

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	<input type="checkbox"/>
7.	No petition of 20 or more signatures has been received	<input type="checkbox"/>
8.	Application has not been supported independently by a person/s	<input type="checkbox"/>
9.	The site is not in Green Belt (but see 11 below)	<input type="checkbox"/>

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

18.	ADVERTISEMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Date Application valid 11-10-24

15-10-24

15-10-24

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1. SUMMARY

The application proposes the change of use from Use Class E to Use Class C3 residential along with the construction of part three, part four-storey residential apartments with three two-bedroom units and four one-bedroom units, following the demolition of the existing building.

The proposal would not harm the character and appearance of the surrounding area or prejudice highway safety. The proposal would positively contribute to the streetscape through the use of high-quality materials, good design, and redevelopment of the site frontage with landscaping.

The proposal would result in an acceptable form of living accommodation for future occupiers. The daylight, sunlight, and overshadowing report demonstrates that acceptable levels of light would be provided to the internal habitable and external amenity spaces of the proposed flats and neighbouring dwellings. There would be an acceptable relationship between the units and between neighbouring buildings with no overlooking or privacy issues arising.

The proposal would, therefore, accord with the London Plan (2021), Local Development Plan Parts One (2012) and Two (2020), and the National Planning Policy Framework (2024). As such the application is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 Time Limit

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

REASON

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

2. RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbered:

0562-PL-201 B, 0562-PL-202 A, 0562-PL-210 B, 0562-PL-211 B, 0562-PL-212 A, 0562-PL-213 A, 0562-PL-214 A, 0562-PL-215 A, 0562-PL-221 A, 0562-PL-222 A, 0562-PL-231 A, 0562-PL-232 A, L055-PL-01 P3, L055-PL-02 P3, L055-PL-03 P3

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012),

Part 2 (2020) and the London Plan (2021).

3. RES7 Materials (Submission)

Notwithstanding the approved details and prior to the commencement of any works above damp proof course level, details of all materials and finished for the development hereby approved including details of the anti-glare glazing and mechanical ventilation, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, RAL colour, and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

4. NONSC Land Contamination

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to

and approved in writing by the LPA.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and the development can be carried out safely without unacceptable risks in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

5. TL21 Tree Protection, Building & Demolition Method Statement

Prior to development commencing on site (including ground works and site clearance), an Arboricultural Impact Assessment (in relation to all neighbouring trees in proximity to the site) outlining the sequence of development on the site, including demolition, building works, and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

REASON

To ensure that the trees and other vegetation in the area continue to make a valuable contribution to the amenity of the area in accordance with Policy G7 of The London Plan (2021) and Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

6. OM19 Demolition and Construction Management Plan

Prior to works commencing (including ground works and site clearance) for the development hereby approved, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of demolition and construction.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7. RES9 Landscaping (car parking & refuse/cycle storage)

Notwithstanding the approved details and prior to the commencement of any works above damp proof course level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be in general accordance with the submitted landscape strategy and include:

1. Details of Soft Landscaping (including a minimum of 3 replacement trees)
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage (including dimensions, appearance, and design of bins)
 - 2.b Cycle Storage (including cycle stand specifications)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Hard Surfacing Materials
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies G5 and T6.1 of the London Plan (2021).

8. COM15 Sustainable Water Management

Prior to the commencement of any works beyond demolition, an updated scheme for the final approved site layout for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with The London Plan and will:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. Include a timetable for its implementation; and
 - iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. Provide details of water collection facilities to capture excess rainwater;
 - v. Provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

9. NONSC Lift Provision

The development hereby approved shall accord with Policies D5(B5) and D12(A) of The London Plan (2021) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The lift shall be installed and operational prior to the occupation of any dwelling on the site with all such provisions remaining maintained and operational for the life of the development.

REASON:

To ensure the development can accommodate robust emergency evacuation procedures, including measure for those who require step-free egress, in accordance with Policies D5 and D12 of The London Plan (2021).

10. NONSC Category M4(2) Flats

The dwellings hereby approved shall accord with the requirements of Policy D7 of The London Plan (2021) and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON:

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan.

11. NONSC Step-free access

Prior to the commencement of any works above damp proof course level, details of step-free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall be implemented prior to the first occupation and remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

12. RES13 Obscure Glazing

The southern-most first and second floor rear windows serving Flat 4 and Flat 6 shall be opaque glass (not adhesive stickers) to at least scale 4 on the Pilkington scale. These obscurely glazed windows shall be installed prior to first use and retained as such for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

13. NONSC Rear Louvers

Prior to the commencement of any works on site above damp proof course level, details (including materials and fixings) of the proposed rear window louvers (designed to prevent oblique overlooking of the neighbouring apartments to the rear of the site) shall be submitted to, and approved in writing, by the Local Planning Authority. The approved details shall be installed prior to first occupation and remain in place for the life of the building.

REASON

To prevent inappropriate overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

14. NONSC Sustainable Drainage System

The development hereby approved shall be constructed in accordance with the drainage details specified in 'FRA & SuDS Strategy FRA20218.1' by The PES (dated 26th September 2024), including drawing 'SuDS Strategy' ref: 20218-DS-001.

REASON

To ensure the development provides satisfactory means of drainage on site and to reduce the risk of localised flooding in compliance with Policy DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 13 of the London Plan (2021).

15. RES24 Secured by Design

The dwellings hereby approved shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved. The approved measures to achieve 'Secured by Design' accreditation shall be installed prior to first occupation and remain in place for the life of the building.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D12 of the London Plan (2021).

