

the structure of the building. Therefore, demolition and removal of any asbestos containing material (ACM) would require to be carried out in accordance with guidance from the Health and Safety Executive (<https://www.hse.gov.uk/asbestos/index.htm>).

Fire Statement:

A Fire Statement would be required in order to ensure compliance with Policy D12 of the London Plan (March 2021).

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis: i) to secure the provision of affordable housing in relation to residential development schemes; ii) where a development has infrastructure needs that are not addressed through CIL; and iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

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

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulations 2010, it is considered likely that, at full planning permission stage if recommended for approval, the following planning obligations could be requested:

- S278/S38 agreement to secure highway works.
- Air Quality Mitigation contribution (subject to the outcome of the Air Quality Assessment)

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 is as follows:

- Residential Dwelling Houses (C3) - £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

List of documents to be submitted

The Councils adopted Local Planning Validation Checklist (June 2020) is available on the Council website and sets out a full list of the information required to validate a Full Planning application. It is advised that the proposal should be accompanied by, but is not limited to, the following documentation:

- Location Plan at scale 1:1250 or 1:2500 showing the application site outlined in red and all other land in the applicants ownership outlined in blue.
- Existing and Proposed Plans;
- Planning Statement;
- CIL Additional Information Form;
- Design and Access Statement;
- Urban Greening Factor Assessment;
- Fire Statement;
- Air Quality Assessment;
- Contaminated Land Assessment;
- Daylight and Sunlight Assessment;
- Noise Impact Assessment;

8. Conclusion

The revised scheme does represent a significant improvement on the originally submitted scheme. The revised scheme does provide a better mix of units, including 4 family sized units which is welcomed. However, the design and plans would need to be revised as set out in the above report and further clarification provided in order to satisfy the comments raised by the Council's Urban Design Officer in particular.

Tracking also needs to be shown in the car park / servicing bay area. The Council needs to be confident that vehicles will not have to wait too long on the highway to get into the site if cars are moving within the car park.

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 Councils pre-application advice service and I trust you have found this service of assistance.

**Richard Phillips
Deputy Team Manager
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 B – PROPOSED SCHEME LAYOUT DRAWING



SCALE : 1 to 100

0 5m 10m

Note: This maybe a reduced sized print, check scales below

NOTE: Report all errors and omissions to the Architect. All dimensions to be checked on site before fabrication.

Contractors must verify all dimensions on site before setting out, commencing work, or making any shop drawings.

- All dimensions must be checked on site
- All setting out to be checked on site
- All levels must be checked on site and their datum confirmed
- This drawing must be read in conjunction with the relevant specification clauses
- This drawing must not be used for land transfer purposes

LEGEND

2Bed4Person Apartment
3bed Apartment
Commercial Retail Unit
Communal facilities

ACCOMMODATION SCHEDULE

Ground Level:		Amenity
Plot 00_01 (2b4p)	70m² (753 Sq.ft)	16.5m²
Plot 00_02 (retail)	220m² (2,368 Sq.ft)	21m²

First Level:

Plot 01_01 (2b4p)	70m² (753 Sq.ft)	8.4m²
Plot 01_02 (3b5p)	87m² (936 Sq.ft)	16m²
Plot 01_03 (2b4p)	70m² (753 Sq.ft)	6.5m²
Plot 01_04 (2b4p)	86m² (925 Sq.ft)	34m²

Second Level:

Plot 02_01 (2b4p)	70m² (753 Sq.ft)	8.4m²
Plot 02_02 (3b5p)	87m² (936 Sq.ft)	16m²
Plot 02_03 (2b4p)	70m² (753 Sq.ft)	6.5m²
Plot 02_04 (3b5p)	82m² (882 Sq.ft)	31m²

Third Level:

Communal Amenity Gardens

Sub-Total	692m² (7,449 Sq.ft) - residential	
	220m² - retail	

Total 912m² (9,817 Sq.ft)

Ancillary Facilities

9 car parking spaces (1 per unit)

10 cycles spaces (1 space per unit)

Note: Based upon Twickenham Surveys topographic survey information, including (Dwg Ref 20157LS) & Elevations (Dwg Ref 20157E).

