



HILLINGDON
LONDON



Central & South Planning Committee

To Councillors on the Committee

John Hensley (Chairman)
Judith Cooper (Vice-Chairman)
David Allam
Michael Bull
Paul Buttivant
Janet Duncan
Patricia Jackson

Date: TUESDAY, 5 JANUARY
2010

Time: 7.00 PM

Venue: CIVIC CENTRE,
HIGH STREET,
UXBRIDGE,
MIDDLESEX
UB8 1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

**This agenda and associated
reports can be made available
in other languages, in braille,
large print or on audio tape on
request. Please contact us for
further information.**

Published: Monday, 28 December 2009

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This Agenda is available online at:
<http://lbh-modgov:9071/ieListMeetings.aspx?CId=123&Year=2009>

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INVESTOR IN PEOPLE

Useful information

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

Representatives of Conservation Area Advisory Panels are also members of the Committees and they advise on applications in their conservation area. They do not vote at Committee meetings

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;

3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting (to follow)
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

Reports - Part 1 - Members, Public and the Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. Reports are split into 'major' and 'minor' applications. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Land to the North of Terminal 3, Central Terminal Area, Heathrow Airport 66456/APP/2009/2350	Heathrow Villages;	Erection of a transfer baggage building (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order 1995). Recommendation : delegate Decision to object/not object depending on whether an objection/ no objection was received from NATS.	1 - 12
7	Terminal 2, Queens Building, P/O Terminal 1, CTA and P5 Car Park, Heathrow Airport, Hounslow 62360/APP/2009/22323	Heathrow Villages;	Variation of condition 27 (Building dimensions) of planning permission ref.62360/APP/2006/2942 dated 02/07/2007: Development of a replacement passenger terminal building in the Central Terminal Area Recommendation : Approval, subject to a S106 agreement.	13 - 46

8	<p>Unit E, Prologis Park, Stockley Road, West Drayton</p> <p>18399/APP/2009/2119</p>	Pinkwell;	<p>Reserved matters (details of siting, design, external appearance and landscaping) of Unit E (employment component) in compliance with condition 3 of planning permission ref.18399/APP/ 2005/3415 dated 02/03/2006 for variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref.18399/APP/2004/2284 dated 19/08/2005 for redevelopment of the site for a mixed-use development comprising Classes B1(a) and (c), B2 and B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping</p> <p>Recommendation : Approval</p>	47 - 68
9	<p>Building 63 Phase 500, Riverside Way, Uxbridge</p> <p>56862/APP/2009/2247</p>	Uxbridge South;	<p>Redevelopment of the site to provide up to 7,200 sq m of light industrial (Class B1c) and/or general industrial (Class B2) and/or storage and distribution (Class B8) floorspace, including ancillary office floorspace together with associated car parking and landscaping (Outline Application)</p> <p>Recommendation : Approval subject to a S106 agreement.</p>	69 - 102
10	<p>21 High Street, Yiewsley</p> <p>26628/APP/2009/2284</p>	Yiewsley;	<p>Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)</p> <p>Recommendation : Approval, subject to a S106 agreement.</p>	103 - 154

Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
11	1, 4, 5 & 6 School Approach, Fredora Avenue, Hayes 63421/APP/2009/1411	Charville;	Single storey one-bedroom detached dwelling with habitable roofspace, involving demolition of existing 3 garage units Recommendation : Refusal	155 - 168
12	19 Silverdale Gardens, Hayes 63644/APP/2009/2071	Townfield;	Single storey detached outbuilding to rear for use as playroom (Retrospective application) Recommendation : Refusal	169 - 174

Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
13	8th Hayes Scout Group, Derwent Drive, Hayes 8143/APP/2009/2250	Charville;	Erection of a single storey side extension and alterations to existing windows Recommendation : Approval	175 - 186
14	B.T. Skyport Telephone Exchange, Newall Road, Heathrow Airport 15665/APP/2009/2485	Heathrow Villages;	Installation of three Omni pole mounted antennas, one GPS antenna, two 0.3m dish antennas, one equipment cabin, one metre cabinet and associated feeder cables Recommendation : Approval	187 - 198
15	145 Station Road, West Drayton 21936/APP/2009/203	West Drayton;	Change of use from a dog grooming centre (Sui Generis) to Class D1 (Non-residential Institutions) for use as Physiotherapy Unit and installation of ramp to front entrance Recommendation : Approval	199 - 212

PART II - MEMBERS ONLY

The reports listed below are not made public because they contain confidential or exempt information under paragraph 6 of Part 1 of Schedule 12 A to the Local Government (Access to Information) Act 1985 as amended.

- 16 Enforcement Report
- 17 Enforcement Report
- 18 Enforcement Report
- 19 Enforcement Report

Any Items transferred from Part 1

Any Other Business in Part 2

Plans for Central and South Planning Committee

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Report of the Corporate Director of Planning & Community Services

Address LAND TO THE NORTH OF TERMINAL 3 CENTRAL TERMINAL AREA
HEATHROW AIRPORT

Development: Erection of a transfer baggage building (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order 1995).)

LBH Ref Nos: 66456/APP/2009/2350

Drawing Nos: 13134-XX-SE-200-000025 Version 2.0
13134-00-GA-200-000252 Version 5.0
13134-00-GA-200-000253 Version 8.0
13134-05-GA-200-000001 Version 2.0
13134-10-GA-200-000002 Version 7.0
13134-20-GA-200-000001 Version 7.0
13134-30-GA-200-000001 Version 8.0
13134-35-GA-200-000001 Version 3.0
13134-XX-SE-200-000001 Version 6.0
13134-XX-SE-200-000002 Version 6.0
13134-XX-SE-200-000003 Version 6.0
13134-XX-SE-200-000004 Version 6.0
13134-XX-SE-200-000009 Version 4.0
13134-XX-SE-200-000016 Version 5.0
13134-XX-SE-200-000017 Version 5.0
13134-XX-SE-200-000018 Version 5.0
13134-XX-SE-200-000019 Version 5.0
Design and Access Statement
Contaminated Land Assessment Report
Phase 1 Environmental Assessment
Ground Investigation Report

Date Plans Received: 26/10/2009 **Date(s) of Amendment(s):**

Date Application Valid: 26/10/2009

1. SUMMARY

The application is a consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development Order 1995) relating to the erection of a transfer baggage building. The proposed building is referred to as the Western Interface Building (WIB) within the application and this name will be utilised throughout this report.

The proposed development is directly related to the provision of services and facilities at Heathrow Airport on operational land. It is therefore Permitted Development in accordance with Class A of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and does not require planning permission. However, in accordance with the Order, the airport operator must consult with the local planning authority before commencing any development.

The design of the buildings are considered appropriate for the context of the application site.

There would be no increased flood risk or increased risk of issues relating to contamination subject to appropriate measure being implemented.

BAA Safeguarding have raised no airport safeguarding concerns.

A response from NATS Safeguarding is outstanding, however subject to this raising no safeguarding concerns the proposal does not give rise to any material planning concerns and it is recommended that no objection is raised.

2. RECOMMENDATION

THAT DELEGATED POWERS BE GIVEN TO THE CORPORATE DIRECTOR OF PLANNING AND COMMUNITY SERVICES TO

(i) RAISE AN OBJECTION SHOULD NATS OBJECT.

(ii) SHOULD NO OBJECTIONS BE RECEIVED FROM NATS RAISE NO OBJECTION TO THE APPLICATION SUBJECT TO THE CONSIDERATIONS AND INFORMATIVES SET OUT BELOW:

1 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2 NONSC Surface Water Drainage

Prior to the commencement of development the surface water discharge rates must be agreed in writing by the Local Authority. The works must be carried out in accordance with the agreed rates.

REASON

To manage flood risk by ensuring the satisfactory storage and disposal of surface water from the site.

3 NONSC Contamination Groundwater

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- * all previous uses
- * potential contaminants associated with those uses
- * a conceptual model of the site indicating sources, pathways and receptors
- * potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON

The site is on a principle aquifer and there is a shallow depth to groundwater. Some contamination was identified during the initial site investigation.

4 NONSC Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON

The site is on a Principle aquifer and there is a shallow depth to groundwater. The previous use of the site and the surrounding land may have resulted in contamination.

5 NONSC Drainage/Contamination

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON

The site is on a Principle aquifer and there is a shallow depth to groundwater. Some contamination was identified during the initial site investigation. Surface infiltration would provide potential pathways for contamination at the surface to migrate into the Principle aquifer.

6 NONSC Drainage/Contamination

The development hereby permitted shall not be commenced until such time as a scheme to describe the drainage system (including location of any additional interceptors/settlement tanks, use of chemical additives etc) has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON

There is an existing Storm Water Drainage System (as quoted in the Drainage Letter within the application documents) for run off from Heathrow airside, however the

occupancy, storage and use of the development have not been defined, therefore it is not possible to adequately assess the impacts (if any) on the existing system. This lack of information could cause pollution and/or overloading of the system.

7 NONSC Ground Gas

Before any part of the development is commenced, the applicant shall carry out and submit details of a ground gas survey for the ground at the development site. If ground gas is found, the applicant shall carry out an appropriate risk assessment and install remediation measures to prevent gas ingress to any buildings and substructures at the development site, to the satisfaction of the Local Planning Authority. The condition will not be discharged until verification information has been submitted for the remedial works.

REASON

The limited gas investigation information submitted identified methane and carbon dioxide in the vicinity of BH5 and 6 near the older terminal buildings. A gas survey is required to clarify the risk to the new development, in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). Advice on this condition can be obtained from the Environmental Protection Unit on 01895 250155 or the Building Control Officer.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision NOT TO OBJECT to the proposal has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision NOT TO OBJECT to the proposal has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
A4	New development directly related to Heathrow Airport

3

Surface water discharge rates must be shown not exceed the current rates for the pre developed site.

If the development proposal will cost above £300k a responsible and appropriate party (e.g. the developer or construction firm etc) must write a Site Waste Management Plan. Further guidance and specific legislation is available here

<http://www.netregs.gov.uk/netregs/businesses/construction/62359.aspx>

4 I14C **Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice.
AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

5 I46 **Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

6 I58 **Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London

Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a constrained airside site to the north of Terminal 3, adjoining aircraft stands and Building 820. The site has been previously developed and formerly housed the Royal Mail sorting building which was demolished in 2006. Since demolition of the Royal Mail sorting building the application site has been utilised for airside storage.

3.2 Proposed Scheme

The application is a consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development Order 1995) relating to the erection of a transfer baggage building. The proposed building is referred to as the Western Interface Building (WIB) within the application and this name will be utilised throughout this report.

The proposed WIB will act as an interface between Terminal 3 and the Terminal 5 to Terminal 1 transfer baggage tunnel which is currently under construction. The proposed WIB has an irregular shape, it is longer on the east-west axis than the north-south axis. It comprises 11,000sq.m of floorspace located over three floors and has a total footprint of 5,925sq.m. The maximum height of the building is 17.25m, although the stair wells extend to a height of 19.2m.

At ground level the proposed building is to be equipped to allow bags to be carried in and out of the tunnel with the upper two floors devoted to sorting bags to ensure they are forwarded to the correct terminal for collection/departure.

In general the building will be finished in silver grey cladding consistent with that used on similar surrounding structures.

The facades at ground floor level will be constructed from 1m wide flat, plain finish insulated composite panels powder coated in dark silver grey cladding. Doors, roller shutters, windows and louvre panels in this facade will be coloured to match the facade cladding.

The facades at first and second floor levels will be constructed from 1m wide flat, plain finish insulated composite panels powder coated in a light silver grey cladding. These panels will span from slab to slab and be attached to the building with hidden fixings. these panels will extend to a minimum of 1.1m above the perimeter roof gutters to form upstands ensuring safe access and concealing the roof from ground level.

The roof itself will be constructed from metal facade composite panels set to falls with peaks and troughs and walk-in gutters. Dedicated maintenance walkways will be provided to allow safe access.

Cladding to the two circulation towers will be formed from similar plain composite panels coloured light silver. These panels will have expressed recessed joints to differentiate from the main building facades. Doors, windows and louvre panels in the facades of these towers will be coloured to match the cladding.

3.3 Relevant Planning History

Comment on Relevant Planning History

4. Planning Policies and Standards

None.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

OE1 Protection of the character and amenities of surrounding properties and the local area

OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

A4 New development directly related to Heathrow Airport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 26th November 2009

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

ENGLISH HERITAGE

The present proposals are not considered to have an affect on any significant archaeological remains. Any requirement for pre- or post-determination archaeological assessment/evaluation on this site in respect of the current application can be waived.

BAA SAFEGUARDING

No objection - The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.

NATS SAFEGUARDING

No response received at current.

ENVIRONMENT AGENCY

The proposed development would be acceptable subject to suggested conditions relating to flood

risk and contamination.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

No objection subject to a condition/consideration regarding ground gas.

TREES & LANDSCAPE

No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed development is directly related to the provision of services and facilities at Heathrow Airport on operational land. It is therefore Permitted Development in accordance with Class A of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and does not require planning permission. However, in accordance with the Order, the airport operator must consult with the local planning authority before commencing any development.

7.02 Density of the proposed development

N/A

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

English Heritage Archaeology were consulted on the application and have confirmed that they do not consider the proposals will have any affect on archaeological remains.

The application site is within the operational area of Heathrow Airport and is not in proximity of any Conservation Areas, Areas of Special Local Character or Listed Buildings.

7.04 Airport safeguarding

BAA Safeguarding were consulted on the application and have confirmed that they do not consider the proposals conflict with safeguarding criteria.

NATS Safeguarding have been consulted on the proposals, however no response has been received at current.

Subject to no objection being received from NATS Safeguarding it is not considered that the proposal would have any detrimental impacts on airport safeguarding.

7.05 Impact on the green belt

The application site is in the central operational area of Heathrow Airport and is not located in proximity to any Green Belt land.

7.07 Impact on the character & appearance of the area

There would be only limited views of the development from areas outside the airport. The size and siting of the building is considered to be appropriate for this busy airport location and its design would be in keeping with the character and appearance of nearby buildings and the surrounding area.

The visual impact is considered to be acceptable in this location and there are not considered to be any other adverse impacts associated with the proposed development.

7.08 Impact on neighbours

The application site is in the central operational area of Heathrow Airport and there are no nearby residential properties.

7.09 Living conditions for future occupiers

The proposal is for airport related development and accordingly this consideration is not

relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed WIB building would provide a baggage sorting facility which is an operational requirement of the airport associated with the transfer of baggage between terminals by the transfer tunnel currently under construction (Permitted Development Consultation: 47853/APP/2007/3538).

The proposed building would be accessed via the airside road network and would be staffed by airport employees travelling to Heathrow by existing means. As such, the proposal does not give rise to any concerns regarding traffic impacts, car/cycle parking or pedestrian safety.

7.11 Urban design, access and security

Issues of design and access are dealt with elsewhere in this report.

The development would be located on the airside aspect of Heathrow airport and accordingly there are no concerns relating to security.

7.12 Disabled access

The proposed development does not require planning permission and accordingly, there are no relevant planning policies relating to disabled access. However, the development would be required to comply with the Building Regulations and it is considered that this would secure an appropriate level of accessibility for a facility of this type where the staff will be doing highly manual work.

Nevertheless, an informative is recommended in order to encourage the applicant to meet the highest standards of accessibility possible.

7.13 Provision of affordable & special needs housing

The proposal does not relate to residential development and accordingly this consideration is not relevant.

7.14 Trees, landscaping and Ecology

The proposed development would be accompanied solely by hard landscaped. Given the airside location of the development hard landscaping is considered to represent an appropriate treatment for this site.

7.15 Sustainable waste management

Detailed information relating to waste management has not been supplied, however buildings within Heathrow Airport are subject to a site wide waste management scheme and it is therefore considered that waste and recycling arising from the proposed building would be appropriately managed.

7.16 Renewable energy / Sustainability

The proposal represents permitted development and as such does not require planning permission and accordingly, there are no relevant planning policies relating to renewable energy or sustainability.

While, there is no requirement for energy efficiency or renewable technology above the minimum Buildings requirements and informative is recommended encouraging the applicant to meet the highest possible standards.

7.17 Flooding or Drainage Issues

The proposal has been reviewed in detail by the Environment Agency, who raise no objections to the proposal subject to appropriate detailed work relating to groundwater contamination and drainage being undertaken and implemented.

While conditions cannot be attached to this consultation response, it is considered that no objection should be raised subject to the recommendations of the Environment Agency being set out as considerations for the applicant to address.

7.18 Noise or Air Quality Issues

The proposed building would be located within the airside aspect of Heathrow Airport a significant distance from residential properties and it is not considered that the proposed baggage transfer facility would give rise to significant impacts relating to noise or air quality.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

The proposal represents permitted development and accordingly considerations relating to planning obligations are not relevant.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The application is a consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development Order 1995) relating to the erection of a transfer baggage building. The proposed building is referred to as the Western Interface Building (WIB) within the application and this name will be utilised throughout this report.

The proposed development is directly related to the provision of services and facilities at Heathrow Airport on operational land. It is therefore Permitted Development in accordance with Class A of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and does not require planning permission. However, in accordance with the Order, the airport operator must consult with the local planning authority before commencing any development.

The design of the buildings are considered appropriate for the context of the application site.

There would be no increased flood risk or increased risk of issues relating to contamination subject to appropriate measure being implemented.

BAA Safeguarding have raised no airport safeguarding concerns.

A response from NATS Safeguarding is outstanding, however subject to this raising no safeguarding concerns the proposal does not give rise to any material planning concerns and it is recommended that no objection is raised.

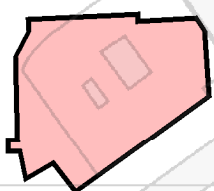
11. Reference Documents

(A) The Town and Country Planning (General Permitted Development) Order 1995 (as amended)

Contact Officer: Adrien Waite

Telephone No: 01895 250230

Heathrow Airport-London



Terminal 3

Depot

FB


Sta (LUL)

Bus & Coach Sta

CONTROL TOW

PW

INNER RING WEST

Notes
 Site boundary
 For identification purposes only.
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Site Address	
Land to the north of Terminal 3 Central Terminal Area Heathrow Airport	
Planning Application Ref:	Scale
66456/APP/2009/2350	1:4,000
Planning Committee	Date
Central and South	December 2009

LONDON BOROUGH OF HILLINGDON
Planning & Community Services
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111


HILLINGDON
 LONDON

Report of the Corporate Director of Planning & Community Services

Address T2, QUEENS BLDG, P/O T1, CTA & P5 CAR PARK, SEALAND RD
HEATHROW AIRPORT HOUNSLOW

Development: Variation of condition 27 (Building dimensions) of planning permission ref.62360/APP/2006/2942 dated 02/07/2007: Development of a replacement passenger terminal building in the Central Terminal Area.

LBH Ref Nos: 62360/APP/2009/2232

Drawing Nos: HAL-FAP-HET-A-S0010-P40 (Existing Location Plan)
HAL-FAP-HET-A-S0011-P4X (Proposed Location Plan)
HAL-FAP-HET-A-S0020-P40 (Existing Site Plan)
HAL-FAP-HET-A-S0030-P40 (Condition 3 Zonal Plan)
HAL-FAP-HET-A-S0021-P4X (Parameter Plan 1)
HAL-FAP-HET-A-S0022-P4X (Parameter Plan 2)
HAL-FAP-HET-A-S0024-P41 (Parameter Plan 3)
HAL-FAP-HET-A-S0025-P41 (Parameter Plan 4)
HAL-FAP-HET-A-G0300-P4X (Parameter Plan 5)
HAL-FAP-HET-A-G0301-P41 (Parameter Plan 6)
HAL-FAP-HET-A-G0302-P4X (Parameter Plan 7)
HAL-FAP-HET-A-G0303-P41 (Parameter Plan 8)
HAL-FAP-HET-A-G0310-P41 (Parameter Plan 9)
HAL-FAP-HET-A-G0311-P41 (Parameter Plan 10)
HAL-FAP-HET-A-G0312-P41 (Parameter Plan 11)
HAL-FAP-HET-A-G0313-P41 (Parameter Plan 12)
HAL-FAP-HET-A-P41 (Parameter Plan 13)
HAL-FAP-HET-A-P41 (Parameter Plan 14)
Design & Access Statment ref: 12142XX-EC-XXX-000132

Date Plans Received: 09/10/2009 **Date(s) of Amendment(s):**

Date Application Valid: 09/11/2009

1. SUMMARY

Outline planning permission for the development of a new terminal building, on the site of the existing Terminal 2 and Queen's Building in the Central Terminal Area at Heathrow Airport was granted on 02/07/07. The reserved matters relating to the new terminal were subsequently approved on 14/01/09. Notably, whilst the reserved matters provided for a ground level forecourt in front of the building, they did not include details of car parking, as this did not form part of the original outline proposal.

Since the Council's approval of the reserved matters BAA have acquired the former Control Tower site, located towards the west of Terminal 2, and wish to take the opportunity to provide a replacement car park for Multi-Storey Car Park 2 (MSCP2), which is reaching the end of its useful life. This would create a similar arrangement to that already existing at Terminal 5. Details of the proposed car park would form a later application/consultation to the Council.

BAA have advised the progression of the design of the car park proposal has indicated in order to achieve the optimum distance between the terminal and the new car park (and taking into account the size required for the car park, safety and site constraints), that a

reduction in the width of the terminal building will be required. As such, it is proposed to vary condition 27 of the outline permission, to amend the dimension relating to the width of the terminal building, to allow greater flexibility. Should approval be granted, revised reserved matters applications would follow.

It is not considered that the proposed changes to the building width would have any significant impact on the overall quality of design, character or appearance of the terminal building. The proposal will not result in any other changes to the original outline consent. Sufficient information has been provided to confirm that the proposed car park, which will form part of a subsequent application/consultation, will not result in any detrimental impact on the terminal building and can be appropriately dealt with at a later stage. The proposal complies with relevant London Plan and UDP policies and, accordingly, approval is recommended.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning & Community Services to vary the original S106 agreement to refer to the new planning permission and to subsequently grant planning permission subject to the following conditions:

1 OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 NONSC Reserved matters and phasing of development

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. Before development commences above ground on an individual part of the development site (as defined above) approval of the details of the layout, scale, access, appearance and landscaping of that site shall be obtained from the local planning authority in writing before any development is commenced.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

4 NONSC Reserved matters

Plans and particulars of the reserved matters referred to in condition 2 shall be submitted in writing to the local planning authority and shall be carried out as approved.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

5 NONSC Construction management strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of the area(s) subject to construction activity and the storage of materials and equipment including height of storage area for materials and/or equipment.
- Details of arrangements for the delivery of materials and construction equipment to the site.
- Details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp).
- Details and measures for the control of activities likely to produce dust and smoke etc.
- Details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).
- Details and measures for the Control and disposal of putrescible waste to prevent attraction of birds.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To avoid endangering the safe operation of aircraft in compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

6 NONSC Height restriction

The height of the buildings and other structures (not including cranes) shall be restricted to the obstacle limitation surfaces as detailed in CAA Publication CAP 168 Chapter 4. The site is under both the Transitional Surface (TRANS) and the Inner Horizontal Surface (IHS) which will limit building and construction heights to between 54m AOD - 67.870m AOD.

REASON

So that it does not breach the Obstacle Limitation Surfaces detailed in CAA Publication CAP168 Licensing of Aerodromes, to avoid endangering the safe operation of aircraft through interference with navigational aids, and in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

7 NONSC Lighting

No element of the permanent lighting scheme shall be installed before full details have

first been submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and in order to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport. For further information please refer to Advice Note 2 'Lighting Near Aerodromes' available at www.aoa.org.uk/publications/safeguarding.asp.'

8 NONSC Soft and water landscaping

No soft or any water landscaping shall take place until full details have first been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/publications/safeguarding.asp. These details shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs
- Details of any water features

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site, and in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

9 NONSC Landscaping

No landscaping shall take place until full details of a schedule of landscape maintenance that shall be implemented for perpetuity has first been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. The landscaping scheme shall be carried out in accordance with the approved schedule. No subsequent alterations to the approved schedule are to take place unless submitted to and approved in writing by the Local Planning Authority.

REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of trees and shrubs on the application site.

10 NONSC Landscaping

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above the height of the Obstacle Limitation Surface (IHS) as detailed in CAP 168 Chapter 4.

REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007, because if trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport, and to avoid trees and shrubs on the application site endangering the safe movement of aircraft and the safe operation of the aerodrome through interference with communication, navigational aids and surveillance equipment.

11 NONSC Bird hazard management plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) available at

- Management of any roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds (possible different management strategies during the breeding season and outside the breeding season)

- Physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.

The Bird Hazard Management Plan shall be implemented as approved. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because it is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

12 NONSC Buiding impact assessment

Before any construction takes place above apron level 23.5m AOD details of the external building design shall be submitted to and approved in writing by the Local Planning Authority. An 'Impact Assessment' must be submitted with the building design details to demonstrate the following:

- * That the performance of communication, navigational aids and surveillance equipment required for the safe operation of Heathrow Airport is not impaired by the proposed development or any of the construction equipment.

- * That any shadowing of sightlines from the VCR caused by the building has an operational mitigation method agreed with the airport

- * The impact that the building design may have on wind turbulence and the potential for windshear to affect aircraft or runway operations.

The development shall be carried out and operated in accordance with the approved 'Building Design Impact Assessment' or any alteration subsequently approved in writing by the Local Planning Authority.

REASON

In accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

13 NONSC Details of wind turbines

Before any construction takes place above apron level 23.5m AOD details of the proposed wind turbines shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include, the design, dimensions and proposed siting of the turbines plus an Impact Assessment to demonstrate that the performance of the following systems is not impaired:

- * 23cm Primary Surveillance Radar
- * 10cm Primary Surveillance Radar
- * Secondary Surveillance Radar
- * Surface Movement Radar
- * Multilateration (SSR Receiver)
- * Airport Communications Systems

No subsequent alterations to the approved details are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

14 NONSC Landscape scheme

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. 12 months before any individual Part of the development becomes operational (as defined above) a landscape scheme providing full details of hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include:

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme

The scheme shall also include details of the following:-

- Proposed finishing levels or contours
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures).

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

15 NONSC Landscaping

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. All hard and soft landscaping for any individual Part of the development (as defined above) shall be carried out in accordance with the approved landscaping scheme for that Part and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

16 NONSC Landscape maintenance

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. 12 months before any individual Part of the development becomes operational (as defined above) a schedule of landscape maintenance shall be submitted to and approved etc a schedule of landscape maintenance for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

17 NONSC Control of noise

Unless otherwise agreed in writing by the Local Planning Authority, development of the Energy Centre hereby permitted shall not commence until a scheme which specifies the provisions to be made for the control of noise emanating from the development has been submitted to, and approved by, the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the LPA. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

REASON

To protect amenity of occupiers of neighbouring noise sensitive residential and other properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

18 NONSC Environmental management plan

Before the development hereby approved commences, an Environmental Management Plan (EMP), incorporating a noise plan shall be submitted to Spelthorne Borough Council and LB Hounslow (for consultation purposes) and approved in writing by, the Local Planning Authority. The EMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The EMP shall address issues including hours of work, noise and vibration, air quality, water quality, visual impact, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries and all construction materials storage areas. It will ensure appropriate communication with, and distribution of information to, the local community and adjacent local authorities relating to relevant aspects of construction. The EMP shall adhere to the GLA 'London Best Practice Guidance: The Control of Dust and Emissions from Construction and Demolition - Nov 2006. Construction of the development shall be carried out in accordance with the approved EMP unless otherwise agreed in writing by the LPA.

REASON

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

19 NONSC Restrictions of retail

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order or other statutory provision revoking and re-enacting that Order with or without modification):

(a) Retail shops within the Application Site shall only be located within the Terminal Building.

(b) No landside retail shop within the Application Site shall exceed 500m² (net);

(c) Total landside retail shops within the Application Site shall not exceed 6,435m² gross. (For the purposes of this condition, "retail shops" means all shops excluding catering facilities, Bureaux de Change, car hire facilities, hotel booking facilities, pay phones, travel facilities and banks, and "landside retail shops" means those shops which are located so as to be accessible to all persons without having to pass through security and passenger control points).

REASON

To protect the vitality and viability of surrounding retail centres in accordance with Policy 3D.1 of the London Plan 2008 and Policy A5 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

20 NONSC Surface water drainage

Surface water drainage works shall be carried out in accordance with details which shall

have been submitted to and approved in writing by the Local Planning Authority before development commences.

REASON

To prevent the increased risk of flooding in compliance with policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

21 NONSC Contamination

Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council. The development shall then proceed in strict accordance with the measures approved.

REASON

To prevent pollution of the water environment and to safeguard the health of future occupiers in compliance with Policies OE1 and OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

22 NONSC Ground water pollution

No soakaways shall be constructed in contaminated ground.

REASON

To prevent pollution of groundwater in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

23 NONSC Contamination

The construction of the surface and foul water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

REASON

To prevent pollution of the water environment in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

24 NONSC Contamination

The construction of the site foundations shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON

To prevent pollution of groundwater in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

25 NONSC Contamination

The construction of storage facilities for oils, fuels or chemicals shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before development is commenced.

REASON

To prevent pollution of the water environment in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

26 NONSC Energy

The new terminal hereby permitted shall not be opened to traffic until the pipe connecting the energy centre to the new terminal via the Cargo Tunnel has been provided in accordance with details to be submitted to and agreed in writing by the LPA. Thereafter the pipe shall be permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

REASON

To assist in the provision of 20% of the site's energy needs from on site renewable energy sources in compliance with the requirements of Policy 4A.7 of the London Plan 2008.

27 NONSC Building dimensions

The proposed main buildings shall not exceed, at or above ground level, the following dimensions and shall be sited only within the areas identified on approved drawings: S0021/P4X, S0022/P4X (terminal and chiller plant/substation) and S0024/P41, S0025/P41 (energy centre):

REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

Terminal Building

Length - Maximum;336m (north south) - Minimum;328m (north south)
Width - Maximum;270m (west east) - Minimum;230m (west east)
Height - Maximum;38.28m - Minimum;33.94m

Dimensions include overhangs and canopies

Chiller Plant

Length - Maximum;50m (west east) - 45m (west east)
Width - Maximum;20m (north south) - 20m (north south)
Height - Maximum;20m - 15m

Substation (L-shaped plan)

Length - Maximum;32m (west east) - Minimum;30m (west east)

Width - Maximum;15m (north south) - Minimum;14m (north south)
Height - Maximum;12m - Minimum;12m

Energy Centre

Footprint - Maximum;40m X 30m - Minimum;35m X 35m
Height - Maximum;17m - Minimum;15m
Flues - Maximum;35m - Minimum;25m

Note: for the purposes of this condition no account shall be taken of fixed link bridges, car park link bridges, fixed equipment, or protrusions above the roof.