16. NONSC Sustainability Energy Statement

Prior to the commencement of the development (excluding site clearance and demolition), a sustainability and energy statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall detail energy efficiencies and sustainability measures that demonstrate, as far as practicable, the fullest contribution to minimising carbon dioxide emissions. Thereafter, the development shall be carried out in accordance with the approved details.

REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

17. NONSC Water Efficiency Standards

Prior to the commencement of any works above damp proof course level, details of how the dwellings hereby approved will achieve a water efficiency standard of no more than 105 litres per person per day maximum water consumption shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

18. NONSC Noise

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted/adjoining dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON:

To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause an adverse effect on their health and quality of life. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.

19. NONSC Overheating, Mechanical Ventilation and Heat Recovery

(a) Prior to works above ground level commencing for the development hereby approved, an Overheating Assessment shall be submitted to and approved in writing by the Local Planning Authority. This assessment shall be based on thermal dynamic modelling in line with CIBSE TM52, with TM49 weather files and set out evidence of how consideration has been given to designing out the need for active cooling and demonstrate compliance with the GLA's cooling hierarchy to reduce the demand for cooling. The assessment shall include:

- i. Evidence how the design reduces cooling demand in line with the cooling hierarchy;
- ii. A plan setting out how future overheating risk will be mitigated, confirming these measures can be incorporated into the design of the development, prioritising passive design measures.

(b) If the Overheating Assessment recommends the installation of Mechanical Ventilation and Heat Recovery (MVHR) systems, details of such system shall be submitted to approved in writing by the Local Planning Authority. Details shall include the efficiency, location of the units to ensure easy access for servicing and plans showing the rigid ducting.

The approved measures shall be installed prior to first occupation of the building and shall thereafter be permanently retained.

REASON

To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented and maintained to ensure new homes are adequately ventilated in accordance with Policy SI 4 of the London Plan (2021).

20. NONSC Fire Safety Strategy

The development shall be carried in accordance with the approved fire strategy 'Planning Fire Safety Statement MUK10371' dated 3rd October 2024 prior to first occupation and thereafter adhered to in perpetuity.

REASON

In the interests of fire safety in accordance with Policies D5 and D12 of the London Plan (2021).

21. NONSC Air Quality Management Assessment

Prior to the commencement of works above ground level commencing for the development hereby approved, an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be adhered permanently thereafter.

REASON

In the interest of air quality in accordance with Policy DME1 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

1. I15 Control of Environmental Nuisance from Construction Work

The demolition of the existing buildings and the construction of the permitted development has the potential to disturb occupiers of nearby premises. Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

The Council would, if necessary, use its powers under Section 60 of the Control of Pollution Act 1974, with reference to BS5228 parts 1 and 2, to avoid significant noise and vibration effects on

occupiers of those premises.

2. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The subject building comprises a three-storey brick building with a flat roof in use as offices (occupied by a firm of solicitors).

The site is within the Eastcote Town Centre, although it lies outside the designated primary and secondary shopping areas. The site lies just outside of the Eastcote (Morford Way) Conservation Area, the boundary of which falls to the south of the site. To the north of the site is the detached two-storey locally listed Ascots (Manor) Public House at 144 Field End Road, and immediately abutting the site to the north, 146 Field End Road, a four-storey residential apartment block. To the south, the site borders 150 Field End Road, a converted part three and four-storey residential apartment block known as 1-45 Portman House. To the rear (west) of the site lies the residential rear garden of 4 Morford Close.

The immediate section of the Field End Road streetscene is predominantly commercial in character

and appearance. It mainly comprises three-storey terraced properties with ground-floor commercial use and upper-floor office/residential uses. Most of the neighbouring properties, particularly those on the opposite side of the highway, are of the 1930s 'Metroland' design style.

Besides its Eastcote Town Centre location, the application site lies within the 'Developed Area' identified in the Hillingdon Local Plan: Part One - Strategic Policies (2012).

3.2 Proposed Scheme

The application proposes the following scheme -

Change of use from Use Class E to Use Class C3 (dwellinghouses) and the construction of a part three and part four-storey residential apartment with three two-bedroom units and four one-bedroom units, following the demolition of the existing building.

3.3 Relevant Planning History

78364/APP/2024/1341 Conex House 148 FIELD END ROAD EASTCOTE PINNER

Conversion of commercial space (Class E) to residential accommodation (Class C3) comprising 4 x 1 bed and 1 x 2 bed flats with associated car parking, cycle parking and refuse storage (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

Decision: 29-07-2024 Approval

78364/PRC/2023/185 Conex House 148 FIELD END ROAD EASTCOTE PINNER

Demolition of existing building and redevelopment of site to provide a part 3, part 4 storey residential building

Decision: 21-02-2024 Objection

Comment on Planning History

78364/PRC/2023/185:

Pre-application advice was provided in February 2024 for the proposed change of use of the site and the erection of a residential apartment building. This full application is a follow-up to that pre-application with an amended and refined scheme. The full application has satisfactorily addressed the previous points of objection identified under the pre-application for the reasons discussed in the report below.

78364/APP/2024/1341:

Prior approval for the conversion of the existing commercial building to residential was granted in July 2024.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTATION:

72 neighbouring properties and the Eastcote Residents Association were consulted by letter dated 04-11-2024, with the consultation period expiring on 26-11-2024.

