures 220m². There is a dedicated service and refuse area to the side/rear of the unit with ready access to Brookside Road via a delivery yard.

Safeguarding neighbouring residential amenity

- 3.15 The proposed development has had full regard to the form and layout of existing and adjacent buildings and ensures that both new and existing occupiers are protected from undue visual intrusion and loss of privacy.
- 3.16 The proposed layout, sympathetic height and massing of the new building also ensure that the sunlight or daylight amenities of occupiers of adjacent properties within the parade and to the rear are maintained. In terms of the physical built form the new building represents a redevelopment option of appropriate scale and siting, in keeping with the urban setting.

Servicing / Refuse and Recycling

- 3.17 As shown on drawing no. 200, P5 the apartments and commercial retail unit will be served by separate well positioned refuse areas located conveniently adjacent to the car park entrance.

4.0 Planning Assessment

- 4.1 The development proposal comprises the demolition of the existing building at 152-154 Uxbridge Road and for its replacement with an attractively designed new part 3-storey, part 2-storey building containing a ground floor retail unit (220m²) and 9 apartments.
- 4.2 The proposal is reviewed in relation to national and local planning context below. Planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The National Planning Policy Framework (the NPPF)

- 4.3 In consideration of all development proposals, the NPPF states that there is a presumption in favour of sustainable development with paragraph 7 advising that at a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.4 Chapter 12 of the NPPF informs that *"The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..."*.
- 4.5 The NPPF at paragraph 10 states that *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development"*.
- 4.6 Paragraph 59 relating to delivering a sufficient supply of homes informs that *"To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed..."*.
- 4.7 During pre-application discussions with the council, it was acknowledged by both parties that the site is previously developed land within an accessible location for a full range of everyday services and public transport links. The scheme initially sought 9 x 2 bed apartments; however, this has been amended to provide a broader mix of accommodation with both 2 and 3 bed units incorporated into the application scheme.
- 4.8 Paragraph 104, under policy criteria (a) informs that planning policies should *"support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities"*.

- 4.9 Paragraph 105 advises that setting local parking standards for residential and non-residential development should consider: a) the accessibility of the development, b) the type, mix and use of development, and c) the availability of opportunities for public transport. The application site is on the doorstep of high frequency bus links and cycle routes and future residents would not be reliant on private car use. The application is supported by a Transport Note confirming that there are no significant highway-related issues that should prevent the proposal from gaining approval from the Highway Authority.
- 4.10 Paragraph 117 informs that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land. The application proposal is consistent with these aims making best use of the plot for a high-quality mixed-use retail and residential development.
- 4.11 Paragraph 122 advises planning policies and decisions should support development that makes efficient use of land. The policy criteria recognise the desirability of maintaining an area's prevailing character and setting in promoting regeneration and change. The importance of securing well-designed, attractive, and healthy places is advocated. The applicants engaged in a positive pre-application enquiry with Hillingdon Council and the application submission and scheme drawings have taken into account the helpful advice received on design, highways and planning matters.
- 4.12 Paragraph 186 is clear that *"Local Planning Authorities should approach decision-taking in a positive way to foster the delivery of sustainable development"*. As above, the applicants and council have engaged in positive negotiations in relation to the principle of development.
- 4.13 Therefore, national planning policy is supportive of allowing mixed-use development within the built-up area provided this does not conflict with its aim of respecting the character of the locality and neighbouring land uses.
- 4.14 It is considered that the scheme is supportive of these general aims and objectives with the mixed-use development making best use of the land in achieving a high-quality redevelopment option.
- 4.15 The development is supportive of the wider urban area to which it forms part in providing high quality residential accommodation and a modern retail unit enhancing the appearance of the corner plot. Furthermore, residents of the

new apartments would support the retail function of the locality by using shops, restaurants, and local service provisions. The enhanced retail provision would also provide economic benefits associated with local employment.

The Local Plan

- 4.16 The Development Plan for the London Borough of Hillingdon 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)
 - The London Plan (2021)
 - The West London Waste Plan (2015)
 - Supplementary Planning Guidance
- 4.17 The Hillingdon Local Plan: Part 1- Strategic Policies is the key strategic planning document for Hillingdon, supported by the more detailed policies/allocations in the Part 2 Local Plan. Part 2 sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved.
- 4.18 Policy NPPF1: National Planning Policy Framework – Presumption in Favour of Sustainable Development advises that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 4.19 Policy EM1: Climate Change Adaptation and Mitigation states that the council will ensure that climate change mitigation is addressed at every stage of the development process including prioritising higher density development in urban and town centres that are well served by sustainable forms of transport; promoting a modal shift away from private car use and requiring new development to include innovative initiatives to reduce car dependency; ensuring development meets the highest possible design standards and giving preference to development of previously developed land to avoid the loss of further green areas. In presenting the mixed-use development proposal, it is considered that these criteria are met.
- 4.20 Policy T1: Accessible Local Destinations states the council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision. The site location is well catered for in terms of numerous local parks, leisure facilities and a full range of everyday services. The development is not car dependent given the accessible location well served by high frequency public transport links by bus and in proximity to cycleways. New residents would benefit from secure cycle parking provision, satisfying the policy requirements of LPP T5.