28 NONSC Floorspace

The maximum gross floor space of the terminal building shall not exceed 180,000m² (excluding unenclosed floorspace, atria and voids and other spaces serving the same architectural purpose, underground pedestrian tunnels, baggage handling and plant areas, fixed link bridges, canopies and shelters).

REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

29 NONSC Floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 no additional floorspace above the limit detailed in condition 28 shall be provided within the terminal building without the prior grant of planning permission.

REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

30 NONSC Extensions

Notwithstanding the provisions of Class A of Part 18 of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 1995 or any order revoking and re-enacting that order no extensions to the terminal building shall be erected without the grant of planning permission.

REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

31 NONSC Design/layout of pedestrian connections

Before any development commences on the forecourt area details of the design and layout of the pedestrian connections to the underground Heathrow Express and Piccadilly Line stations shall be submitted to and approved in writing by the Local Planning Authority. The connections as approved shall be provided prior to the first opening of the terminal for public use.

REASON

To ensure the provision of high quality pedestrian connections to public transport facilities in accordance with Policies AM1, AM8, AM11 and AM13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

32 NONSC Details of forecourt, piazza, and pedestrian routes

Before any development commences on the forecourt area, details of the piazza, roads and forecourt layout and surface level pedestrian routes between the new terminal and the central bus station shall be submitted to, and approved in writing by, the Local Planning Authority. Before any part of the terminal building is open to public use the piazza, roads and forecourt as approved shall be provided and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the provision of an appropriate and high quality forecourt, piazza, and road layout in accordance with Policies AM1, AM8, and AM13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

33 NONSC Parking for construction workers

A scheme shall be operated so as to ensure that the number of cars of which are parked at locations designated for the purpose does not exceed 45% of the total construction workforce at the time. For this purpose:

- (a) it shall be a requirement of any construction contract that no employee of the contractor who comes to work by car shall park other than at a location designated by BAA;
- (b) it shall be a requirement of any such contract that no such employee shall park at a designated location unless he is the holder of a pass issued by BAA authorising the parking of that car at that location;
- (c) records shall be maintained of the number of car parking passes issued and of the numbers of the construction workforce at work on each day at all of the sites, and shall afford a duly authorised representative of the Local Planning Authority the opportunity to inspect such records during working hours, and
- (d) compliance with requirements (a) and (b) above shall be monitored and all practicable steps taken to ensure that the contractors comply with the said requirements.

REASON

To limit the number of construction workers' vehicle movements in the interests of the free and safe flow of traffic and air quality in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policy 4A.3 of the London Plan 2008 and Hillingdon's Supplementary Planning Guidance on Air Quality.

34 NONSC Wheel cleaning

During the construction of the development hereby permitted wheel cleaning equipment

shall be installed at any location where HGVs departing from the sites may be likely to deposit mud onto the highway and all practical steps shall be taken to ensure that vehicles do not deposit mud or other material onto the public highway, and prompt measures will be taken to remove any material that is so deposited.

REASON

To safeguard the amenity of surrounding areas, and in the interests of highway safety in accordance with Policies OE1 and AM7(ii) of the Hillingdon Unitary Development Saved Policies September 2007.

35 NONSC Working hours

For the purposes of this condition the restrictions relate to the site of the proposed energy centre only during its construction phase.1. Unless otherwise agreed in writing by the Local Planning Authority and subject to the exceptions listed in para 2 below, working hours shall be restricted to the hours 0700 to 1900 Monday to Friday, and 0700 to 1600 on Saturday, these hours being referred to as the 'Core Working Hours'.2. Exceptions to the restriction to Core Working Hours are as follows:(a) 24 hour 7 day per week working shall be permitted for all tunnelling work and internal fit out work;(b) maintenance work shall, in addition to Core Working Hours, be permitted to be carried out on Mondays to Fridays between the hours 1900 and 2300 and on Sundays between 0900 and 1700;(c) works affecting facilities such as highway services and diversion works shall, in addition to Core Working Hours, be permitted to be carried out on Sundays between 0900 and 1700;(d) unloading and loading of lorries shall, in addition to core working hours, be permitted from 1900 to 2300 on Monday to Friday;(e) preparing for and taking delivery of abnormal loads shall be permitted at any time, (g) other work exceptionally agreed to in writing by the Local Planning Authority from time to time. This would include construction work entailing temporary occupation of public or airport roads or airside areas and work which if carried out during core working hours would adversely affect the safety or security of the operation of the airport.

REASON

To minimise construction disturbance to residents in accordance Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

36 NONSC Dust from construction vehicles

No construction plant or vehicles which are carrying material that has the potential to give rise to the emission of dust shall be permitted to exit a construction site unless they are covered in such a manner as to minimise the emission of dust during transit.

REASON

To safeguard the amenity of surrounding areas and to minimise air pollution in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policy 4A.3 of the London Plan 2008 and Hillingdon's Supplementary Planning Guidance on Air Quality.

37 NONSC Construction activities

A log shall be kept in order to record any complaint relating to construction activities arising from the development hereby permitted received from a local resident or business including:

- (i) the date of that complaint;

- (ii) the nature of that complaint, and
- (iii) any measures taken as a result of that complaint.

All logs shall be available to inspection by the London Borough of Hillingdon and the Borough of Spelthorne during working hours.

REASON

To minimise construction disturbance to residents in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

38 NONSC Energy centre

The energy centre hereby permitted shall only use fuel comprising natural gas or wood waste unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure any environmental impacts can be fully assessed in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policies 4A.1 and 4A.3 of the London Plan 2008 and because the operation of the energy centre is the subject of an environmental impact assessment and any material alteration to the operation of that energy centre may have an impact which has not been assessed by that process.

39 NONSC Compliance with Design & Access Statement

The development hereby permitted shall be designed in conformity with the principles within the Design and Access Statement and indicative external materials detailed within the environmental statement.

REASON

To ensure that the development carried out is the same as the project assessed within the environmental statement in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

40 NONSC Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

REASON

The sites are of archaeological interest and it is considered that all evidence of remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

41 NONSC Routings for construction traffic

Before work commences on any part of the development hereby approved a scheme shall be submitted to and approved by the Local Planning Authority which identifies the routings for all construction lorry movements to and from the site and this scheme shall demonstrate that all such movements are restricted to the airport road system and the trunk road network.

REASON

To minimise construction disturbance to residents in accordance with Policy OE1 of the Hillingdon Unitary Development plan Saved Policies September 2007.

42 NONSC Grey water recycling

Prior to the commencement of development a feasibility study examining the use of grey water recycling shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to the first use of the Terminal and thereafter permanently retained and maintained.

REASON

To reduce and make efficient use of rainwater runoff and promote water conservation in compliance with Policies 4A.9, 4A.11 and 4A.14 of the London Plan 2008.

INFORMATIVES

1 152 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

The proposed changes to the building width would not have any significant impact on the overall quality of design, character or appearance of the terminal building. The proposal will not result in any other changes to the original outline consent and does not give rise to any planning considerations which have not previously been assessed. Accordingly, the proposal is considered to comply with relevant London Plan and UDP policies.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

EC3	Potential effects of development on sites of nature conservation importance
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
MIN17	Proposals for concrete crushing/soil screening plants
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

3 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp).

4

To assist in good management of noise arising from demolition, construction work and enabling work associated with the development hereby approved, consideration should be given to making an application for prior consent under Section 61 of the Control of Pollution Act 1974. The consent should specify methods of working, hours of work and noise controls to be applied in accordance with "best practicable means" as defined in section 72 of the Control of Pollution Act 1974. The use of a section 61 consent offers advantages to both contractors and local authorities in managing noise and vibration from demolition and construction works.

5

The proposed development may require an Environmental Permit in accordance with the requirements of the Environmental Protection Act 1990.
Contact the Environment Agency on 01707 632491 for further details.

6

The applicant's attention is drawn to the requirements of the proposed London Low Emission Zone with reference to the standards for HGVs. Further information is available from TfL's website: <http://www.tfl.gov.uk/tfl/low-emission-zone/>.

7

Wherever in the schedule of conditions the Local Planning Authority is given power within a condition to approve a variation to a requirement imposed by that condition, it will only do so if it is satisfied that the relevant variation would not have significantly different environmental effects from that which otherwise would be permitted by that condition.

8

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

9

When inviting tenders for the supply of materials for use in construction, the applicant should require those tendering to specify whether they could supply materials by rail, and if so, at what cost, and, to take into account in the consideration and acceptance of tenders for the supply of materials the willingness of suppliers to deliver by rail as well as the cost of so doing.

10

The applicant is requested to supply prior notification to the LPA of the details of the source of supply of aggregate from, and of disposal of demolition waste within, the local area (Hillingdon, Hounslow, Slough, Spelthorne or South Bucks).

11

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airfield Operations staff. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences from Defra before the removal of nests and eggs.

12

The applicant is encouraged to provide comprehensive and consistent directional signage and information to reduce the need for unnecessary travel within the airport, with the consequent benefit of reduced vehicle emissions.

13

The applicant is advised that the reserved matters submission should make additional provision within the forecourt for designated disabled parking/drop off that will provide access direct to the terminal without the need to cross vehicle drop-off lanes.

14

It is acknowledged that various details, that will be relevant to the new Section 73 approval, have been submitted to and approved in writing by the Local Planning Authority in compliance with the original outline consent (ref: 62360/APP/2006/2942 dated 02/07/07). Where appropriate, where those details already submitted directly apply to conditions attached to the S73 consent, these could be discharged by way of written agreement from the Council as suggested in your letter of 09/10/09 from Ian Frost.

3. CONSIDERATIONS

3.1 Site and Locality

Two separate sites make up the application. The principle application site for the new terminal building is located within the Central Terminal Area and comprises all of Terminal 2; part of associated piers 1 and 2; the adjacent Flight Connections Centre building; Queens Building and office block; the southern section of Terminal 1; and Multi Storey Car Parks 1 and 2.

The second site is for an ancillary energy centre and comprises the P5 Car Park at Sealand Road within the cargo area on the south side of the airport. As no changes are proposed to the approved plans and reserved matters for the energy centre, this report focuses on the principal application site and proposed alterations to the terminal building.

The principal site has an area of 15.5ha and contains a total of 208,171m² of building floorspace. Adjoining the site to the east is the eastern airfield including various piers, aircraft stands, taxiways and the redundant crosswind runway where the Council has

previously agreed proposals for reconfiguration of the airfield layout to replicate the rectilinear layout that has been used on the western airfield at T5. To the south of Terminal 2 is the adjoining Pier 1 and limited aircraft stands and taxiways, beyond which is the Southern Runway some 330m south of the site boundary. To the west the site boundary adjoins the portal of the airside road tunnel linking to T5, encompasses Multi Storey Car Park 2 and follows the line of the inner ring road beside the Control Tower, past the Central Bus Station and around Multi Storey Car Park 1. The northern boundary takes a zig zag course through the southern section of Terminal 1. Below the site are a number of tunnels, subways and service runs including the London Underground Piccadilly Line tunnel.

The entire site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

Following BAA's acquisition of the adjacent Control Tower site they wish to provide a replacement car park for MSCP2 in front of the terminal building in order to provide a similar arrangement to that existing at Terminal 5. This will be the subject of a future application. In order to achieve the optimum distance between the proposed car park and terminal building, taking into consideration safety requirements, such as the need for a 30m public safety zone in front of the building (reinforcing counter terrorism measures), site constraints and the size of the buildings required, it is necessary to reduce the width of the approved terminal building.

Condition 27 of the outline permission states:

"The proposed main buildings shall not exceed, at or above ground level, the following dimensions and shall be sited only within the areas identified on approved drawings: S0021/P41, S0022/P41 (terminal and chiller plant/substation) and S0024/P41, S0025/P41 (energy centre):

REASON

To ensure that the development carried out is the same as the project assessed within the environmental statement in accordance with Policy OE2 of the Hillingdon Unitary Development Plan.

Terminal Building

Length - Maximum; 336m (north south) - Minimum; 328m (north south)
Width - Maximum; 288m (west east) - Minimum; 288m (west east)
Height - Maximum; 38.28m - Minimum; 33.94m

Dimensions include overhangs and canopies

Chiller Plant

Length - Maximum; 50m (west east) - 45m (west east)
Width - Maximum; 20m (north south) - 20m (north south)
Height - Maximum; 20m - 15m

Substation (L-shaped plan)

Length - Maximum;32m (west east) - Minimum;30m (west east)
Width - Maximum;15m (north south) - Minimum;14m (north south)
Height - Maximum;12m - Minimum;12m

Energy Centre

Footprint - Maximum;40m X 30m - Minimum;35m X 35m
Height - Maximum;17m - Minimum;15m
Flues - Maximum;35m - Minimum;25m

Note: for the purposes of this condition no account shall be taken of fixed link bridges, car park link bridges, fixed equipment, or protrusions above the roof."

Whilst the terminal length and height had minimum and maximum dimensions, the building width was set at 288m. The approved reserved matters accordingly provide a building which is 334m long, 288m wide and 34m high (to roof apex). The large canopy on the western elevation of the building, which overhangs the pedestrian plaza and part of the forecourt drop-off area, accounts for some 58m of the total terminal width.

Initial design proposals for the car park indicate that the canopy will need to be reduced by at least 18m in order to accommodate the new car park. Accordingly the terminal width will need to be reduced to at least 270m.

Whilst it is proposed to reduce the terminal width, there will not be any significant design changes between the actual footprint and floorplates of the terminal building, or the building envelope, to those details already approved under the existing reserved matters consent. Notably, this application proposed to vary the outline consent only. Changes relating to how the terminal building interfaces with the new car park (i.e. depth of canopy between the terminal building and the car park; design of pedestrian link bridges and vertical circulation cores between the two; treatment of the area beneath the canopy; etc) will be provided in a revised reserved matters application likely to be submitted in conjunction with an application for the car park in early 2010. To allow flexibility, as these elements of the scheme are yet to be finalised, it is proposed to introduce a minimum and maximum width parameter. As the building footprint and remainder of the envelope will not change, it is proposed to establish the minimum width as that from the external face of the western façade to the tip of the roof overhang on the eastern façade, i.e. 230m.

Accordingly, minimum and maximum dimensions for the terminal width of 230m and 270m respectively are proposed. This equates to a reduction in the overall width of the terminal of between 18m and 58m. This application therefore seeks to vary that part of condition 27 of the outline planning consent that relates to the terminal width in order to reflect these dimensions.

3.3 Relevant Planning History

Comment on Relevant Planning History

Heathrow Airport has an extensive planning history dating back to the 1950s. The most relevant planning history relating to this application can be summarised as follows:

62360/APP/2006/2942 - Development of a replacement passenger terminal building in the Central Terminal Area to include passenger processing, baggage, retail, office and associated facilities, and integral pier comprising gate rooms; air bridges and nodes; provision of airside road; forecourt layout including vertical connections to public transport

facilities; minor road configurations; energy centre and ancillary buildings and infrastructure; provision of boreholes; ancillary supporting infrastructure and plant; demolition of existing structures (including Terminal 2, Queens Building and part of Terminal 1); provision of enabling works including service diversions and associated infrastructure (outline application) - 02/07/07.

62360/APP/2008/3000 - Removal of condition 36 (restriction of HGV movements) of planning permission ref: 62360/APP/2006/2942 dated 02/07/07: Development of a replacement passenger terminal building in the Central Terminal Area - Approved 08/12/08.

62360/APP/2008/2788 - Reserved matters (details of access, appearance, landscaping, layout and scale) in respect of the energy centre site, in compliance with conditions 2, 3 and 4, together with details of conditions 7 (lighting scheme), 8 (soft and water landscaping), 20 (surface water drainage) and 24 (site foundations) in compliance with outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07 (development of a replacement passenger terminal building in the Central Terminal Area) - Approved 19/12/08.

62360/APP/2008/2786 - Proposed gasification plant - approved 18/11/08.

62360/APP/2008/3080 - Reserved matters (details of layout, scale, appearance, access and landscaping) in respect of the proposed terminal building and forecourt site, in compliance with conditions 2, 3 and 4 of outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07 (development of a replacement passenger terminal building in the Central Terminal Area) - Approved 14/01/09.

Applications relating to the discharge of various conditions, including conditions 5 (Construction Management Strategy), 7 (lighting scheme), 8 (soft and water landscaping), 11 (Bird hazard management plan), 12 (building design impact assessment), 14 (hard and soft landscaping), 18 (environmental management plan), 20 (surface water drainage), 21 (contamination), 23 (surface and foul water drainage), 24 (site foundations) and 42 (construction vehicle routes), have also been approved.

It should be noted that an Environmental Impact Assessment (EIA) screening opinion has been undertaken not only for previous applications by also for the current proposal. An EIA is not required.

4. Planning Policies and Standards

London Plan
Hillingdon Unitary Development Plan Saved Policies 2007
PPS 1 Delivering Sustainable Development
PPS 9 Biodiversity and Geological Conservation
PPS 10 Planning for Sustainable Waste Management
PPG 13 Transport
PPS 22 Renewable Energy
PPS 23 Planning and Pollution Control
PPG 24 Planning and Noise
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Supplementary Planning Guidance - Planning Obligations

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.33 To promote the construction of new roads or the widening of existing roads only where they would: improve safety; promote pedestrian movement, cycling or public transport, or the improvement of the environment; reduce local congestion in a cost effective way; or are required to accommodate traffic likely to be generated by new development.
- PT1.34 To maintain the road hierarchy set out in this Plan and accordingly seek to segregate different types of traffic by the function of the various tiers of the hierarchy through traffic management schemes, road signing and planning control over development and redevelopment schemes.
- PT1.35 To accord priority to pedestrians in the design and implementation of road construction and traffic management schemes, and to seek to provide a network or cycle routes through the Borough to promote safer cycling and better conditions for cyclists.
- PT1.36 In consultation with public transport operators to improve facilities at bus and rail interchanges and in consultation with LT and bus operators to promote traffic management measures which give priority to buses.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- EC3 Potential effects of development on sites of nature conservation importance
- BE1 Development within archaeological priority areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE13 New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
MIN17	Proposals for concrete crushing/soil screening plants
OE11	Development involving hazardous substances and contaminated land -

requirement for ameliorative measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd December 2009**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY (GLA)

Have confirmed that they do not wish to comment.

ENVIRONMENT AGENCY

Have confirmed that they do not wish to comment on this application.

NATIONAL AIR TRAFFIC SERVICES (NATS)

Awaiting response.

BAA SAFEGUARDING

Awaiting response.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

A reduction in the width of the terminal is necessary in order to provide space for a new car park to replace Multi-Storey Car Park 2. The present application would be followed by a reserved matters application and a GPDO consultation for the new car park. The present application accordingly needs to consider only the variation of condition 27, and not the environmental issues of the new terminal and new car park. In addition, it is noted that the Council has already agreed that the proposed change to the terminal width does not result in any significantly different environmental effects to those previously considered in the Environmental Statement that accompanied the outline planning application, in its screening opinion issued on 17 September 2009. Accordingly, no objections are raised. Any environmental impacts associated with the reserved matters application and the GPDO consultation for the new car park will be assessed when those applications are submitted in due course.

TREES/LANDSCAPE OFFICER

The Design & Access Statement sets out general landscape objectives which relate existing landscape principles adopted for Terminal 5 and Terminal 3. These design principles are led by the operational requirements of BAA and are, of necessity, urban in character. The primary design concept is stated to be the requirement for clear way finding, a 'sense of place' and a 'sense of journey'.

The scheme is to utilise a consistent palette of hard landscape materials (mainly paving and street furniture), and 'appropriate' soft landscaping, which will include semi-mature deciduous tree planting within the pedestrian islands associated with the set down zones. Design images are provided and the palette of trees has been selected in the light of CAA guidelines.

The Design and Access Statement refers to inclusive design, recognising the importance of 'easy

access for all'. This commitment should be acknowledged in the design and specification of external spaces as well as within the buildings.

No detailed external layout, or landscape plans, have been submitted as part of this outline proposal. Full details will be required to be submitted through reserved matters and landscape conditions.

No objections are raised subject to the submission of reserved matters (landscape) and conditions TL4, TL6 and TL7.

URBAN DESIGN OFFICER

The submitted application relates to the outline planning application for the redevelopment of Terminal 2, the Queens Building and the southern end of Terminal 1 at Heathrow airport, and the erection of a new major terminal building, Heathrow East Terminal (HET), for which outline permission was granted in October 2006. The proposed terminal project will include a new passenger terminal building, forecourt, energy centre, ancillary facilities, enabling works and associated infrastructure.

The terminal, which is estimated to be used by 30 million passengers per annum, is a development of importance from an urban design point of view, due to its physical scale, location and function as a prominent international gateway to the UK. The approved reserved matters application provided for a terminal building of 334 m in length (north to south) and 270 m in width (west to east). The consented scheme included a covered piazza along the main façade of the building with a overhanging canopy sheltering the main pedestrian entrance to the terminal, and provided a high quality public realm with circulation space, waiting areas, seating and additional planting. The extensive canopy covered part of the forecourt drop-off area, and accounted for some 58m of the terminal width.

The submitted variation relates to the reduction in the width of the building from 288m to 270m, and the reduction of the canopy structure by 18 meters. The reduction in width will however have no significant design implications on the floorplates of the building, or the actual footprint, accounting for 180,000m².

As the existing Terminal 1 and 2 are being replaced, internal functions currently configured on two levels, will be rearranged in a more efficient footprint over 4 principal levels. These will include departures check-in, departures gates, arrivals and apron/baggage basement.

The massing diagram shows two different principal roof forms, with a gently curved minimal roof shape, and a maximum alternative, which includes a break in the roof line. There are no objections to the proposed scale, height, nor to the proposed two massing alternatives.

In the forthcoming design process it is important to implement the ambitious design visions from the consented scheme, in which a distinct, triple wave roof structure formed a key design element in terms of external appearance. The dynamic roof form is also considered to contribute to an airy and interesting interior character, especially in the single open volume of the landside departures hall. From an urban design point of view the final building proposal needs to be design driven, and should accommodate a high quality roof design of high architectural merits. With dimensions of 336m in length and a width of 270m in width (west to east) HET is one of the most strategically important development projects in the borough. Given the scale, the prominent location and the key functions of the Heathrow East Terminal, the final design outcome needs to be of world class quality with regards to built elements as well as landscaped areas.

The consented public open space in front of the terminal fills a vitally important function as the

arrival point and main entrance to the Heathrow East Terminal building. The pedestrian piazza as well as the vehicular forecourt forms a very important and interesting opportunity to achieve a dynamic, efficient, highly accessible, legible and pleasant public open space providing good wayfinding, a coordinated and attractive design, as well as climate shelter. From an urban design point of view the integration of public art in its widest sense, including state of the art street furniture, landscape art, installations and lighting effects is much encouraged. The Council's Art in the Public Realm draft Policy, adopted by Cabinet in June 2008, identifies Heathrow airport as one of the priority areas for public art in the borough. The excellent exterior landscaping at Copenhagen Airport and the recent interior Public Art programme at Athens airport are some positive role models in this respect.

The materials indicated in the Design and Access Statement, glass, stainless steel, aluminium and fabric are all high quality, contemporary materials which are considered suitable for the project. The colour palette is expected to conform with the established colour scheme within the Heathrow perimeter area, characterised by steel grey, silver and aluminium, all light, durable and timeless colours. The building design benefits from an advanced technology to achieve high sustainability in terms of passive energy, energy efficiency measures, sustainable design as well as materials.

HIGHWAY ENGINEER

No objection.

ACCESS OFFICER

The applicant has confirmed that the development will fully comply with relevant criteria within the Disability Discrimination Act and associated legislation.

S106 OFFICER

There are no S106 obligations required as part of this application. However, a deed of variation will be required to update the original S106 consent to refer to this new planning application reference number.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of development has already been established through the original permission (ref: 62360/APP/2006/2492 dated 02/07/07) for the development of a new terminal building in the Central Terminal Area at Heathrow Airport.

Notably, in assessing the original application it was accepted that, due to the increasing use of larger lower frequency long-haul aircraft with much longer turn-around times than the smaller short-haul flights which currently dominate the eastern apron, the number of passengers expected to use the terminal could actually fall, and indeed the terminal has been designed to provide less capacity than is currently available within the existing terminals 1 and 2. In addition, the redevelopment of this terminal will not lead to an increase in air traffic movements over the 480,000 limit set by the Inspector in determining Terminal 5. It is primarily a modern replacement for the existing dated terminals which is aimed at increasing standards and the passenger experience, in addition to maintaining competitive equivalence between British Airways, who operate out of Terminal 5, other airlines on the airport, and with other airports.

The only change proposed to the original consent is the variation of condition 27 to allow a relatively small reduction in the overall width of the approved terminal building. BAA's

justification for the need for this change is considered to be acceptable. It is not considered that this application will result in any new issues which were not assessed as part of the original consent and, accordingly, no objections are raised to the principle of development providing site specific issues can be addressed.

7.02 Density of the proposed development

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis. In this instance the size, scale and overall density of the proposed terminal building has been agreed through previous outline and reserved matters applications. It is not considered that the reduction in the width of the terminal building will have any significant impacts in terms of density.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The impact of the development on archaeology was assessed at the time of both the outline and reserved matters applications on this site. It is not considered that the proposed reduction in the width of the terminal building would have any increased impacts on archaeology.

7.04 Airport safeguarding

Responses are yet to be received from BAA Safeguarding and National Air Traffic Services. These will be reported at Committee. However, it should be noted that no objections were raised to the previous outline or reserved matters applications. As this proposal decreases the overall size of the terminal building it is not anticipated that any objections are likely.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of the application site.

7.07 Impact on the character & appearance of the area

The visual impacts relating to the provision of a new terminal in the Central Terminal Area have been assessed as part of the previously submitted outline and reserved matters applications.

As this application is for the variation of a condition relating to the outline consent, similar details to those submitted and approved at that time have been provided. These show that unlike Terminal 5, which is a freestanding building envelope from which the internal floors are structurally separated, Heathrow East Terminal is likely to be built on a structural grid pattern around supporting roof columns as with the Stansted Airport Terminal. However, as with Terminal 5, the main public façade will be largely glazed and the roof potentially curved.

Whilst, due to its outline nature limited details of the design are provided (these would be dealt with by way of a revised reserved matters application), the Design and Access Statement contains illustrative visual images which confirm that the proposed reduction in the width of the terminal has not changed the overall design concept of the building and it is not considered that the proposal will result in any detriment to the high quality design which has been previously agreed or to the character or appearance of the Central Terminal Area and surrounding airport.

7.08 Impact on neighbours

It is not considered that the reduction in the width of the terminal building would result in any detrimental impact on the amenities of the occupiers of the nearest residential properties, over and above that which was approved at the time of the original outline application, or that resulting from the existing terminal buildings. Notably the nearest residential properties are over 1,000m away to the north, beyond the northern runway and the A4 Bath Road.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The impact of the development of a replacement passenger terminal in the Central Terminal Area on the surrounding highway network was fully assessed at the outline application stage, where it was concluded that because the proposed terminal would not lead to any increase in passenger numbers, there would be no adverse highway impacts outside the airport as a result of the proposed development. Whilst it is acknowledged that there will need to be some considerable realignment of roads within the Central Terminal Area, these fall within the Heathrow Airport boundary and, as such, it is for the airport operator to assess the impact this would have on the airport road network.

As explained above, the reduction in the width of the terminal building would facilitate the future provision of a replacement car park. Notably, in assessing the original outline application, it was acknowledged that Multi-Storey Car Parks 1 and 2 would be demolished as part of the redevelopment works and that a replacement car park would be provided in the future. No objections were raised at that time to the replacement short-stay car parking within the Central Terminal Area and it was acknowledged that the level of car parking provided by BAA across the airport must not exceed the Terminal 5 condition 42,000 space car park cap.

It is not considered that the proposed variation of condition 27 would result in any detrimental impact on the airport or surrounding local authority or Transport for London road networks.

7.11 Urban design, access and security

This issue has been dealt with to some extent in part 7.07 of the report. The only design changes proposed to the original outline consent are the reduction in the width of the terminal by between 18m and 58m, and the provision of a baggage basement under the terminal building. Details of this have been provided to reflect that which has already been approved under the current reserved matters approval and for consistency.

The applicant has confirmed that the reduction in the width of the building would largely be made through the reduction in the approved 58m wide canopy on the west elevation of the terminal, which would overhang the pedestrian plaza and the forecourt drop-off area. The applicant has confirmed that there would not be any significant design changes between the actual footprint and floorplates of the terminal building, or to the building envelope which has been approved at reserved matters stage. The main changes will relate to how the proposed building interfaces with the proposed new car park, which would be built adjacent, on the site of the old Control Tower. Full details of this would be provided with the revised reserved matters application.

It is not considered that the reduction in the width of the terminal building, through reducing the size of the canopy, would result in any detrimental visual impact on the

character, appearance or high quality design of the building. The proposed changes are in keeping with the design concepts agreed at both outline and reserved matters stage and, accordingly, no objections are raised on urban design grounds.

7.12 Disabled access

No changes have been made to the details relating to accessibility which were agreed at outline application stage and whilst these were somewhat limited, the applicant's Design and Access Statement maintains BAA's commitment to providing an inclusive and accessible environment for all and to fulfilling its obligations under the Disability Discrimination Act and associated legislation. Its aim is to meet the needs of all users in providing a safe and enjoyable experience and best practice is set out in BAA's own Accessible Airports Standard and demonstrated by their continued involvement with groups including the Disabled Persons' Transport Advisory Committee, the Mobility and Inclusion Unit at the Department of Transport, and the British Standards Institute.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The Design and Access statement sets out the general landscape objectives, which are based on those which have been adopted at Terminals 3 and 5, and are by necessity urban in character. The primary design objectives are way finding, sense of place and sense of journey. The hard and soft landscaping would comply with the general palette of materials seen around the airport and granite paving will be blended with deciduous tree planting to create a character similar to that seen at Terminal 5. This application does not propose any changes to the landscape objectives agreed at the time of the original outline consent and they are considered to be totally acceptable in this busy airport location. Notably, the Council's Trees/Landscape Officer has raised no objections to the landscape proposals.

7.15 Sustainable waste management

As the application is for commercial development, the airport operator ultimately has discretion over which waste management methods are used. The Design and Access Statement confirms that recycling storage areas would be provided within the terminal building to allow segregation of recyclable waste.

In terms of construction/demolition waste the applicant has confirmed that the re-use/use of recycled materials will be maximised, and that recycling of demolition waste from the site will also be maximised. Condition 18 requires the applicant to submit an Environmental Management Plan, which would include details on waste management.

7.16 Renewable energy / Sustainability

No alterations are proposed to the previously agreed sustainability and renewable energy measures. Notably, reserved matters have been approved for the energy centre, which formed part of the outline application. This would provide 20% of the site's energy needs from renewable sources.

7.17 Flooding or Drainage Issues

The Environment Agency have confirmed that they do not wish to comment on this application. Notably no objections were raised to the outline or reserved matters

applications on grounds of flooding.