P4	Planning Submission 01	MAS	22.11.2021	MAS
P3	Pre-App01 Submission	MAS	05.03.2021	MAS
P2	BRooms omitted & WC/ En-suites added to clients request	MAS	11.02.2021	MAS
P1	Preliminary Issue	MAS	08.02.2021	MAS
Revision	Description	Drawn	Date	Checked

Client's Name

Kumarasamy Sivakumaran
Visvanathan Yoganathan
Ganesh Jeyakumar

Job Title

152-154 Uxbridge Road, Hayes

Drawing Title

Proposed First Floor Plan

Scale

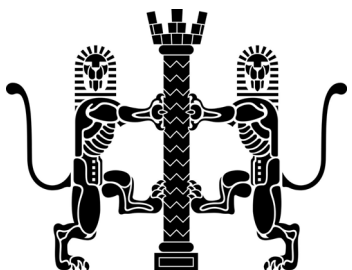
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Job No	Drawing No
5005	201
Status	Rev
PLANNING SUBMISSION	P4



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APPENDIX C – PROPOSED ACCESS ARRANGEMENT DRAWING



APPENDIX D – LONDON BOROUGH OF HILLINGDON CAR PARKING PROVISION

Hillingdon Parking Standards Justification

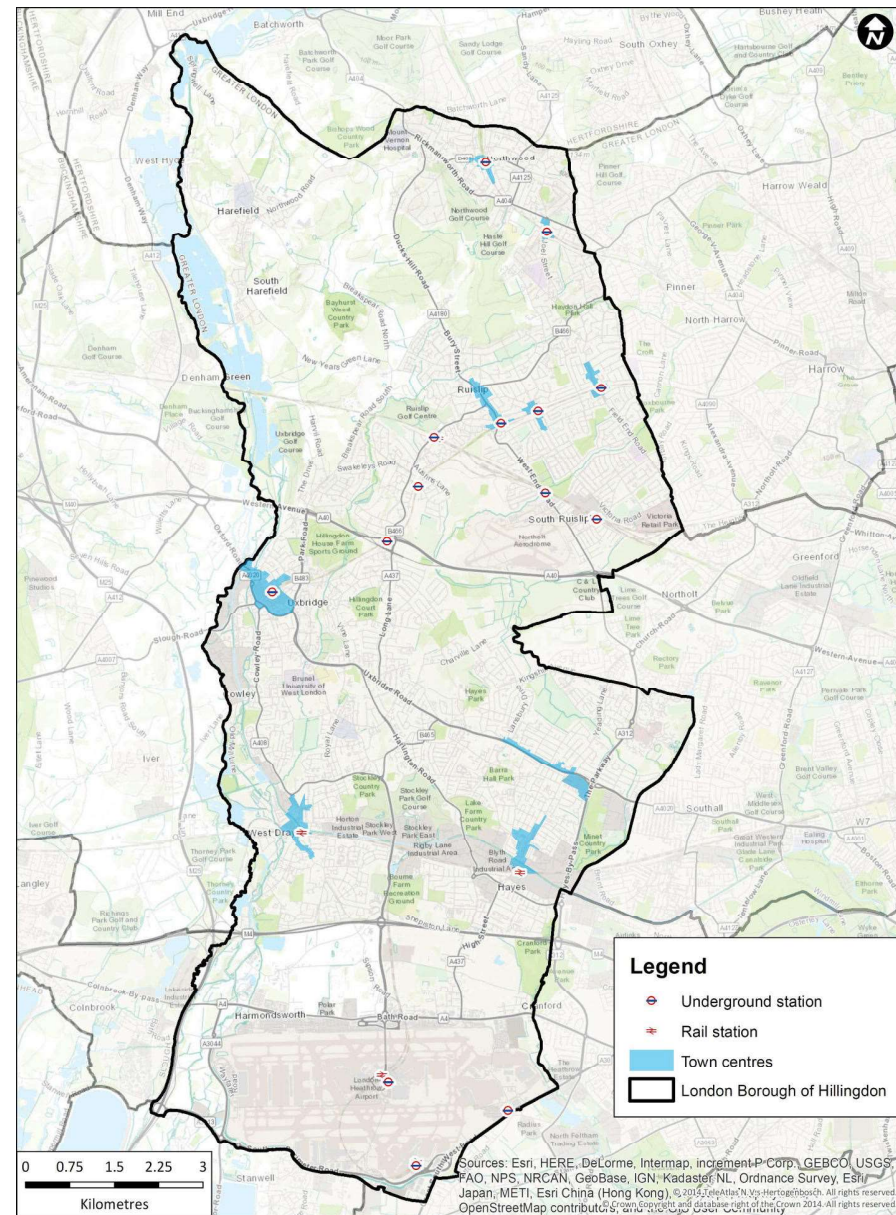
Assessment of Available Data

London Borough of Hillingdon

Introduction

Structure

- Proposed Policy Context
- Travel characteristics of LBH:
 - PTAL
 - Points of Interest
 - Journey Time
 - Car ownership
 - Census Data
 - London Travel Demand Survey Data
- Comparison of LBH with other Boroughs (both London and non-London)
- Summary



Proposed LBH Local Plan Part 2 Parking Standards

As part of the Draft Local Plan 2 policies, LBH is proposing a series of parking standards for Office (B1) and Residential (C3) land uses that are above the standard set out in the London Plan (2016). The standards proposed in comparison to those in the London Plan are set out below.