- 4.21 The overarching aim of the core policies is to provide the right homes in the right area to create mixed and diverse communities where everyone has the opportunity to thrive and prosper. Policy H1: Housing Growth advises that the council meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten-year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the plan period.
- 4.22 The Strategic Objectives of the plan also include managing appropriate growth, viability and regeneration of town and neighbourhood centres (policy SO16); improving access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport (policy SO18) to which the development proposal is supportive.
- 4.23 As above, development plan policy requires all development proposals to be of high-quality design that pay appropriate regards to the amenity of occupiers and neighbours. Core Policy BE1: Built Environment, Development Management Policy DMHB 11 and the Accessible Hillingdon Supplementary Planning Document all recognise that new development should seek to enrich and enhance the built environment and create a sense of place and local distinctiveness. In this context, it is considered that the development proposal would make a positive contribution to the local area and street scene by virtue of excellent and well thought out design including attractive built form, layout, appearance and high quality internal and external spaces and incorporation of attractive roof garden and green space.
- 4.24 London Plan Policies D3 to D7 (inclusive) are supportive of optimising site capacity by following a design led approach; delivering good design and maintaining design quality; promoting inclusive design in achieving the highest standards of accessible and inclusive design; delivering high quality design and accommodation standards and providing suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children.
- 4.25 It is considered that the mixed-use re-development option would be in keeping with the street scene presenting an acceptable upgrade to the local vernacular. The development proposal will be in keeping with the character and appearance of the urban area, making best use of the land.
- 4.26 Given the scale, height, siting, and design of the development proposal, it is in keeping with the neighbouring built form. The attractive development will

preserve and enhance the local environment, observing that there are no physical constraints to development.

- 4.27 In consideration of the built environment, the design and appearance of the new development has evolved from a detailed analysis of the surrounding area and from constructive pre-application dialogue with the local planning authority. As such, the high-quality design of the new building represents an appropriate modernisation and upgrade to the established built form at 152-154 Uxbridge Road. The proposal is supportive of the retail function of Uxbridge Road Local Parade in accordance with the council's Development Management Policy DMTC 3: Maintaining the Viability of Local Centres and Local Parades, which aims to protect and enhance the function of centres by retaining uses that support their continued viability and attractiveness to the locality they serve.

Consultant Reports

- 4.28 In addition to this Planning Statement, the application is supported by detailed professional reports covering a range of technical matters as follows: -

Air Quality Assessment Report, prepared by NoiseAir Limited

- 4.29 Local Plan Policy EM8 relates to land, water, air and noise, informing that development should not cause deterioration in the identified local air quality areas and should ensure protection of both existing and new sensitive receptors.
- 4.30 The AQA report identifies that the application site is located within the Ossie Garvin Air Quality Focus Area and an AQA was undertaken in order to determine baseline conditions at the site, consider its suitability and identify constraints to the proposed end-use in relation to the proposed scheme.
- 4.31 The Assessment Report identifies that, in terms of the construction phase, assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities is predicted to be "*not significant*".
- 4.32 The results of Dispersion Modelling were undertaken in order to quantify pollutant concentrations at the site and to predict air quality impacts as a result of additional traffic generated from the proposals. The results indicate that the location is suitable for the proposed use with the inclusion of identified mitigation methods to protect future users from poor air quality.
- 4.33 In conclusion, the report states that the air quality neutral assessment has identified the development as '*Air Quality Neutral*' in relation to both building and transport emissions. Thus, no further action will be required.

Noise Impact Assessment, prepared by Sonic Element Ltd.

- 4.34 Policy EM8 advises 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.
- 4.35 The Noise Impact Assessment has been undertaken to provide an acoustic assessment for the proposed development. This report provides the results of the acoustic survey, which covers all noise sources potentially affecting the proposed dwellings. As a result of the survey, this report makes recommendations for the sound insulation performance of building façade including glazing for the dwellings that will adequately protect future occupants from noise. This will ensure that the internal noise recommendations in BS8233:2014 and the World Health Organisation Guidelines for Community Noise are met.

