



Addison Industrial Estate, 702 Field End Road  
Ruislip HA4 0QP

## **PLANNING STATEMENT**

*Redevelopment of the existing commercial buildings and erection of one commercial storage block and one three-storey block comprising 9no. residential apartments (Use Class C3), together with parking and communal landscaping.*

May 2023

## INTRODUCTION

1. Future Planning & Development (FPD) provide planning advice to our client Kings Oak Addison Estate LLP, in respect of their site, Addison Industrial Estate, Ruislip HA4 0QP ('The Site').
2. The site is located within the jurisdiction of the London Borough of Hillingdon (LBH).
3. This Planning Statement has been prepared in support of a full planning application for the demolition of the existing buildings and to provide a mixed-use development comprising one commercial block and one three-storey residential block comprising no. 9 private flats.
4. This proposed development has been informed by formal pre-application discussions with LBH and subsequent advice received on 10<sup>th</sup> February 2022. The scope documents contained in this submission follow this pre-app advice and Hillingdon's planning validation checklist. This Planning Statement should therefore be read in conjunction with the following supporting documents:
  - *Full Planning Application Form*
  - *Certificates of Ownership – Certificate B*
  - *CIL Forms*
  - *Application drawings (PEEK): -*
    - *P1055\_LOCATION PLAN*
    - *P1055 - EX101 GROUND FLOOR*
    - *P1055 - EX102 FIRST FLOOR*
    - *P1055 - EX103 ELEVATION 1*
    - *P1055 - EX104 ELEVATION 2*
    - *P1055 - EX105 ELEVATION 3*
    - *P1055 - EX106 ELEVATION 4*
    - *P1055\_BLOCK PLAN*

- *P1055 - PL100K-PROPOSED SITE PLAN*
- *P1055 - PL101H PROPOSED FLATS PLANS*
- *P1055 - PL102C PROPOSED FLATS ELEVATIONS*
- *P1055 - PL103D PROPOSED SOUTH BLOCK*
- *P1055 - PL104E PROPOSED ELEVATION 2*
- *P1055 - PL105A PROPOSED SOUTH BLOCK PLANS*
- *P1055 - PL110C PROPOSED LANDSCAPE PLAN*
- *P1055-Addison LANDSCAPING SCHEME*
- *P1055 Design & Access Statement rev.c (PEEK)*
- *Planning Statement (FPD)*
- *Arboricultural Survey Impact Assessment & Method Statement (Owen Allpress)*
- *Energy & Sustainability Statement (FPD)*
- *Daylight and Sunlight Statement (FPD)*
- *Transport Statement (Caneparo)*
- *Delivery Servicing Waste Management Plan (Caneparo)*
- *Noise Impact Assessment Report (KP Acoustics)*
- *Preliminary Ecological Appraisal and Urban Green Factor (Ecology Partnership)*
- *Flood Risk Assessment (Stantec)*
- *Phase 1 Ground Conditions Assessment (Stantec)*

## **SITE CONTEXT**

5. The site is located on the west side of Field End Road, Ruislip, to the rear of the shopping parade at 702 to 724 Field End Road and approximately 100m north of the junction with Victoria Road and Eastcote Lane.
6. The site is occupied by a commercial building which is two storeys in height, although very little usable space is provided above the ground floor.
7. The building comprises 6 units, with a GIA of 1,007.9m<sup>2</sup> (10,849sq.ft.). The units consist of B8 and sui-generis uses.

8. The building is understood to have been constructed between the mid 1970's – 1980's.
9. The surrounding area comprises a mix of uses although it is predominantly suburban and residential in character. To the east beyond Field End Road and the north and west along Royal Crescent and Jubilee Drive, development is residential in character, comprising terraced and semi-detached two storeys houses. To the south, there are some further commercial uses including a petrol station and vehicle garages. The parade of shops immediately to the east consists of commercial uses providing local amenities on the ground floor and residential flats above fronting onto Field End Road.
10. Vehicular and pedestrian access to the site is from two service roads located on the northern and southern flanks of the site envelope (running adjacent to No.700 Field End Road & 'Esso' petrol station respectively). The access is based on an informal one-way system.
11. The site is located within the London Borough of Hillingdon and is close to the Borough's western boundary.
12. The site is not located within a conservation area and there are no listed buildings in the immediate vicinity.
13. In terms of land use designations, the site is a non-designated industrial land and is located in a Critical Drainage Area. The Public Transport Accessibility Level (PTAL) is 1b. South Ruislip Rail and Underground (Central Line) station is located 1.5km from the site, approximately 20mins walk from the site.
14. The site area comprises 0.32 hectares

**RELEVANT PLANNING HISTORY**

15. A desktop search of Hillingdon’s Statutory planning register has revealed no relevant applications for the site.

16. Pre-application

17. A pre-application scheme was submitted to the LBH in 2021. The scheme was for a mixed-use residential-led redevelopment which sought to address comments from an earlier pre-application submission. Both pre-application proposals were designed by previous architects and submitted by previous planning agents.