Two representations in objection and two in support of the application were received. The matters raised are summarised below:

In support:

- The existing building is 'derelict', and the proposed redevelopment, as well as front landscaping, will be more attractive and will improve the streetscene and townscape;
- The lack of car parking is supported;
- The proposed materials are supported;
- The development will provide more housing, which is needed in London;
- A suggestion was provided to increase the number of parking spaces.

Planning Officer Comment: The scheme provides cycle parking in accordance with London Plan (2021) and Hillingdon Local Plan: Part Two (2020) requirements and has been deemed acceptable by Highways.

In objection:

- Concerns overlooking will be generated over neighbouring private outdoor areas and balconies.

Planning Officer Comment:

The impact of the application on the residential amenity of neighbouring properties is discussed in the report below. However, it is noted that no habitable room side windows facing neighbouring properties are proposed in the flanks of the building, avoiding direct overlooking of neighbouring properties. While some oblique views to neighbouring outdoor amenity spaces will be available, this is not unreasonable within a higher-density town centre environment, and the scheme includes fixed louvres on the proposed rear windows to further limit those oblique views to the closest neighbouring dwellings.

- Concern over construction noise.

Planning Officer Comment:

Construction noise is a temporary effect that will cease once the development is completed and not an unreasonable part of town centre living. Should it proceed, the development would be subject to all laws relating to construction and construction noise.

- Concern over increased noise from the additional residential units.

Planning Officer Comment:

Any additional noise from the new residential units would be inconsequential in the context of the town centre environment. Further, only two outdoor amenity spaces are proposed at the rear of the building, with all other amenity spaces towards the street frontage, which will ensure any noise generated is acceptable.

- Concern access to daylight will be blocked to neighbouring habitable rooms.

Planning Officer Comment:

The impact of the application on the residential amenity of neighbouring properties is discussed in the below report. However, it is noted the application has submitted a Daylight & Sunlight Assessment with the application that confirms all neighbouring residential rooms will retain adequate daylight and sunlight access in accordance with BRE guidelines.

INTERNAL CONSULTATION (Summarised):

LBH Access Officer: No objection subject to conditions.

Planning Officer Comment:

The recommended conditions are attached.

LBH Waste Officer:

Hillingdon Council cannot provide or empty 660L bins; developers should plan to have one 1100L each for refuse and recycling. The developer should also enclose and lock the bin store area to prevent use by non-residents.

Planning Officer Comment:

Revised plans were received from the applicant, providing secure bin storage for 2 x 1100L bins in accordance with the officer's comments.

LBH Contaminated Land Officer:

No objection subject to conditions.

Planning Officer Comment:

The recommended conditions are attached.

LBH Highways:

No objection subject to conditions.

Planning Officer Comment:

The recommended conditions are attached.

LBH Noise Specialist:

No objection subject to conditions.

Planning Officer Comment:

The recommended conditions are attached.

LBH Urban Design Officer:

Identified issues with the forecourt landscaping, material specifications, lack of lift services, potential rear overlooking issues, and additional access/maintenance concerns. The applicant provided a set of amended plans to address the issues, including two revisions to the forecourt landscaping. The Urban Design Officer reviewed the amendments and confirmed the amendments satisfactorily addressed the problems identified, recommending the inclusion of conditions.

Planning Officer Comment:

The recommended conditions are attached.

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMTC 1	Town Centre Development
DME 3	Office Development
DMH 2	Housing Mix
DMH 3	Office Conversions
DMH 4	Residential Conversions and Redevelopment
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMHB 1	Heritage Assets
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
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP G1	(2021) Green infrastructure
LPP G7	(2021) Trees and woodlands
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP SD6	(2021) Town centres and high streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP SI1	(2021) Improving air quality
LPP SI4	(2021) Managing heat risk
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres

In addition: Development Plan:

Planning law requires that applications for planning permission be determined

in accordance with the development plan, unless material considerations indicate otherwise.

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2024) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight, and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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.'

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'For the purposes of this policy (Policy DMHB 11), 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.'

The proposed 3-4-storey development would replace an existing 3-storey commercial building on the site. It would constitute a similar built form to the existing structure. Given the location of the site in the town centre and the existing building's scale, the scale of the proposed development would be reasonable and not so large as to be out of keeping with the expected character of the area. The proposal would ensure an acceptable level of residential amenity in the town centre location is maintained.

With regards to noise, any noise from construction would be temporary in nature and construction practices are controlled by other legislation to ensure they are not unreasonably disruptive. The Council's Noise Specialist has reviewed the application and has not identified any unreasonable

harm from the proposal to neighbouring dwellings. Any noise the site generates would align with the existing environment and surrounding residential properties. Therefore, the proposal would not be out of place or unreasonable.

With regard to 146 Field End Road to the north, there are no side windows on the southern flank wall facing the application site, thereby avoiding the blockage of any outlook or daylight access to neighbouring rooms. The front building line would match the existing front building line of 146 Field End Road, avoiding any visual or bulk impacts to the front windows. The submitted daylight and sunlight assessment confirms any loss of access to daylight or sunlight for the habitable rooms at 146 Field End Road would be within BRE guidelines that are considered best-practice for measuring daylight and sunlight impact. While oblique views of the neighbouring dwellings may be available from the proposed rear windows, such views are an expected part of the urban fabric and would not unduly compromise or harm the privacy of neighbouring dwellings.