7.18 Noise or Air Quality Issues

Issues associated with noise and air quality were assessed at the time of the original outline consent. It is not considered that proposed variation of condition 27, relating to the building dimensions, will have any impact on noise or air quality issues associated with the terminal. Notably, officers in the Council's Environmental Protection Unit have raised no objections.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

At the time of the original outline consent the applicant entered into a S106 agreement with the Council which agreed the following:

- (i) The permanent closure of passenger handling facilities in Terminal 1 following the full opening of the Heathrow East Terminal.
- (ii) The phased closure of passenger handling facilities in Terminal 1 following the opening of Phase 1 of the Heathrow East Terminal.
- (iii) A contribution of £100,000 towards implementation of the proposed West Drayton to Heathrow cycle route.
- (iv) A contribution of £25,000 to the Council's Air Quality Action Plan.
- (v) Funding of £150,000 per annum to the Heathrow Local Labour Strategy (with one third of the overall budget to be for the benefit of LB Hillingdon trainees) from commencement of the development for a period of 10 years. (Total £1.5m).
- (vi) BAA will use reasonable endeavours to ensure that arriving passengers will be able to access tourist and travel information relating to the West London area.
- (vii) Employment of an Environmental Liaison Officer responsible for co-ordinating construction impacts including acknowledging complaints within 1 working day formally responding within 3 working days.
- (viii) Provision of a dedicated construction workers' accommodation helpdesk.
- (ix) BAA to use reasonable endeavours to achieve reductions in CO2 emissions for the terminal building and its associated systems compared to emissions permitted under the National Building Regulations 2006 by achieving building design and technology energy efficiency measures as an integral part of the design of the new terminal building, the details of such measures and reductions for specification to have regard to Commitments offered by BAA to the GLA.
- (x) BAA to use reasonable endeavours to deliver further reductions in CO2 emissions through the application of Combined Heat and Power systems and the implementation of biofuel and other renewable energy technology measures, the details of such measures and reductions for specification to have regard to Commitments offered by BAA to the GLA.

No changes are proposed to the agreed S106 agreement. However, the Council's S106 Officer has confirmed that a deed of variation will be required in order for it to relate to the new Section 73 consent, should approval be granted.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

It is not considered that the proposal would compromise the high quality design of the

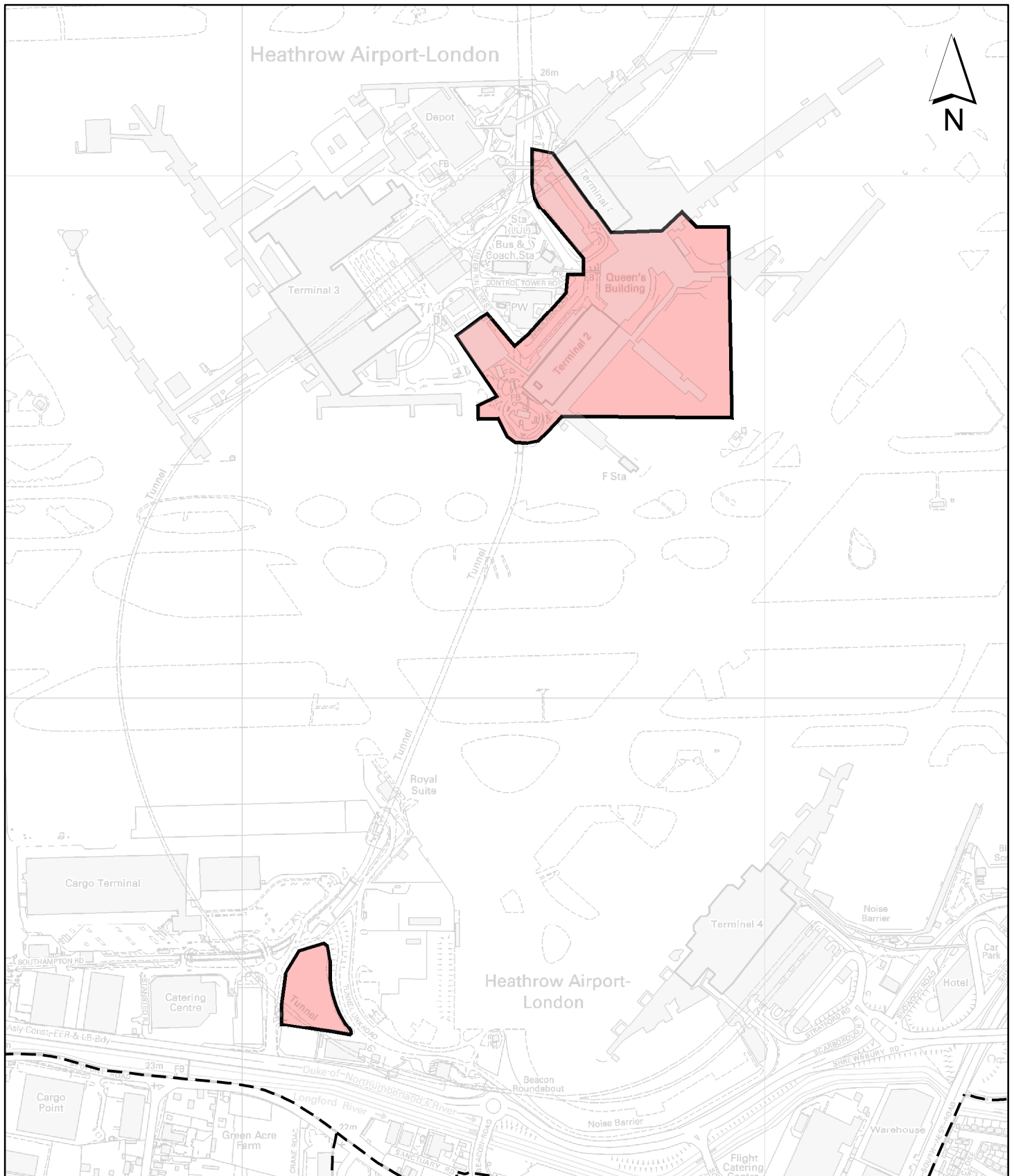
proposed terminal building or be detrimental to the character and appearance of the building or surrounding airport development. No other changes are proposed to the original outline consent, and it is not considered that the proposal would give rise to any new issues which have not previously been assessed. Sufficient information has been provided to confirm that the proposed car park, which will form part of a subsequent application/consultation, will not result in any detrimental impact on the terminal building and can be appropriately dealt with at a later stage. The proposal complies with relevant London Plan and UDP policies and, as such, approval is recommended.

11. Reference Documents

London Plan
Hillingdon Unitary Development Plan Saved Policies 2007
PPS 1 Delivering Sustainable Development
PPS 9 Biodiversity and Geological Conservation
PPS 10 Planning for Sustainable Waste Management
PPG 13 Transport
PPS 22 Renewable Energy
PPS 23 Planning and Pollution Control
PPG 24 Planning and Noise
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**T2, Queens Building, P/O T1
CTA and P5 Car Park
Heathrow Airport, Hounslow**

Planning Application Ref:

62360/APP/2009/2232

Planning Committee

Central and South

Scale

1:10,000

Date

December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

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Report of the Corporate Director of Planning & Community Services

Address UNIT E, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

Development: Reserved matters (details of siting, design, external appearance and landscaping) of Unit E (employment component) in compliance with condition 3 of planning permission ref.18399/APP/ 2005/3415 dated 02/03/2006 for variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref.18399/APP/2004/2284 dated 19/08/2005 for redevelopment of the site for a mixed-use development comprising Classes B1(a) and (c), B2 and B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping.

LBH Ref Nos: 18399/APP/2009/2119

Drawing Nos: 30179-PL-002
30179-PL-003
30179-PL-004
30179-PL-006
30179-PL-007
30179-PL-001A
30179-PL-005A
30179-PL-008A
30179-PL-009A
Noise Assessment

Date Plans Received: 01/10/2009 **Date(s) of Amendment(s):** 01/10/2009
Date Application Valid: 01/10/2009 03/12/2009
15/12/2009

1. SUMMARY

The application seeks approval of alternative reserved matters for the siting, design, external appearance and landscaping of Unit E in relation to outline planning permission ref. 18399/APP/2005/3415.

The current application seeks approval for various alterations to aspects of the scheme previously approved. These comprise:

- * The extension of the service yard by approximately 2,223 sq metres to the north of the unit.
- * Alterations to the design of the northern elevation (the substitution of 13 ramped access loading doors and 4 level access loading doors in lieu of the 6 ramped access loading doors and 4 level access loading doors previously approved).
- * The relocation of the existing palisade fence and extension of the existing acoustic fence around the extended service yard.
- * Amendments to the existing estate road and entrance to the service yard.

The reason given by the applicant for the amendments is to meet the individual requirements of a prospective occupier in order to ensure the tenancy of the unit and secure the associated employment opportunities.

The proposed alterations would still result in a development with an appropriate impact on the character and appearance of the area and the neighbouring Green Belt.

The landscaping of the site would remain satisfactory, as would the highways aspects. The residential amenity of nearby occupiers would not be compromised.

Subject to appropriate conditions the development would have no detrimental impacts in relation to flood risk or water quality.

Approval is therefore recommended subject to conditions.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 NONSC **Materials**

All external surfaces of the development shall be constructed of the materials, colours and finishes approved under application ref. 18399/APP/2006/3111 dated 12/03/2007 unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC **Boundary Treatments**

The boundary treatments on site shall be completed in strict accordance with the details shown on drawing nos. 30179-PL-005A, 30179-PL-008A and 30179-PL-009A prior to the occupation of the unit hereby approved.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 MCD10 Refuse and Recycling Facilities

No development shall take place until details of facilities to be provided for the secure, screened storage of refuse and recycling at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area and provide adequate storage for waste and recycling, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4A.21 and 4B.1.

6 TL5 Tree Planting

No development shall take place until details of proposed tree planting as shown indicatively on drawing no. 30179-PL-005A have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

The details shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of trees giving species, sizes, and proposed numbers,
- Implementation programme and schedule of maintenance.

The approved planting shall be completed within the first planting season following the completion of the development or the occupation of the building, whichever is the earlier period. Maintenance shall thereafter be carried out in accordance with the approved schedule.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 NONSC Cycle Parking

Cycle parking shall be provided on site in accordance with the details approved under application ref. 18399/APP/2006/547 dated 12/07/2006. The cycle parking shall be erected prior to the occupation of the unit hereby approved and thereafter be retained on site.

REASON

To ensure that adequate facilities are provided for cyclists in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

8 NONSC Access to building entrances

Accesses to the building entrances shall be constructed in accordance with the details approved under application ref. 18399/APP/2007/814 dated 05/06/2007.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 NONSC Berry Bearing Bushes

The berry bearing species for the landscaping of the site shall be no more than 25% of the total species on site and shall be spread throughout the planting palette rather than in concentrated areas. Details are to be submitted to and approved in writing by the Local Planning Authority.

REASON

To reduce the bird strike risk posed by winter thrushes and starlings in order to ensure compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 NONSC Wheel Washing

Prior to the commencement of development, plant equipment for the cleaning of construction vehicle wheels shall be installed in accordance with the details approved under application ref. 18399/APP/2006/3002 dated 30/11/2006. The equipment shall be retained during the period over which the development takes place, and used by all vehicles that leave the site.

REASON

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

11 NONSC Security Measures

Prior to the occupation of the unit hereby approved external lighting within the site shall be implemented in accordance with the details approved under application ref. 18399/APP/2007/108 dated 06/06/2007.

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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).

12 NONSC Noise Mitigation

The development hereby approved shall not be occupied until the existing 6.5 metre high timber acoustic fence along the eastern boundary of the service yard has been extended in accordance with the details shown on drawing nos. 30179-PL-005A, 30179-PL-008A and 30179-PL-009A and the specification contained in paragraph 5.3 of the Noise Assessment dated 14 December 2009 accompanying the application. Thereafter the fence shall be retained and maintained in good order for so long as the site remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

14 NONSC Bird Management Plan

The bird management plan approved under application ref. 18399/APP/2007/27 dated 06/06/2007 shall be implemented in relation to the unit hereby approved and maintained in perpetuity.

REASON

To avoid endangering the safe operation of aircraft through the attraction of birds in order to ensure compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Sustainable Drainage

Development shall not begin until a surface water drainage scheme for the 'extended service yard', including details of the surfacing material and based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to occupation of the development.

In relation to this condition the 'extended service yard' will be taken to mean the area of extended concrete service yard demonstrated on drawing no. 30179-PL-005A which is located outside the boundary of the concrete service yard demonstrated by drawing no. 30179-PL-002.

REASON

To prevent increased risk of flooding; to improve and protect water quality; and to ensure an appropriate appearance of the service yard in compliance with Policies 4A.13, 4A.14 and 4A.17 of the London plan (February 2008) and Policies OE7, OE8, BE13 and BE25 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 OM2 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in

accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative 7 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

18 NONSC Noise Mitigation

The development hereby approved shall not be implemented until all noise mitigation measures approved under application ref. 18399/APP/2007/106 dated 27/02/2007 have been implemented. Thereafter these measures shall be retained and maintained in good working order for so long as the site remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19 NONSC Electric vehicle charging points

Prior to the commencement of the development hereby approved, details of the installation (including location and type) of at least two electric vehicle charging points within the car park shall be submitted to, and approved in writing by, the Local Planning authority. The electric vehicle charging points shall be installed prior to occupation of the development and retained for the lifetime of the building.

REASON

To encourage sustainable travel and to comply with Policy 4A.3 of the London Plan (February 2008).

20 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 excising 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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

INFORMATIVES

1 I52 Compulsory Informative (1)

The application seeks approval of alternative reserved matters for the siting, design, external appearance and landscaping of Unit E in relation to outline planning permission ref. 18399/APP/2005/3415. The proposed alterations would still result in a development with an appropriate impact on the character and appearance of the area and the neighbouring Green Belt. The landscaping of the site would remain satisfactory, as would the highways aspects. The residential amenity of nearby occupiers would not be compromised. Subject to appropriate conditions the development would have no detrimental impacts in relation to flood risk or water quality.

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to

	neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
LPP 4A.22	Spatial policies for waste management

3

The plans and conditions attached to this planning permission relate only to the consideration of the development falling within the submitted red site outline for this application (drawing 30179-PL-001A). You are advised that the previous reserved matters approval ref. 18399/APP/2006/547 dated 12/07/2006 has been implemented through the erection of Unit E and associated works. Compliance with the conditions and approved plans of that planning permission must be ensured for all relevant areas which fall outside of the red site outline for this application.

This includes, but is not limited to, matters concerning the site layout, built form, materials, boundary treatments, ground levels, refuse storage, cycle storage, landscaping, security, noise mitigation and bird management.

4

For the avoidance of doubt, condition 16 requires the implementation, maintenance and retention of all noise mitigation measures approved under application ref. 18399/APP/2007/106. This includes measures which lie outside of the current application site, but are contained within the boundary of the development approved under outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005.

5

Any method statement in relation to condition 14 must ensure that flat/shallow pitched roofs are constructed to allow easy access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls to nest, roost or loaf on the building. Checks must be made weekly during the breeding season. Outside the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airfield Operations staff. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must hold the appropriate licences before the removal of nests or eggs.

6 13 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed

plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

7 115 Control of Environmental Nuisance from Construction Work

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

8 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

9 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

10 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

11 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate

consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12 146 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

13 147 Damage to Verge

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

14 143 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

15 145 Discharge of Conditions

Your attention is drawn to conditions 5, 6, 15, 16, 17, 19 and 20 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. The Council may consider taking enforcement action to rectify the breach of these conditions. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of 1.41 hectares and forms part of a wider development site for Classes B1(a) & (c), B2 and B8 employment uses of 12.08 hectares located adjacent to the Stockley Park employment area. The site is located 1.8km west of Hayes Town Centre and 0.8km north of the M4. Heathrow Airport is approximately 2.8km to the south.

The site is part of land which was in agricultural use until the late 1930's when it was developed by the Ministry of Defence (MoD) as a munitions factory during the Second World War. During the 1950's the site was converted for use as a file repository and contained a range of warehouse and office accommodation.

The construction of Unit E has been implemented on site in accordance with the details approved under reserved matters application 18399/APP/2006/547. Units A, B and F and the main access routes into the site from Stockley Road and Bourne Avenue have also been implemented in accordance with the relevant reserved matters approvals. The northern part of the site remains cleared awaiting future development.

The area surrounding the application site is mixed in character. To the south and west are Units A, B and F, beyond which is the Heathrow Express rail link which separates the wider development site from neighbouring Green Belt land. To the east of the site is the housing component of the former Ministry of Defence site, which was approved and provided for 101 residential units. To the south of the wider development site are Bourne Farm Playing Fields and other open Green Belt land.

3.2 Proposed Scheme

Reserved matters approval is sought for the siting, design, external appearance and landscaping of Unit E (employment component) in compliance with condition 3 of planning permission ref.18399/APP/2005/3415).

Reserved matters in relation to the siting, design, external appearance and landscaping of Unit E have previously been approved under planning permission ref. 18399/APP/2006/547. The unit has been erected on site in accordance with the details approved under this permission.

The current application seeks approval for various alterations to aspects of the scheme previously approved. These comprise:

- * The extension of the service yard by approximately 2,223 sq metres to the north of the unit.
- * Alterations to the design of the northern elevation (the substitution of 13 ramped access loading doors and 4 level access loading doors in lieu of the 6 ramped access loading doors and 4 level access loading doors previously approved).
- * The relocation of the existing palisade fence and extension of the existing acoustic fence around the extended service yard.
- * Amendments to the existing estate road and entrance to the service yard.

The applicant has advised that the changes are required to assist logistical operations by the prospective occupier and should approval be granted it will provide 120 jobs bringing vital employment to the Hayes area.

The siting, bulk, massing and scale (maximum of 13 metres in height) of the unit remain identical to the details previously approved under application ref. 18339/APP/2006/547). The total floor area of the unit of 6,298 sq metres, of which 618 sq metres comprises ancillary office space, also remains unchanged from the previous approval.

A total of 61 car spaces are provided along the western side of Unit E, including 6 spaces for people with disabilities. This level of provision is identical to that agreed under the previous reserved matters approval with the exception that 3 additional spaces for people with disabilities have been provided in lieu of 5 standard parking spaces previously approved in order to comply with condition 17 of the reserved matters approval.

3.3 Relevant Planning History

18399/APP/2004/2284 Former M O D Records Office Stockley Road Hayes Middx
REDEVELOPMENT OF THE SITE FOR A MIXED- USE COMPRISING (CLASSES B1(a) & (c), B2 AND B8) EMPLOYMENT USES AND (CLASS C3) RESIDENTIAL (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 19-08-2005 Approved

18399/APP/2005/2387 Former M O D Records Office Stockley Road West Drayton
RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF PLOT A (STORAGE/ DISTRIBUTION WITH ANCILLARY OFFICE) IN COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSION REF.18399/APP/2004/2284 DATED 19/08/2005 'REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) AND B1(c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING (OUTLINE APPLICATION)'.
RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE & LANDSCAPING) OF Unit F (employment component) in compliance with condition 3 of planning permission ref:18399/APP/2005/3415 dated 02/03/06 and variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential & employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/05 Redevelopment of the site for a mixed-use development comprising Classes B1(a) & (c), B2 & B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping

Decision: 30-11-2005 Approved

18399/APP/2005/3415 Former M O D Records Office Stockley Road West Drayton
VARIATION OF CONDITIONS 2,3,7,8,10,11,13,20, 21,22,26,29 & 30 (TO ALLOW SEPARATE PHASED SUBMISSIONS OF DETAILS RELATING TO RESIDENTIAL AND EMPLOYMENT COMPONENTS OF THE DEVELOPMENT) OF OUTLINE PLANNING PERMISSION REF.18399/ APP/2004/2284 DATED 19/08/2005: REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING

Decision: 02-03-2006 Approved

18399/APP/2006/2308 Former M O D Records Office Stockley Road West Drayton
Reserved matters (details of siting, design, external appearance & landscaping) of Unit F (employment component) in compliance with condition 3 of planning permission ref:18399/APP/2005/3415 dated 02/03/06 and variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential & employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/05 Redevelopment of the site for a mixed-use development comprising Classes B1(a) & (c), B2 & B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping

Decision: 03-11-2006 Approved

18399/APP/2006/547 Former M O D Records Office Stockley Road West Drayton
Reserved matters (details of siting, design, external appearance and landscaping) of Units B, E and F (employment component) in compliance with condition 3 of planning permission ref.18399/APP/ 2005/3415 dated 27/01/2006: Variation of conditions 2,3,7,8,10,11,13, 20,21,22,26,29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed use development comprising Use Classes B1(a) and (c), B2 and B8 employment uses and C3

residential use (up to a maximum of 101 units) with associated access, parking and landscaping.

Decision: 12-07-2006 Approved

18399/APP/2007/2724 Former M O D Records Office Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF UNITS C AND D (EMPLOYMENT COMPONENT) IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF.18399/APP/2005/3415 DATED 27/01/2006: VARIATION OF CONDITIONS (TO ALLOW SEPARATE PHASED SUBMISSIONS OF DETAILS RELATING TO RESIDENTIAL AND EMPLOYMENT COMPONENTS OF THE DEVELOPMENT) OF OUTLINE PLANNING PERMISSION REF.18399/ APP/2004/2284 DATED 19/08/2005: REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING.

Decision: 17-12-2007 Approved

18399/APP/2007/2725 Former M O D Records Office Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF UNITS C, D AND G (EMPLOYMENT COMPONENT) IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF.18399/APP/2005/3415 DATED 27/01/2006: VARIATION OF CONDITIONS (TO ALLOW SEPARATE PHASED SUBMISSIONS OF DETAILS RELATING TO RESIDENTIAL AND EMPLOYMENT COMPONENTS OF THE DEVELOPMENT) OF OUTLINE PLANNING PERMISSION REF. 18399/APP/2004/2284 DATED 19/08/2005: REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING.

Decision: 17-12-2007 Approved

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

Planning Policy Statement 1 (Delivering Sustainable Development) (January 2005)
Planning Policy Guidance Note 13 (Transport) (April 2001)
Planning Policy Statement 23 (Planning and Pollution Control) (November 2004)
Planning Policy Guidance Note 24 (Planning and Noise) (October 1994)
The London Plan (February 2008)

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) are referenced in the relevant section below

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

Part 2 Policies:

- OL5 Development proposals adjacent to the Green Belt
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- LPP 4A.22 Spatial policies for waste management

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **31st December 2009**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised as major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 158 neighbours were consulted. 1 reply has been received objecting on the grounds:

1. Loss of sunlight to adjoining houses and gardens.
2. Reduction in value of adjoining properties.
3. Loss of amenity to adjoining properties as a result of noise and nuisance from floodlights.

Internal Consultees

TREES AND LANDSCAPE OFFICER

The proposal is to extend the service yard of Unit E to the north, to assist logistical operations by the occupier. The existing 6.5 metre high acoustic fence on the east boundary is to be extended northwards to mitigate noise to the adjacent residential site to the east. The planted woodland to the east of the new acoustic fence would be unaffected by the fencing proposal but will reduce any visual impact of it. There is no proposal to alter the offices, car parking or associated landscaping

which will be retained as previously approved.

New 2.4 metre high galvanised steel palisade fencing is proposed to secure the northern boundary, to match the existing site boundary fences. The proposed site layout includes the planting of 2 new trees to the north of the new entrance. These trees should be detailed to match the existing tree-lined avenue.

There is no objection to the proposal subject to conditions requiring details of the proposed tree planting and to ensure its implementation and subsequent maintenance.

ENVIRONMENTAL PROTECTION UNIT

No objection on noise grounds, subject to the existing 6.5m high acoustic fence being extended along the eastern boundary of the northern extension of the service yard as shown on the submitted drawings.

HIGHWAYS ENGINEER

No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established under outline planning permission ref. 18399/APP/2004/2284 granted on 19 August 2005 and the subsequent reserved matters approval granted on 12 July 2006 under ref. 18399/APP/2006/547. Accordingly, there is no objection to the principle of the proposal.

7.02 Density of the proposed development

The application seeks reserved matters approval for the siting, design, external appearance and landscaping of an industrial unit. Density is not therefore considered to be a relevant consideration.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site does not lie within a conservation area or area of special local character. Nor is the site located in the vicinity of a listed building.

Archaeological implications of the entire development were considered under the outline application and conditions 24 and 26 of the outline approval (18399/APP/2004/2284) ensure that archaeological work must be undertaken before development work commences on new parts of the site.

7.04 Airport safeguarding

The height of the proposed building remains identical to that existing on site. At 13m the height of the proposal does not contravene airport safeguarding criteria.

Despite the height of the proposal not being sufficient to warrant consultation with BAA or NATS, conditions requiring the submission and approval of a bird management plan and restricting the number of berry bearing bushes have previously been imposed for all units within the site. It is considered that to ensure the continued effectiveness of these measures across the site these conditions must also be imposed on the proposed unit, accordingly they are included within the recommendation.

7.05 Impact on the green belt

Initial consideration of the impact of the overall development on the Green Belt was made at the outline planning stage. The development was considered to have a greater impact on the Green Belt than the previous single/two storey buildings, however, it was

determined that sufficient area was available to screen and soften the impact of any new built development.

Unit E is screened from the adjoining Green Belt land to the west of the wider development site by Unit B and existing landscape buffers along the side of the railway line. It is also screened from the adjoining Green Belt land to the south by Unit F and a landscaped buffer up to 13 metres in width which has been provided along the southern boundary of the overall site. The proposed alterations to Unit E and its service yard would therefore have no greater impact on the Green Belt than the approved scheme. The development is therefore considered to comply with UDP Saved Policy OL5.

7.07 Impact on the character & appearance of the area

The siting, mass, bulk and scale of the proposed unit are identical to those considered under reserved matters approval 18399/APP/2006/547. Accordingly, it is considered that any impacts on the character and appearance of the area would be limited to those of the amended northern elevation, the increased area of service yard and the amendments to the proposed fencing.

In relation to the northern elevation, 10 vehicular loading bays (6 ramped bays and 4 level bays) were included on this elevation under the previous reserved matters approval. The current application seeks 17 vehicular loading bays (13 ramped bays and 4 level bays) on this elevation. This elevation is only visible from within the industrial site itself and the proposed design would be consistent with the design of the units and the site as a whole. Accordingly, this alteration does not raise any concerns with regard to the character and appearance of the area.

The current proposal seeks an increase of 2,223 sq metres in the size of Unit E's service yard above that approved under the previous reserved matters consent. Permission has previously been granted for a hard landscaped car parking/servicing area and the portions of two industrial units in this location under reserved matters approvals 18399/APP/2007/2724 and 18399/APP/2007/2725. It is considered that the proposed service yard would have a similar impact on the character and appearance of the area as the previously approved proposals and would be consistent with the overall design quality of the larger industrial site. Accordingly, this aspect of the proposal does not raise any concerns with regard to the character and appearance of the area.

It is not considered that the relocation of the existing 2.4 metre high palisade fence and extension of the existing 6.5 metre high acoustic fence around the extended service yard raises any concerns with regard to the character and appearance of the area.

It is considered that the design of the proposed building and the proposed landscaping are complementary to the surrounding area and in accordance with Policies BE13 and BE38 of the Unitary Development Plan Saved Policies.

7.08 Impact on neighbours

The proposed service yard would not extend any closer to the nearest residential properties to the east of the site in Nine Acres Close. These are presently situated approximately 14 metres away and separated by a woodland buffer strip and an existing 6.5 metre high timber acoustic fence. The Environmental Protection Unit raises no objection to the development in terms of the impact of noise on these properties subject to the existing acoustic fence being extended along the eastern boundary of the extension of the service yard as indicated on the submitted drawings. This can be secured by an appropriate condition in the event of planning permission being granted. The proposed fence would be on the same line as the existing fence and not result in any undue loss of

light to, or outlook from, these properties. It would also screen the service yard and rear elevation of Unit E from these properties.

Accordingly, the proposal would not have any detrimental impacts on the residential amenity of nearby properties and is considered to accord with Policies BE19, BE20, BE21, BE24 and OE1 of the Unitary Development Plan Saved Policies.

7.09 Living conditions for future occupiers

The application is not for residential accommodation, accordingly this consideration is not relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The traffic generation and impacts of the development on the operation of the wider highway network were considered under the outline planning permission.

The Council's Highways Engineer raises no objection to the proposed amendments to the existing estate road and entrance to the service yard.

The car parking arrangements and cycle parking arrangements remain unchanged from the previously approved application.

No objections are therefore raised in terms of traffic impacts, car parking, cycle parking, highways safety or pedestrian safety.

7.11 Urban design, access and security

Aspects relating to the design changes have been addressed in section 7.07 of the report.

Access arrangements have been addressed in section 7.10 of the report.

Security issues for the unit as a whole were considered under the previous application and considered acceptable.

7.12 Disabled access

All access issues were considered under the previous applications and remain unchanged.

7.13 Provision of affordable & special needs housing

The application is not for residential accommodation, accordingly this consideration is not relevant.

7.14 Trees, landscaping and Ecology

The landscaping of the areas around the application site has previously been considered under outline planning permission ref. 18399/APP/2004/2284 and reserved matters approval ref. 18399/APP/2006/547). The proposal would not result in a reduction of the previously approved on site landscaping. The proposed site layout includes the planting of 2 new trees to the north of the new entrance. The Council's Trees and Landscape Officer raises no objection to the proposal subject to conditions requiring details of the proposed tree planting and to ensure its implementation and subsequent maintenance.

Accordingly, it is considered that the scheme would maintain an appropriate landscape environment both within the application site and in relation to the wider area, consistent with Policy BE38 of the Unitary Development Plan Saved Policies.

With regard to ecology, the outline planning permission considered the impact of the development on the adjoining nature conservation area. The assessment concluded that while the development would have direct impacts on the site and on the adjoining Site of Importance for Nature Conservation (SINC), Natural England were consulted and raised no objections subject to the inclusion of specific conditions. Conditions were included in the outline planning permission, which required specific works in relation to the relocation of badger setts and the removal Japanese Knotweed. These conditions were considered to satisfactorily address the impact of the development on nature conservation interests. No additional conditions are considered necessary in this regard.

7.15 Sustainable waste management

In relation to waste management, Policy 4A.22 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the unit and proposed service yard to accommodate appropriate waste and recycling facilities. A condition is proposed to ensure these facilities maintain an appropriate appearance.

7.16 Renewable energy / Sustainability

The current application seeks design and layout amendments to a previously approved scheme which has been implemented on site. With the exception of drainage impacts arising from the increased area of hard standing and a condition concerning electric charging points (to address London Plan policies) it is not considered that any consideration of sustainability, above that given to the reserved matters approval 18399/APP/2006/547 and the outline planning permission, is warranted.

Issues relating to the impact of the hard standing area on drainage are dealt with in section 7.17 of the report.