18. The latest pre-app proposal scheme sought advice on the redevelopment of the existing site to provide 31 residential units (11 x 1 bed, 15 x 2 bed and 5 x 3 bed) and 311 sqm of flexible, commercial floorspace on the ground floor (3 units) in a part three and part four storey building with car parking and landscaping.



2021 pre-app: proposed site layout

19. The mixed-use scheme proposed replacement commercial floorspace, although represented a significant loss compared to the existing site. The council were not satisfied that there was no demand for the site and the justification for a loss of floorspace was not considered policy compliant. Furthermore, the proposal also sought to replace the current industrial floor space with flexible office uses, which are not considered appropriate provisions in place of industrial floorspace. The Council's advice stated that pre-app scheme would therefore conflict with Policy E7 of the London Plan and would not be supported without further justification.
20. In terms of design and form the previous scheme proposed a single mixed-use block comprising four storeys. The design officer considered that the scheme represented *"a stark difference in height and scale, with the eaves line of No.181 below the height of the 2nd storey. This would result in an uncomfortable relationship between the existing and proposed built forms."*
21. The positioning of the development was also considered to be *"significantly close to the two-storey residential dwellings along Royal Crescent and Jubilee Gardens. The development would have a harmful prominent appearance within such context."*
22. The officer noted, *"There would be particular concern in terms of the distance between the proposed development and No181 Royal Crescent."*
23. In terms of the relationship with the residential street scene at the rear the officer strongly encouraged that the design addresses this aspect given that the building would be highly visible along this street scene.



*2021 pre-app: proposed elevations*

24. The indicative materiality proposed render and a metal cladding. The officer advised that the use of brick would be the preference considering the immediate context of the site.
25. Whilst the design officer supported the development of the site, they raised significant concerns in relation to the overall bulk, scale and appearance of the proposal.

## STATEMENT OF COMMUNITY INVOLVEMENT

### 26. Public Consultation

27. Prior to the submission of this application, on 27th March 2023, the applicant circulated a consultation letter with the proposed layout and illustrative drawings enclosed to 26 neighbouring residential addresses. The letter notified neighbours of the forthcoming application and invited any comments on the scheme.

28. The neighbouring addresses consulted are listed in Appendix A

29. Since the letters were posted, there have been no responses to the consultation. The applicant remains open to suggestions on the development from members of the local community.

### **PLANNING POLICY CONTEXT**

30. Development Plan: -

- NPPF (2021)
- Local Plan: Part 1 – Strategic Policies (2012)
- Local Plan: Part 2 – Development Management Policies (2020)
- Local Plan: Part 2 – Site Allocations and Designations (2020)
- London Plan (LP) (2021)

31. Supplementary Planning Guidance includes:

- Technical housing standards – nationally described space standard (2015)
- London Housing SPG, (2016)
- National Planning Practice Guidance

32. The relevant policies for the assessment of development proposals are contained in the Local Plan Part 1 (2012) and Part 2 (2020), including supplementary planning documents, and all material considerations, including The London Plan (2021) and national guidance.

Part 1 policies:

Policy BE1: Built Environment

Policy CI1: Community Infrastructure Provision

Policy H2: Affordable Housing

Policy E1: Managing the Supply of Employment Land

Policy EM6: Flood Risk Management



Policy EM1: Climate Change Adaptation and Mitigation

Policy EM11: Sustainable Waste Management

Part 2 Policies:

DME 2 Employment Uses Outside of Designated Sites

DMH 2 Housing Mix

DMH 7 Provision of Affordable Housing

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

London Plan Policies:

Policy D1 London's Form, character and capacity for growth

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D12 Fire safety

Policy D14 Noise

Policy E2 Providing suitable business space

Policy E4 Land for industry, logistics and services to support London's economic function

Policy E7 Industrial intensification, co-location and substitution

Policy H1 Increasing housing supply

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications  
Policy H10 Housing size mix  
Policy S4 Play and informal recreation  
Policy SI 12 Flood risk management  
Policy SI 13 Sustainable drainage  
Policy T2 Healthy Streets  
Policy T4 Assessing and mitigating transport impacts  
Policy T5 Cycling  
Policy T6 Car parking  
Policy T6.1 Residential parking  
Policy T6.5 Non-residential disabled persons parking