With regard to 150 Field End Road to the south, while there are habitable room windows on the northern flank wall facing the application site, a setback of the fourth storey would be provided to ensure a good level of outlook and daylight access commensurate with the town centre environment is maintained for the opposing windows. Within the context of the town centre environment, this setback is acceptable. No habitable room windows are proposed in the south elevation, avoiding any harm to the privacy of the neighbouring windows. The front building line would match the existing front building line of 150 Field End Road, avoiding any visual or bulk impacts to the front windows. The submitted daylight and sunlight assessment confirms any loss of access to daylight or sunlight for all opposing habitable rooms at 150 Field End Road would be within BRE guidelines. While oblique views of the neighbouring units and private outdoor spaces may be available from the proposed rear windows, such views are an expected part of the urban fabric. They would not unduly compromise or harm the privacy of neighbouring dwellings. Further, the amended application has proposed fixed louvres to the rear windows to further limit any views.

The proposed development would be visible in the outlook and views of neighbouring residential occupiers to the rear and front of the site. However, given the separation distances of the proposed building from these residential properties, the development would not be overly dominant or overbearing on the outlook from neighbouring properties, and it would not unduly harm their living conditions.

The proposed development would not unduly impact the residential amenity of neighbouring occupiers. The proposal complies with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.2 Impact on Street Scene

Policies D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will expect development proposals to avoid harm to the historic environment.

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.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

The site is located in Eastcote Town Centre and is surrounded by a range of uses. There is also a notable consistency in built form opposite the site and further along Field End Road, with buildings characterised by three-storey height, brick cladding and patterning, and consistent roof forms. However, the site is located in a small strip of relatively modern buildings of a greater height (four storeys) and a more contemporary appearance. While the site is relatively attractive as a commercial building, the site's frontage is unattractive due to the complete hardscape cover and use as a car park for the building. The existing site, therefore, provides a minimal positive contribution to the streetscape's visual amenity and character.

The design of the proposal, particularly the front interface with the street that forms the subject of this application, has emerged from lengthy engagement with the Council through the pre-application advice service and during the consent processing.

The proposed building would be full-width across the site, and the frontage would be at a slight angle to reflect the front building lines of both adjacent buildings. The height of the building would also be consistent with the neighbouring buildings, being three to four storeys in height, with a wraparound frontage to maximise and reflect its corner plot position. The proposal would be slightly more significant in scale than the existing building it would replace, and would result in a more intensive use of the site. However, the proposed development would result in an overdevelopment of the site by virtue of its scale. Instead, the scale and density of the proposed development would comfortably fit within the immediate environment and with both adjoining neighbouring sites. It would respect and contribute to the character and appearance of the street and Eastcote Town Centre.

In this respect, the proposal would accord with the general approach in the London Plan (2021), which seeks to make the most efficient use of land, increasing densities and building heights where appropriate to meet housing demand and accommodate growth.

Regarding building height, the development would be part three storeys, part four storeys, with a lift provision on the top level. Given the site's urban context and the four-storey neighbouring buildings, the proposal's height would relate well to the surrounding built environment. Given its low profile, the proposed core serving the lift and staircase at the roof level would not be readily visible from the public realm.

The proposed design is modern in style, which would be appropriate, given the site's location and the diverse character and appearance of the locality. The facades of the proposed building would be broken up through fenestration treatment, balconies, and unit divisions. The proposed building has been set back from the site frontage and aligned with the neighbouring buildings, which would help to relieve its overall footprint and provide the opportunity for soft landscaping at ground level. The proposed use of brick as the predominant cladding material would integrate the building with the general character of the Eastcote Town Centre. The proposed glazing on the site frontage would be similar in extent to the adjoining buildings and ensure a consistent street frontage.

According to the Design and Access Statement, the material palette would consist of two types of red multibrick, treated Oak timber panels, steel framed windows and doors, and treated Oak louvres. The balconies would be enclosed by black metal railings, which would provide good

permeability to the balconies. The materials proposed are of a high quality and would integrate the proposed development with the surrounding context, particularly the integration of herringbone brick patterning to tie in with the Eastcote Town Centre character. Full details and product specifications are required by condition.

The proposed building represents an acceptable modern design. It would sit comfortably on its plot and deliver a marked enhancement to the site.

The proposed front landscaping works are discussed further below in this report, but the proposal would significantly improve the street frontage and quality of the town centre when compared to the existing site development. The proposal includes planting specimen trees and good quality landscaping on the frontage that would provide a more amenable and visually attractive frontage compared to the current car park.

The existing building is not Listed, nor is it located within a Conservation Area or Area of Special Local Character; however, the Eastcote (Morford Way) Conservation Area is located nearby, to the south, and Manor House is a locally listed building to the north.

With regard to Manor House, given the similarity of the development to the existing site and that the site is screened from the listed building by neighbouring 146 Field End Road, there would be no impact on the listed building.

Additionally, while the site is not located within the Eastcote (Morford Way) Conservation Area, the proposed cladding respects the nearby heritage assets with the inclusion of brick, which is a feature of the conservation area.

The proposed development would not cause harm to the character and appearance of the area and town centre, including the setting of Manor House or the Eastcote (Morford Way) Conservation Area.

The development accords with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 1, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021).

7.3 Traffic Impact/Pedestrian Safety

See below section 'Carparking & Layout'

7.4 Carparking & Layout

Policy T4 of the London Plan (2021) states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highway improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. This policy also requires development to minimise impacts on local amenity and congestion and include suitable mitigation measures to address traffic impacts.