7.17 Flooding or Drainage Issues

The construction of Unit E and the associated area of service yard approved under reserved matters application 18399/APP/2006/547 have been implemented on site in accordance with the planning permission and the drainage of these areas is therefore considered to be satisfactory. However, sustainable drainage solutions for the site were not considered necessary in relation to these aspects of the scheme.

The proposed extension to the service yard of the unit would represent a significant increase in the level of hard standing above that approved under application 18399/APP/2006/547. The approved plans for the northern part of the site confirmed the acceptability of this area being utilised for hard standing and built form only subject to appropriate sustainable urban drainage solutions being implemented.

Given that the overall built form of proposed Unit E and the majority of the service yard have been completed in accordance with the previous planning permission, which did not require sustainable drainage solutions, a retrospective condition relating to these aspects of the development would be both unreasonable and unnecessary failing to meet the tests set out within Circular 11/95: 'The Use of Conditions in Planning Permissions'.

The 2,223 sq metres extension to the service yard, however, has not yet been constructed on the site. The previous applications relating to this part of the site (refs. 18399/APP/2007/2724 and 18399/APP/2007/2725) did require the utilisation of sustainable urban drainage techniques and indicate such measures have historically been necessary on this part of the site. A condition requiring the use of sustainable urban

drainage systems on this particular part of the site is considered necessary and would meet the relevant tests.

Subject to the above suggested condition being included within the recommendation the scheme does not raise any concerns with regard to flooding or drainage.

7.18 Noise or Air Quality Issues

Issues relating to noise impacts have been dealt with in section 7.08 of the report.

Issues relating to air quality were considered under the grant of the outline planning permission, accordingly the proposal does not give rise to any concerns relating to air quality.

7.19 Comments on Public Consultations

The issue of the impact of the proposal on the amenities of the occupiers of neighbouring residential properties is dealt with in section 7.07 of the report. It is considered that the proposed extension of the existing 6.5 metre high timber acoustic fence along the eastern boundary of the extension of the service yard would screen the service yard and rear elevation of Unit E from the nearest residential properties and would be sufficient distance away to avoid any loss of light to, or outlook from, these properties. It would also prevent transmission of noise and glare from floodlights to these properties. The perceived reduction in property values is not a planning consideration.

7.20 Planning obligations

The application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the outline planning permission.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest

infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

The application seeks approval of alternative reserved matters for the siting, design, external appearance and landscaping of Unit E in relation to outline planning permission ref. 18399/APP/2005/3415.

The current application seeks approval for various alterations to aspects of the scheme previously approved. These comprise:

- * The extension of the service yard by approximately 2,223 sq metres to the north of the unit.
- * Alterations to the design of the northern elevation (the substitution of 13 ramped access loading doors and 4 level access loading doors in lieu of the 6 ramped access loading doors and 4 level access loading doors previously approved).
- * The relocation of the existing palisade fence and extension of the existing acoustic fence around the extended service yard.
- * Amendments to the existing estate road and entrance to the service yard.

The reason given by the applicant for the amendments is to meet the individual requirements of a prospective occupier in order to ensure the tenancy of the unit and secure the associated employment opportunities.

The proposed alterations would still result in a development with an appropriate impact on the character and appearance of the area and the neighbouring Green Belt.

Subject to appropriate conditions the development would have no detrimental impacts in relation to flood risk or water quality.

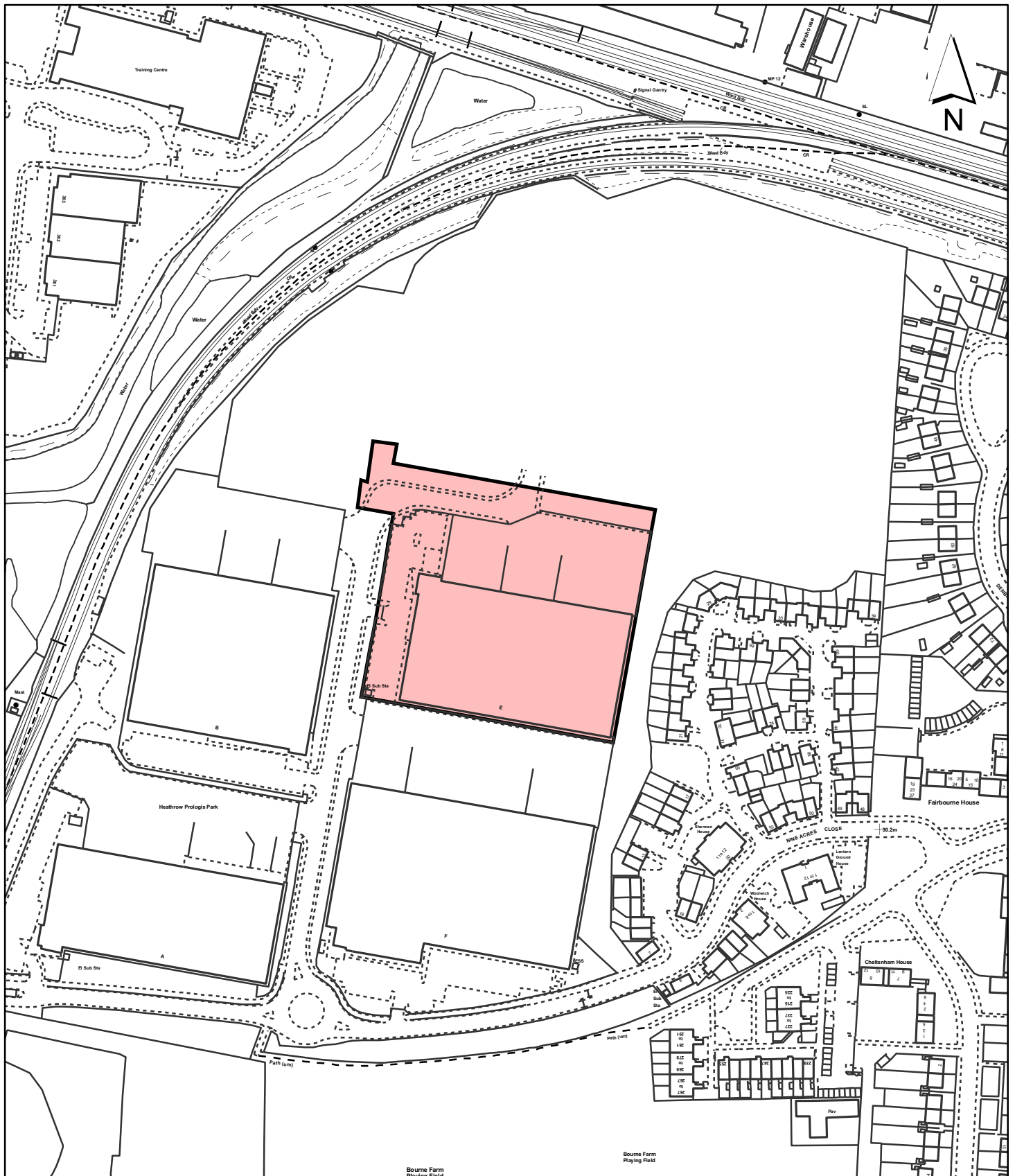
Approval is therefore recommended subject to conditions.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development) (January 2005)
Planning Policy Guidance Note 13 (Transport) (April 2001)
Planning Policy Statement 23 (Planning and Pollution Control) (November 2004)
Planning Policy Guidance Note 24 (Planning and Noise) (October 1994)
The London Plan (February 2008)

Contact Officer: Mark Smith

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Unit E Prologis Park
Stockley Road
West Drayton**

Planning Application Ref:

18399/APP/2009/2119

Planning Committee

Central and South

Scale

1:2,500

Date

December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Corporate Director of Planning & Community Services

Address BUILDING 63 PHASE 500 RIVERSIDE WAY UXBRIDGE MIDDLESE

Development: Redevelopment of the site to provide up to 7,200 sq m of light industrial (Class B1c) and/or general industrial (Class B2) and/or storage and distribution (Class B8) floorspace, including ancillary office floorspace together with associated car parking and landscaping (Outline Application).

LBH Ref Nos: 56862/APP/2009/2247

Drawing Nos: Q2/189/PL/0001
Q2/189/PL/0002 Rev E

Date Plans Received: 19/10/2009 **Date(s) of Amendment(s):** 19/10/2009

Date Application Valid: 19/10/2009 17/12/2009

1. SUMMARY

This application seeks outline planning permission for the redevelopment of the site to provide up to 7,200m² of B1c (light industry), B2 (general industrial) and/or B8 (storage and distribution) floorspace with ancillary office space, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge. Details of access have been provided at this stage with details of appearance, landscaping, layout and scale reserved for future consideration.

The application site has historically been used for industrial use and, in this instance, the site benefits from an extant outline planning permission for provision of B1c, B2 and B8 use on the site (ref: 56862/APP/2001/2595). Variation to condition 1(ii) of that consent to allow an extension of time to submit reserved matters until May 2010 was approved in September 2006 (ref: 56862/APP/2006/2311).

No objections are raised to the principle of the development and it is considered that the proposed development would be visually acceptable in this location. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land. The proposed car parking is considered to be acceptable and no objections are raised on highway grounds. The proposed is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) Travel plans to be prepared in accordance to be prepared in accordance with TfL's guidance and to include a bond quantum of £20,000.

- ii) A financial contribution of £25,000 towards air quality monitoring initiatives.
 - iii) A contribution of £2,500 for every £1 million build cost towards construction training initiatives in the borough.
 - iv) Public realm improvement works to 4 hectares of Green Belt at the southern end of the site. Including the restoration of the land and the ongoing management and maintenance at the applicants expense.
 - v) A contribution equal to 5% of the total cash contributions to enable the management and monitoring of the S106 agreement.
- b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.
- c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.
- d) That if by 18th January 2009, the S106 Agreement has not been finalised, delegated powers be given to the Director of Planning and Community Services to refuse planning permission for the following reasons:
1. The development is not considered to have made adequate provision, through planning obligations, for contributions towards construction training or monitoring, or monitoring. Given that a legal agreement or unilateral undertaking has not been secured to address this issue, the proposal is considered to be contrary to Policy R17 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's Supplementary Planning Document for Planning Obligations (Adopted July 2008).
 2. The development is not considered to have provided appropriate mitigation measures, which in this case would be a travel plan to TFL guidelines and contributions towards air quality monitoring initiatives, to ensure that there would be no detrimental impact on local air quality within a designated Air Quality Management Area contrary to policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Hillingdon's Air Quality Supplementary Planning Guidance (Adopted 2002) and Policy 4A.6 of the London Plan (February 2008).
 3. The development would fail to provide appropriate enhancement and landscaping of associated Green Belt Land in order to mitigate the impacts of the proposed built form and accordingly would result in a detrimental impact on the visual amenity of the Green Belt contrary to Policy OL5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
- e) That subject to the above, the application be deferred for determination by the Director of Planning and Community Services under delegated powers, subject to the completion of legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers to the applicant.
- f) That if the application is approved, the following conditions be attached:-

1 OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 OUT3 Approval of Details

Approval of the details of the access, landscaping, layout, scale and appearance of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority, before development is commenced.

The detailed drawings and supporting documentation to be submitted shall as part of the reserved matters shall incorporate the following:

- (i) Traffic and car parking arrangements, including electric vehicle charging points capable of charging multiple vehicles, the means of ingress and egress, new road junctions, the closure of existing access (where appropriate), visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements,
- (iii) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (iv) Hard and soft landscaping plans (including green roofs),
- (v) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vi) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (vii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (viii) Details of refuse and recycling facilities, secure cycle storage, changing facilities, lockers and showers for users of and visitors to the development,
- (ix) A construction management plan including a method statement,
- (x) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities;
- (xi) Detail of energy efficiency and sustainability measures.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i) and (ii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (iii) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (iv) To ensure the Local Planning Authority is able to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) and Policy 4A.11 OF THE London Plan (February 2008),
- (v), (vi) and (vii) To ensure the development relates satisfactorily to adjoining Green Belt land and other properties in accordance with Policies OL5 and BE13 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (viii) To provide a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008);
- (ix) To protect the amenity of neighbouring occupiers and accord with polices OE1 and BE19 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (x) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.
- (xi) To provide appropriate on site renewable energy and reduce carbon emissions in accordance with Chapter 4A of the London Plan (February 2008), PPS1 and PPS - Planning and Climate Change.

4 NONSC Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

REASON

To ensure the investigation of the site and recording of findings in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

5 NONSC EA1

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) October 2009 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 100year plus climate change critical storm so that there is at least a 60% reduction in run-off from the existing site discharge rate and no increase to the risk of flooding off-site.
2. Provision of compensatory flood storage on / or in the vicinity of the site to a 1 in 100year plus climate change flood event.
3. Finished floor levels are set no lower than 30.8 m above Ordnance Datum (AOD).

REASON

To prevent flooding to the site and elsewhere by ensuring the satisfactory storage of/disposal of surface water from the site and compensatory storage of flood water is

provided. To reduce the impact of flooding on the proposed development and future occupants.

6 NONSC EA2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON

The groundwater below the site is likely to flow into the adjacent River Colne. Hence, any polluted groundwater present at the site may pollute the river. Therefore, if contamination is encountered during development, a strategy to deal with the contamination must be devised to ensure the groundwater and the adjacent river remain free from pollution.

7 NONSC EA3

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON

Confirmation of the foundation design and assessment of the associated risk that the foundations pose to the deep groundwater system is required. This is because foundation piles installed through contamination have the potential to mobilise contaminants. This can result in their release into the environment and may lead to pollution of the groundwater.

8 NONSC EA4

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON

SUDs are proposed as a means of disposing of surface water at the site. Some forms of SUDs (primarily soakaways) can result in groundwater pollution. Hence, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

9 NONSC EA5

Prior to the commencement of development a scheme for the provision and management of the buffer zone alongside the River Colne shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

1. plans showing the extent and layout of the buffer zone;
2. details of the planting scheme (using locally native plant species, of UK genetic provenance);
3. details of any lighting scheme;
4. details demonstrating how the buffer zone will be protected during development and

managed/maintained over the longer term.

This buffer zone shall be measured from the top of the bank (defined as the point at which the bank meets the level of the surrounding land) and shall be free of structures, hard standing and fences. All buildings including balconies and cantilevered structures, must be set back at least 8 metres from the bank top of the watercourse. Formal landscaping should not be incorporated into the buffer zone.

REASON

To maintain the character of the River Colne and provide undisturbed refuges for wildlife using the river corridors and in order to avoid problems such as fragmentation of the buffer by fencing; the placing of rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works. To accord with government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and the UK Biodiversity Action Plan.

10 NONSC EA6

Prior to the commencement of development a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

1. detail extent and type of new planting (NB planting within the buffer zone to be of native species);
2. details of maintenance regimes;
3. details of any new habitat created on site;
4. details of treatment of site boundaries and buffer zones to the River Colne.

REASON

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy (PPS9).

11 NONSC EA7

Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of Japanese Knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese Knotweed during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

REASON

Japanese Knotweed is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent its spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment.

12 NONSC Contamination

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a

remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works. Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 NONSC Details relating to 3(i)

The electric vehicle charging points, capable of charging multiple vehicles, approved in compliance with Condition 3(i) shall thereafter be implemented in accordance with the approved plans

REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

14 NONSC Details relating to 3(ii)

The parking/turning/loading/ unloading arrangements approved in compliance with Condition 3(ii) shall accord with the Local Planning Authority standards and shall be provided before the development is occupied, or brought into use, or within such longer period as the Local Planning Authority may agree in writing. Thereafter, they shall be retained for so long as the development remains in existence.

REASON

To ensure that adequate facilities are provided and retained to service the development without creating conditions prejudicial to the free flow of traffic in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Details relating to 3(vii)

The boundary treatment for the development approved in compliance with Condition 3(vii) shall be provided before occupation of any of the buildings approved in the relevant phase or within such longer periods as the Local Planning Authority may agree in writing. The boundary treatment shall thereafter be retained for so long as the development remains in existence.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC Details relating to 3(viii) Part 1

The cycle parking arrangements approved in compliance with Condition 3(viii) shall

contain details of covered and secure cycle storage, changing facilities, lockers, and showers for users of and visitors to the development. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

17 NONSC Details relating to 3(viii) Part 2

The refuse and recycling arrangements approved in compliance with Condition 3(viii) shall be covered, appropriately sign posted, secure and screened. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

18 NONSC Details relating to 3(ix)

The construction management plan approved in compliance with Condition 3(ix) shall contain details of:

- (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) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

19 NONSC Details relating to 3(x)

The plans and details relating to disabled access and facilities approved in compliance with Condition 3(x) shall ensure that:

- (i) All areas to which the public have access designed to achieve where feasible, a

gradient no steeper than 1:60,

(ii) Level access is provided to all buildings

(iii) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,

(iv) All buildings, including their approach designed in accordance with BS 8300:2009,

(v) External areas, including landscaped areas designed to be inclusive.

The facilities approved in compliance with Condition 3(xii) shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

20 TL4 Landscaping Scheme (outline application)

The development hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme to be submitted to and approved in writing by the Local Planning Authority as part of the details of the proposed development required by condition No. 3

The scheme shall include:-

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following:-

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

21 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local

Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22 TL7 Maintenance of Landscaped Areas

The reserved matters of landscaping required under condition number 3 shall include a landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

23 SUS2 Energy Efficiency Major Applications (Outline - Bespoke)

The reserved matters submissions relating to layout, scale and appearance required by condition 3 shall be accompanied by an energy efficiency report which must be approved in writing by the Local Planning Authority.

The energy efficiency report shall demonstrate that the development will achieve the highest level of reduction in carbon dioxide emissions required by either the Mayors Energy Hierarchy as set out in the London Plan Consolidated with Alterations since 2004 (February 2008), or the adopted policy on carbon dioxide reductions at the time of submission.

No development shall take place on site until the energy efficiency report has been approved and thereafter the methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

24 NONSC Green Roof

The reserved matters of Layout, Appearance and Landscaping required by condition 3 shall demonstrate the provision of a green roof system to the buildings or provide a robust justification in writing for the omission of such a system for approval.

No development shall take place until details of the green roof system or the omission of

such a system has been approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details.

REASON

In order to ensure proper consideration of and compliance with Policy 4A.11 of the London Plan (February 2008).

INFORMATIVES

1 152 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3

You are advised that all matters are reserved on the current outline application and therefore further consideration will be required in relation to the majority of material planning matters and adopted policies at reserved matters stage.

In particular you are advised that any proposal which would involve the creation of a service yard in the east or south-east corners of the approved development area would have significant potential to have detrimental impacts associated with noise. An appropriate and up to date noise assessment should be submitted alongside any reserved matters submission and if the development cannot be demonstrated to fully comply with relevant policy any reserved matters application may be:

- a) Refused due to an unacceptable noise impact; or
- b) Be approved subject to conditions securing a combination of physical and administrative noise mitigation measures.

4

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

5

The following planning informative should be attached to any planning permission granted:

Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8m of a main river such as The River Colne and the Uxbridge Moor Loop. This is irrespective of any planning permission granted.

6

GREEN ROOFS

This site would provide an ideal opportunity to incorporate a green roof into the design of the industrial building. We want green roofs to be a mainstream technology within new developments in London, in keeping with the Greater London Authority's Living Roofs policy. Our vision is that developers will promote the use of green roofs to:

1. create a better and more sustainable London
2. deliver better quality places to live and work
3. create a low-carbon city
4. adapt to and mitigate the effects of climate change

Green roofs can:

1. Help maintain pre-development or greenfield run-off volumes and rates from development sites.
2. Reduce energy consumption.
3. Improve biodiversity on all new development sites.
4. Help ensure that developments are designed to adapt to climate change.
5. Help improve the quality of water/run-off.

There are also benefits for the developer and their team:

1. Civil and Mechanical Engineers will be able to use the green roof in run-off calculations and reduce the need for air conditioning.
2. Landscape and Ecology Consultants can mitigate impacts and improve the development for ecology.
3. The cost of the green roof over the lifetime of a development is no more than a conventional roof and can be balanced with savings in other areas, such as ground-level storm water solutions and energy demand

BUFFER ZONES

The corridor adjacent to a watercourse provides important habitat for the terrestrial life-stages of many aquatic insects e.g. dragonflies. In order that this river corridor can be of benefit to wildlife it should remain undeveloped and in a natural state. Buffer zones to watercourses are required for the following purposes: (i) to allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat; (ii) to provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals; (iii) to provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range of linked habitats; (iv) to allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself. This mix of conditions encourages proliferation of a wide range of aquatic species, including fish; (v) to allow, where appropriate, for the regrading of banks to a lower and safer profile, in areas where there is public access; (vi) to prevent overshadowing of watercourses by buildings; and (vii) to reduce the risk of accidental pollution from run-off. The buffer zone should be managed so as to foster a natural character with native trees and shrubs used and any grass areas left unmown or mown only later in the season to enhance their floristic and habitat value. These measures benefit various kinds of wildlife, but are particularly important for terrestrial life stages of aquatic insects, such as dragonflies.

PLANTING

It is advised that any proposed planting within the buffer zone, and elsewhere on the site wherever possible, should comprise native species. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

LIGHTING

Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using/inhabiting the river and its corridor habitat. Sodium lamps should be used where possible as they have the least impact on wildlife, particularly invertebrates, which bats feed on. The use of mercury lamps should be avoided as they emit ultraviolet light which affects numerous insect species. There should be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse are maintained at background levels. We consider background levels to be a Lux level of 0-2. Artificial lighting should be directional and focused with cowlings to light sources in close proximity to the river corridor. The river channel with its wider corridor should be considered Intrinsically Dark Areas and treated as recommended under the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Light Pollution'.

FENCING

If replacement fencing is proposed within the buffer zone the fencing must be of an open type, such as palisade, iron railings or wooden post and rail. This fencing must have a clear gap below. Open fencing maintains a more continuous buffer zone of broadly natural character along the bank top, providing a corridor for the unrestricted movement of wildlife.

BASELINE ECOLOGICAL SURVEY AND ASSESSMENT REPORT

We are satisfied with the ecological survey documentation supplied as part of the Baseline Ecological Survey and Assessment Report, produced by Viewpoint Associates LLP. We advise that suitable conditions are drawn up by the LPA to cover the recommendations proposed; in particular, relating to any European Protected Species or Biodiversity Action Plan species.

7 152 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The site currently comprises an approximately 1.4ha irregularly shaped site, at the southern end of the Riverside Way Estate, off Rockingham Road. The western most part of the site is currently being informally used for car parking for the adjacent commercial building. The remainder of the site is vacant. It is bounded to the north by Riverside Way, the main access into the estate, and industrial warehouse buildings; to the west by the River Colne, which demarks the London Borough of Hillingdon/South Buckinghamshire borough boundaries, and beyond by residential properties on large open plots; to the south by open Green Belt land; and to the east also by the River Colne, beyond which is St. John's Road.

The majority of the site falls within the North Uxbridge Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map. The southern and

western most part of the site falls within the Green Belt and is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. Parts of the River Colne to the east and west of the site, in addition to some land to the south, are designated as a nature reserve managed by the London Wildlife Trust and form part of London's Blue Ribbon Network. The application site lies within Flood Zone 2, and small sections of the site adjacent to the watercourses lie within Flood Zone 3. Rockingham Road and St. John's Road are designated as London Distributor Roads.

3.2 Proposed Scheme

The application seeks outline planning permission for the redevelopment of the site to provide up to 7,200 sq m of light industrial (B1c) and/or general industrial (B2) and/or storage and distribution (B8) floorspace including ancillary office floorspace together with associated car parking and landscaping. All matters, i.e. appearance, landscaping, layout, scale and access are reserved for subsequent approval. Although not for approval, two potential scheme options are submitted as indicative information to provide an indication of the potential layout and appearance of buildings and how they could be configured within the site together with access, parking and landscaping arrangements.

The applicant has submitted various technical papers that describe the development and assess the impact of the proposal. These are summarised below:

* Planning Statement

This statement sets out the information in support of the application, describes the proposed development and demonstrates how this accords with relevant planning policies at national, regional and local level.

* Design and Access Statement

This statement describes the site context and sets out the considerations and design rationale which have contributed to the design of the proposed development.

* Flood Risk Assessment

* Transport Statement (incorporating Travel Plan)

* Air Quality Assessment

* Geo-Environmental Assessment

* Sustainability & Energy Strategy

* Ecological Assessment

* Soft Landscape Specification

* Landscaping Management Manual

* Arboricultural Survey

* Archaeological Desk Top Survey

* Waste Management Strategy

* Noise Assessment

3.3 Relevant Planning History

56862/APP/2001/2595 Land At North East And South Areas Of Riverside Way Estate Rockir
REDEVELOPMENT OF SITES TO PROVIDE CLASS B1(a), (b) AND (c), B2 AND B8 USE
WITH ASSOCIATED PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 25-05-2004 Approved

56862/APP/2005/116 Land At North East And South Areas Of Riverside Way Estate Rockir
RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE,
LANDSCAPING AND MEANS OF ACCESS) FOR PHASES 300 AND 400 IN COMPLIANCE
WITH CONDITION 1 OF OUTLINE PLANNING PERMISSION REF.56862/ APP/2001/2595
DATED 25/05/2004: REDEVELOPMENT TO PROVIDE CLASS B1(a),(b) & (c), B2 AND B8
USE WITH ASSOCIATED PARKING AND LANDSCAPING

Decision: 09-06-2005 Approved

56862/APP/2005/1675 Land At North East And South Areas Of Riverside Way Estate Rockir
DISCHARGE OF CONDITION 4 OF PLANNING PERMISSSION REF: 56862/APP/2005/116
DATED 13/06 2005 IN RESPECT OF DETAILS OF THE ACCESS ROAD AND PAVEMENT
BETWEEN THE APPLICATION SITE AND MILL HOUSE

Decision: 28-06-2005 Approved

56862/APP/2005/1898 Land At North East And South Areas Of Riverside Way Estate Rockir
DETAILS OF ACCESS TO PARKING SPACES IN COMPLIANCE WITH CONDITION 3 OF
PLANNING PERMISSION REF.56862/APP/2005/477 DATED 14/04/2005: CONSTRUCTION
OF TWO DISABLED CAR PARKING SPACES

Decision: 22-07-2005 Approved

56862/APP/2005/3006 Land At North East And South Areas Of Riverside Way Estate Rockir
DETAILS OF A PROGRAMME OF ARCHEOLOGICAL WORK IN COMPLIANCE WITH
CONDITION 7 OF OUTLINE PLANNING PERMISSION REF: 56862/APP/2001/2595 DATED
25/05/2004 'REDEVELOPMENT OF SITE TO PROVIDE CLASS B1(a), (b) AND (c), B2 AND
B8 USE WITH ASSOCIATED PARKING AND LANDSCAPING'

Decision: 09-12-2005 Approved

56862/APP/2005/485 Land At North East And South Areas Of Riverside Way Estate Rockir
NOTICE NO.1 - DETAILS OF A SITE SURVEY PLAN, TREE PROTECTION MEASURES,
LANDSCAPE MAINTENANCE, WORKS TO A WATERCOURSE, REMOVAL OF
VEGETATION , EXTERNAL LIGHTING, TRAFFIC ARRANGEMENTS AND TRAFFIC
MANAGEMENT DURING CONSTRUCTION, REFUSE STORAGE, ACCESS TO BUILDINGS,
PARKING FOR PEOPLE WITH DISABILITIES AND STORAGE OF WASTE RECEPTACLES
(PHASE 300 AND 400) IN COMPLIANCE WITH CONDITIONS 2, 4, 6, 13, 14, 15, 17, 19, 20,
21, 22 AND 25 OF OUTLINE PLANNING PERMISSION REF.56862/APP/2001/ 2595 DATED
25/05/2005: REDEVELOPMENT TO PROVIDE CLASS B1(a), (b) & (c), B2 AND B8 USE WITH

ASSOCIATED PARKING AND LANDSCAPING
NOTICE NO.2 - DETAILS OF SURFACE WATER CONTROL IN COMPLIANCE WITH
CONDITION 12 OF OUTLINE PLANNING PERMISSION REF. 56862/APP/2001/ 2595 DATED
25/05/2005: REDEVELOPMENT TO PROVIDE CLASS B1(a), (b) & (c), B2 AND B8 USE WITH
ASSOCIATED PARKING AND LANDSCAPING

Decision: 10-06-2005 Approved

56862/APP/2005/493 Land At North East And South Areas Of Riverside Way Estate Rockir

APPROVAL OF RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL
APPEARANCE, LANDSCAPING AND MEANS OF ACCESS) FOR A 20 SPACE CAR PARK
PURSUANT TO OUTLINE PLANNING PERMISSION REF.56862/APP/2001/ 2595 FOR
'REDEVELOPMENT TO PROVIDE CLASS B1 (A), (B) AND (C), B2 AND B8 USES WITH
ASSOCIATED CAR PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 14-04-2005 Approved

56862/APP/2006/2311 Land At North East And South Of Riverside Way Estate Rockingham

VARIATION OF CONDITION 1(ii) (TO ALLOW AN EXTENSION OF TIME TO SUBMIT
RESERVED MATTERS) OF OUTLINE PLANNING PERMISSION REF: 56862/APP/2001/2595
DATED 25/05/2004 'REDEVELOPMENT TO PROVIDE B1 (a), (b) & (c) B2 AND B8 USES
WITH ASSOCIATED PARKING AND LANDSCAPING'

Decision: 11-09-2006 Approved

Comment on Relevant Planning History

The site benefits from an extant outline planning permission for provision of Class B1(a), (b) and (c), B2 and B8 floorspace with associated parking and landscaping (ref: 56862/APP/2001/2595, as varied by pp ref: 56862/APP/2006/2311) which remains valid until May 2010.

4. Planning Policies and Standards

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement Planning and Climate Change
Planning Policy Guidance Note 4 (Industrial, Commercial Development and Small Firms)
Planning Policy Guidance Note 13 (Transport)
Planning Policy Guidance Note 24 (Planning and Noise)
Planning Policy Statement 25 (Planning and Flood Risk)
The London Plan (February 2008)
Council's Supplementary Planning Guidance - Transport Accessibility and Movement
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance for Planning Obligations

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) are referenced in the relevant section below.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.
- PT1.6 To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated local nature reserves or other nature reserves, or sites proposed by English Nature or the Local Authority for such designations.
- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL5 Development proposals adjacent to the Green Belt
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves
- EC3 Potential effects of development on sites of nature conservation importance
- BE13 New development must harmonise with the existing street scene.
- BE25 Modernisation and improvement of industrial and business areas
- BE34 Proposals for development adjacent to or having a visual effect on rivers
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area

- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE3 Provision of small units in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **17th December 2009**
- 5.2 Site Notice Expiry Date:- Not applicable

17th December 2009

6. Consultations

External Consultees

The application was advertised as major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 90 neighbours were consulted. 3 replies have been received raising the following concerns:

- (a) Concerns regarding adequacy of parking and increase in on street car parking
- (b) Traffic impact, in particular HGV's
- (c) Loss of residential area to industrial units
- (d) Loss of privacy

SOUTH BUCKS DISTRICT COUNCIL

Object for the following reasons:

Any increase in floorspace above that allowed on appeal would inevitably result in additional floorspace and bulk and additional hardsurfacing at the expense of soft landscaping, which would be likely to render the proposed development more visible from within the adjacent Green Belt contrary to paragraph 3.15 of PPG2.