## EXISTING SITE

33. The existing building is understood to have been constructed between the mid 1970's – 1980's.
34. A building survey (undertaken in 2021) described the premises as being in an 'overall fair to poor condition, with a backlog of maintenance and repairs outstanding'. The survey advised that the building can "*remain operational in the short to medium term if limited repairs are undertaken. However, looking towards the medium to long term, it advised that substantial capital expenditure will be required particularly to the roofs, rainwater goods, brickwork, windows, hardstanding areas and upgrading internal areas.*"
35. The building comprises 6 units, units 1 -2 are combined as are units 3 and 5.
- Units 1 & 2: 339.9m<sup>2</sup> (3,659 sq. ft.)
  - Units 3 & 5: 331.0m<sup>2</sup> (3,563 sq. ft.)
  - Unit 4: 167.1m<sup>2</sup> (1,799 sq. ft.)
  - Unit 6: 169.9m<sup>2</sup> (1,828 sq. ft.)

36. The building comprises a total GIA of Total GIA – 1,007.9m<sup>2</sup> (10,849sq.ft.). The units consist of B8 and sui generis uses.

37. The current occupiers of the buildings are set out below:

Unit	Occupier
1	Car wash service
2	Car wash service
3	Catering Services
4	Dry Cleaning Services
5	Catering Services
6	Sale of used cars and light motor vehicles

38. The site is predominantly unmarked hardstanding with parking for circa 30-40 cars arranged around the main buildings. The road itself is a privately maintained, unadopted road which is fully made up of vehicles entering from the north via an informal one-way system and exiting from the southern access point.

## PROPOSALS

39. It is proposed to demolish the existing commercial buildings comprising Addison Industrial Estate and provide a mixed-use development arranged over two separate blocks. The commercial building would offer 1750 sqm over 3 floors. This building would be located towards the southern part of the site.

40. A separate three-storey residential block would be located to the north of the site creating a new active frontage along Royal Crescent. The residential block comprises 9 flats consisting of 1, 2 and 3-bedroom flats (3 x 3-bed flats, 2 x 2-bed flats, 4 x 1-bed flats). The GIA of the block measures 684 sqm. The proposals would be set within landscaped grounds with associated car parking, cycle storage and refuse collection facilities.

**P1055 - ADDISON ESTATE**  
Accommodation Schedule revC

FLOOR	UNIT QUANTITY (on these levels)	UNIT CODE	No of Beds	No. of People	INTERIOR GIA (sqm)	BALCONY/ TERRACE (sqm)	
<b>Ground</b>	1	G.01	3	5	113	30.5	
	2	G.02	3	5	113	28.5	
<b>1st</b>	3	F.01	1	2	51	5	
	4	F.02	2	3	67	6	
	5	F.03	1	2	58	5	
	6	F.04	1	2	52	5	
<b>2nd</b>	7	S.01	1	2	52	5	
	8	S.02	2	3	66	6	
	9	S.03	3	5	112	10	
<b>TOTALS</b>	<b>9</b>			<b>29</b>	<b>684</b>	<b>101</b>	
<b>COMMERCIAL</b>							
<b>Ground</b>					570		
<b>1st</b>					590		
<b>2nd</b>					590		
<b>TOTALS</b>					<b>1750</b>		

41. The residential car parking area includes a total of 17 no. parking spaces (plus 2 accessible spaces). All residential spaces would be fitted with active electric vehicle charging points.
42. Cycle parking spaces are provided in secure covered cycle storage adjacent to the car parking area.
43. The commercial car park provides vehicles parking 13 spaces, including two van spaces and one accessible space.
44. In addition, 10 cycle spaces are provided along with three cargo bike bays.
45. Dedicated refuse and recycling storage is proposed near the entrance to the residential and commercial parking area to serve the separate uses and provide convenient access for occupiers and collections workers.
46. All dwellings comply with NDSS and London Plan standards for unit and room sizes. The units will also be designed to Lifetime Homes Standards.

47. The residential block can be accessed from the east and west sides of the site. A pedestrian access is proposed from Royal Crescent/Jubilee Drive on the west of the site envelope. This would provide permeability through the site and link Royal Crescent with the local amenities located on Field End Road.

## PLANNING ASSESSMENT

### Land use

#### Existing Employment

48. The site currently comprises six units, with a GIA of 1,007.9m<sup>2</sup> (10,849sq.ft.). This excludes the insubstantial mezzanine floors which are found in units 1 and 2. The units consist of B8 and sui-generis uses.

49. Part A of London Plan Policy E4: Land for industry, logistics and services to support London's economic function sets out that a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained. This should make provision for the varied operations requirements of the following uses:

- Light and general industry
- Storage and logistics/distribution (B8)
- Secondary materials, waste management and aggregates
- Utilities infrastructure (such as energy and water)
- Land for sustainable transport functions including intermodal freight interchanges, rail and bus infrastructure
- Emerging industrial-related sectors
- Wholesale markets
- Flexible (b1c/B2/B8) hybrid space to accommodate services that support the wider London economy and population
- Low-cost industrial and related space for micro, small and medium-sized enterprises

- Research and development of industrial and related products or processes (falling within use class B1b)
- CLP Policy SP3.2 sets adopts a '4-Tier' approach to the retention and redevelopment of land and premises relating to industrial/employment activity.