The Highway Authority has been consulted and provided the following comments:

- Site Characteristics & Background

This office 'block' site is located within a district town centre and fronts Field End Road which is designated as 'classified' in the borough's road hierarchy. The surroundings consist of a mix of commercial and residential uses and the site is in relative proximity to Eastcote LU Station and a number of bus routes. Despite this fact, the site exhibits a public transport accessibility level (PTAL) of 2 which is considered as 'poor' and therefore potentially encourages a higher dependency on the ownership and use of private motor transport to and from the address. However, it is noted that in practise, the 'real world' PTAL is considered somewhat higher than numerically depicted due to the proximity of the train station and a plethora of local bus routes serving the locality.

It is proposed to demolish and replace the existing build with a new block consisting of 7 flats (3x2 & 4x1 bedrooms) on a car-free basis.

It should be noted that although the address is located within a 'Stop & Shop' daytime controlled parking zone (CPZ) devoid of residential 'specific' on-street provisions, it is actually excluded from a separate CPZ incorporating a residential parking scheme that lies adjacent to the address. On this premise, it is not possible to apply a 'resident permit restriction' to future occupiers (to be discussed later within this appraisal).

Earlier this year, prior approval was granted at this address for an office conversion to 4x1 & 1x2 bedroom flats (78364/APP/2024/1341).

- Parking Provision

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

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in Table 10.3.

In line with the overriding regional standard, up to a maximum total of five on-plot spaces are specified for the quantum of the proposed development (it is noted that this standard is considered as a maximum). The proposal indicates a 'car-free' scheme.

In response, it is accepted that the locality is extensively encompassed by parking restrictions, which can act as an inherent deterrent to car ownership by a prospective occupier of the address owing to the relatively non-existent availability of convenient 'free of charge' on-street parking within the locality. This would be clearly evident to any potential new occupier who views the property before rental or purchase and observes that the surrounding roads cannot provide readily available/convenient parking near the address.

Therefore, in summary, given the relatively moderate scale of the proposal and the existence of extensive parking controls in the area together with a 'real-world' PTAL score that is considered somewhat higher than suggested, it is not anticipated that any measurable undue parking displacement onto the public highway would result due to the absence of provision hence no objection is raised. The Planning Inspectorate would be expected to take a similar stance if the application were to be refused on the lack of on-plot parking and appealed thereafter.

Further to supporting the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' to prevent future occupiers from obtaining parking permits for the neighbouring local controlled parking zone (CPZ) which lies adjacent to the site. The Highway Authority (HA) must advise that this mechanism cannot be legally applied to this site envelope as it lies just outside the CPZ's physical designated boundary and is, therefore, technically excluded from this specific zone.

Owing to this fact, new occupiers would be unable to purchase parking permits for this zone, which would prevent them from legitimately parking on-street during the hours of CPZ operation. This, in itself, acts as a formal parking restraint and lessens the likelihood of a higher level of car ownership generated by new occupiers.

This inherent parking restraint combined with the above average sustainability of the address reduces the likelihood of untoward parking displacement onto the immediately highly trafficked and restricted thoroughfare and renders the 'car-free' proposal acceptable.

- Cycle Parking

The level of cycle parking proposed on the building forecourt, totalling 12 spaces positioned within a secure cycle store, is considered to be standard in terms of quantum and location.

- Vehicular Trip Generation

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.

Given the 'car-free' status of the scheme and physical parking constraints on the local highway network, the proposal does not give rise to concern as it would be anticipated that any minimal traffic imposition can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

- Existing Vehicular Access

Owing to the 'car-free' nature of the proposal, the existing 'extra wide' carriageway crossing would now become redundant. Hence, there would be a requirement to extinguish this crossing by reinstating the existing footway with commensurate raising of the road kerbing. Notwithstanding this point, it is highlighted that a 2m section of crossing fronting the address (located directly adjacent to the neighbouring vehicle access serving 146 Field End Road) would need to be retained to aid the transfer of refuse paladins from the site to the public roadway.

The above works would be arranged post-permission via a formal agreement, i.e. under s184 of 'The Highways Act 1980' or a suitable alternative arrangement facilitated at the applicant's expense.

- Refuse Bin Store Provision

Refuse collection would continue to take place via Field End Road. To conform to the council's 'waste collection' maximum distance collection parameter of 10m, i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. In addition, refuse carrying distances from each flat to the collection point should not exceed the recommended standard of 30m. Bin storage is shown as positioned on the

frontage, which indicates broad conformity to the above parameters.

As discussed in the previous paragraph, a section of carriageway crossing would be retained to ease the transfer of waste paladins to and from the highway.

- Construction Management Plan (CMP)

A full and detailed CMP is required, given the constraints and sensitivities of the local road network, to avoid/minimise potential detriment to the public realm. It will need to be secured post-permission via condition.

Highways Conclusion:

The application has been reviewed by the Highway Authority, which is satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns.

The proposal complies with Policy T4, T5, and T6 of the London Plan (2021) and Local Plan: Part 2 Development Management Plan (2020) Policies DMT 1, DMT 2, and DMT 6.

7.5 Urban Design, Access and Security Considerations

- Residential Living Conditions:

Policy D3 of the London Plan (2021) states that proposals should deliver appropriate outlook, privacy and amenity, provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity, help prevent or mitigate the impacts of noise and poor air quality, and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (2021) details the requirements for the gross internal floor area of new dwellings at defined occupancy levels. The policy states that housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Policy D3 Part B of the London Plan (2021) through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating. Table 3.1 of Policy D6 of the London Plan (2021) sets out the minimum internal space standards for new dwellings.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

All the proposed flats would meet the minimum space standard requirements of Policy D6 of the London Plan (2021) as follows:

- Flat 1 - 1-bed, 2-person, min GIA 50sqm. Proposed GIA = 58.7sqm.
- Flat 2 - 1-bed, 2-person, min GIA 50sqm. Proposed GIA = 50sqm.
- Flat 3 - 2-bed, 4-person, min GIA 70sqm. Proposed GIA = 80.6sqm.
- Flat 4 - 1-bed, 2-person, min GIA 50sqm. Proposed GIA = 50sqm.
- Flat 5 - 2-bed, 4-person, min GIA 70sqm. Proposed GIA = 80.6sqm.