Objection is also raised to the lack of landscaping along the western boundary of the site adjacent the River Colne given the scale of the proposed development and particular objection is raised to the proximity of Unit B Option 2 to the western boundary of the site adjacent to the River Colne especially when it is viewed in conjunction with the adjacent Warehouses to the immediate north.

As such, the proposal would be contrary to policies GB1 and EP4 of the South Bucks District Local Plan (adopted March 1999).

The properties in Cherry Tree Lane may suffer increased levels of noise and disturbance from the manoeuvring of HGV's and employees vehicles accessing the site.

ENVIRONMENT AGENCY

No objection, subject to conditions.

LONDON WILDLIFE TRUST

Are supportive of the proposals, although proposals would need to be reviewed in further detail on submission of reserved matters.

ENGLISH HERITAGE - ARCHAEOLOGY

The archaeological assessment accompanying the application indicates that the site has the potential to contain archaeological remains. The proposed development may, therefore, affect remains of archaeological importance.

No objection, subject to the archaeological position should be reserved by attaching a condition to any consent granted under this application.

Internal Consultees

HIGHWAYS

The vehicular traffic generation based on surveys carried out in June, 2009 and assessment of the Rockingham Road/Riverside Way junction show a reduction in traffic compared to that approved in year, 2001.

The junction has been demonstrated to operate within capacity in year 2014, with a ratio of flow to capacity of 0.685.

72 car parking spaces are provided, the Council's maximum standard could permit 98 spaces

HGV's will be able to access and egress the site in forward gear.

A travel plan framework has been provided. A Condition is required to ensure delivery of a 10 year travel plan complying with current TfL guidance.

No objections are raised on highway grounds.

URBAN DESIGN - Comments on superseded parameters plan

The scheme regards the development of the phase 500 of the Rockingham Road Industrial Estate in the form of an outline application for B1, B2 and B8 use and 72 car parking spaces.

The application site is situated to the west of the existing Rockingham Road Industrial Estate, a coherent development with access from Riverside Way, bounded to the North and South by the River Colne. Part of the application site is situated in the Green Belt, and abuts the Uxbridge Moor, a Nature Conservation Area. Large parts of the site currently consist of hard standing, and part of the application site is currently used for car parking. However, the site has a strategic location, as it is bounded by the River Colne to the north as well as to the south. The water corridor creates a strong and strategic potential for ecological as well as recreation purposes. The site is surrounded by vegetation along the west, north and south boundaries. However, the existing vegetation does not provide much of a screening in wintertime, and consequently large parts of the site are currently visually exposed, especially from the south. The island effect of the geographical location is part of the distinct character of the site, and needs to be retained from a local as well as regional point of view. The river landscape forms part of a strategic blue ribbon network, of great potential importance for Uxbridge as well as for west London as a whole. It is therefore not advisable to erect any type of solid, high boundary screens or fence to disguise the proposed development, as this would block essential views and disrupt the continuity and freeflowing character of the river landscape.

Two options for re-development have been shown for indicative purposes, firstly a single unit, positioned to the south west of the site, enhanced by some new planting along the south bank and Riverside Way, and the delivery zone positioned to the north of the proposed building.

The second indicative option proposes a twin unit with joint access from Riverside Way, and the new development units positioned to the south and to the north of the access point. Option 2 is characterised by a larger total footprint and a configuration which forces the built elements closer to the northern river bank. Whilst the proposed southern block has an active frontage in the form of a glazed single element along Riverside Way, the northern building has been set further back and presents a blank facade along the eastern edge, with the main frontage and access positioned along the internal access road. Tree and shrub planting creates a green structure along the internal access street. From an urban design point of view the lack of a coherent active frontage along Riverside Way is a strong drawback, which needs to be revised in the detailed design process. It is also important to ensure that the proposed landscaping is carried out in a scale which matches the proposed large scale of development in terms of extent, size and quality of vegetation.

A key consideration from an urban design point of view is the visual impact of the development on the character and appearance of the adjacent Green Belt. Notably the proximity of the Northern Block in Option 2 is considered to have a detrimental visual impact on the river landscape corridor as seen from the North of the site, as the scale, height and massing of the building would be very prominent, and would dominate views into the site.

The topography of the site is relatively flat, and the retention of the character and appearance of the existing landscape border surrounding the site along the river bank is an essential aim for the area, in order to retain the local distinctiveness of the site. This includes creating a respectful distance to the river Colne and the surrounding river banks, where existing vegetation is an essential landscape element.

From an urban design point of view it is considered that the western boundary of the proposed unit B protrudes too far into the river landscape, and that the proposed Option 2 consequently would have a detrimental visual impact on the tranquil and semi-wild appearance of the Green Belt. It is consequently recommended that the western commercial block should not protrude any further to the west than the existing building line of the commercial building at the adjacent No. 25 Rockingham Road.

Although a visual impact assessment of the impact of the proposal on the Green Belt was requested at pre-application stage, we note that the no such information has been submitted as part of this application. One key issue which requires further information is the visual impact of the proximity of the south-west corner of the single unit in option 1 to the river bank, and the adjacent existing development.

CONSERVATION OFFICER

This is a large industrial site adjacent to the Uxbridge Moor Conservation Area and opposite to the General Elliot PH, Grade II listed.

Given the location of the site, any new proposals should be in keeping with the appearance and character of the Conservation Area and should not be detrimental to the setting of the listed building. An archaeological survey for the site should also be carried out in consultation with GLAAS (Greater London Archaeological Advisory Service).

With regards to the overall plan, at this stage, the outline option 2 showing two smaller units (Unit A+B) would be considered more appropriate in terms of bulk addition and mass, in comparison to one large unit as shown in option 1. However, this would have to be assessed in detail, once full drawings showing height and design including servicing arrangements of the proposed buildings are submitted as part of the next stage of application.

Option 2 (Unit A+B) considered more appropriate, subject to elevation and design details. Archaeological survey required, and should be conditioned.

TREES & LANDSCAPE

An amended parameters plan have been received which confirms that the western edge of the built development will not extend beyond the line of the existing buildings to the north.

This arrangement will equate to the 10 metre set back suggested in my previous email and will secure a wider spatial buffer between the mass of the westernmost building and the river corridor.

No objection.

ENVIRONMENTAL PROTECTION UNIT - CONTAMINATION

No objection, subject to conditions.

ENVIRONMENTAL PROTECTION UNIT - AIR QUALITY

The air quality assessment follows appropriate methodology and I have no comments to make with regards to this aspect. The only assessment made within the air quality report is for the road traffic associated with the proposed development. No details have been provided of any sources of emission that may be associated with energy provision for the site. Should this change, especially if there is a request for the use of renewable energy sources such as biomass or use of renewable fuels such as biodiesel, a further air quality assessment will need to be submitted.

Construction

The report references the London Councils and GLA Best Practice Guidance for the control of dust and emissions from construction and demolition sites. Before any development commences the site must be risk assessed using this Guidance and a construction management plan submitted for approval, including all mitigation measures necessary, to protect nearby residents during this process.

Operational

The report has assessed the pollutant concentrations at the nearest sensitive receptors and concluded that although there is an increase in pollutant concentrations these are deemed insignificant.

The pollutant concentration with regards to annual mean nitrogen dioxide at the worse case receptor is predicted to be above the mandatory EU limit value in 2009. By the time of the development this has been assessed, even with a predicted increase in pollutant concentrations from the operation of the development, to drop to below the permitted level by 2014. This is due to assumptions made in improvements in background concentrations including improved future road vehicle technology.

It should be noted, however that, in common with many urban areas, the levels of concentrations in Hillingdon are not in fact showing a significant downward trend in concentration levels therefore a degree of precaution should be applied to this situation. In addition the existing receptors are experiencing pollution levels above the mandatory EU limit value which comes into force in 2010 therefore in this case all efforts must be made to reduce emissions and improve pollution levels.

The London Councils Air Quality and Planning Guidance, as referred to in the assessment, would define this development within the category APEC B ie not sufficient for refusal however mitigation measures must be considered.

Given the above I would advise that all mitigation measures to reduce emissions from the operation of the site should be evaluated for potential use. This would include traffic management measures to reduce the impact of the road traffic on the surrounding road network, ensure emissions from traffic directly related to the site are addressed ie use of travel plans for employees, use of fleet management plans to reduce emissions from any HGVs or other fleet vehicles using the site including the use of alternative fuels and/or electric vehicles where appropriate.

Given that the development will increase levels of pollution in an area predicted to be close to the permitted levels I would request a s106 contribution for air quality monitoring within the area and for measures associated with implementation of the Air Quality Action Plan.

ENVIRONMENTAL PROTECTION UNIT - NOISE

The information submitted indicates that the scope of the proposed outline permission, for example

indicative option 2, has the potential to produce noise resulting in significant harm to residential amenity. This is a consequence of the service yard of one of the units being located relatively close to the nearest noise sensitive receivers.

I would therefore suggest that a proposal similar to option 2 should not be sought at reserved matters stage. If the applicant insists on pursuing any option in which the service yard is situated in the south east or east of the site, strict conditions would have to be imposed in order to make the noise impact acceptable. These conditions could cover (i) restrictions on hours of use such as to prevent use at night, (ii) prohibition of use of vehicle reversing alarms or restrictions on types of vehicle reversing alarm, and (iii) increasing height of acoustic fence and locating acoustic fence closer to service yard to make it more effective.

S106 OFFICER

Proposed Heads of Terms:

- A 10-year Green Travel Plan to be prepared in accordance with TfL's guidance and to include a bond quantum of £20,000.
- A financial contribution of £25,000 towards air quality monitoring initiatives.
- A contribution of £2,500 for every £1 million build cost towards construction training initiatives in the borough.
- Public realm improvement works to 4 hectares of Green Belt at the southern end of the site. These works will include the restoration of the land and the ongoing management and maintenance. The applicant will undertake these works at their own expense.
- A contribution equal to 5% of the total cash contributions to enable the management and monitoring of the S106 agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

A large proportion of the site falls within the North Uxbridge Industrial and Business Area as designated in the Hillingdon Unitary Development Plan Saved Policies September 2007 and the planning history indicates that industrial use of this site has been well established since at least the early 1980s.

The site also benefits from an extant outline planning permission for provision of Class B1(a), (b) and (c), B2 and B8 floorspace with associated parking and landscaping (ref: 56862/APP/2001/2595, as varied by pp ref: 56862/APP/2006/2311) which remains valid until May 2010.

The principle of providing business, industrial and/or warehouse units on the site for B1(c), B2 or B8 purposes can be established through policies LE1, LE2 and LE3 of the UDP, providing site specific issues can be satisfactorily addressed.

7.02 Density of the proposed development

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to residential density are not pertinent.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The application site does not lie within an archaeological priority area, however the site is of a size whereby consideration of archaeology is necessary.

The application has been supported by a desk based archaeological assessment. The assessment has been reviewed by English Heritage who are of the view the site has the potential to house archaeological remains, but that subject to a condition to ensure the undertaking of appropriate assessments prior to development the proposals would be acceptable.

Subject to an appropriate condition the proposal would comply with policy BE3.

The application site lies in proximity to the southern tip of the Uxbridge Moor Conservation Area and in proximity to the General Elliot PH (A Grade II Listed Building), However the proposals would retain a buffer of at least 38m, including landscaping, between the proposed development and either of these areas.

The Council's Conservation Officer considers that an appropriate appearance, with respect to impact on these areas, could be achieved at reserved matters Stage and accordingly no objection is raised to the proposal with respect to policies BE4 or BE10 of the Saved Policies UDP.

7.04 Airport safeguarding

The proposal would have a maximum height of 14m as demonstrated by the submitted parameters plan and would not conflict with any airport safeguarding criteria.

7.05 Impact on the green belt

There is some uncertainty as to the precise location of the Green Belt boundary due to the scale of the UDP constraints plan, however at the time of writing this report the balance of evidence would suggest that the proposed development area would run precisely along the Green Belt Boundary to the north of the site.

Accordingly, the proposed built form should be considered with respect to Policy OL5 of the Saved Policies UDP which states 'The Local Planning Authority will normally only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design traffic or activities generated'.

An amended parameters plan had been received which would line up the development area with the rear boundary of the existing industrial unit at number 25 Riverside Way. The proposal would allow for a building with a maximum height of 14m to be erected in this location.

The amended plan is considered to provide for an improved relationship on the western boundary and would allow for an additional 10m landscape buffer to be provided alongside the Green Belt, it should be noted that this area is covered with hard standing in the existing situation. The approved outline masterplan included the provision of buildings in this location (i.e. the current scheme accords with the previously approved masterplan).

The application also provides for the soft landscaping of areas of land within the Green Belt, to the south of the application site, which are currently set as hardstanding, and these proposals would serve to further enhance the visual amenity of the Green Belt.

Overall, the proposals would provide for an enhanced area of landscaping on the western boundary of the site with the Green Belt and enhance the landscape setting of Green Belt land to the south of the application site. Overall it is considered that the scheme would adequately enhance the western boundary to compensate for proposed built form and would enhance the visual amenity of the Green Belt as a whole. Accordingly the proposal is considered to comply with Policy OL5 of the Saved Policies UDP.

7.07 Impact on the character & appearance of the area

The application site forms the southern part of the Riverside Way Estate, which is largely characterised by relatively large scale modern industrial buildings and associated car parking. The existing estate has been developed to a high standard and, as such, it is important that the proposed development meets this design quality in terms of scale,

massing, height, materials and landscaping.

To the east and west the site is surrounded by relatively narrow strips of Green Belt land beyond which is the River Colne. The southern part of the site is also designated as Green Belt, although this is currently poorly maintained, and still contains hardstanding from the previous building on the site.

The plans confirm that the proposed development would have a maximum height of 14m and would have a maximum floorspace of 7,200m² although the likely layout is unclear at this outline stage. To the west the area of built development would follow the building line established by existing buildings to the north, and the parameter plans indicate the built area would be respectful of the Green Belt land to the south and east. Notably the extant permission at the site allows for considerably more floorspace and also encroaches onto the Green Belt land to the south.

Given the industrial nature of the area, it is not considered that the proposed development would be unduly prominent in this location or out of keeping with the character and appearance of surrounding development. Full details of layout, scale, appearance and landscaping would be provided at reserved matters stage and the developer has confirmed that the development would reflect the high quality design of the existing estate.

The Green Belt land to the south would be restored and significant improvements would be made to the areas to the east and west of the built area, adjacent to the river corridors. It is considered that this would significantly enhance the character and appearance of the existing Green Belt, the future development on the site and the surrounding area.

7.08 Impact on neighbours

The proposed development area, upon which building could be located, is approximately 38m from the Pipemakers Arms PH, which is likely to have a residential unit above and approximately 50m from the nearest purely residential property and a maximum height of 14m is proposed for any buildings on site.

Accordingly it is considered that the proposed development area is sufficiently separated from residential properties that it would not give rise to any concerns regarding loss of light, overlooking or loss of amenity by way of dominance.

The proposal would therefore be appropriate with regard to Policies BE10, BE21 or BE24 of the Saved Policies UDP.

Potential impacts on neighbouring properties arising from the proposed use, with regard to noise, are addressed in the relevant section below.

7.09 Living conditions for future occupiers

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to the living conditions of future residential occupiers are not pertinent.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT

Matters relating to access are reserved at this stage, however the development would necessarily be served by a vehicular access from Riverside Way.

The application has is supported by a transport statement, which is based on recent surveys from June 2009. The statement indicates that the current proposal would result in

reduced trip generation and a reduction in traffic as the Rockingham Road/Riverside Way junction when compared to the extant planning permission. This is primarily because the planning permission currently proposed would not allow office use, which result in significantly higher trip generation than industrial uses.

The Council's Highways Officer has reviewed the information and considers that it has been demonstrated the the junction would operate within capacity and that the proposal is acceptable in terms of traffic generation.

CAR PARKING AND LAYOUT

Given the outline nature of the proposal only indicative details have been provided at this stage. However, the submission indicates the provision of 72 car parking spaces, which would accord with the Council's maximum standards, although the final level of necessary provision would depend on the floorspace agreed at reserved matters stage.

Adequate space could be provided for the manoeuvring of HGV's on site, although the precise layout would remain subject to reserved matters approval.

The application site is also considered to contain adequate space to accommodate cycle storage of an appropriate design, the precise level of which would be dependant on the floorspace approved at reserved matters stage.

A travel plan framework has been provided and the completion of a detailed travel plan and its implementation for an appropriate period would be secured through a S106 serving to minimise levels of car parking and traffic generation.

Overall, the submission indicates that the proposed development would be acceptable in terms of traffic generation and would be capable of providing an appropriate site layout, in terms of highways considerations, and level of car parking. The schemes layout is reserved for subsequent consideration and detailed highways matters in this respect would form part of a subsequent reserved matters application, accordingly detailed conditions are not necessary at this stage.

Subject to a legal agreement to secure the implementation of a Travel Plan the proposed development would accord with policies AM2, AM7, AM9, AM14 and AM15.

No objections are raised on highway grounds.

7.11 Urban design, access and security

Issues relating to design and access are dealt with elsewhere within this report.

In relation to security the proposal contains adequate flexibility that an appropriate level of security could be achieved through the detailed design which would need to take place at reserved matters stage.

7.12 Disabled access

The application seeks outline planning permission for an industrial/commercial development with all matters reserved.

The consideration of disabled access hinges on aspects of layout and building design which are not currently under consideration. However, there is sufficient scope within the submitted parameters plan to ensure that the development would fully meet the needs of people with disabilities and this would be ensured through the consideration of a reserved

matters application at a later stage.

7.13 Provision of affordable & special needs housing

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to affordable or special needs housing are not pertinent.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

The 1.4ha site is currently part-vacant hard-standing / part-used as a temporary car park, following the demolition of a former office building. It comprises a roughly triangular site at the southern end of the Riverside Way Estate, bounded to the north by the tree-lined estate road and to the east and west by two tree-lined arms of the River Colne which converge at the southern end (forming the apex of the triangular plot). In addition to the trees edging the riversides the southern end of the site comprises an area of deciduous woodland. An informal footpath provides access to the River Colne (west arm) and wraps around the south of the site from where it return to Riverside Way via the west bank of the east arm of the river.

There are no Tree Preservation Orders affecting trees on, or close to, the site. Uxbridge Moor Conservation Area is situated to the east of St John's Road (to the east of the R. Colne). The southern and western edges of the site fall within the Green Belt and is designated a Nature Conservation Site of Metropolitan or Borough Grade 1 Importance. Part of this land is a designated Nature Reserve (Uxbridge Moor), managed by the London Wildlife Trust.

An arboricultural implications assessment has been submitted in support of the application and concludes that, of the 150No trees surveyed, 54No. are required to be removed. Of these, 18No. trees are to be removed to facilitate the development, with the remaining 36No. recommended for removal on the grounds of good arboricultural practice.

The Council's Trees and Landscape Officer has reviewed the proposals for tree removals and has no objections with regard to the proposals for tree removals.

Amended plans have been received which set the western boundary of the development area in line with the rear building line of the neighbouring building at no. 25 Riverside Way, thereby ensuring that an appropriate landscape buffer will be retained with the Green Belt/Conservation Area to the west. The proposals would also involve the removal of hardstanding from the southern area of the site and replaced with soft landscaping to enhance the surrounding landscape value and complement neighbouring Green Belt Land.

Matters relating to landscaping are reserved for subsequent determination and detailed aspects of the landscape proposals will need to be approved at this stage, accordingly the development proposals are considered acceptable in terms of Policy BE38.

ECOLOGY

The Green Belt land to the south and west of the site and adjacent river corridors are designated as Nature Conservation Sites of Metropolitan or Borough Grade I Importance and also as Nature Reserves managed by the London Wildlife Trust.

There is some uncertainty as to the precise location of the boundary due to the scale of the UDP constraints plan. However, the London Wildlife Trust have advised that their records show the boundary of the Nature Reserve only extends to the boundary of property ownership and the proposed development area would therefore allow for a landscape buffer of approximately 10m to the Nature Reserve at the west of the site. This area is currently covered by hard standing and the proposals would therefore serve to enhance the landscaping and habitat in this location.

The London Wildlife Trust have commented that they would be supportive of proposals to restore parts of the site to soft landscaping and potentially improve access to the nature conservation area. However, have provided no detailed advice relating to the potential impacts of the proposal on ecology.

The ecological assessment indicates that the some trees within the Nature Reserve are scheduled for removal due to poor quality, however these could be removed without harm to protected species.

A sufficient landscape buffer would be provided adjacent to the Nature Conservation Area to prevent the built form from having a detrimental impact on ecology and accordingly the proposal is considered to comply with Policy EC1 of the Saved Policies UDP.

7.15 Sustainable waste management

Policy 4A.22 of the London Plan requires the provision of suitable waste and recycling storage facilities in all new developments.

The application is supported by a Waste Management Briefing Note which sets out objectives to provide waste storage areas for both waste and recycling in areas which are appropriate in terms of access arrangements.

Given the outline nature of the application the refuse and recycling storage areas are not shown at this stage, however there is sufficient scope within the outline proposals for appropriately located and designed storage facilities to be provided. Subject to an appropriate condition the development would accord with policy 4A.22 of the London Plan.

7.16 Renewable energy / Sustainability

Chapter 4A of the London Plan requires developments to incorporate sustainable design features and make a contribution towards mitigating and addressing climate change.

Policy 4A.1 requires developments to make the fullest contribution to the mitigation of and adaptation to climate change and to minimise emissions of carbon dioxide. The policy requires that proposals use less energy, supply energy efficiently and use renewable energy.

Policy 4A.7 requires that developments achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

Policy 4A.11 expects major developments to incorporate living roofs and walls where feasible to achieve as many of the following objectives as possible: accessible roof space, adapting to and mitigating climate change, sustainable urban drainage, enhancing biodiversity and improved appearance.

The application is supported by a Sustainability and Energy Statement in order to address

these issues. The methodology of the statement and indicative measures proposed are considered to generally fall below the requirements of the London Plan and insufficient justifications have been provided for this shortfall (including in relation to the lack of green roofs and insufficient provision of renewable technology).

However, the application seeks outline planning permission with all matters reserved and given this situation it cannot be expected to address all issues in detail. The application proposes two large industrial buildings on a relatively open site and it is considered that subject to appropriate detailed design at reserved matters stage the outline proposals currently under consideration would be capable of meeting the policy criteria of the London Plan.

Subject to conditions to secure details of the incorporation of the Mayor's Energy Hierarchy and the provision of Green Roofs (or a detailed and appropriate justification for the lack of such provision) alongside the submission of any reserved matters submission it is considered that the development would accord with the sustainability policies set out within chapter 4A of the London Plan and the objectives set out within PPS1 and PPS Planning and Climate Change.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent developments in areas liable to flooding unless appropriate flood protection measures are proposed. Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere.

The site lies largely within Flood Zone 2, with small part of the site closer to the watercourses being within Flood Zone 3. Accordingly consideration of flood risk is necessary in relation to the current proposals.

Of relevant to this consideration the application seeks outline permission for the erection of industrial buildings (Use Classes B1c, B2 and/or B8) which are defined as less vulnerable uses in terms of flood risk and the site is currently 100% hard surfaced containing a stockpile of materials.

The application is supported by a detailed flood risk assessment and drainage strategy, which concludes that the proposal would reduce the level of impermeable hard surfacing on site by 12.5% and subject to the implementation of SUDS and other mitigation measures would achieve appropriate surface water run off rates. The report further concludes that the development would provide safe dry vehicular access to/from the development and that the development proposals as a whole are robust complying with guidance within PPS25 - Development and Flood Risk.

The Environment Agency have reviewed the submission and consider that, subject to the imposition of conditions, the development would have no unacceptable impacts with regard to flood risk or the environment in general.

Overall, it is considered that flood risk has been adequately taken into account within the development proposals and that the development would not give rise to increased risk of flooding elsewhere or result in unacceptable risks for future employees. Subject to conditions the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP and guidance within PPS25 - Development and Flood Risk.

7.18 Noise or Air Quality Issues

NOISE

The application is supported by a PPG24 noise assessment. This assessment has been reviewed in detail by the Council's Environmental Protection Unit who have advised that if a service yard were to be proposed in the east or south-east of the site, as shown by indicative option 2, the development would give rise to a level of noise which would potentially result in the need for physical and/or operational mitigation measures.

However, all matters are reserved for subsequent consideration and the parameters plan submitted is equally capable of accommodating a development which does not give rise to these concerns. Given the outline nature of the application it is not possible to determine if such restrictions are necessary, or the type of restrictions that may be appropriate until submission of a reserved matters application. If conditions were attached at this outline stage they may not meet the test within circular 10/95 and issues relating to the appropriateness of the development in terms of noise should therefore be dealt with at reserved matters stage. If the proposals submitted at reserved matters stage gave rise to significant noise concerns they could be refused or appropriate conditions attached.

Having regard to the outline nature of the application it is considered that the application is capable of providing for a development which accords with Policies OE1 and OE3 of the Saved Policies UDP. However, further consideration of noise will be necessary at reserved matters stage and an informative is recommended to advise the applicant of potential issue.

AIR QUALITY

The application site lies within the South of the Borough where Air Quality is of significant concern and has been supported by an Air Quality Assessment.

The development is defined within the category APEC B of The London Councils Air Quality and Planning Guidance, this category indicating that air quality impacts are not sufficient for refusal however mitigation measures must be considered.

The Council's Air Quality Officer within the Environmental Protection Unit has reviewed the proposals and advised that subject to the implementation of mitigation measures the development is considered acceptable.

The development would provide for air quality mitigation measures in the form of a Green Travel Plan and a contribution towards air quality monitoring initiatives which are to be secured by way of a legal agreement. Subject to the completion of an appropriate legal agreement the proposal is considered acceptable in terms of its impact on air quality.

7.19 Comments on Public Consultations

Issues (a), (b), (d) and the comments from South Bucks District Council are addressed within the body of the report.

In relation to issue (c) the proposed development is located within an Industrial and Business area as referenced within the Principle of Development section and is in accordance with the relevant policies.

In relation to the comments from South Buck District Council amended plans have also been received which serve to increase the size of the landscape buffer on the western

boundary with the Green Belt. This amended plan is considered to address concerns in this regard.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

The Council's S106 officer has advised that contributions should be provided towards construction training, air quality, provision of a comprehensive Travel Plan, and project management and monitoring. The applicant has agreed to the restoration of Green Belt land at the southern end of site and to the ongoing management and maintenance of this land.

Subject to a legal agreement to secure the Heads of Terms set out within the recommendation the application would provide for appropriate planning obligations.

7.21 Expediency of enforcement action

Not Applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

None.

10. CONCLUSION

This application seeks outline planning permission for the redevelopment of the site to provide up to 7,200m² of B1c (light industry), B2 (general industrial) and/or B8 (storage and distribution) floorspace with ancillary office space, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge. Details of access have been provided at this stage with details of appearance, landscaping, layout and scale reserved for future consideration.

The application site has historically been used for industrial use and, in this instance, the site benefits from an extant outline planning permission for provision of B1c, B2 and B8 use on the site (ref: 56862/APP/2001/2595). Variation to condition 1(ii) of that consent to allow an extension of time to submit reserved matters until May 2010 was approved in September 2006 (ref: 56862/APP/2006/2311).