50. The London Plan divides London's land and premises for industry, logistics and services into three categories, one of these being Non-Designated Industrial Sites, which are defined as 'sites containing industrial and related functions that are not formally designated as SIL or LSIS in a Local Plan.' The proposed development site is a Non-Designated Industrial Site.

51. London Plan policy E7: Industrial intensification, co-location and substitution states that mixed-use or residential development proposals on non-designated industrial sites should only be supported where:

- There is no reasonable prospect of the site being used for the industrial and related purposes set out in part A of policy E4 (the uses listed above);  
or
- It has been allocated in an adopted local plan for a different use; or
- Industrial, storage or distribution floorspace is provided as part of mixed-use intensification.

52. The proposed development is for a mixed-use development that would replace the existing commercial floorspace with a new commercial building located to the south of the site. A 2021 building survey described the existing premises as being in an 'overall fair to poor condition, with a backlog of maintenance and repairs outstanding'. The replacement floorspace would offer a significant upgrade to the quality of the quantity of floorspace on offer.

53. The total floorspace proposed would represent a 73% increase in commercial floorspace (from 1,008 sqm to 1750 sqm).

54. The proposed use falls within Use Class B8 (storage) which complies with London Plan Policy E7. It is proposed that the self-storage units offered would serve private and commercial customers and can be easily adapted for different requirements.
55. It is considered that the upgraded employment floorspace would represent a significant improvement in the quality of employment floorspace for this location. The proposed use would also be more appropriate within the site's residential surroundings.

### Housing

56. Policy H1 of the London Plan supports proposals which optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions.
57. The proposed development is a brownfield site located in a sustainable urban location.
58. The surrounding area is mixed-use although the site is surrounded by residential properties to the northeast and west. It is also close to local amenities on Field End Road and approximately a 15-minute walk to Ruislip Town Centre located to the west of the site.
59. Overall, it is considered that the site is suitable for residential development. Taking into account the need for housing identified in the London Plan, the proposed additional increase in residential units on the site is considered to be policy compliant.

### Affordable Housing

60. Policy H5 of the London Plan sets out the threshold which applies to major development proposals which trigger affordable housing requirements.

61. For the purpose of triggering policy H5, Policy H4(A) (footnote 50) defines major as “development of 10 or more units triggers an affordable housing requirement.”
62. As the proposed number of residential units is under 10, the development is not required to provide affordable housing under Policy H5.
63. As the surrounding area is mixed-use with the residential uses immediately neighbouring the site, the introduction of residential units on the site is entirely appropriate in this location and would not represent any harm to the site’s industrial/commercial function.

*Housing Mix*

64. Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out several factors which should be considered when determining the appropriate mix for a particular scheme. This includes evidence of need.
65. Policy DMH 2 of Hillingdon Local Plan: Part 2 – Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council’s latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.
66. In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two-bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.



67. Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the new London Plan (2021).

68. The proposal consists of the following housing mix:

- 4 No. of One Bedroom Units (44.5%)
- 2 No. of Two Bedroom Units (22.2%)
- 3 No. of Three Bedroom Units (33.3%)

69. Overall, the housing mix is considered to satisfy the need for a range of unit sizes and addresses the need for family-sized private dwellings.

Housing Standards

70. Policy SP2.8 of the CLP requires new residential development to meet the minimum standards set out in London Plan Housing SPG (as amended) and the Department for Local Government and Communities Technical Housing Standards 2015.

71. In terms of the quality of the proposed accommodation, each unit exceeds the minimum floorspace standards for new dwellings, as set out in Nationally Described Space Standards (NDSS), below:

Unit	Type	Area (m2)	NDSS (m2)
Flat G.01	3B5P	113	86
Flat G.02	3B5P	113	86
Flat F.01	1B2P	51	50
Flat F.02	2B3P	67	61
Flat F.03	1B2P	58	95

Flat F.04	1B2P	52	50
Flat S.01	1B2P	52	50
Flat S.02	2B3P	66	61
Flat S.03	3B5P	112	86

72. The proposed units provide a good standard of internal accommodation.

Private and Communal Amenity Space

73. Policy D6 of the London Plan provides private outdoor space standards for residential development, but states that these should only be applied where there are no higher local standards in the borough Development Plan Documents. In this case, Hillingdon's standard should be applied.

74. Policy DMHB 18 'Private Outdoor Amenity Space' states that all proposals for new residential development to provide adequate levels of private, well-designed and located amenity space.