Flat 6 - 1-bed, 2-person, min GIA 50sqm. Proposed GIA = 50sqm.
Flat 7 - 3-bed, 4-person, min GIA 74sqm. Proposed GIA = 88sqm.

All the proposed bedrooms would exceed the minimum floor area standards of Policy D6 of the London Plan (2021).

The submitted Daylight and Sunlight Assessment demonstrates compliance with BRE standards with regard to illuminance and sunlight levels for all proposed habitable rooms.

All habitable rooms would be provided with a good quality of outlook, and there would be no direct overlooking between any of the proposed units or between the proposed units and neighbouring properties, ensuring a good level of privacy for the proposed flats. The proposed louvres on the rear windows would not unduly impact the quality of the outlook and would have the benefit of supporting the privacy of the apartments from oblique views from neighbouring dwellings.

Internal floor-to-ceiling heights would range from 2.5m to 3.225m high, complying with Policy D6 of the London Plan (2021) and ensuring good quality onsite living conditions.

The proposal would afford future occupiers acceptable internal living conditions. The proposal, therefore, accords with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021).

- Private Amenity Space:

Policy D6 of the London Plan (2021) states that where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm of private outdoor space be provided for 1-2 person dwellings and an extra 1 sqm be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which states that:

- One-bedroom flats should be provided with at least 20 square metres of private amenity space.
- Two-bedroom flats should be provided with at least 25 square metres of private amenity space.
- Three-bedroom flats should be provided with at least 30 square metres of private amenity space.

Paragraph 5.70 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

'Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building. Houses and ground floor flats should have private gardens. The Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits.'

The proposed development would provide the following:

- Flat 1 - A one-bedroom flat with an 8.4sqm private rear terrace and a 5.8 sqm front patio.
- Flat 2 - A one-bedroom flat with an 8.3sqm private rear terrace and a 7.4 sqm front patio.
- Flat 3 - A two-bedroom flat with an 11.6sqm front balcony.

- Flat 4 - A one-bedroom flat with a 9.5sqm front balcony.
- Flat 5 - A two-bedroom flat with an 11.6sqm front balcony.
- Flat 6 - A one-bedroom flat with a 9.5sqm front balcony.
- Flat 7 - A three-bedroom flat with an 11sqm front balcony.

All proposed amenity spaces would accord with the requirements of Policy D6 of the London Plan (2021), namely more than 5sqm or 6sqm and with a width of at least 1.5m; however, they fail to achieve the minimum area requirements of Policy DMHB 18 of the Hillingdon Local Plan: Part Two. Nonetheless, all of the proposed amenity spaces would be readily accessible from their respective units and, when considering the town centre location, are of a functional size and dimensions that would ensure usability for future occupants. The amenity provision of the areas would be supplemented by the spacious open-plan internal living rooms of the flats, which would all have daylight access in full accordance with BRE guidelines as confirmed by the submitted Daylight and Sunlight Assessment.

The proposal, therefore, does not accord with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) but does accord with Policy D6 of the London Plan (2021). On balance, it is considered any harm to the residential amenities of future occupiers would be of an acceptable level, and the shortfall is not a sufficient reason to justify refusal of the proposal.

- Housing Mix:

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require 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. The supporting text related to this policy states at paragraph 4.6 that 'The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.'

The pre-application proposal reference 78364/PRC/2023/185 sought to create 3 x 2-bed units and 4 x 1-bed units. While the proposed housing mix was considered broadly acceptable in the town centre location, the lack of family-sized units was identified as a concern.

The submitted scheme has resolved this concern by providing a 3-bed home on the top floor, achieving a better housing mix within the development, and assisting in addressing the need for family-sized units in the borough.

As such, the application complies with the aims of Policy H10 of the London Plan (2021) and Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

- Secured by Design:

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

A condition is attached to ensure the proposed development achieves accreditation from Secure By Design. Subject to compliance with this condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

- Operational Refuse Requirements:

The application was reviewed by the Council Waste Strategy Officer, who identified the need for the bin storage to be secure and for the bins to be increased to 1100L. The application subsequently provided amended plans with 1100L bin storage. A detailed design of the bin storage is secured by condition to ensure the storage is sufficiently secure.

Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by a refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling to the point of collection should not exceed 30m. The positioning of a communal bin storage area is set within 5m of the public highway and within 10m from the front entrance of the building hence conforms to the recommended standards.

- Access:

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.

Policy D7 of the London Plan (2021) states that residential developments must ensure that: 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The Council Access Officer has reviewed the proposal and stated that 'The proposed development seeks to replace a three-storey office building with a residential building of seven flats. Each storey will have two flats, except the top level which would be set back from the building to contain one flat. The site is in a PTAL 2 zone. Eastcote underground station is within walking distance but lacks step-free access. This would result in anyone with moderate to significant mobility difficulties being dependent on a car. In assessing this application, reference is made to London Plan policy D5, D7, D12 and T6. There would be a requirement for this development to meet the M4(2) standards specified in Approved Document M to the Building Regulations. Whilst it is strongly recommended that parking is made available to residents, M4(2) standards only require the provision of parking where this is provided within the curtilage. In view of the above, there is no fundamental objection from an accessibility perspective.'