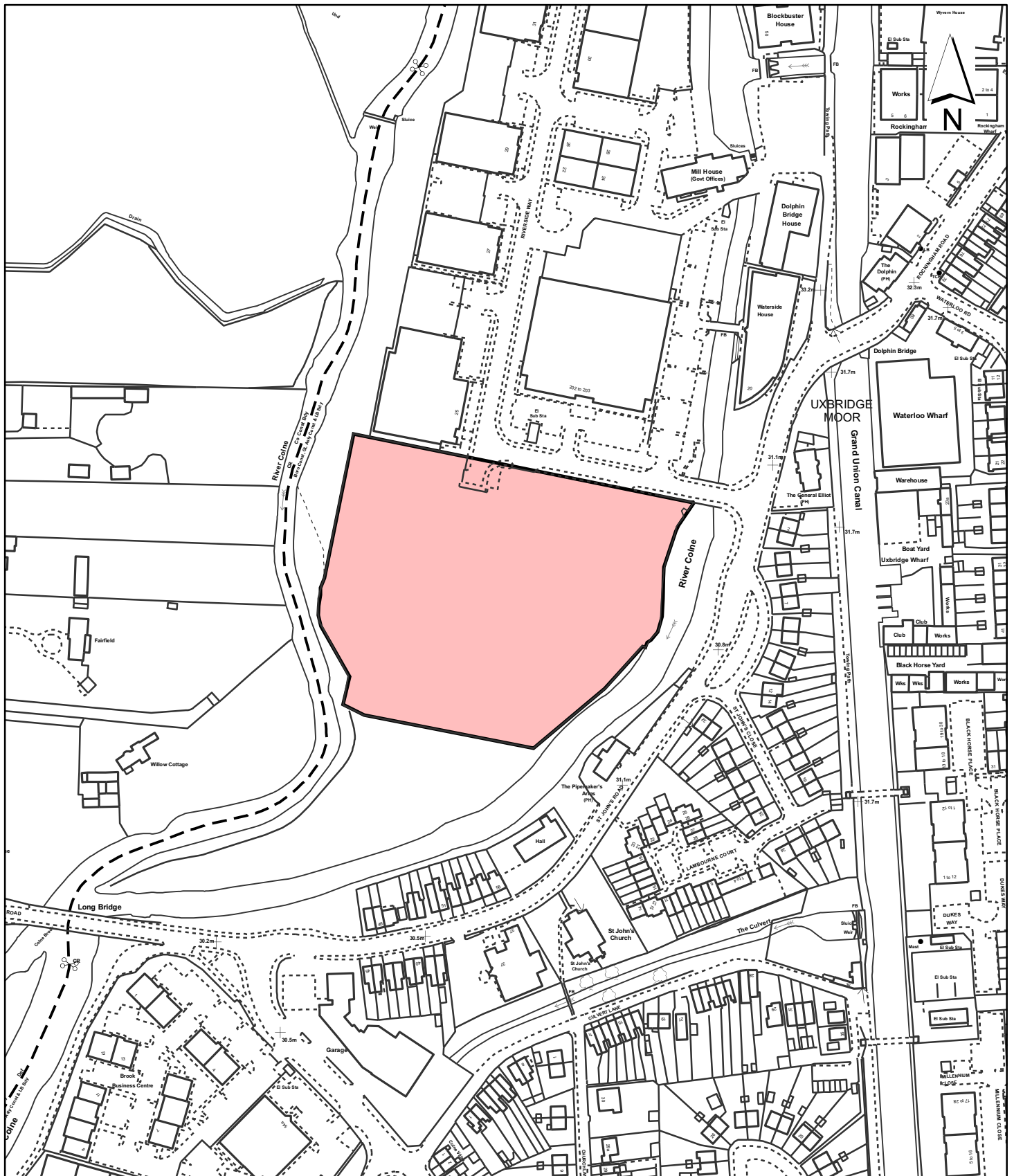
No objections are raised to the principle of the development and it is considered that the proposed development would be visually acceptable in this location. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land. The proposed car parking is considered to be acceptable and no objections are raised on highway grounds. The proposed is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
The London Plan - Consolidated with alterations since 2004 (February 2008)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Guidance 2: Green Belts
Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
Planning Policy Statement 9: Biodiversity and Geological Conservation
Planning Policy Guidance 13: Transport
Planning Policy Guidance 16: Archaeology and Planning
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 25: Development and Flood Risk

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Building 63 Phase 500
Riverside Way
Uxbridge**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
56862/APP/2009/2247

Scale
1:2,500

Planning Committee
Central and South

Date
December 2009



HILLINGDON
LONDON

Report of the Corporate Director of Planning & Community Services

- Address** 21 HIGH STREET YIEWSLEY
- Development:** Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)
- LBH Ref Nos:** 26628/APP/2009/2284
- Drawing Nos:**
- 201 (Existing Floor Plans)
 - 202 (Existing Elevations & Sections)
 - 208C (Proposed Sections)
 - 209C (Proposed Sections)
 - 210A (Proposed Contextual Site Plan)
 - 214a (Canal Amenity Section)
 - 222c (Proposed Apart-Hotel First Floor Plan)
 - 223c (Proposed Apart-Hotel Second Floor & Office Level 3 Plan)
 - 224d (Proposed Apart-Hotel Third Floor & Office Level 4 Plan)
 - 225f (Proposed Apart-Hotel Fourth Floor & Office Roof Plan)
 - 226f (Proposed Apart-Hotel Roof Plan)
 - Desk Study Report Prepared by WYG dated March 2009
 - Flood Risk Assessment Prepared by WYG dated 13 March 2009
 - Transport Assessment prepared by Savell Bird & Axon dated March 2009
 - Travel Plan prepared by Savell Bird & Axon dated March 2009
 - Air Quality Assessment Report prepared by White Young Green dated March 2009
 - Noise Assessment prepared by White Young Green dated March 2009
 - Energy Statement prepared by White Young Green dated 11 March 2009
 - Tree Survey Report prepared by White Young Green dated March 2009
 - Daylight Overshadowing Report prepared by White Young Green dated March 2009
 - Letter from White Young Green dated 21/10/09 regarding Average Daylight Factor Plots
 - Letter from Savell Bird & Axon ref: 83384/NB/L1
 - Letter from White Young Green dated 14/10/09 regarding the Flood Risk Assessment
 - Letter from White Young Green dated 14/10/09 relating to the Air Quality Assessment
 - Letter from White Young Green dated 14/10/09 relating to Groundwater Preliminary Risk Assessment
 - Letter from White Young Green dated 14/10/09 relating to the Noise Assessment
 - 206G (Proposed Elevations)
 - 207D (Proposed Elevations)
 - 211C (Unit Layouts)
 - 212C (Lobbies Layout)
 - 213g (Canal Amenity Area Plan & Elevation)
 - 220m (Proposed Apart-Hotel Lower Ground & Office Level 1 Plan)
 - 221g (Proposed Apart-Hotel Ground Floor & Office Level 2 Plan)
 - Revised Design & Access Statement prepared by Dunthorne Parker Architects dated 27/11/09

Revised Planning & Consultation Statement prepared by Turley Associates
dated November 2009
Letter from Savell Bird & Axon ref: 83384/NB/L1

Date Plans Received:	16/10/2009	Date(s) of Amendment(s):	16/10/2009
Date Application Valid:	16/10/2009		22/10/2009
			01/12/2009

1. SUMMARY

This application seeks outline planning permission for the redevelopment of the site to provide a mixed-use development comprising a 4-storey 1,320m² office block, a 5-storey 44-unit apart-hotel, and a 135m² restaurant/bar. Details of access have been provided at this stage with details of appearance, landscaping, layout and scale reserved for future consideration.

The site is situated in a prominent location with boundaries to the High Street, Bentinck Road and the Grand Union Canal. Its redevelopment is considered to be an important opportunity for the long-term regeneration of Yiewsley/West Drayton Town Centre, and the enhancement of this part of the canal and the streetscene.

This is a resubmission of a scheme which was refused in July 2009 following concerns over the visual impact of the development on the appearance of the street scene and the setting of the Grand Union Canal, due to its size, scale, height and design.

Several amendments have been made to the design of the scheme, including a reduction in height, setting back of the fourth floor of the office development and provision of a more active frontage to the canal, in order to address previously raised concerns. In addition, following consultation with the Yiewsley and West Drayton Town Centre Action Group and the Yiewsley Community Involvement Group, amended plans have been submitted which most notably include the provision of a restaurant/bar facility as suggested by residents to allow greater activity along the High Street and canal frontage.

No objections are raised to the principle of the development and it is considered that the previous concerns have been fully addressed. The proposal would now be visually acceptable in this location, significantly contributing to the enhancement of this part of the Grand Union Canal and surrounding area.

There would not be any significant detrimental impact on the amenity of nearby residential properties and the parking and access arrangements are considered to be acceptable.

The proposal is considered to comply with relevant planning policies and, as such, approval is recommended subject to conditions and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act

1990 as amended to secure contributions towards highway, town centre, public realm improvements, healthcare facilities and the provision of construction training in the borough.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:

A. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

(i) A 10-year Green Travel Plan to be prepared in accordance with TfL's guidance and to include a bond quantum of £18,500.

(ii) A contribution of £10,000 towards public realm/town centre improvements.

(iii) A contribution of £20,000 towards canal improvements and/or the Waterspace Strategy.

(iii) A contribution of £16,000 towards construction training.

(iv) A contribution of £2,776.65 towards the management and monitoring of the resulting agreement.

B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

C. That the officers be authorised to negotiate the terms of the proposed agreement.

D. That, if the S106 agreement is not completed by the application expiry on 15/01/2010 that, under the discretion of the Director of Planning and Community Services, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

E. That if the application is approved, the following conditions be attached:

1 OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

(a) Layout

(b) Scale

(c) Appearance

(d) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 OUT3 Approval of Details

Approval of the details of the layout, scale and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

4 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 OM2 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 M3 Boundary treatment - details

No development shall take place until there has been submitted to and approved in

writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

9 TL4 Landscaping Scheme (outline application)

The development hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme to be submitted to and approved in writing by the Local Planning Authority as part of the details of the proposed development required by condition No.2.

The scheme shall include:-

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Full details of the roof garden and green wall,
- Implementation programme.

The scheme shall also include details of the following:-

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

12 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

13 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained

thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

14 DIS3 Parking for Wheelchair Disabled People

Development shall not commence until details of parking provision for wheelchair users, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented and thereafter these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

15 DIS4 Signposting for People with Disabilities

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the

London Plan. (February 2008).

17 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

18 NONSC Cycle storage provision

Prior to the commencement of the development, details of covered and secure cycle storage provision for 40 cycles (for use by staff and visitors to both the offices and apartment-hotel) shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage areas shall be completed in accordance with the agreed scheme prior to the first occupation of the buildings hereby permitted and thereafter permanently retained and maintained for so long as the development remains in existence.

REASON

To ensure that adequate facilities are provided in accordance with the standards set out in the Council's cycle-parking standards in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

19 NONSC Height limitation on buildings and structures

No building or structure of the development hereby permitted shall exceed 67.93m AOD.

REASON

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome contrary to Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007. For further information see Advice Note 1 'Safeguarding an Overview' available at www.aoa.org.uk/publications/safeguarding.asp.

20 NONSC Landscaping

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority. Details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/publications/safeguarding.asp). These

details shall include:

- any earthworks,
- grassed areas,
- the species, number and spacing of trees and shrubs,
- details of any water features,
- drainage details including SUDS - Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes' (SUDS) (available at www.aoa.org.uk/publications/safeguarding.asp),
- others that you or the Local Planning Authority may specify having regard to Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design and Note 6 on SUDS.

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site, in compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

21 NONSC Canal side buffer zone

Prior to the commencement of development a scheme for the provision and management of a buffer zone alongside the Grand Union Canal shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- plans showing the extent and layout of the buffer zone in accordance with drawing no. 1027.213g;
- details of the planting scheme (locally native species only of UK genetic provenance);
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term;
- details of any footpaths, fencing, structures, lighting etc.

REASON

In compliance with Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because in urban areas in particular, rivers and canals have often been degraded by past development. This condition is necessary to secure the enhancement of the buffer zone, and nature conservation value, along the Grand Union Canal in line with national planning policy (Planning Policy Statement 9).

22 NONSC Contamination

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks

associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Due to previous historical usage of the site, an intrusive site investigation should be carried out. This should characterise the site and provide information as to the level and nature of contamination present on and in the site.

Based on the result of the site investigation, a strategy for remediation should be drawn up. This should give details of the works that need to be done and the method statement.

REASON

To ensure that the occupants of the development, and users of the surrounding area, are not at risk from contamination in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

23 NONSC Contamination

Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

REASON

This would ascertain the effectiveness of the remedial strategy in mitigating the effect of the contaminants, thus reducing the risk to controlled waters in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

24 NONSC Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON

In compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the nature of soil and groundwater contamination is such that even where comprehensive site investigation is undertaken on site, some unexpected contamination may exist between sample locations. This condition allows a reactive mechanism for the control of the way in which such contamination is treated should it be discovered.

25 NONSC Contamination

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON

In compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to protect the water environment. The infiltration of surface water drainage through land affected by contamination can lead to serious pollution of groundwater and the major aquifer that lies under the site.

26 NONSC Contamination

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

This is to avoid creating preferential pathways that could expose controlled waters to contamination in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

27 NONSC Landscape management plan

Prior to the commencement of development a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

REASON

In compliance with Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to protect the natural features and character of the area and identify opportunities for enhancement of biodiversity in line with national planning

policy in PPS9.

28 NONSC Native species planting

All planting within 5 metres of the Grand Union Canal shall be of locally native plant species only, of UK genetic origin.

REASON

In compliance with Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that these plants provide. Introduced plants usually offer little to our native wildlife. Local plants are the essence of regional identity and preserve the character of the British landscape. Local plants are adapted to local soils and climate, so have low maintenance requirements. In addition, planting locally native plants helps to prevent the spread of invasive plants in the region.

29 NONSC Lighting

There shall be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 5 metres of the top of bank of the watercourse are maintained at background levels. The Environment Agency considers background levels to be a Lux level of 0-2.

REASON

To minimise light spill from the new development into the watercourse or adjacent river corridor habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat, and in particular is inhibitive to bats utilising the river corridor, contrary to Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

30 NONSC Contamination

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

Any imported material, i.e. soil, shall be tested for contamination levels therein to the satisfaction of the Council.

REASON

To ensure that the occupants of the development are not subjected to any risks from land contamination in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

31 NONSC Canal wall condition

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with British Waterways. Any heritage features and materials identified by the survey shall be made available for inspection by British Waterways and where appropriate, preserved in situ or reclaimed and re-used elsewhere on site or on a nearby waterway wall. The repair works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

REASON

In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity in compliance with Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

32 NONSC Health and safety during construction

Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with British Waterways. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to first occupation of the development hereby permitted.

REASON

To ensure the safety of workers and members of the public during the demolition and construction of the development in compliance with the Construction (Design and Management) Regulations 1994.

33 NONSC Landscaping

No development shall take place on site until full details of the proposed landscaping scheme have been submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, any signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting scheme after the development commences.

REASON

In the interest of preserving open views to and from the canal, the living environment for future residents and the canal setting in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

34 NONSC CCTV and lighting

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

REASON

In the interest of crime prevention, ecology, visual amenity and the canal setting and in compliance with Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

35 NONSC Waterborne transport

Before development is commenced, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclates). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

REASON

To encourage the use of the canal for transporting waste and bulk materials in accordance with Blue Ribbon Network Policies 3C.25 & 4C.8 of the Consolidated London Plan, 2008.

36 NONSC Length of occupancy

The apart-hotel units hereby approved shall be used solely as serviced apartments and shall not be used as separate residential units or for any other purpose. Furthermore, before the apart-hotel units are brought into use, a management plan detailing the booking system for the serviced apartments shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall include:

- i) the maximum permitted stay in the serviced apartments,
- ii) a system for keeping a register of customer bookings and a means by which the local planning authority can check the register to ensure that the maximum permitted stays are enforced.

The units shall be operated in accordance with the approved management plan.

REASON

To ensure a sub-standard form of accommodation is not permitted for long-term residential use, contrary to Policies BE20, BE21, BE23 and BE24 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policy 3A.6 of the London Plan (Consolidated with Alterations since 2004), and the Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document: Residential Layouts.

37 NONSC Noise

Before the development hereby permitted commences details of air extraction and/or air conditioning systems to be installed (with respect in particular to noise levels of the equipment installed and noise migration measures) shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON

To safeguard the amenity of the users of the proposed building given already high background noise levels around the application site in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

38 NONSC Noise

Before the development hereby permitted commences the hotel bedrooms shall be insulated in accordance with a scheme to be agreed in writing by the Local Planning Authority. The scheme shall provide sound insulation of not less than 35dB(A) against external noise. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON

To safeguard the amenity of the users of the proposed building given high background noise levels around the application site in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

39 NONSC Hours of deliveries and loading/unloading

The premises shall not be used for deliveries and the loading or unloading of goods outside the hours of 0800 hours and 2200 hours Monday to Friday, and 0800 hours and 1800 hours on Saturdays. There shall be no deliveries, loading or unloading of goods on Sundays, bank holidays and public holidays.

REASON

To safeguard the visual amenity of surrounding areas in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

40 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. 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) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

41 NONSC Electric charging points

Prior to commencement of the development hereby approved, details of the installation (including location and type) of at least two secure vehicle charging points within the car park must be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be installed prior to occupation of the development and retained for the lifetime of the building.

REASON

To comply with London Plan Policy 4A.3 and to encourage sustainable travel.

42 NONSC Delivery and servicing plan

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

43 SUS2 Energy Efficiency Major Applications (outline where energy s

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayors Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of 20% of the sites energy needs through on site renewable energy generation. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

44 NONSC Parking management strategy

Prior to occupation of the development a car parking management strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented as soon as any of the uses hereby permitted are brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To ensure the efficient operation of the parking facilities, especially at peak demand periods, in accordance with Policies Am2 and Am14 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

45 NONSC Wheelchair accessible bedrooms

Notwithstanding the plans hereby approved, a minimum of four rooms shall be designed to be fully wheelchair accessible. Full details of the location and layout of these rooms

shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policies Am13 and R16 of the Hillingdon Unitary Development Plan Saved Policies September 2007, London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5 and guidance within the Council's Supplementary Planning Document: Accessible Hillingdon.

46 NONSC Grey water recycling

Prior to commencement of development full details showing how grey water recycling facilities will be built into the design of the building shall be submitted to and approved in writing by the Local Planning Authority. The approved grey water recycling facilities shall be maintained and retained for the lifetime of the building.

REASON

In order to provide a sustainable form of development and promote water conservation in compliance with policies 4A.9, 4A.11 and 4A.14 of the London Plan (Consolidated with Alterations since 2004).

47 OM17 Litter Bin Required

The use hereby permitted shall not commence until the owner has made arrangements, to be submitted to and approved in writing by the Local Planning Authority, for the provision of a litter bins within and in the vicinity of the site.

REASON

To ensure that adequate provision is made for the disposal of litter likely to be generated by the proposed development, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

48 OM18 Litter Picking Required

A schedule of 'litter picking' shall be submitted to and approved by the Local Planning Authority and carried out for as long as the use hereby permitted is in existence.

REASON

To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 152 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

No objections are raised to the principle of the development and it is considered that previous concerns relating to the scheme have been fully addressed. The proposal would be visually acceptable in this location, significantly contributing to the enhancement of this part of the Grand Union Canal and surrounding area. There would not be any significant detrimental impact on the amenity of nearby residential properties and the parking and access arrangements are considered to be acceptable.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

5 **13** **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

6 **15** **Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

7 **16** **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8 **111** **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

9 **112** **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

10 **115** **Control of Environmental Nuisance from Construction Work**

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

11 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

12 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

13 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents,

workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

14 146 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

15 147 Damage to Verge

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

16 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available

at www.aoa.org.uk/publications/safeguarding.asp)

17

You are advised that should a scheme for Closed Circuit Television (CCTV) be proposed for the site, you should liaise with the Metropolitan Police Crime Prevention Officer to ensure that this is compatible with the Council's CCTV system.

18

You are advised that with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

19

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 020 8507 4321.

20

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

21

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

22

The use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that these plants provide. Introduced plants usually offer little to our native wildlife. Local plants are the essence of regional identity and preserve the character of the British landscape. Local plants are adapted to local soils and climate, so have low maintenance requirements. In addition, planting locally native plants helps to prevent the spread of invasive plants in the region.

23

Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting rivers and canals and the river corridor habitat, and in particular is inhibitive to bats utilising the river corridor.

There should be no light spill from external artificial lighting into Grand Union Canal or adjacent canal corridor habitat. To achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 5 metres of the top of bank of the watercourse are maintained at background levels. We consider background levels to be a Lux level of 0-2.

24

The applicant is advised that any discharge of surface water into the waterways requires British Waterways's written permission before development commences. Please contact Ben Loader on 0207 985 7288 for further information.

25

The applicant/developer is advised to contact British Waterways's third party works engineer, in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways's Code of Practice for Works affecting British Waterways (<http://www.britishwaterways.net/media/documents/CoPIntroductions1-4.pdf>).

26

The building envelope of the development hereby approved should have adequate insulation against external noise to ensure satisfactory noise levels in the guest accommodation units and any staff accommodation. The Council's Supplementary Planning Document on noise contains advice on satisfactory noise levels. These are daytime noise levels of not more than 35 dB LAeq,T for indoor living areas, and night-time noise levels of not more than 30 dB LAeq,T and 45 dB LAmax inside bedrooms. Adequate ventilation should be provided with windows closed.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a three-storey 1980's brick-built office block and associated car parking, which is currently undergoing demolition, on an irregularly shaped approximately 0.2 hectare plot on the eastern side of the High Street in Yiewsley. The building provided 1,610sq.m of office space and 51 parking spaces. The site is bounded to the north west by Union Walk, a relatively newly built 5-storey residential development; to the north/north-east by the Grand Union Canal, beyond which is a vacant site formerly occupied by a public house/club, and Morrisons Supermarket; to the south east by the High Street, which is largely characterised by a mix of retail, office and residential uses; and to the south west by Bentinck Road, beyond which are service areas serving the rear of shops and residential properties along the High Street, and Global House, a large office building. Whilst of a relatively poor quality, specimen trees along the High Street and

Bentinck Road frontage help to soften the built form and have some amenity value in this urban environment.

The site is within walking distance of West Drayton Station, which is located less than 200m to the south east, and provides regular overland rail services to London Paddington, with an average journey time of 20 minutes.

The immediately surrounding area is largely characterised by a mix of development ranging between 3 and 5-storeys in height and incorporating a mixture of retail, office, community and residential uses.

The site falls within the Yiewsley/West Drayton Town Centre, and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

Outline planning permission is sought for the redevelopment of the site to provide a mixed use development comprising a 44 unit apartment hotel, 1,320m² of office space, 135m² of restaurant/bar use and associated parking and landscaping. Details of access have been provided at this stage, however, details of appearance, landscaping, layout and scale are reserved for future consideration.

The scheme would essentially comprise the erection of a four-storey office block located towards the south east side of the site, with frontages to the High Street and Bentinck Road, and an adjoining larger 5-storey block, fronting the Grand Union Canal and comprising the 44 apart-hotel units and the restaurant/bar facility.

The plans indicate the apart-hotel block would comprise a reception area, a 135m² A3/A4 restaurant/bar facility for use by both hotel guests and members of the public; a small 15m² office; WC facilities; 6 units on the ground floor; 9 units on the first floor; 10 units on the second and third floors; and 9 units on the fourth floor. Each unit would comprise a bedroom, living area with small kitchenette, bathroom and balcony.

A roof terrace comprising decking, seating and planting would be provided on the roof of the office block to provide a communal amenity area. A large communal amenity area comprising decking, seating and planting would also be provided at lower ground level overlooking the canal. Smaller communal amenity areas would also be provided at ground floor level adjacent to the north west and south west elevations of the apart-hotel block.

35 car parking spaces, including 4 disability standard spaces, would be provided at lower-ground level under the apart-hotel block. 14 of these would be allocated to the office use and 21 to the apart hotel. Overnight and on weekends there would be little or no demand for the office parking and, as such, this would be managed and allocated to users of the restaurant and hotel. 40 bicycle parking spaces would be provided for use by the offices and apart-hotel, and shower and changing facilities would be provided within the proposed office building. Vehicular access to the site would be provided from Bentinck Road towards the north western side of the site. The main pedestrian access into the site would be alongside the proposed office building, also via Bentinck Road.

Covered refuse and recycling facilities would be provided at the front of the building.

The main changes between this and the previously refused scheme relate to a reduction

in the height of the apart-hotel of 2m; the set back of level 4 of the offices along both the High Street and Bentinck Road frontages; a reduction in the scale and bulk of the roof at the north west end of the building; provision of an office/bar facility and increased glazing to the hotel reception area to create a more active frontage along the Grand Union Canal and High Street; and the voluntary offer of £9,533 from the applicant towards local public health facilities, which was agreed following detailed discussions with local residents' groups.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has an extensive planning history dating back to the 1970s. However the most relevant applications can be summarised as follows:

26628/APP/2008/1922 - Redevelopment of site to provide 1,472m² of office floorspace and a 46 unit apart-hotel scheme - Withdrawn 14/10/08 following concerns raised by officers over the ability of the scheme to enhance the visual amenities of the canal and its role as a wildlife corridor and accessible recreational space.

26628/APP/2009/557 - Redevelopment of site for a mixed use development comprising a 46 unit apartment hotel and 1,344m² of office space, with associated access, car parking and landscaping (outline application) - Refused 06/07/09 due to the development's size, scale, height and design which would have an adverse impact on the appearance of the street scene and setting of the Grand Union Canal.

4. Planning Policies and Standards

- Hillingdon Unitary Development Plan Saved Policies September 2007
- London Plan (Consolidated with Alterations since 2004)
- Planning Policy Statement 1 (Delivering Sustainable Development)
- Planning Policy Statement 6 (Planning for Town Centres)
- Planning Policy Guidance Note 13 (Transport)
- Planning Policy Guidance Note 22 (Renewable Energy)
- Planning Policy Guidance Note 24 (Planning and Noise)
- Supplementary Planning Guidance - Community Safety by Design
- Supplementary Planning Guidance - Noise
- Supplementary Planning Guidance - Air Quality
- Supplementary Planning Guidance - Planning Obligations
- Supplementary Planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- | | |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. |
| PT1.18 | To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough. |
| PT1.26 | To encourage economic and urban regeneration in the Hayes/West Drayton |

Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

- PT1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE31 Facilities for the recreational use of the canal
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd November 2009**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 248 local owner/occupiers, the Yiewsley and West Drayton Community Involvement Group, the Yiewsley and West Drayton Town Centre Action Group, and site and press notices were posted.

A 10 signature petition in support of the scheme, signed by local businesses, has been submitted by the applicant.

10 letters of objection, including two from the same person, have been received. The following concerns are raised:

- i) This scheme is the same as that previously proposed.
- ii) This will generate additional traffic and parking issues.
- iii) Bentinck Road is one-way. This is already abused with cars exiting the road the wrong way to access the High Street. More signage should be provided to prevent this. It would also mean traffic would pass through a quiet residential area before existing onto busy Tavistock Road.
- iv) A hotel is not necessary in this location as there is ample hotel provision near Heathrow.
- v) Yiewsley is already overcrowded with an increasing amount of development resulting in less space for residents.
- vi) The noise from an extremely busy High Street will disturb guests.
- vii) There is no housing for staff and nowhere for them to park their vehicles when on duty.
- viii) Ruislip, Ickenham and Stockley Park provide quieter areas for such development.
- ix) A perfectly sound construction has been allowed to be demolished.
- x) The hotel operator/developer is not well known and puts a very dubious spin on the word hotel.
- xi) Other parts of the borough would not be happy to have this development in their High Street, but Yiewsley and West Drayton are hit again with people it doesn't need in an already overcrowded High Street.
- xii) Insufficient parking will increase pressure for on-street parking.
- Xiii) A permit parking scheme is being introduced to Bentinck Road which will increase the pressure for parking on surrounding roads.
- xiv) There is already existing pressure on public transport from nearby developments at Porters Way and Waterside.
- xv) A hotel would create 24 hour disruption for residents and office users in the area.
- xvi) Increase in litter.
- xvii) A high volume of traffic, including HGVs, already use Bentinck Road.
- xviii) This area has significantly increased in population over the past few years and many sites are being redeveloped into flats.
- xix) Increasing the transient population of Yiewsley will add to the lack of local pride in the area and the continual deterioration of the local environment.
- xx) Yiewsley has no facilities which would encourage users of the hotel to spend money in the area other than takeaways and food shops.
- xxi) Yiewsley needs quality developments, not low-class transient accommodation.
- xxii) The location is better suited for permanent residential use.
- xxiii) The proposed building will be too big for the surrounding area which is already dominated by large/high office buildings and residential buildings.
- xxiv) The development will be overpowering when viewed from Bentinck Road, the High Street and canal.
- xxv) There is no need for additional office space as there are already vacant offices nearby.
- xxvi) The apart-hotel units are in effect studio flats and the developers could reapply for planning permission to turn the hotel into a residential building as has happened elsewhere.
- xxvii) The area cannot accommodate additional residential dwellings as it is already too congested.
- xxviii) On occasions there are three articulated lorries waiting to access the Tigi site, blocking the road and parking on the pavement. With additional delivery vehicles accessing the site the road could become impassable causing considerable congestion.

xxiv) Increased risk to highway and pedestrian safety.

xxx) Pollution from the additional vehicles would be a hazard to the public and could affect the local school.

xxxi) Waste disposal would result in additional vehicles to the site and if not disposed of properly it could attract vermin, rats and mice which would be a health hazard.

xxxii) The building would be an eyesore adding to the overdevelopment of the area.

A letter of objection has also been received from the Yiewsley and West Drayton Town Centre Action Group which raises the following concerns:

a) The apart-hotel should provide facilities such as a bar/restaurant which would also be open to the general public.

b) The site would be better served with a 'bone-fide' hotel which would provide a more positive economic and employment opportunity for the town.

c) The hotel should fully comply with relevant criteria to ensure it is fully accessible to all.

d) Inadequate parking.

e) The developer states there will be provision for 35 cars and 40 bicycles. The application form states there will be 39 spaces and 40 bicycle spaces.

f) Opinions of members relating to design, height and density were either neutral or negative.

g) The developer states there will be a maximum of a 90 day stay for guests. A planning condition should be included in any approval to ensure a minimum/maximum stay.

h) If the scheme does not prove to be viable the owners may resort to extending the facility to long-term residents. Planning conditions should be attached to any approval to ensure that a change of use would be subject to a further planning process and consultation.

i) The demolition of the existing building prior to completion of the planning process has created another wasteland in the town centre.

j) The developers statement that 'if this application is turned down, then the owner may withdraw' should have no bearing on the consideration of the application.

In addition a letter of objection has been received from the Yiewsley Community Involvement Group, which raises the following concerns:

- Appearance, Scale and Character

1) Whilst the existing building is dull and uninspiring it does at least present a solid, sustainable frontage

2) The existing building is fairly modern, holding open plan office space, which is adaptable and extremely reusable without redevelopment.

3) At present the building dwarfs the adjacent UB7 Club on the opposite bank of the canal and is at least one storey higher than the parade of shops next to it in the High Street.

4) This site was historically retail with flats over, but when Harrier House was permitted it was judged that employment was needed more than retail. This formed a break in the shopping area at the centre of the two towns. If the building is to be returned to a 'mixed use' it should be with a return to retail on the ground floor to readdress this situation.

5) The planned replacement buildings do not present a substantial development. They appear to be predominantly wood, glass and board structure on a steel frame. This would not be an improvement to the townscape even if it were to be on a similar size and capacity.

6) This is not a rebuild it is a total redevelopment involving 2 additional floors fronting the High Street, and 3 floors of additional space on the canal frontage.

7) The road rises to accommodate the canal bridge and the present buildings dominate that corner and all buildings around. It does not form a gateway to Yiewsley. Nor will the more overpowering and dominating replacement building, which will be even taller.

8) This is not a 'compact cityscape' as described in the application. It is an urban development, which needs to reflect human values and scales if retail activity is to be encouraged.

9) The building will be substantially higher than adjacent two-storey buildings, and the Union Walk apartments.

10) The 'soft corner' treatment is interesting but does not in any way forgive the hard harsh block

like appearance planned. The development is out of character and scale with its surrounding, and would be more suited to a docklands enterprise site not the urban surrounding here.

11) The proposal represents an over density of development and an example of corporate greed at its most obvious.

12) Far from representing a 'gateway' to Yiewsley it will add to the barrier that this building has already formed and be even more dominating.

- Retail, Economic Contribution and Employment

13) The applicant claims the development will enhance the prosperity of the community. There can be no gain of prosperity from an emergency housing development placed in the middle of a main shopping area.

14) Historically this frontage was an uninterrupted retail fascia. It should be returned to that to comply with the London Plan's expectations that the two towns should form one centre.

15) The site is designated as office or employment use. This produces more employment than hotel use, especially since this appears to be a development of hutch style self-catering units rather than having any pretensions to be a hotel at all.

16) This redevelopment will decrease not increase the contribution to local employment. If local jobs for local people is the mantra of the sustainability of town centres then this should remain as office space or return to retail use.

- Density, Floorspace Allocation and Car Parking Provision

17) The proposal does not comply with the minimum floorspace requirements for apartments with only the two mezzanine units being 58m². There are therefore 44 miniscule units.

18) It is claimed there will be 1,472m² of office space, yet adding up all the floors a total of 1,892m² is reached. The existing building has 1,610m². To add 280m² of office space and also 46 self catering units is a substantial increase in space.

19) Originally this application had to comply with car parking regulations to provide 52 spaces (1-30m² ratio). Now despite some 2,488m² of additional space only 37 spaces are proposed to meet the needs of office and hotel staff and guests (although given no restaurant, bar or other services would be provided there would be few staff required).

20) There is no allocation for staff cars. Some staff do overnight shift work and may need to a car because public transport is unavailable. There are also safety implications.

21) The travel plan suggests that staff could car share. If there are no spaces for staff how does sharing a car help?

22) It is claimed there are no standards for apart-hotels to comply with on room size or car parking provision. However there are standards for hotels and conference centres, for office use and for residential apartments and some sort of correlation must be made. None appears to be possible with such ridiculous figures presented for the journeys created in association with this development.