75. The policy advises that 1-bedroom units should be provided with 20sqm of private amenity space, 2-bedroom flats should be provided with 25 sqm and 3-bedroom flats should be provided with 30 sqm of amenity space. Where balconies are proposed, Part B requires these to have a depth of not less than 1.5 metres and a width of not less than 2 metres.

76. The scheme proposes 4x 1-beds (80sqm), 2x 2-beds (100sqm) and 3x 3-beds (90sqm). This requires a total of 270 sqm of private amenity space.

77. The scheme proposes private amenity space for all residential dwellings in the form of terraces for ground-floor flats and balconies for upper floor flats plus communal gardens.

78. Balconies are orientated to the east and west and comply with the minimum dimensions set out by part B of DMHB 18. Glazed balustrades offer maximum light. The total private amenity space is 101 sqm.
79. The ground floor units benefit from private paved patio areas directly accessed from patio doors and fenced with good quality close-boarded fencing panels.
80. The communal garden wraps around the north and west sides of the site. Direct access is provided for residents from the building's western access. Informal seating areas are proposed amongst the garden planting to be enjoyed by all the residents. The total proposed communal area is 295 sqm.
81. Overall, the proposed balconies and communal space satisfy the qualitative requirements of the LBH's policy whilst the quantitative policy requirements for amenity space exceed the policy standard and meet the requirements of the London Plan.

#### Design

82. Policy DMHB 11 of the Hillingdon Local Plan Part Two – Development Management Policies (2020) states that new development 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 surrounding scale of development, considering the height mass and bulk of adjacent structures. Policy DMHB 12 requires development proposals to be well-integrated with the surrounding area and accessible.
83. The surrounding area is defined by 2-3 storey buildings with traditional pitched roof forms.
84. The proposed development has sought to reduce the overall massing of both the residential and commercial blocks compared with the existing footprint.

85. The bulk/scale of the proposal has been reduced from the 4-storey pre-app scheme and is now consistent with the immediate neighbouring buildings. The three-storey flat-roofed residential building is lower than the ridge heights along Royal Crescent and Jubilee Drive and provides a sympathetic relationship with the scale of buildings along these residential streets.
86. The design approach has been informed by the historical use of the site, with the proposed design intending to represent a converted factory – taking the existing brick commercial block as a starting point.
87. The materials proposed are predominantly red stock brick with feature brick detailing and dark framed windows and doors, in an industrial style. These undoubtedly, enhance the building’s aesthetic and more interesting materiality. The use of red stock brick material finishes in keeping with the surrounding housing styles of the 1930s suburban houses along Jubilee Drive / Royal Crescent as well as the terrace of shops along Field End Road. The use of brick is in line with the design officer’s pre-app recommendation.
88. Because the site sits behind the shop units on Field End Road, the only street ‘frontage’ appears on Jubilee Drive / Royal Crescent corner. This outlook has therefore been carefully considered with regards to scale, proportion and materiality to give it a residential presence onto these residential streets.
89. The introduction of a frontage on the residential streets to the west significantly enhances the site’s contribution to this corner.
90. The proposal has been designed to be contextual and reflect the scale and appearance of surrounding properties, with the overall composition of the proposed buildings taking cues from the palette of materials found in the local area.

91. The Commercial block follows this palette of red brick to the lower 2 storeys, with the third floor in render finish, all in keeping with the house styles along the adjoining residential streets.
92. The mass and articulation of the building are considered to be appropriate to the surrounding massing and wider vernacular.
93. The proposals are considered to fully accord with Policy DMHB 11 by providing a high-quality design which integrates effectively with its surroundings and enhances the local townscape.

Residential Amenity

94. Paragraph 130 (f) of the NPPF (2021) states that new development should seek to *'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*
95. Policy DMHB 11 sets out design guidance for all new development in the borough. Part B of the policy states development proposals should not adversely impact the amenity, daylight and sunlight of adjacent properties and open spaces.
96. Policy guidance DMHB 11 states *"The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."*

97. The guidance also states that *“outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.”*
98. The application site adjoins the curtilage of 128 Jubilee Drive to the west and 181 Royal Crescent to the north; both are two-storey semi-detached properties and comprise loft accommodation. To the east, the site faces the rear of residential properties above the parade of shops fronting Field End Road.
99. The proposed development seeks to replace the substantial two-storey commercial building with a three-storey residential building located to the western side of the site and a similar sized commercial building to the south of the site.
100. The proposed residential building is located along the application site’s western boundary on the corner of Jubilee Drive and Royal Crescent. This building seeks to significantly enhance the site’s relationship along this residential street frontage by following the residential building line of these roads.
101. The proposal would result in the removal of a substantial part of the existing structure running adjacent to the shared boundary with no. 181. The replacement building would instead be aligned with the building line along Royal Crescent. This is considered to provide a more sympathetic relationship alongside this neighbour whilst also activating the frontage on this corner of this residential road.
102. The residential parking area would adjoin the side of the rear boundary with no. 181. This area is already an existing access route to the rear (west) of the site. It is anticipated that the level of existing and proposed vehicle activity in this area would be comparable. Given the cars would be driving at parking speeds the level of noise would be less than from the current access route.