The Access Officer goes on to recommend three access-related conditions relating to ensuring step-free access is achieved, ensuring the dwellings comply with M4(2) technical standards, and ensuring the provision of one fire evacuation lift in accordance with relevant technical standards.

Accessibility conditions are attached to this consent.

Subject to adherence to the planning conditions, the proposal would provide adequate provision of accessible and inclusively designed dwellings in compliance with Policies D5 and D7 of the London Plan (2021).

- Trees and Landscaping:

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Policy G7 of The London Plan (2021) states 'Development proposals should ensure that, wherever possible, existing trees of value are retained.¹⁴⁰ If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments - particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure.

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

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

The existing site is currently devoid of any soft landscaping. Over the course of the application processing, the Applicant submitted three versions of the proposed landscaping scheme to address comments from the Council's Urban Design Officer.

The amended design, in comparison to the original proposal, retains the number of proposed front yard trees but has a revised layout that shifts the proposed refuse store further away from the streetscape, better locates the proposed parking, and creates more legible definitions between the public (street), semi-public (site frontage) and private (front Flat 1 and 2 patios) areas. The Applicant's revisions have resolved the previous convoluted layout, problematic refuse store location, and inappropriate front gardens identified by the Council's Urban Design Officer.

The provision of three street-front trees is welcomed, and the ornamental planting mix to be used as undergrowth would help to soften and integrate the development into its surrounding context while keeping the frontage visually permeable, open, and inviting.

The inclusion of sedum green roofs is also welcomed and would contribute to the improved biodiversity value of the site, stormwater management, and visual appearance of the building.

As details of the bicycle parking structures and refuse store are not included in the plans, a condition is attached requiring the provision of a complete landscaping scheme to the Council.

While no trees are currently located on the site, a mature tree on the neighbouring land to the rear of the site has been identified as potentially of high value. The proposed works closely align with the existing structure, reducing the likelihood of harm to the tree roots. However, given the proximity of the works to the proposed tree, measures must be implemented to protect the roots and ensure the health of the tree throughout the construction process, especially at excavation and other underground works. A tree survey and arboricultural impact assessment are required by condition and must be provided to the Council for review and approval prior to commencing work. This would ensure no undue harm would befall the tree.

Subject to these conditions, the proposed landscaping would be in accordance with Policy G1 of the London Plan (2021) and Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

- Renewable Energy and Sustainability:

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.

The submitted Planning Statement states that the proposal will be able to achieve a more sustainable design using high-quality materials than the existing building.

A condition is attached, requiring a sustainability energy statement to be submitted. Further, a condition is attached requiring the proposed dwellings to achieve, as a minimum, a water efficiency standard of no more than 105 litres per person per day of maximum water consumption.

Subject to conditions, the proposal would comply with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

- Flooding and Drainage:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The application site is not located within an area identified as being at risk of fluvial or surface water flooding, however, the site does fall within a critical drainage area. The Applicant has submitted a Flood Risk Assessment. The report confirms the site is at no/very low risk of flooding. The report also provides a Sustainable Urban Drainage Strategy for the proposal that would use a variety of soft landscaping and engineering measures to manage stormwater runoff on the site.

A condition is attached to ensure that an updated SuDs strategy is provided for review and approval, and the development is subsequently carried out in accordance with the updated strategy.

Subject to conditions, the proposed development would not increase the risk of flooding on the site or elsewhere in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

- Noise:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

The Council Noise Officer has reviewed the proposal and made the following comment:

'Sufficient information has been provided by the Applicant to make a recommendation on noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be achievable based on the design information provided.

The proposed condition relates to securing habitable noise levels within the dwellings for the lifetime of the development. In the event of recommending approval, the proposed condition would be included in the approval.

Any construction noise from the development would be temporary and subject to relevant law, including the Control of Pollution Act 1974. This would ensure no undue harm would befall neighbouring residential dwellings.'

On the basis of the Noise Officer's comments and subject to conditions, the living conditions of future occupiers or neighbouring dwellings would not be adversely affected by unacceptable noise. Accordingly, the proposal would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D14 of the London Plan (2021).

- Air Quality:

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:

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

The site is designated within an Air Quality Focus Area. An Air Quality Assessment has been submitted, demonstrating that the proposed development would be air quality neutral. Implementation of the mitigation measures detailed in the report are secured by condition.

A Demolition and Construction Management Plan is also required by condition to minimise air and other emissions caused during the construction phase.

The proposal complies with the aims of Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

- Fire Safety:

Policy D12 of the London (2021) states that in the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.

Policy D5 of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

The application has submitted a Planning Fire Safety Statement Strategy. The strategy confirms the proposal would be able to achieve high standards of fire safety and emergency evacuation arrangements.

The application complies with the aims of Policies D5 and D12 of the London Plan (2021).

- Land Contamination:

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

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

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

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

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

The site is designated within a Potentially Contaminated Land Zone. The application has been accompanied by a Ground Condition Desk Top Study.

The Council Contaminated Land Officer has reviewed the proposal and commented as follows:

'Having considered the submitted Ground Condition Desktop Study with reference J24 - 028 - R01 prepared by GCC Ltd dated April 2024 taken note of sections 2 (Preliminary Risk Assessment), 3 (Conceptual Site Model), 4 (Risk Assessment) and 5 (Conclusions & Recommendations), please be advise that, we have no objection to the proposed development.