Giving the use a new name does not change its impact or the regulations that must be complied with. The local residents already have long standing complaints about on-street parking created by the rail station. This can only exacerbate the present situation and is on those grounds alone completely unacceptable.

23) In the London Plan 1 space to 100m² of office space calculations 18 of the 37 spaces should be allocated to the office use leaving just 19 spaces for staff and guests in the hotel. This is unrealistic. It is also unrealistic to expect guests with suitcases to arrive by bicycle and make use of the bike parks supplied.

24) It is suggested that staff will use taxis, however, it is unlikely they will be able to afford this unless the hotel management is prepared to foot that expense.

25) Policies AM14 and AM15 of the UDP are not complied with.

- Transport, Congestion and Disabled/Public Access

26) Public transport in this borough is very poor which is why it has the highest level of car ownership in London. The location of this development close to the rail station does not preclude the need to supply parking. The surrounding roads are all congested, and cannot cope with either

the journeys this will entail or the on street parking it will create.

- 27) There is no allocation of spaces for delivery vehicles, linen and laundry services, taxis and post.
- 28) It is suggested that 93% of staff who currently use a car will be targeted to use other means of transport. It is also suggested that there is a cycle path through the High Street, and along the canal to Uxbridge and to Paddington and Brentford. However, the only green cycling lane in Yiewsley High Street is a small stretch approximately 18inches long. If this is supposed to be a realistic proposition for guests and staff the developer is living in cloud cuckoo land.
- 29) It is 300 yards between the station and the hotel. This is too far to struggle with luggage and no taxi would help for such a short fare.
- 30) Many doors are too narrow for wheelchairs (700mm-800mm). Only a child's wheelchair is 600mm. This does not comply with requirements for access.
- 31) The four disabled spaces are insufficient for wheelchair users and in the wrong location.
- 32) The balconies, the only private amenity spaces, are 5m² and less than 2ft deep, which is not wide enough for a wheelchair.
- 33) The roof space amenity area is only 45.15m² shared between the offices and 46 flats.
- 34) There is no disabled access to the flat roofed amenity space. The 111-117 apartment development further up the High Street was refused on this basis and this should be too.
- 35) The development does not 'increase the public realm and access to the canal' as claimed. The London Plan requires a linear park of 8m in width and that developments alongside canals are for water linked activities. This is not complied with. The increased access appears to be 1m in width. To allow public access as claimed a deeper set back is required.
- 36) The Transport Plan claims less cars come out of the hotel each day than go in, and more come out of the offices than go in. There would appear to be no data to back these claims and the figures suggested are unrealistic.
- 37) Horton Road, High Street, Bentinck Road and Tavistock Road are all extremely congested and do not have capacity to cope with more traffic.
- 38) The site has a PTAL of 2. PPS guidelines suggest developments predicted to create heavy traffic should be located in high PTAL areas, reflecting ease of access by several forms of transport.
- 39) The development is not accessible to car users.

- Energy usage, material re-use, rubbish disposal and carbon footprint

- 40) There would be two high void areas over the reception areas both of which will use energy to heat light and ventilate unneeded space. Emphasis should surely be put on developments to comply with energy saving designs which do not waste space in high ceilings and showy glass atriums. The office floors are 15ft high which is over generous.
- 41) There is no detail given on the reuse of materials to comply with the 10% requirement and the sense in demolishing a perfectly modern, usable and flexible building to replace it with something much less substantial would appear to be crazy. It certainly does not represent low carbon footprint building which encourages the reuse of buildings and conservation of materials.
- 42) The design produces corridors, hallways, bathrooms and kitchens all without any source of natural light. This adds to the energy consumption of each unit.
- 43) It is suggested that photovoltaic cells will be used to cut the energy usage by some 19.8% however these are not shown on the plans.
- 44) The applicant toys with the idea of preheating water with heat pump technology using canal water. This is not a good use of the canal and circulating water containing viles disease through a domestic water heating system is not a suitable suggestion.
- 45) Inadequate bin storage - there are only 14 bins with a capacity of 43sq.m.

- Compliance with legislation, Statement of Community Involvement

- 46) The development should fit into the environment without irreparable harm, it should be appropriate to the area and centre in which it is placed, and it should be directly related to the role and function of the centre and its catchment.
- 47) The developers seem to have lost the point that this area has already filled the GLA new

housing target for the entire borough six times over in the last two years. There is therefore considerable strain to the environment and healthcare system. No form of accommodation can be developed in this area without adding to that already unacceptable deprivation.

48) UDP Policy SH23 clearly details the loss of industrial and office space throughout Yiewsley and West Drayton in recent years. PPG4 encourages the development of small business units and these premises would appear ideal for this sort of use.

49) The developer has completely ignored the requirements of the Statement of Community Involvement. There has been no attempt to contact any community groups, there has been no advertising of the project, and no exhibition or presentation. It would appear to be an attempt to slide through an obviously unacceptable development in the guise of much needed hotel space for the 2012 Olympics as quietly as possible.

50) Guests will find accessing the games very difficult from this location.

51) According to Lord Wolf the lack of community involvement alone is reason for refusal of a planning application. Communities should be involved 'at the earliest possible point' and 'when it could make a material difference' as the legislation says. This is not consultation it is presentation of a completed plan with the express desire to obstruct any local objections or views by sneaking it through in disguise.

52) PPG13 encourages local jobs for local people therefore cutting reliance on car journeys, yet the development cuts job possibilities in an area which has already lost the majority of its employment to out of town retail developments.

53) The use of London Plan Policy 43.1 to justify the development as part of a 'compact city' is to misrepresent the policy. This applies to centre locations not Greater London urban development. This is not a high rise area and this is unsuitable development on that basis.

- Notification, Advertising and Information Availability

54) Once again this development has not been advertised in a paper circulated in the area. The notification to groups did not go out until after the planning department was contacted and asked for details. Yet again a major application is submitted without the information being made available in the library as the legislation requires.

- Misrepresentation, Honesty and Intent

55) The development is clearly not a hotel. If it is to be such it does not provide the services, space or parking required. If it is to be used as apartments for emergency housing objections are raised to this use in this location and the dishonesty of the approach. If as mentioned in the submission it is to be used for conference use then this is also unacceptable since the services for that are clearly not supplied. You cannot dictate that all your customers will use their feet, a bus or a train to visit the hotel or conference centre. This is a clear attempt to mislead the public and committee members and should be exposed as such and dismissed.

56) There are many features of this so-called hotel development, which will mean it cannot compete with other hotels in the area. Then an alternative use will be sought and this is clearly the idea behind this now.

It should be noted that the concerns raised by the Yiewsley Community Involvement Group are identical to those submitted in relation to the previous scheme at this site, and do not appear to reflect the changes which have been made to the scheme.

Notably the applicant has carried out extensive consultation, including holding a public exhibition and meeting with local community groups. Following a meeting with The Yiewsley and West Drayton Town Centre Action Group and representatives from the Yiewsley Community Involvement Group amended plans were submitted which took on board some of the issues raised and most significantly incorporated the provision of a restaurant/bar facility. Following receipt of these plans 249 residents were reconsulted. Three letters of objection have been received following the second consultation. The following concerns were raised:

- i) The creation of a bar and restaurant facility means the parking will be even more inadequate and that there will be more disruption to residents.
- ii) The change in plans begs the question of what else the developer will decide to add.
- iii) Increase in noise.
- iv) Increase in traffic.
- v) There are numerous hotel developments close to Heathrow.
- vi) This development will make a bad situation 10 times worse and access from the High Street will cause even more congestion in an already overcrowded area.

A second letter of objection has also been received from the Yiewsley and West Drayton Town Centre Action Group which makes the following additional comments:

- i) The inclusion of a bar/restaurant facility is welcomed.
- ii) The design would be out of keeping with the local environs.
- iii) Very limited information is provided regarding improvements to the canal frontage.
- iv) The community should be consulted on any future changes to the outline application, if approved.

The applicant has forwarded a letter of response to the amended plans of objection has also been received from the Yiewsley Community Involvement Group which makes the following additional comments:

- i) The bar/restaurant is a vast improvement but the canalside area should be developed to extend the seating area.
- ii) There is no DDA compliant access to the office element and doorways and corridors do not comply with relevant DDA regulations.
- iii) Conditions to cover the following should be added:
 - Health contribution to be used for the new health centre in Yiewsley only (not for the PCT)
 - The green spaces and town enhancement element of the S106 should go specifically towards clearing and improving the canal.
 - Conditions to limit noise associated with the bar/restaurant.
 - A 90 day restriction.
 - A restriction to prevent the drying of laundry on balconies.
- iv) An outdoor drying area should be provided as the development is for flats.
- v) The application should be withdrawn to reflect the required changes and new consultation carried out.

ENVIRONMENT AGENCY

No objection subject to conditions regarding the provision of a buffer zone along the canal and contamination.

BRITISH WATERWAYS

British Waterways supports the principle of the redevelopment of the site subject to an appropriate legal agreement to secure the financial contribution towards the waterspace masterplan and conditions regarding the waterway wall, submission of a risk assessment and method statement, landscaping, CCTV, and a freight feasibility study.

BAA SAFEGUARDING

No objection subject to a condition regarding landscaping and an informative regarding cranes.

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection.

MINISTRY OF DEFENCE (MOD)
No objection.

THAMES WATER
No objection subject to informatives regarding surface water drainage and water supply.

Internal Consultees

URBAN DESIGN OFFICER

The redevelopment of this centrally located site, situated in close proximity to the Grand Union Canal is considered to be an important opportunity for the enhancement and long-term regeneration of Yiewsley town centre. The application site is situated in a very prominent, exposed town centre location, at the interface of the High Street and the Grand Union Canal. The northern part of the scheme is positioned along the waterfront, whilst the eastern elevation faces the High Street, with the entrance to the commercial building found on the corner of the High Street and Bentinck Road. Given the important and sensitive location, the highest level of design quality is required for the re-generation of this site.

From an urban design point of view the principle of re-developing this centrally located brownfield site is supported, as it presents an interesting opportunity to actively enhance the character, appearance and functionality of the local townscape and the adjacent canal environment. The application site is located in a prominent position by the Colham Bridge, at the gateway to Yiewsley.

The Grand Union Canal (GUC) is an attractive landscape element of strategic importance, which strongly contributes to the quality and amenity of the Yiewsley townscape. The GUC possesses a strong potential for further enhancement in a local as well as regional perspective, for residents, town centre visitors and recreational users alike.

The Urban Development Plan requires any waterside development to complement the visual qualities of the canal in term of scale, bulk, layout and materials, and through the development optimise the visual relationship between the built environment and the canal setting (BE32 (iii), BE32(vi)). The integrated approach to waterside developments and their setting, as well as the importance of creating active watersides and ground level frontages, all form part of the London Plan's Blue Ribbon Network Policies (Policy 4C.20 Design - starting from the water).

The scheme, which is a re-submission of a previously refused scheme, is considered to fully address the issues involved regarding the lack of integration between the proposed development and the canal side setting, the interface between the two major built elements and the visual impact from northwest, as manifested in the character and appearance of the building from the waterway. The key objective from an urban design point of view is to ensure that the scheme would enhance the visual amenity and townscape character in the area in the long-term perspective.

As a result, an ancillary restaurant/bar facility has been integrated along the canal frontage for residents as well as the general public to enliven the character of the canal side elevation. From an urban design point of view the integration of this facility is considered to enhance the functionality and visual appearance of the building. The provision of a green, yet formal waterside terrace to create a 5 meter buffer zone along the Grand Union Canal provides an important feature of the scheme.

From an urban design point of view, the proposed scheme is considered to address previous concerns with regards to the general layout, design aspects of the built elements as well as open spaces and the interface with the canal. The current proposal is considered to reinforce the green

natural character along the waterway, and to continue the enhancement of the townscape character in the area by a contemporary, mixed use town centre regeneration scheme. The generous and attractive open space along the waterfront as well as the indicative boundary treatment with well designed, contemporary steel railings at the water edge and wave shaped wrought iron lattice at the rear of the terrace will accommodate an interesting façade, which also forms a strong connection to the canal. Well designed details, high quality materials and finishes, as well as a well chosen colour palette will be vital for the final success of the scheme. An element of public art would help to reinforce an active frontage along the Grand Union Canal and to engage artists in the townscape renewal.

There are no objections to the scale, height or the design approach of the scheme, which has undergone a number of revisions with regards to the juxtaposition and interface between the rectangular hotel component along the GUC and the curved commercial element at the corner of Bentinck Road. The corner element provides a distinct form which is well balanced between creating an interesting feature in the streetscene, whilst still integrating well in terms of scale and height with the existing built context. The scheme has undergone a reduction in height and scale compared with the previously submitted proposal. As a result the tower element has been reduced in height and the massing of the corner element has been broken up and redesigned into a more refined and interesting composition as seen from the Grand Union Canal. This elevation also benefits from an additional roof terrace on the second floor. The cylindrical element, which now appears more slender, gives a contrasting lift to the elevation. The ridge height in relation to the adjacent building has been reduced and creates a smooth integration of the proposed development with the existing built context.

The indicative design shows a waterside development with a reminiscence of a typical wharf character in terms of appearance, scale and position along the watercourse. The proposal is characterised by typical narrow gable features and a multi-pitched roof structure, an approach which creates a strong sense of place, as well as instantly reduces the bulk and scale of the building. The wharf style design cue is strongly supported from an urban design point of view, and is considered to enhance the character and appearance of the immediate streetscape, as well as contributing to the long-term improvement of the larger townscape context.

Samples of all building materials including hard landscape materials as well as a coordinated colour scheme should be required by way of condition.

HIGHWAY ENGINEER

The site has a PTAL value of 2/3 and is within 200 metres of West Drayton Station. Four bus routes can be accessed for the High Street or Station Approach.

Car parking spaces are being reduced from the existing 52 to 35. 14 spaces were to be allocated to the office use in accordance with the maximum permitted under LBH parking standards that would leave 21 for the apart-hotel and restaurant. A condition is required for the submission of a Car Parking Management Plan that reflects the optimum use of the parking spaces considering the complimentary parking demands of the uses.

40 cycle parking spaces are to be provided. These should be in a covered and secure area.

The development is expected to generate less trips during peak hours than the existing permitted use.

A 10 year Travel plan is required in accordance with current TfL guidance to be delivered under a Section 106 agreement.

No objections are raised on highway/traffic grounds.

TREES/LANDSCAPE OFFICER

The Design & Access Statement sets out the landscape objectives. This includes the provision of replacement tree planting, an attractive canalside amenity area, decking and planting to the roof terrace, a 'green wall' on the west facade and areas of hedge/shrub planting. The design images illustrate the effective use of timber, stainless steel and glazing juxtaposed with planting.

The proposed footprint of the new building is similar to the previous application. Drawing No. 220i indicates the external spaces associated with the groundfloor, including soft landscaping (planting) to the car park, off Bentink Road and canalside enhancements (hard and soft). Drawing No. 225f shows illustrative hard and soft landscape enhancements to the amenity space on the roof terrace above the offices. Illustrative sections are provided on drawing Nos. 206F, 207c, 208c, 213f and 214a which show the softening effect of the trees and other landscaping against the building.

Although the proposal involves the loss of the existing trees, they are of insufficient quality, value or useful life expectancy to constrain the development. The plans and illustrative material indicate that tree replacement will be included within the landscape proposals. The submission shows a commitment to a high quality landscape scheme and amenity areas which will benefit both the site occupiers and the local environment in accordance with saved policy BE38.

A substantial amenity space will be in the form of a roof garden with decking and planting. While the information submitted so far is illustrative only, this space will require attention to detailing to ensure that the space is both functional and attractive to users.

No objections are raised subject to conditions TL4, TL6 and TL7. Details of the design and specification of the roof garden should be included.

ACCESS OFFICER

The development demonstrates commitment to the principles of access and inclusion.

POLICY AND ENVIRONMENTAL PLANNING

- Site

The site is located in the secondary frontage of Yiewsley and West Drayton Town Centre in the Hayes/West Drayton Regeneration corridor. To the north of the site is the Grand Union Canal - a Nature Conservation Area of Metropolitan Importance with a road bridge going over the Canal. The southern part of the site is within flood zone 2 and there are land contamination issues.

- London Plan Consolidated with Alterations since 2004 (2008)

The London Plan seeks to develop London's economy and employment opportunities at the strategic level. Policy 3D.7 looks for improvements to visitor accommodation and facilities provision. Policy 3D.8 seeks to maintain the protection of London's Green Belt.

- Land-Use

In establishing the principal for an office/ apart hotel development, the key issues are the loss of the existing office floorspace, the suitability of the site for a more intensive development, the impact on the Grand Union Canal, the flood risk, environmental and highway considerations.

- Loss of the Office Use

There are no specific policies which protect office buildings outside designated employment areas. The scheme would result in a slightly smaller office development. In view of the current strong

office supply there would be no objection to the proposed reduction in the amount of office floor space.

- Hotel Need

Part 1.28 of the UDP Saved Policies 2007 and Policy T4 establishes the principle for hotel and conference facility provision. With the move towards the 'Plan, Monitor and Manage' approach to planning, the recent GLA Hotel Demand Study (2006) identifies an indicative need for 3,800 new hotel rooms in Hillingdon (of which 800 would replace older accommodation) during the period 2007-2026. It is further predicted that the majority of this estimate will be required by 2012. PPS6 supports hotel type development in town centres as they can contribute to the viability of the centre. Moreover the site is close to West Drayton station which would facilitate visitor access to the proposed development. Heathrow Airport is a destination in its own right. Consequently the principle for a large hotel can be established provided site specific issues are addressed including the criteria of policy T4.

- Impact on the Grand Union Canal

Immediately to the north of the site is the Grand Union Canal. This forms a Green Chain which is protected by Policy OL11 Green Chains and a site of Nature Conservation Interest (Saved Policies EC1 and EC3). One of the key criteria of Saved Policy OL11 in respect of this application is criteria 3 which seeks to conserve and enhance the visual amenity and nature conservation value of the landscape. Similarly Saved Policy BE32 Grand Union Canal, has more specific criteria which looks for buildings which compliment the visual qualities of the canal. Consequently you are advised to consult the urban design and landscape officers to ensure that the scheme will not harm the visual amenities or environmental conditions of the canal.

- Flood Risk

Part of the proposal site lies within flood zone 2. The accompanying Flood Risk study observes that the risk is minimal. Officers should consult the Environment Agency to confirm that the scheme and mitigation measures are safe and appropriate.

- Air Quality

The proposal site is located in an Air Quality Management Area. The accompanying air quality report assesses the local potential pollutants. However it does not incorporate the effect of the CHP system. Environmental Protection would need to assess the accompanying air quality assessment.

- Noise

In accordance with noise related policies OE1 and OE3 development will only be permitted if the impact is mitigated within acceptable noise levels. The Environmental Protection Unit would need to assess the impact of noise.

- Contaminated Land

Officers would need to be satisfied that ground contamination is adequately addressed in accordance with UDP Saved Policy OE11.

- Renewable Energy

The 2008 London Plan Policy 4A.7 requires that schemes should reduce carbon emissions by 20% through the use of renewable technologies. A CHP/CCHP communal system with photovoltaic array is proposed which has the potential for a 20% reduction of carbon emissions. This would be considered to meet the policy requirement.

- Highways

The proposed scheme would have no adverse impact on traffic or transportation matters according to the Transport Assessment. Highways should be satisfied that the scheme would not have a detrimental effect on highway safety or present capacity issues.

- Conclusion

No objection in principle provided site specific issues are addressed.

ENVIRONMENTAL PROTECTION UNIT

- Air quality

Whilst the site falls within an Air Quality Management Area, the development is for a relatively small 46-room apart-hotel development and there would be a significant reduction in the number of car parking spaces over the existing office use. In addition, the site has good transport links into central London and many of the clientele are likely to be business people (some of whom are likely to be from outside the UK) using the premises for longer periods than that of a traditional hotel, and are unlikely to travel by car. As such, it is likely there would be a significant reduction in traffic generation from the site, particularly during peak hours. This is verified by the Transport Assessment. Therefore, it is considered that the development would have a negligible impact on air quality.

- Noise

The noise report indicates that the majority of the site is in Noise Exposure Category C according to the noise exposure categories for new dwellings in PPG24. This is an indication that the site is unsuitable for new residential use because of high road traffic noise levels. It is therefore important that the development is only used as offices and a hotel, and that longer term residential occupancy is not allowed. I would suggest restricting the length of hotel apartment occupancy and also ensuring that the units remain as 1-bedroom units and that any separate studies are not used as additional bedrooms. A condition could also be considered requiring longer occupancies, for example, of more than 4 weeks to use rooms at the back of the hotel where the noise environment is better.

- Contamination

There is a possibility that there may be some contamination present at the site and, as such, an appropriate condition to ensure a site survey and appropriate remediation works are carried out should be attached to any consent granted.

S106 OFFICER

Proposed heads of terms:

- A 10-year Green Travel Plan to be prepared in accordance with TfL's guidance and to include a bond quantum of £18,500.
- A contribution of £10,000 towards public realm/town centre improvements
- A contribution of £20,000 towards canal improvements and/or the Waterspace Strategy.
- A contribution of £16,000 towards construction training.
- A contribution of £9,533 towards local Primary Care Trust healthcare facilities.
- A contribution of £2,776.65 towards the management and monitoring of the resulting agreement.

WASTE STRATEGY

The application is for a commercial development and, as such, the business that occupies these premises ultimately has discretion over the waste management methods they intend to use. However, as a minimum the development should include room to locate recycling facilities for all grades of paper and cardboard, cans, plastic bottles, glass bottles and jars.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The merits of establishing a mixed use scheme incorporating both office and apart-hotel

uses on the subject site are contained within policies of the Unitary Development Plan Saved Policies September 2007 (herein after referred to as the 'UDP').

Part 1.23 of the UDP encourages offices and other business uses, shops and public buildings employing or attracting large numbers of people to locate within town centres or other areas identified for such purposes. The site already contains an existing office and, as such, this use is already established on the site. Although, the scheme would result in a loss of 290m² of office floor space, the qualitative improvement in terms of layout, size and type of business units proposed within the development is supported and considered sufficient to offset this loss. Notably Officers in the Council's Policy and Environmental Planning Team have raised no objections, and no objections have been raised to previous similar proposals at this site on these grounds.

In terms of the proposed apart-hotel Pt1.28 and Policy T4 of the UDP encourage appropriate hotel and conference facility provision in the borough. Policy T2 of the UDP encourages the provision of a range of accommodation and conference facilities on sites easily accessible from Heathrow airport, underground and railway stations and from the main road network provided the development does not conflict with the aim to maintain and improve the environment. In addition the London Plan 2008 identifies a need for a net increase of 40,000 hotel rooms across London, and the provision of new visitor facilities is encouraged by Policy 3D.7. The Greater London Authority Hotel Demand Study (2006) also identifies a need for additional hotel accommodation in London, the majority of which would be required by 2012. As such, providing site specific issues can be met no objections are raised to the principle of providing an apart-hotel on this site.

Policy S12 of the UDP states that in secondary shopping areas A3 uses will be acceptable providing; the remaining retail facilities are adequate to accord with the character and function of the shopping centre; the proposed use will not result in a separation of class A1 uses or a concentration of uses which could harm the vitality of the town centre; the proposed use provides a substantial element of its services to the public; and the use is appropriate to the role and function of the shopping centre and is likely to contribute to its attractiveness for shoppers. In this instance the provision of a restaurant/bar facility at the site, which would be open to the public as well as hotel users, is considered to be a positive aspect of the scheme which would provide a more active site frontage and increase the vitality of this part of the town centre. It is considered to comply with relevant UDP and London Plan policies which encourage a mix of uses within secondary shopping areas and, as such, the principle of providing a restaurant/bar facility as part of the wider scheme at this site is considered to be acceptable in principle.

The letter of objection from the Yiewsley Community Involvement Group states that the increased apartment accommodation is inappropriate when there is already a surplus of such accommodation in the area, and that the change of use on any part of this site should be returned to retail use so as to provide a continuous retail frontage. The letter states that the scheme is contrary to the London Plan's aspirations for Yiewsley and West Drayton to be combined as one.

Dealing firstly with the issue of an over supply of accommodation within the vicinity, it should be noted that the GLA Hotel Demand Study (2006) identifies an indicative need for 3,800 new hotel rooms in Hillingdon (of which 800 would replace older accommodation) during the period 2007-2026. It is further predicted that the majority of this estimate will be required by 2012. While the Hayes and Harlington Goods Yard development in Hayes will provide for some additional apart-hotel units prior to 2012, a large proportion of existing hotel facilities are concentrated within the immediate vicinity of Heathrow, and there is no

evidence to suggest that there is an over supply of accommodation in Yiewsley/West Drayton.

The Local Development Framework Background Technical Report Tourism Study (January 2007) states that the expansion of visitor accommodation and facilities in the Heathrow Area is largely constrained both by competition from other land uses (especially airport related activities) and land use designations including Green Belt and employment land. The study identifies opportunities within other areas within the vicinity of Yiewsley/West Drayton, including Stockley Park Phase 3 for establishing visitor accommodation. This indicates support for establishing this land use within this part of the borough. Hayes and Uxbridge are both also identified as areas where visitor accommodation could be established.

The Yiewsley Community Involvement Group also states that the site should be returned to retail use so as to provide a continuous retail frontage and that the scheme is contrary to London Plan policies to combine Yiewsley and West Drayton town centres.

Table A1.1 of Appendix 1 of The London Plan (2008) identifies broad classifications of town centers, according to their current roles in the town centre network and in relation to the roles of other centres, including those outside London. Yiewsley/West Drayton town centres are identified as a district town centre. There is no specific policy support within the London Plan that advocates the merging of the town centres of Yiewsley and West Drayton.

The site is located within a secondary shopping area as designated in the UDP. This is an area which is peripheral to the primary centre and in which shopping and service uses are more mixed. However, Class A1 shops should still be the majority use. Whilst there is a general presumption supporting the retention of existing retail uses within the secondary shopping area, the site contains an existing B1 office use and will not result in the loss of retail use on site. There is no policy presumption supporting the replacement of existing office uses with Class A1 retail uses in situations where office uses are established on site. While the importance of town centres for retailing is acknowledged, town centres also play a wider role in promoting other employment generating uses which in themselves can promote associated economic benefits to the town centre and surrounding area.

Notably Policy 3D.6 of the London Plan 2008 encourages the siting of visitor accommodation outside Central London to be located in town centre and other locations, with good public transport links. Overall, there is no objection to the principle of establishing a mixed use scheme comprising B1 office, apart-hotel and A3/A4 uses on this site, and the proposal is considered to comply with relevant UDP and London Plan policies relating to this matter.

7.02 Density of the proposed development

The Greater London Authority has confirmed that the density matrix under Table 3A.2 of the London Plan 2008 is not applicable to residential uses other than C3 uses. In the case of a mixed use scheme incorporating serviced apartments, the height and bulk of the development will be crucial for achieving an acceptable design response for this site and its immediate setting.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

N/A. The site does not fall within an Archaeological Priority Area and there are no Conservations Areas, listed buildings, or Areas of Special Local Character within the

vicinity of the site.

7.04 Airport safeguarding

BAA Safeguarding, National Air Traffic Services (NATS) and the Ministry of Defence (MoD) have been consulted and confirmed that the proposed development would not conflict with airport safeguarding criteria subject to conditions.

7.05 Impact on the green belt

N/A. The site is not within close proximity to any Green Belt land.

7.07 Impact on the character & appearance of the area

Policy BE13 of the UDP highlights the importance of designing new development to harmonise with the existing streetscene.

Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The surrounding area is characterised by a mix of development ranging from more traditional rows of terraced properties with retail at ground floor level and residential or office use above, to more modern and larger scale commercial and residential buildings.

The application site is situated in a very prominent, exposed town centre location, at the interface of the High Street and the Grand Union Canal and its redevelopment is considered to be an important opportunity for the enhancement and long term re-generation of Yiewsley town centre. The northern part of the scheme is positioned along the waterfront, whilst the eastern elevation faces the High Street, with the entrances off Bentinck Road. Given the important and sensitive location, any re-generation scheme involving this site needs to demonstrate the highest level of design quality.

The principle of re-developing this brownfield site is supported, as it presents opportunities to actively enhance the character, appearance and functionality of the local townscape and the adjacent canal environment.

The proposed site layout consists of two main structures, located at right angles to each other and joined together at the corner fronting the High Street and the Grand Union Canal. A four storey office development is proposed along the High Street, whilst a five storey, 44 unit apartment hotel development is proposed along the Canal.

The scheme promotes two distinct building forms. The office block, along the High Street, would take on a more morphologic and irregular shape, and the entrance at the corner of Bentinck Road would be emphasised by a tower-like feature, with a distinct roof element. By way of comparison, the canal edge block would take on the character of a more typical wharf style building in terms of scale and position along the watercourse, with typical narrow gable features and a multi-pitched roof structure.

In terms of height and scale, the apart-hotel has been reduced in height by 2m overall, and by 4.2m adjacent to the adjoining Union Walk building, since the previous application at this site. It is considered to respond well to that of surrounding developments, including the adjacent four-storey flatted development along Bentinck Road and also fronting the canal, and also flats and offices fronting the canal at the opposite side of the High Street. Its height would now be very similar to that of the adjacent residential building and is considered to be totally acceptable in this location. It is not considered that the proposed apart-hotel would element of the scheme would appear as unduly prominent or out of character with its surroundings in this location. Similarly the four-storey office element of

the scheme, which would front the high street, is considered to be acceptable in terms of height, scale and mass, and it is not considered that it would be out of keeping with the character or appearance of surrounding development within the vicinity or detrimental to the visual amenities of the area.

The proposed restaurant/bar facility is considered to be a positive addition to the scheme and with fully glazed windows would create a lively frontage to the canal. The addition of this to the scheme has resulted in the loss of one of the apart-hotel rooms and the internal rearrangement of the reception area at ground floor level. This has resulted in additional glazing to the reception area along the High Street frontage which it is considered similarly helps to create a more active frontage within the street scene and more welcoming approach to the building.

A 5m wide, 162m² amenity area comprising decking, tree planting, landscaping and seating would be provided along the length of the apart-hotel overlooking the canal. This would be accessed at ground floor level and also via the stairwell, restaurant and car park. This is considered to be a significant improvement over the existing situation and it would significantly contribute to the visual amenity of the scheme and enhance the character and appearance of this part of the canal. The provision of the communal amenity area overlooking the canal, the provision of balconies to the apartments, the proposed roof garden, and the restaurant/bar facility will all contribute to creating a more lively and more interesting canal frontage. It is considered that the proposed development has sufficiently overcome previously raised concerns regarding the interaction between the development and the adjacent canal and it is not considered that refusal could be justified on this basis. Notably no objections have been raised by British Waterways or the Environment Agency and the Council's Urban Design Officer is supportive of the scheme. It should be noted that this is an outline application with details of appearance, landscaping, layout and scale to be reserved for future consideration. As such, opportunities to further enhance the quality of the amenity areas and the visual amenities of the scheme can be taken at the detailed design stage.