103. The existing parking and loading area to the northwest of the site is proposed to be replaced by a landscaped garden/amenity area.
104. The north-facing habitable rooms within the proposals are limited and where included, the windows are proposed to be obscure glazed. Therefore the potential overlooking or loss of privacy to the occupants at no. 181 is limited. The east-facing flats would have limited views over the gardens of 181 Royal Crescent, however, this would be comparable to any of the neighbouring relationships along this road.
105. In terms of daylight and sunlight assessment for the windows and garden of no.181, the necessary testing has been detailed in the Daylight & Sunlight Assessment. The assessment has found the side bedroom windows to 181 would be considered to be acceptable according to the BRE guidance. The development would also have an acceptable impact on the sunlight received within the property's rear garden amenity area.
106. Moving to 128 Jubilee Drive, the southern end of the proposed residential building aligns broadly with the front elevation of 128 Jubilee Drive. The assessment of daylight and sunlight demonstrates that the proposed development lies outside of the 45-degree zone plane in plan & elevation and as such there would not be a material impact on this property in terms of loss of daylight. In terms of sunlight shadowing, as the proposed development is located to the northeast of the neighbouring property, there would also be no material impact in this respect. The daylight report demonstrates that the garden of this property would continue to receive adequate sunlight.
107. The residential units located on the upper floors of Field End Road are located some 40m from the proposed residential building and there would be no detrimental impact on the amenities of existing or prospective occupiers.

108. As such, the proposed scheme is considered to be a ‘good neighbour’ to surrounding residential properties with the layout of the proposed buildings and location of the proposed broadly following the existing building lines. The proposed windows would ensure that the scheme will not give rise to overlooking or have an overbearing impact on adjacent homes.
109. The supporting Daylight and Sunlight assessment for the surrounding residential properties/gardens provides full details on the assessment undertaken with guidance provided by the BRE (BR209: Site Layout Planning for Daylight and Sunlight 2011).
110. Overall, the proposals would have no harmful impact on the existing properties in terms of outlook or loss of privacy and are considered to fully accord with Policy DMHB 11 which seeks to permit development that protects the amenity of adjoining and potential occupiers of development.

#### Access and Parking

111. Local Plan: Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.
112. The accompanying Transport Statement for the application fully appraises the existing transportation conditions and the likely impact of the proposed development, within the context of relevant national guidance and the above local planning policy.
113. The Statement identifies that the site is located in an urban location with good footway provision in the vicinity and footways provided on all surrounding roads and pedestrian desire lines. It notes however that, footway links from the Site itself, onto Field End Road are limited with only a single narrow footway provided



on each of the access roads from the east and no footway provision through the access road itself.

114. In terms of access by bike, the Transport Statement identifies several cycle routes and roads recommended for cyclists outlined on the TFL Cycle Map for Ruislip.

115. Whilst the site's PTAL rating is 1b, meaning the Site has a 'very poor' level of access to public transport, The Transport Statement notes that bus services are available to key locations in the area and the Site is located in the local neighbourhood centre with several amenities located within a short walking distance on Field End Road, which will be of use to future residents and employees. Overall, the proposal is considered to be located in an accessible area that will foster sustainable development, in accordance with local, national and regional policy.

116. The scheme proposes dedicated residential and non-residential parking areas.

117. The residential provision includes a total of 19 spaces, including 2 wider spaced spaces for blue and brown badge holders, in line with the pre-application feedback, which stated 10% of spaces should be disabled compliant. The 19 car parking spaces will allocate 15 spaces to the residential units, with the 4 spaces above this for use by visitors to the units. This overprovision is proposed to ensure that no overspill parking associated with the residential units occurs on the access road and aligns with guidance provided during pre-application feedback.

118. For the self-storage B8 floorspace, a separate car park will be provided, including 14 spaces for use by employees and visitors, including 1 larger accessible space and two van spaces. This provision is proposed as there will be a limited need for staffing at the Site, owing to the self-storage nature of the proposals. This, therefore, ensures that the majority of the spaces will be for use by visitors.