Comparison of LBH Proposed Parking Standards with London Plan (2016)

Land use	London Plan outer London standard	London plan 'higher provision' standard	Hillingdon proposed standard	Difference (+/-)
Office (B1)				
Office m ² (GFA) per parking space	100-600	50-100	50-100	None from higher standard
Residential (C3)				
Residential Studio Spaces per unit	Max 1	<i>In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.</i>	0.5	None
Residential 1 Bed Spaces per unit	Max 1		1 to 1.5 / 2*	0.5 from Outer Standard
Residential 2 Bed Spaces per unit	Max 1	<i>In outer London a more flexible approach for applications may also be acceptable in some limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel</i>	1 to 1.5 / 2*	0.5 from Outer Standard
Residential 3 Bed Spaces per unit	Max 1.5		2	0.5 from Outer Standard
Residential 4 Bed Spaces per unit	Max 2		2	None

*All dwellings with curtilage should provide 2 spaces

Definition of local authority categories

Outer London (20)	Inner London (12)	Edge of London boroughs (14)	Neighbouring boroughs to LBH (7)
Barking and Dagenham	Camden	Barnet	LB Ealing
Barnet	Greenwich	Bexley	LB Harrow
Bexley	Hackney	Bromley	LB Hounslow
Brent	Hammersmith and Fulham	Croydon	Slough
Bromley	Islington	Enfield	South Bucks
Croydon	Kensington and Chelsea	Harrow	Spelthorne
Ealing	Lambeth	Havering	Three Rivers
Enfield	Lewisham	Hillingdon	
Haringey	Southwark	Hounslow	
Harrow	Tower Hamlets	Kingston upon Thames	
Havering	Wandsworth	Redbridge	
Hillingdon	Westminster	Richmond upon Thames	
Hounslow		Sutton	
Kingston upon Thames		Waltham Forest	
Merton			
Newham			
Redbridge			
Richmond upon Thames			
Sutton			
Waltham Forest			

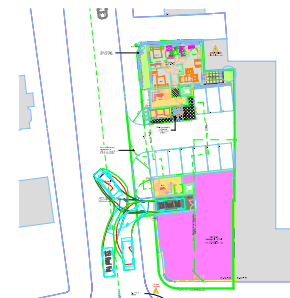
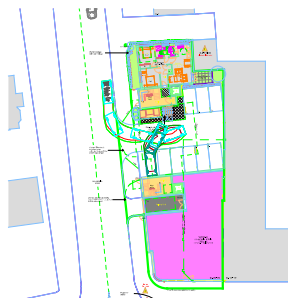
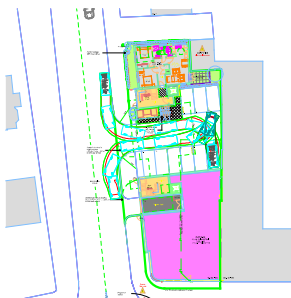
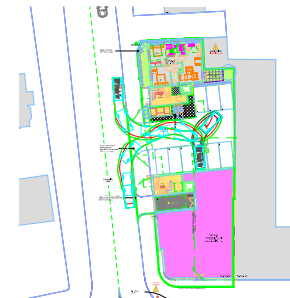
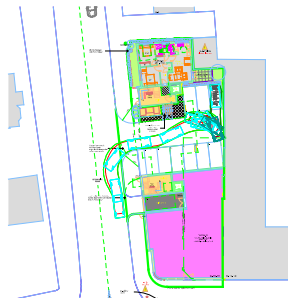
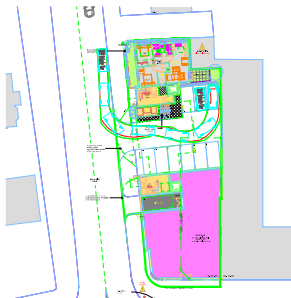
APPENDIX E – SWEPTH PATH ANALYSIS DRAWING



1 to 100

5m

10m



Revision	By	CHK'd	Auth'd	Date	Description

Client
Kumarasamy Sivakumaran


REPORTS & PLANNING
AN ASSOCIATE OF THE HATCH GROUP
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Drawing
Private Car Swept
Path Analysis

Drawn by	DWG	Date	06/12/21
Checked by	WPL	Date	06/12/21
Authorised by	DWG	Date	06/12/21

Drawing No.	Revision
2021 / 020 / 002	—

Drawing Scale at A1: 1:500
CAD Filename: E:\data\2021\data\2021-020-002.dwg