The Concept Fire Safety Strategy & Fire Statement, prepared by Solar Realta Fire Engineering

- 4.36 Local Plan Design Policy BE1 (8) seeks to ensure that new developments create safe and secure environments including reducing risk from fire. This Statement provides supporting information for means of warning and escape, including evacuation strategy; internal and external fire spread management; and details of access and facilities for the fire service. The report informs that, provided the recommendations within it are followed, the proposed design can be reasonably developed to satisfy the functional requirements of Part B of the Building Regulations.

Phase 1 Land Contamination Assessment, prepared by Reports 4 Planning

- 4.37 Paragraph 8.143 of the Local Plan Part 1 identifies that new development is normally directed to Brownfield land in the first instance with Policy EM8 expecting development proposals to demonstrate a sustainable approach to remediation.
- 4.38 The assessment has been undertaken to review potential risks of land contamination associated with the proposed redevelopment of the site. The report identifies that historically the land was developed from greenfield as part of a small terrace of properties in the first half of the 20th Century which has continued through to the present day.
- 4.39 Key findings of the assessment include:
- The underlying ground conditions comprise low permeability Langley Silt. The setting of the site is of low to moderate environmental sensitivity due to the non-productive nature of the underlying strata, the distance to surface water courses and the residential nature of the proposed development and its surroundings.

- The conceptual model of the site demonstrates that potential pollutant linkages are generally of a very low to low risk to human health and to the natural environment during both the construction and post-construction phases of the redevelopment project.
- Based on the available information, no significant contamination concerns to impact the proposed development of the site have been identified. No significant pollutant pathways have been identified which may give rise to unacceptable risk at the site.
- No further investigation of the site is considered necessary at this stage.

Daylight & Sunlight Assessment, prepared by Reports 4 Planning

- 4.40 The daylight study is to ensure that the comfort, health and safety of building occupants as well as visitors and others within the vicinity of the building is acceptable. It is also to enhance the quality of life in dwellings by recognising those factors that encourage a healthy and safe internal environment for occupants.
- 4.41 Using industry standard methodology as prescribed by BRE and British Standard guidance, the consultant has made numerical analyses to ensure compliance with the recommended levels of change in daylight. The main criteria used in this analysis to show compliance are the Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH).
- 4.42 The analysis shows that, with the exception of receptor 11, all receptors tested meet and are in excess of the minimum requirements in accordance with BRE Guidelines and will only experience a negligible impact in terms of daylight and sunlight incidence. In the case of receptor 11, despite failing to meet minimum requirements for daylight (Vertical Sky Component), the overall impact on this window will be classed as “*minor*” in line with the scale of impact as detailed in section 5, page 12 of the Daylight & Sunlight Assessment Report.

Surface Water Management Strategy, prepared by Brown Fisher EnvironmentalLLP

- 4.43 This report presents an outline SuDS drainage strategy for the proposed development to meet the requirements of the DEFRA non-statutory technical standards for SuDS and local planning guidance including the London Plan. The report advises that, in line with policy, as the site is brownfield, the drainage strategy should aim to not increase runoff volume or rate from the site over the existing situation, if possible reduce these to the greenfield condition, and not increase flood risk to others.
- 4.44 The proposed SuDS drainage system incorporates source control where possible and assesses the drainage hierarchy with an aim to reduce the volume of runoff, improve water quality and provide amenity and habitat.

- 4.45 It is proposed to use the large area of flat roofs and terraces in the proposed design as green roof to control runoff from roofed areas and provide opportunity for water storage and re-use. Attenuation will be required to meet the requirement to reduce peak flow to original greenfield conditions and will be provided by storage in the green roof and terrace areas with residual attenuation within the parking area.
- 4.46 The applicant has also commissioned a Water Management Strategy (prepared by Reports 4 Planning, December 2021) to be read in conjunction with the Surface Water Management Strategy. This report focuses on planning policy requirements for water management, efficiency and quality as identified in local planning policy DMEI 10 and London Plan policies SI 5 and SI 13.
- 4.47 In terms of water use and quality, it is confirmed that the detailed design will include consideration of water efficient taps, showers and sanitaryware (WCs). Consideration will also be given to the use of restrictors to optimise water flow through the system. The site shall be developed to show full compliance with Building Regulations Part G (G2). It is confirmed that these proposals would not result in an unacceptable risk to the quality and or quantity of water.