119. As per the London Plan standards, 20% of spaces are required to have an active electric vehicle (EV) charging provision and the rest as passive provision. However, in the context of the latest building regulations guidance, all car parking spaces within any residential development should be provided with active EV charging provision; this will be complied with for the residential element of the proposals, with 20% active and the remainder passive for the commercial element.
120. In terms of a comparison between the existing use and the proposed mixed-use development, the Transport Statement finds that *“there will be an immaterial variation between existing vehicle trips between the existing use and the proposed development. Within this, there may be a small reduction in LGV and OGV movements on the local highway network as a result of the development, during the AM and PM peak hours.”*
121. The residential units would benefit from 12-cycle parking spaces in accordance with the LBH standards. This provision will be made within a secure and sheltered store within the landscaping associated with the residential use.
122. The B8 self-storage use would require a total of 4 cycle parking spaces for use by staff and a further 2 spaces for use by visitors. The proposals will provide cycle parking for 10 cycles within a sheltered and secure store to promote cycling by staff. In addition, 3 cargo bike bays will be provided.
123. Deliveries for the development will be undertaken within the on-site car parks for both residential and industrial uses. Delivery vehicles will be able to enter the car parks in forward gear, turn within the Site and exit in forward gear for vehicles up to 4.6t panel vans.
124. Regarding waste storage and collection, details are provided in the Transport Statement. In summary, separate stores are provided for the residential and non-residential elements. Capacities and distances comply with the LBH guidelines.

125. The development proposes a new pedestrian cut-through access to the rear of the residential development to connect pedestrians and cyclists with Jubilee Drive/Royal Crescent to the west. This will not only provide more efficient access for residents to areas to the west, including Deane Park and the Deansfield Primary School, but it will also provide residents of Jubilee Drive/Royal Crescent with efficient access to the shopping parade and public transport opportunities on Field End Road.

126. In summary, the Transport Statement concludes that the proposed scheme is consistent with relevant transport policy and is not anticipated to give rise to any materially detrimental transport-related impacts. It is therefore concluded that the proposal is acceptable in traffic and transport terms, and there are no reasons why the development should be prevented or refused on transport grounds.

#### Sustainability

127. A fundamental element of the design approach and the whole ethos behind the development of the site is to make the development as sustainable as possible by reducing carbon emissions. This process has involved the calculation of carbon emissions at each stage of the hierarchy using Part L compliance software to determine the effect of SAP & SBEM to provide a full breakdown of residential and non-residential emissions of the proposed development.

128. The submitted Energy Strategy sets out the proposed 'Be Lean', 'Be Clean', and 'Be Green' approach for both the retained buildings and the new build elements, which includes a fabric-first approach to make the buildings as efficient as possible and the specification of renewable energy generation in the form of Air Source Heat Pumps and PV photovoltaic panels as the principal energy sources.

129. The build elements of the scheme will achieve a total 48% reduction in carbon savings achieved through passive measures (fabric-first approach). The proposed

energy efficiency offers a significant improvement over the existing buildings on the site.

#### Landscaping

130. The application is supported by a landscape plan setting out types of planting proposed within the scheme. The scheme proposes the retention of all existing trees within the site and close to its boundaries.

131. A survey and AIA have been undertaken by Owen Allpress and the RPAs have been used to guide the footprint of the proposed development. In particular, the proposed buildings have been designed to protect the mature street trees along Royal Crescent to ensure these trees continue to provide visual amenities to the townscape.

132. It has been demonstrated that the scheme would not result in any harm to these trees.

#### Bins & Recycling

133. Policy EM11 requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on the site, ensuring that all waste is managed towards the upper end of the waste hierarchy. It requires adequate waste storage to be provided for residential units and required bin stores to have external access and be convenient for use by residents and appropriate for servicing. This includes any refuse/recycling stores to be located within an appropriate distance of the vehicle collection point to enable easy servicing by refuse vehicles.

134. The proposed scheme provides each block with its own bin store, storing bulky bins at the entrance to the car parks for curbside collection. The waste is collected once per week, and separated into waste, recyclables and organic waste. These are shown in more detail in the traffic consultant's information,

accompanying this application. The bin stores are accessible via key-controlled electronic double doors. Calculations have been made on the development as a whole for the total combined waste storage requirements following The British Standard BS 5906:2005 'Waste Management in Buildings Code of Practice'.

#### Planning Obligations

135. As part of the development, it is envisaged that the following planning obligations would be delivered through planning conditions or a Section 106 agreement in line with Policy DMCI 7 'Planning Obligations and Community Infrastructure Levy'.

#### **SUMMARY**

136. This Planning Statement has been prepared on behalf of Kings Oak Addison Estate LLP, in support of their full planning application to provide a mixed-use development comprising one commercial block and one three-storey residential block comprising no. 9 private flats and Addison Industrial Estate, Ruislip HA4 0QP ('The Site').

137. The proposal would replace the poor quality commercial floorspace with a single dedicated building providing upgraded commercial floorspace and freeing a large portion of the site for the creation of 9 residential flats.