However, contrary to the Applicant's submission in section 5 of the report, that intrusive investigation is therefore not considered to be necessary to further assess the contamination risks associated with the site in the context of converting the existing building to residential use or replacing it with a new residential block, provided no soft landscaping is proposed as part of the development, an intrusive investigation is required considering the nature of the site likely risk and contaminants as well as the fact that, the site proposals are for the demolition of an existing 3-storey office building and construction of a replacement 4-storey residential building with landscaping.

The Council's Land Contamination Officer recommended a condition that is attached to the consent.

Subject to condition, the proposal would not have an unacceptable effect on the public health of the future occupiers of the proposal or nearby residential properties, in accordance with Policy DME1 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.6 Other Issues

- Principle of Development:

Loss of Employment Land:

Policy DME3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states proposals involving loss of office floorspace in preferred locations for office growth, which fall outside of existing permitted development procedures, should include information to demonstrate that the site has been actively marketed for two years, that the site is no longer viable for office use, taking account of the potential for internal and external refurbishment, and surrounding employment uses will not be undermined. Part D of the policy also requires proposals involving the loss of office floorspace within designated town centres to be supported by evidence of continuous vacancy and marketing over a 12-month period.

As the existing offices are located within a designated town centre, the above requirements of Policy DME3 apply.

The London Plan (2021) supports this position. Policy E1 outlines that diverse office markets in outer London should be consolidated and extended where viable, focusing new development in town centres and other existing office clusters supported by improvements to walking, cycling and public transport connectivity and capacity.

Policy DMH3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that where offices are found to be redundant, their demolition and redevelopment for office accommodation will be supported. Where this is not feasible or viable, proposals for the conversion of offices to residential which fall outside of current permitted development rights will be supported.

The application site has prior approval (reference 78364/APP/2024/1341) for converting the existing

office building to wholly residential accommodation. As such, in this instance, the application must be considered within the context of existing permitted development procedures.

The submitted Planning Statement has confirmed the site is vacant and identifies that Hillingdon has a higher office vacancy rate than surrounding boroughs. Therefore, the desirability and feasibility of the site for office use is low.

Giving weight to the fact the site has an existing prior approval to convert the office spaces to residential uses, the office vacancy, the creation of additional homes, and that the proposal would achieve better residential amenity and site and townscape character impact than the prior approval, on balance, the loss of office floor space is acceptable in this instance.

On balance, the proposal is acceptable and complies with the overarching aims of Policies DME 3 and DMH 3 of the Hillingdon Local Plan: Part 2 (2020), and Policy E1 of the London Plan (2021).

B) Residential Land Use:

Paragraph 123 of the National Planning Policy Framework (NPPF) (2024) states 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.

Policy GG2 of the London Plan (2021) incorporates this requirement and states that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must enable the development of brownfield land, particularly on sites within and on the edge of town centres. Sites which are well connected by existing or planned public transport should be prioritised, and options to intensify the use of land in well-connected areas to support additional homes and workspaces should be explored, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. This should align with Policy D3 of the London Plan by applying a design-led approach to determine the optimum development capacity of a site.

Moreover, Policy GG4 (2021) sets out that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered, must support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable and must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.

Policy H1 of the London Plan (2021) sets the 10-year housing targets for each London borough, and this places a 10-year housing completions target for the London Borough of Hillingdon of 10,830 homes (starting in 2019/20 and continuing through to 2028/29). This equates to an average completion target of 1,083 homes a year, although Policy H1 makes clear that some variations in yearly targets will be acceptable as long as the overall delivery strategy for new homes is not compromised.

Policy H1 of the London Plan further sets out boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially for sites with existing or planned public transport access levels (PTALs) of 3-6, or sites which are located within 800m of a station or town centre boundary. PTALs are determined by a range of factors affecting accessibility to public transport, and are scored from 0-6b, where 0 is the worst and 6b is the best.

Furthermore, recognising the site's location within Eastcote Town Centre boundary, Policy SD6 of the London Plan (Town centres and high streets) is relevant, as it states that the potential for new housing within and on the edge of town centres should be realised through mixed-use or purely residential developments where these make the best use of land, capitalising on the availability of services within walking and cycling distance.

The proposed development would introduce residential floorspace to the site, resulting in seven flats. This would be in general accordance with the growth principles of Policies GG2 and GG4 of the London Plan, making effective use of a brownfield site to increase the supply of housing in the borough.

The site has a PTAL of 2 (relatively poor). However, officers acknowledge that the site lies within approximately 150m of Eastcote Underground Station and is relatively well served by bus routes. Increasing residential uses within and around town centre boundaries should be supported as this helps to create walkable neighbourhoods and reduce reliance on the private car.

The application site also has prior approval (reference 78364/APP/2024/1341) to convert the existing office building to wholly residential accommodation.

As such, the principle of residential land use on the site is already established and an acceptable outcome for the town centre area in accordance with Policies GG2, GG4, H1, and SD6 of the London Plan (2021).

- Community Infrastructure Levy (CIL):

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

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index-linked. The residential development would be CIL liable.

8. Reference Documents

National Planning Policy Framework (2024)

The London Plan (2021)

Hillingdon Local Plan: Part One - Strategic Policies (2012)

Hillingdon Local Plan: Part Two - Development Management Policies (2020)

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (2017)

Planning Obligations Supplementary Planning Document (2014)

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