Technical Note - Highways, prepared by Reports 4 Planning

- 4.48 The site is located on the northern side of Uxbridge Road adjacent to its junction at Brookside Road. The report investigates and responds to pre-application discussions with the council reviewing details of the footway vehicle crossover access into the proposed car parking area; confirming that the proposed vehicle parking bays are dedicated to a specific apartment; appropriately reviewing the level of cycle parking to be provided; carry out a swept path analysis to demonstrate that vehicles can pull into the development without hindering through traffic on Brookside Road; providing details of refuse collection arrangements from the development and providing details on the frequency and type of servicing for the retail unit.
- 4.49 The development proposal has had due regard to Policy D7 of the London Plan and the council's Accessible Hillingdon Supplementary Planning Document in consideration of special provisions for accessible and adaptable housing in providing appropriate access for all including to the roof garden. The development satisfies functional and special provisions for accessible and adaptable housing with clear access zones within the entrance level and within the internal layout of the accommodation and retail unit. The planning drawings have fully addressed guidance provided under the pre-application negotiations with the planning and highways authority.
- 4.50 As shown on the planning drawings, the development would provide car parking within the demise of the application site serving the apartments to an acceptable standard to the site's urban location. Each flat would be served

by 1 parking space and cycle parking, in line with London Plan Policies T5 (Cycling), T6 (Car Parking), T6.1 (Residential Parking), T6.3 (Retail Parking) and T7 (Deliveries, Servicing and Construction).

4.51 The Transport Note, in concluding that there are no significant highway-related issues that should prevent the proposal from gaining approval from the Highway Authority, summarises that:

- The proposed footway crossover style access to the development meets with current design guidance and accommodates the turning movements of residential vehicles.
- The proposed level of car parking provision falls within the maximum allocation as described by LBH guidelines and should be considered appropriate for a development in a sustainable location.
- The swept path analysis undertaken demonstrates that future residents would be able to access their car park spaces and that the commercial retail unit could be adequately serviced.

Landscaping Strategy, prepared by Mo Bradford-Smith

4.52 The scheme includes attractive provisions for hard and soft landscaping integral to the delivery of a high-quality mixed-use scheme. The roof top amenity area comprises an extensive green roof with wildflowers (to the north) and communal seating area for residents (to the south).

5.0 Conclusion

- 5.1 The application proposes “Demolition of existing building and erection of a 2/3-storey building containing 9 x 2 bed apartments, 1 no. retail unit, car and cycle parking, landscaping scheme, bin stores and associated development thereto” at 152-154 Uxbridge Road, Hayes, UB4 0JH.
- 5.2 The applicants submit the application following detailed pre-application discussions with the local planning authority and in response to the detailed design and technical feedback received. The submission includes a raft of technical information covering landscaping strategy, highways, fire safety, sustainable drainage, daylight and sunlight assessment, air quality assessment, noise impact assessment and Phase 1 land contamination assessment.
- 5.3 The application site is in a sustainable location with good access to public transport and the London Cycle Network. The proposal provides on-site car and cycle parking for future occupiers and it is considered that the scheme would not unacceptably impact on local parking demand or pressure. Appropriate servicing and access are achieved for the retail and residential elements of the scheme.
- 5.4 The design and appearance of the new development, as presented on the planning drawings and visuals, follows a detailed analysis of the surrounding area which includes modern apartment buildings with ground floor retail observed along Uxbridge Road. The new occupiers of the apartments will benefit from excellent access to high frequency public transport links and a full range of everyday services including health and educational facilities.
- 5.5 In terms of amenity, the local area is well served by parks, leisure facilities and town centre services and the attractive, private roof top garden space provides a pleasant outdoor amenity area to the benefit of enhancing resident wellbeing.
- 5.6 The high-quality design of the new building is of a height, scale and orientation that is compatible with the locality and shopping parade. It is evident that the proposal will be in keeping with the urban setting and there are no recognisable adverse impacts on the local environment and/or any neighbouring land uses. It has been demonstrated that the mixed-use development option represents the best use of the physically unconstrained land for a modern, high quality retail and residential development, significantly improving the appearance of the site within the street scene.

5.7 Finally, the NPPF sets out three dimensions to sustainable development: an economic role, a social role, and an environmental role. The scheme can be considered sustainable because it meets these dimensions in the following ways:

- Economic role – the development will create employment and retail opportunities during the build and operational phases, providing local employment opportunities for local builders, trades people and local residents.
- Social role – it will support the provision of high-quality two- and three-bedroom apartments within an accessible urban environment. The future occupiers supporting local service provisions.
- Environmental role – the construction makes the best use of previously developed land in a sustainable location. No adverse impacts have been identified in consideration of the local environment.

5.8 It is concluded that, given the scale, siting and design of the mixed-use retail and residential redevelopment at 152-154 Uxbridge Road, the proposal is a sustainable form of development in keeping with the natural and built environment. As such, the council are invited to grant full planning permission, subject to Conditions, to be agreed during the currency of the application.