138. The proposal provides a contextual design and massing that would preserve the character of the surrounding area. As demonstrated by this statement and the supporting documents, the scheme complies with the relevant Development Plan policies and would have no material impact on surrounding residential properties.

139. We believe that the proposals represent an excellent opportunity to provide upgraded commercial floor space and additional residential dwellings on a sustainable brownfield location within an existing mixed-use area.

140. It is therefore considered that the application proposals pass the tests set out in Section 38 of the Planning and Compulsory Purchase Act 2005, and that planning permission should be granted accordingly.

**APPENDIX A**  
**CONSULTATION ADDRESSES AND LETTER**

175 Royal Crescent, Ruislip HA4 OPN  
177 Royal Crescent, Ruislip HA4 OPR  
179 Royal Crescent, Ruislip HA4 OPN  
181 Royal Crescent, Ruislip HA4 OPN  
128 Royal Crescent, Ruislip HA4 OPR  
126 Royal Crescent, Ruislip HA4 OPR  
124 Royal Crescent, Ruislip HA4 OPR  
122 Royal Crescent, Ruislip HA4 OPR  
128 Jubilee Drive, Ruislip HA4 OPU  
126 Jubilee Drive, Ruislip HA4 OPU  
124 Jubilee Drive, Ruislip HA4 OPU  
122 Jubilee Drive, Ruislip HA4 OPU  
120 Jubilee Drive, Ruislip HA4 OPU  
702A Field End Road, Ruislip, HA4 OQP  
704A Field End Road, Ruislip, HA4 OQP  
706A Field End Road, Ruislip, HA4 OQP  
708A Field End Road, Ruislip, HA4 OQP  
710A Field End Road, Ruislip, HA4 OQP  
712A Field End Road, Ruislip, HA4 OQP  
714A Field End Road, Ruislip, HA4 OQP  
716A Field End Road, Ruislip, HA4 OQP  
718A Field End Road, Ruislip, HA4 OQP  
720A Field End Road, Ruislip, HA4 OQP  
722A Field End Road, Ruislip, HA4 OQP  
724A Field End Road, Ruislip, HA4 OQP  
724B Field End Road, Ruislip, HA4 OQP

<p>1874/08-230301 27<sup>th</sup> March 2023</p> <p>FAO Homeowner/ Occupier</p> <p>Dear Homeowner/ Occupier</p> <p><b>ADVANCED NOTIFICATION OF PLANNING APPLICATION – ADDISON INDUSTRIAL ESTATE 702 FIELD END ROAD, RUSLIP HA4 0QP</b></p> <p>I am writing to inform you that a planning application will shortly be submitted on the above site, for the demolition of the existing building containing six commercial/warehousing units and replacement with a mixed-use development including one storage unit and a three-storey residential block comprising No. 9 flats. The development will provide parking and soft landscaping across the site.</p> <p>The existing units are run-down and require investment which will in turn attract more sympathetic commercial users to the site which we consider would offer a more compatible use of the site compared to existing operators.</p> <p>The applicant has discussed the development of the site with the London Borough of Hillingdon where the advice stated that development would only be supported if the same amount of commercial floorspace was retained. As such, the applicant has proposed a mixed-use development which retains a similar commercial use, whilst introducing residential uses which would be compatible with the local area.</p> <p>The scheme provides policy compliant car parking for both commercial and residential uses. This will ensure there will be no overspill onto surrounding streets. We would expect the number of vehicle movements on the site to be reduced compared to the existing situation.</p> <p>The proposed scheme would create a new pedestrian route between Field End Road and Jubilee Crescent offering more efficient east/west links to complement existing links adjacent to Palace Road.</p> <p>The development will be designed to be sustainable through the specification of high levels of insulation and on-site renewable energy generation and will achieve Biodiversity Net Gain through the creation of green spaces and the inclusion of green roofs.</p> <p>A proposed site layout is enclosed along with CGIs to provide an indicative feel for the character and materials and give you an idea of what our finished scheme will look like.</p> <p>If you have any comments on the proposals that you would like us to take into account before the planning application is submitted, please do not hesitate to get in touch, either via telephone or email.</p>	<p><b>FUTURE</b> PLANNING AND DEVELOPMENT</p> <p>Fieldend House, 12-13 Poland Street, London W1F 8QB</p> <p>t: 0207 993 8196 m: 0796 087 1910 e: <a href="mailto:amir.aramfar@futurepd.co.uk">amir.aramfar@futurepd.co.uk</a></p>	<p>The Council will issue a separate notification of this application to immediate neighbours once the application is submitted. At that point, full details of the planning application will be available from the Council's website.</p> <p>Yours faithfully Future Planning &amp; Development</p> <p>Amir Aramfar</p>
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