7.08 Impact on neighbours

In terms of impacts on the amenity of neighbouring properties, given the proximity of this development to the adjoining Union Walk (residential flats to the north-west), there is the potential that occupiers of this building may be impacted upon by this scheme.

The apart-hotel block will present a flank wall to the adjoining Union Walk development, which is to be complemented with a green wall finish. However, it is not considered that the scheme will impact upon the internal living environment of adjoining residents, especially given that the apart-hotel block steps back from the adjoining boundary and does not have any habitable windows facing towards the Union Walk development. Furthermore, there is no external amenity space at ground level immediately adjacent to the adjoining development.

It is concluded that there will be no undue loss of light or privacy to, or outlook from, these properties as a result of the erection of the new building. As such the scheme is considered to be in accordance with Policies BE19, BE20, and BE21 of the UDP.

7.09 Living conditions for future occupiers

Policies relating to living conditions largely relate to residential developments, and there are no specific guidelines relating to hotel guest accommodation. Nevertheless it is important to ensure that suitable accommodation would be provided for future occupiers.

Each apartment would comprise a bedroom, living room with small kitchen area, and bathroom. The majority of these units would be 45m², although the corner units would be larger at 54m² and 70m² respectively. Each unit, except the corner units, would also have a 5m² balcony. This compares with a minimum floorspace requirement of 33m² for a residential studio flat, and 50m² for a one-bedroom flat, as outlined in the Hillingdon Design and Accessibility Statement: Residential Extensions. Given the transient nature of hotel guests, albeit that apart-hotel guests may be longer-term than those using a traditional hotel, this is considered totally acceptable to meet their needs.

Approximately 780m² of communal amenity space would be provided across the development, approximately 550m² of which would be provided by way of a roof garden above the office block, and approximately 160m² of which would be provided alongside the canal. In addition 42 of the units would have 5m² balconies. This equates to a total of approximately 1,000m² of amenity space across the development. Whilst most of this space would be communal for use by office staff and hotel guests, it is considered to be totally sufficient to serve the needs of occupiers of the development, especially given the short-term nature of the accommodation. It should be noted that there are no amenity space guidelines for commercial developments, including hotels, however, if this were a residential scheme of 44 1-bedroom flats the developer would only be required to provide 880m² of amenity space.

The application includes a Daylight Overshadowing Report, which assesses the internal living environment for future occupiers and concludes that the orientation of the apart-hotel block would allow an adequate level of sunlight into each of the units.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highway Engineer raises no objection to the development in terms of the layout and design of the scheme or the impact of the traffic generated on the highway network. While it is acknowledged that the surrounding road network is subject to parking issues and traffic congestion at times, the existing site has a total of 52 parking spaces and, as such, it is not considered that the proposal would result in a greater impact than the existing office use established on site, which forms an important baseline against which the traffic generated by this scheme should be assessed.

The proposal includes provision for Travel Plan initiatives as part of the scheme in order to reduce the reliance on the private car by occupiers of the apart-hotel and office development. This will be implemented over a 10-year period in the event that the scheme is approved.

On the basis of these initiatives and in light of the site's PTAL rating of 3, the Council's Highways Engineer has no objection to the proposed level of car parking, subject to the proposals in the Travel Plan being secured by an appropriate planning condition. Adequate refuse, recycling and cycle storage facilities are shown to be provided within the scheme together with parking facilities for people with disabilities.

7.11 Urban design, access and security

Matters relating to urban design have in part been discussed in section 7.6 of this report. It should also be noted that details relating to scale, appearance and layout are reserved for future consideration.

The previous scheme at this site was refused due to concerns raised over the buildings size, scale, height and design, which it was considered would have an adverse impact on

the appearance of the street scene and setting of the Grand Union Canal.

In order to address these concerns, the revised scheme incorporates a floor to floor reduction in height of 150mm for the apartment hotel element, thus reducing the building's by 2m. A further change involves reducing the corner of the block, adjacent to the adjoining residential block, Union Walk, by 4.2m, which ensures a more integrated design approach in terms of height, massing and scale.

In relation to the impact on the streetscene, the fourth floor element of the office block has been set back by approximately 1m to reduce its impact in terms of scale and mass. The plans indicate that planting would be provided on the ledge/recess created by this, which would further help to break up the mass of the building. This is considered to contribute positively to the scheme, enhancing the visual appearance of the development by creating a more interesting façade and helping to reduce the perception of the scale and mass of the building.

In addition to the above changes the applicant has incorporated a restaurant /bar facility into the scheme at ground floor level and increased the level of glazing overlooking the canal and High Street. This creates more active and lively frontages which are important to the visual amenities of the area and help to increase the vitality of this part of Yiewsley.

The plans indicate that the development would make use of high quality modern contemporary materials both on the buildings themselves and in the hard landscaping around the site. The Council's Urban Design Officer has confirmed that the changes sufficiently address the previously raised concerns and that the scale, height and design of the proposed building is totally acceptable in this location. The development is considered to enhance the visual amenities of the canalside and would be in keeping with the character and appearance of surrounding development.

7.12 Disabled access

The applicant's Design and Access Statement confirms that the scheme will be fully wheelchair accessible at all levels including the canal side amenity area and that the development will comply with relevant criteria within BS 8300:2009 'Designing for the Disabled' and BS 9999 conforming to the means of escape regulations. The Design and Access Statement confirms that 2 en-suite rooms would be fully wheelchair accessible. However, the Council's Access Officer has confirmed that in compliance with BS8300:2009 four wheelchair accessible rooms should be provided. As such, should approval be granted a condition would be attached requiring the applicant to provide a minimum of four wheelchair accessible rooms. Notably no objections were raised to the previous schemes on accessibility grounds. Despite this the applicant has submitted a more detailed Design and Access Statement with this application which takes on board comments raised by the Council's Access Officer.

The development includes 4 disability standard parking spaces which complies with current Policy requiring 10% of all spaces to be to this standard.

Further information regarding disabled access can be provided at the detailed design stage, and appropriate conditions are therefore proposed should approval be granted.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The Design and Access Statement submitted with the application sets out design objectives for the appearance and landscaping of the development. Whilst landscaping is a matter reserved for future consideration, the application sets out landscape objectives to support the development and includes the provision of trees along the Bentick Road frontage, the provision of amenity space along the canal side, the provision of a roof garden (planting and decking), a green wall on the west facade, together with the planting of smaller trees and shrubs where space permits around the building.

The plans, elevations and sections show indicative landscaping, including the provision of large specimen trees in selected locations around the ground floor of the building on the canal side and on the Bentinck Road/car park frontage. It is considered that the application safeguards sufficient space, and identifies appropriate objectives, for the provision of a high quality landscape scheme which will enhance the character and appearance of the development, canal and surrounding area. Notably the Council's Trees/Landscape Officer has raised no objections subject to conditions requiring the submission of a fully detailed landscape scheme and details of long-term maintenance.

7.15 Sustainable waste management

As the application is for commercial development the site occupiers ultimately have discretion over which waste management methods are used. The plans indicate that a 34m² refuse storage area will be provided in the car park area adjacent to the western boundary of the site, although limited details have been provided at this stage. Sufficient space appears to have been provided for suitable refuse facilities. Full details of waste and recycling facilities would be required by way of condition should approval be granted. Notably, no objections have been raised by the Council's Waste Strategy Team.

7.16 Renewable energy / Sustainability

Policy 4A.7 of the London Plan 2008 advises that boroughs should require major developments to show how they would reduce carbon dioxide emissions by 20% through addressing the site's electricity or heat needs from renewable sources, wherever feasible.

The applicant has submitted an Energy Statement with the application, which shows that a number of measures would be incorporated into the scheme to reduce its energy demand. These include the integration of sustainable design measures such as use of passive solar design, use of carefully selected materials, use of high specification insulation and windows and use of energy efficient lighting, etc. In addition the applicant has investigated the use of renewable energy sources in order to reduce the site's carbon emissions. A 20% reduction in carbon emissions would be achieved through use of photovoltaic panels and a centralised CHP/CCHP system. This is considered to comply with London Plan policy.

7.17 Flooding or Drainage Issues

Part of the site falls within Flood Zone 2 and, as such, a Flood Risk Assessment has been submitted with the application. The Environment Agency have confirmed that they have no objections to the proposed development subject to conditions regarding drainage and contamination. As such, it is not considered that the proposed development would lead to an unacceptable increase in the risk of flooding within this area.

7.18 Noise or Air Quality Issues

- Noise

The applicant has submitted a noise assessment prepared by White Young Green. The

report identifies that the majority of the site falls within PPG24 Category C during the day and Category B in the evening. The noise assessment incorporates recommendations for the future design of the scheme to employ appropriate noise mitigation in the form of double glazing and trickle ventilation. These recommendations can be included as conditions in the event that the scheme is approved.

The scheme is not considered to impact upon the amenity of adjoining residents given the existing use of this site and the design response promoted on site.

- Air quality

The site falls within an Air Quality Management Area and, as such, the applicant has submitted an Air Quality Assessment. This confirms that the development is unlikely to have any detrimental impact on local air quality and that a suitable environment would be provided to guests. Officers in the Council's Environmental Protection Unit have confirmed that given the reduction in trip generation from the site, due to both a reduction in the number of car parking spaces, and the likely clientele the hotel would attract, who would be less likely to travel by car, the development would have a negligible impact on local air quality. In fact, it could be argued that given the likely significant reduction in vehicle trip generation from the site, the proposal could have limited benefits to local air quality. For this reason a Section 106 contribution towards air quality mitigation measures in the area could not be justified in this instance.

7.19 Comments on Public Consultations

- Comments on letters of objection from residents:

Points (i), (ii), (iv), (v), (vi), (xii), (xiii), (xv), (xxiii), (xxiv), (xxv), (xxiv), (xxx), (xxxi) and (xxxii) of the concerns raised in the letters of objection have been addressed in the report.

Point (iii) raises concerns over the potential increased abuse of the one-way system on Bentinck Road and the increase in traffic which would pass through residential areas as a result of the access off Bentinck Road. Significantly less car parking spaces are proposed than existed for the previous use on the site. As such, it is not considered that the development would exacerbate this problem.

Point (vii) raises concerns over the lack of accommodation for staff at the hotel and lack of parking for them. Should approval be granted the applicant would be required to submit a parking management strategy to demonstrate how parking would be allocated to the different uses on the site. It is anticipated that the majority of staff would live relatively locally and, as such, would be easily able to access the site by alternative modes of transport to the private car. There is no requirement for staff accommodation to be provided on site.

Point (viii) suggests that other quieter parts of the borough would be more suitable for this type of development and point (xi) suggests other parts of the borough would not be opposed to this development if it was proposed in their High Street. Every application must be assessed on its merits. No objections have been raised to the principle of development in this location or on noise grounds.

Point (ix) raises concerns over the demolition of the existing building. This would not have required planning permission.

Point (x) questions the hotel operator/developer and use of the site. The Council has no

reason to believe the site would not be used as an apart-hotel and office as described in the application. Any change of use would require planning permission.

Point (xiv) raises concerns over the increased pressure the development would put on public transport. It is not considered that the proposed development would significantly increase pressure on public transport over and above the existing use. The development complies with current planning policies aimed at encouraging the use of alternative modes of transport to the private car.

Point (xvi) raises concerns over a potential increase in litter. It is not considered that the development would result in a significant increase in litter over and above the existing use.

Nevertheless, should approval be granted conditions 47 and 48 would require the developer to address this issue.

Points (xvii) and (xxviii) suggest that a high volume of traffic, including HGVs already use Bentinck Road. It is not considered that the proposed development would lead to an increase in traffic and HGVs using Bentinck Road over the existing use of the site.

Point (xiii) raises concerns over the increasing population of Yiewsley and number of residential developments in the area. Every application must be assessed on its merits. No objections have been raised to the principle of the development in this location.

Points (xix), (xx) and (xxii) suggest that increasing the transient nature of the population will add to the continued deterioration of the local environment, and that high quality developments are required. It is considered that this development presents an important opportunity for the regeneration of this part of the town centre and the enhancement of the canal and High Street.

Point (xxii) suggests the location would be better suited to permanent residential use. No objections are raised to the principle of this development. A proposal for permanent residential use on the site would require a new planning application.

Points (xxvi) and (xxvii) raise concerns over the hotel potentially becoming residential use. A separate planning application would be required to change the use of the hotel to residential accommodation. Condition 36 restricts the length of occupancy by guests to 3 months as the units are unlikely to be acceptable for long-term residential use.

Point (xii) suggests that there is no need for additional retail outlets as there are already unoccupied units in the High Street. No retail units are proposed as part of this scheme.

Point (xiii) suggests that the site should be redeveloped to meet the needs of local people. There is no requirement for the developer to provide a community facility on this site and no objections are raised to the principle of the development.

- Comments on concerns raised by the Yiewsley and West Drayton Town Centre Action Group:

Points (a), (b), (c), (d), (f), (g), (h) and (i) have been addressed above and/or in the body of the report. Point (j) is noted. Point (e) raises concerns over a discrepancy relating to the number of parking spaces. The plans clearly show that 35 car parking spaces would be provided, as do the supporting documents.

- Comments on concerns raised by the Yiewsley Community Involvement Group:

The letter submitted by the Yiewsley Community Involvement Group raises a number of issues relating to appearance, scale and character (points 1-12); retail, economic contribution and employment (points 13-16); density, floorspace and car parking provision (points 17-25); transport, congestion and access (points 26-39); energy usage, rubbish disposal, and sustainability (points 40-45); and compliance with legislation, statement of community involvement (points 46-53). The majority of these points have been largely addressed in the report. Those that have not been discussed are addressed below.

- Point 35 states that the London Plan requires an 8m wide linear park and that the development alongside the canal should be water linked activity, which the development does not comply with. The scheme does not increase the public realm and access to the canal as claimed.

Officer comments: Neither the London Plan nor the UDP require the establishment of an 8 metre linear park. There is no minimum set back requirement from the canal under policy OL11 (Green Chains). Officers have also thoroughly reviewed section 4C of the London Plan relating to the Blue Ribbon Network and there is no reference to a minimum setback from waterways. The London Plan clarifies that the Blue Ribbon Network concept does not attempt to define a set margin beside water spaces that is subject to Blue Ribbon policy considerations, as this will vary with the differing character and landscape of water corridors.

- Points 49 and 51 suggest that the developer has failed to comply with the requirements of the Statement of Community Involvement.

Officer comments: Part 6 of the Planning and Consultation Statement submitted with the application provides details of the consultation process followed, which it is considered accords with the Statement of Community Involvement.

- Point 54 suggests the development has not been advertised in a paper which is circulated in the immediate area, the plans have not been displayed in a local library, and that the Council failed to notify residents of the development in a timely manner.

Officer comments: The planning application was fully advertised in the local press, on site and through a substantive neighbour consultation. The application was advertised in the Uxbridge Gazette which is considered to be a 'local' paper under the Town and Country Planning regulations. As such, the Council considers that it has fulfilled its statutory obligations.

- Points 55 and 56 suggest that the development is clearly not for hotel use, but for residential housing and that a dishonest approach has been taken in order to obtain planning permission.

Officer comments: There is no evidence to suggest that the applicant has a 'hidden agenda' in submitting this application and that it would be used for residential purposes in the future. Should the developer/site owner wish to use the apart-hotel for residential purposes in this would require submission of a new planning application.

- Additional comments received on amended plan:

The concerns raised by the additional letters of objections, including the one from the Yiewsley and Town Centre Action Group, have been addressed in the report.

The additional comments received from the Yiewsley Community Involvement Group are

noted.

Point (i) suggests an outside seating area should be provided for the new bar/restaurant facility. This is noted, however, this would conflict with advice from the Environment Agency which encourages maximising the amount of native planting in the canal side amenity area.

Point (ii) which raised concerns regarding accessibility have been addressed in the report.

Point (iii) suggests various conditions which should be added should approval be granted. The comments on the S106 agreement are noted, however, any contributions sought must be in compliance with the Council's Supplementary Planning Document on Planning Obligations. Issues relating to the S106 have been addressed in the report.

Given that the proposal is for an apart hotel, and no clothes washing facilities are provided within the units a condition to prevent the drying of laundry on balconies is not considered necessary.

Point (iv) suggests an outdoor drying area should be provided. Given that there are no clothes washing facilities within the units this is not considered necessary. The only place washing lines could be erected are on the roof garden which would be detrimental to visual amenity, and reduce the area of usable amenity space.

Point (v) suggests the application should be withdrawn to take on board the comments raised by the Yiewsley Community Involvement Group. The application is considered to be fully acceptable in its current form. Amended plans have been submitted which take on board some of the concerns raised by residents and sufficient time has been given for new consultation to take place. As such, it is not necessary for the applicant to withdraw the application.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals'.

The applicant has agreed in principle to provide contributions towards public realm and town centre improvements, including improvements to the canal, construction training, provision of a comprehensive Green Travel Plan, and project management and monitoring. Although not previously sought, following meetings with local community groups, the applicant has also volunteered a contribution towards local healthcare facilities in an attempt to address local concern. These will be secured by the proposed S106 agreement.

7.21 Expediency of enforcement action

N/A.

7.22 Other Issues

N/A.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

N/A.

10. CONCLUSION

The principal of the proposed development is considered to be acceptable. Significant improvements have been made to the scheme to address the previous reasons for refusal and it is considered that the size and scale of the proposed buildings are now totally appropriate for this location. The overall building design would be in keeping with the character and appearance of surrounding development and the provision of a restaurant/bar facility at ground floor level is considered to be a positive enhancement to the scheme which will create a more active frontage to the canal and High Street. A number of energy saving measures would be incorporated into the scheme in addition to use of renewable energy sources to reduce carbon emissions by 20%. The parking is considered to be acceptable and it is not considered that the proposed development would have any significant detrimental impact on the residential amenity of neighbouring properties. The proposal complies with relevant UDP and London Plan policies and, as such, approval is recommended, subject to a Section 106 agreement being entered into and conditions.

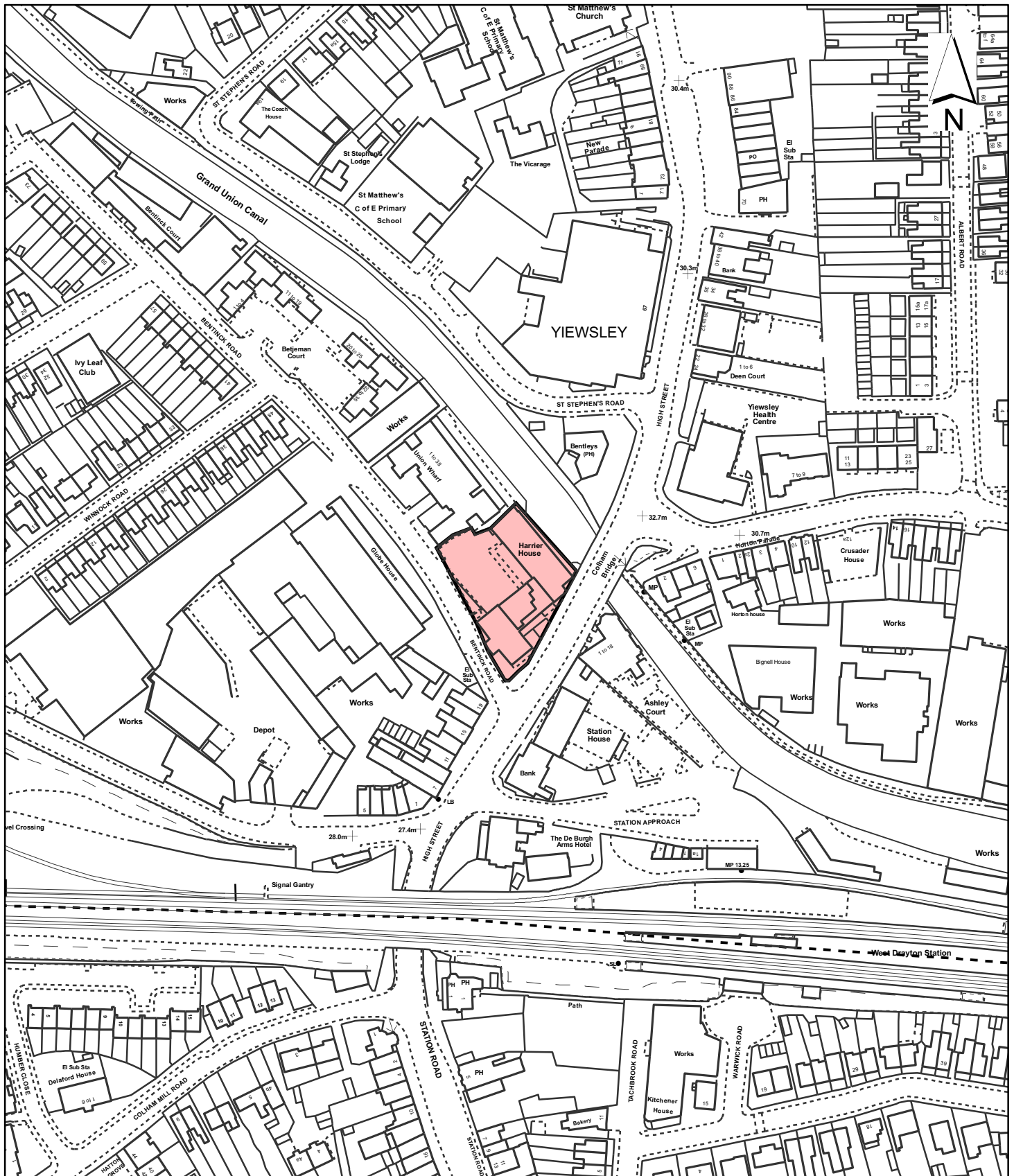
11. Reference Documents

- Hillingdon Unitary Development Plan Saved Policies September 2007


- London Plan (Consolidated with Alterations since 2004)
- Planning Policy Statement 1 (Delivering Sustainable Development)
- Planning Policy Statement 6 (Planning for Town Centres)
- Planning Policy Guidance Note 13 (Transport)
- Planning Policy Guidance Note 22 (Renewable Energy)
- Planning Policy Guidance Note 24 (Planning and Noise)
- Supplementary Planning Guidance - Community Safety by Design
- Supplementary Planning Guidance - Noise
- Supplementary Planning Guidance - Air Quality
- Supplementary Planning Guidance - Planning Obligations
- Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
21 High Street Yiewsley	
Planning Application Ref:	Scale
26628/APP/2009/2284	1:2,000
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

LONDON

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Report of the Corporate Director of Planning & Community Services

Address 1, 4, 5 & 6 SCHOOL APPROACH FREDORA AVENUE HAYES

Development: Single storey one-bedroom detached dwelling with habitable roofspace, involving demolition of existing 3 garage units

LBH Ref Nos: 63421/APP/2009/1411

Drawing Nos: 452
Design & Access Statement
450 D
451 C

Date Plans Received: 29/06/2009 **Date(s) of Amendment(s):** 29/06/2009

Date Application Valid: 07/07/2009

1. **SUMMARY**

The proposal by reason of its scale and siting would detract from the character of the area surrounding the site and would have an overbearing impact on the street scene.

The proposed dwelling would not accord with the Council's requirements relating to car parking.

Additionally, the application would be likely to block access to the Health Care centre (which is located on land adjoining the site). Given the nature of the medical use, such an access restriction which would render the Health Care centre unusable and effectively sterilise the future redevelopment potential of that adjoining site.

Refusal is recommended.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposed development, by reason of its siting, incongruous building alignment, layout and scale, represents an over-development of the site, that would result in an overbearing, unduly intrusive, visually prominent and inappropriate form of development that would not harmonise with the existing street scene and would be out of keeping with the character and appearance of the surrounding area. The proposal is therefore contrary to Policies BE13 and BE19 of the adopted Hillingdon Unitary Development Plan and the Council's Supplementary Planning Document - Residential Layouts.

2 NON2 **Non Standard reason for refusal**

The proposal fails to provide adequate parking in accordance with the Council's adopted parking standards and would give rise to conditions prejudicial to highway safety being contrary to Policies AM7(ii) and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 NON2 Non Standard reason for refusal

The proposal would result in the loss of access to adjoining land to the Southeast which accommodates a Health Care Centre, the loss of access would make the health care centre unusable, leading to its loss, contrary to policy R11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NON2 Non Standard reason for refusal

The proposal would result in the loss of access to adjoining land and effectively prevent any planned expansion or future development proposals on what is a large brownfield site. As such the proposal is contrary to policy BE14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
HDAS	'Residential Developments'
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 3A.17	London Plan Policy 3A.17 - Addressing the needs of London's diverse population

LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LPP 3A.6	Quality of new housing provision
BE14	Development of sites in isolation
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of 2 blocks of garages, parts of the rear gardens of 7 and 9 Fredora Avenue and a portion of road (known as School Approach).

Adjoining the site to the northwest are the rear gardens of 5, 7 and 9 Fredora Avenue. To the northeast, the site is adjoined by the rear gardens of 15 and 16 Pine Place.

To the southwest the site is adjoined by a two storey dwelling accommodating the care taker of Grange Park Infant and Junior School. To the southwest the site is adjoined by the Grange Park (NHS) Clinic.

3.2 Proposed Scheme

Full planning permission is sought to demolish the three garages on the north-western side of School Approach and construct a single storey dwelling, with a bedroom in the roof space.

The proposed dwelling would feature a pitched roof and a dormer to the rear (northwest). One garage on the south-eastern side of School Approach would provide parking for the proposed dwelling.

The frontage of the proposed dwelling would be set back approximately 1.6m from the footpath along School Approach.

3.3 Relevant Planning History

Comment on Relevant Planning History

There have been a number of planning applications considered by the Council in relation to this site. A summary of these applications is set out below:

Planning application (Ref: 63421/APP/2007/2482) which sought approval to develop 2 x 2 bedroom semidetached dwellings on the site was refused by the Council in February 2008 for three reasons:

1. The appearance of the proposal was unacceptable and the cramped layout would have provided poor living conditions for future occupiers,
2. The proposed arrangement of habitable rooms in relation to amenity space would have resulted in an unacceptable loss of privacy,

3. The proposed dwellings were not designed to comply with Life Time Homes standards.

Planning application (Ref: 63421/APP/2008/1079) which sought approval to develop 2 x 2 bedroom maisonettes on the site was refused by the Council in October 2008 for three reasons:

1. The appearance of the proposal was unacceptable and the cramped layout would have provided poor living conditions for future occupiers,
2. Inadequate amenity space was proposed for future occupiers.
3. The proposed dwellings were not designed to comply with Life Time Homes standards.

Planning application (Ref: 63421/APP/2008/1069) which sought approval to develop 2 x 2 bedroom maisonettes on the site was refused by the Council in October 2008 for three reasons:

1. The appearance of the proposal was unacceptable and the cramped layout would have provided poor living conditions for future occupiers,
2. The proposed arrangement of habitable rooms in relation to amenity space would have resulted in an unacceptable loss of privacy,
3. The proposed dwellings were not designed to comply with Life Time Homes standards.

Planning application (Ref: 63421/APP/2008/3340) which sought approval to develop 2 x 2 bedroom semi-detached dwellings on the site was refused by the Council in February 2009 for three reasons:

1. The appearance of the proposal was unacceptable,
2. The small size and poor layout of the dwellings would have provided cramped living conditions for future occupiers,
3. Insufficient amenity space was proposed.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.13 To seek to ensure the provision of 8000 additional dwellings in the Borough between 1 January 1987 and 31 December 2001.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 3A.17	London Plan Policy 3A.17 - Addressing the needs of London's diverse population
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LPP 3A.6	Quality of new housing provision
BE14	Development of sites in isolation
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

FIRST ROUND OF CONSULTATION

The application was advertised on the Council's web site, a notice was erected on the site. Letters were sent to 20 near by occupiers including Grange Park Infant and Junior School and the Medical Centre (adjoining the application site to the southeast). Additionally, a letter was also sent to the Hillingdon Primary Care Trust and a notice was erected on the site.

In response to the notification, 9 submissions were received objecting to the proposal. In summary the submissions raised the following concerns:

1. The proposal would result in overlooking of rear gardens and properties at 5, 7, 9, 11 and 13 Fredora Avenue and the school care takers dwelling,
2. The proposed appearance of the building would be out of keeping with the character of the area,
3. The proposal would exacerbate existing flooding problems and overload drainage systems,
4. The proposal would exacerbate existing on street car parking problems,

5. The proposal would increase vehicle movements and therefore pose a hazard to pedestrians using School Approach.
6. The proposal would result in the loss of portions of rear yards for 7 and 9 Fredora Avenue.
7. The small size of the site and scale of proposed development represent an overdevelopment of the site.
8. The proposal may result in restrictions to, or the loss of, access from Fredora Avenue to the school, the school care takers house and the medical clinic,
9. Impacts (e.g. dust and noise) associated with construction would adversely impact upon school children and the amenity of residents,
10. The side alley/accessway along the southern side of the proposed dwelling represents a security risk.

In addition, a petition signed by 50 persons was also received which simply raised objection to the application.

HILLINGDON PRIMARY CARE TRUST

The proposal may result in restrictions to, or the loss of, access from Fredora Avenue to the medical clinic,

THAMES WATER

There are public sewers crossing the site. No building works are to be permitted within 3m of the pipes without Thames Water approval.

SECOND ROUND OF CONSULTATION

In response to concerns raised by the Council in relation to disabled access, and car parking, the Applicant submitted revised plans. These revised plans were renotified on 23 November 2009.

In response to the second round of consultation, a further letter was received from the Hillingdon Primary Care Trust (NHS) which raised the following concerns:

- (i) Submitted plans state that there is no right of access across the application site to the health care centre. The Primary Care Trust (PCT) is concerned that access to the clinic could be cut off by this development. This would isolate the health care centre, and prevent its use as a health centre.
- (ii) The PCT is developing a health care strategy for Hillingdon that will require more services to be delivered from their existing buildings. The clinic adjacent to the application site is likely to be required to take on additional services as this strategy is realised. This planning application if successful is likely to prevent the PCT from developing the site further. The access issue may lead to the closure of the health centre.

Internal Consultees

HIGHWAYS ENGINEER

The Council's car parking standards allow for a maximum of two spaces. This maximum level of provision is appropriate where on street parking is limited and under pressure and where the public transport accessibility level (PTAL) is low.

The site is located in an area with a PTAL of 2 (on a scale of 1 to 6 where 1 is low and 6 is high) and on street parking is limited and under considerable pressure. In this case 2 car parking spaces should be provided.

The applicant revised he plans to indicate provision of 2 car parking spacves, in a stacked arrangement. The second parking space indicated in the revised plans would encroach over the

footway, and is not considered acceptable.

Traffic generation from the proposed use would not cause any unacceptable impacts on the highway. The proposal would effectively remove three vehicle crossovers and enable a continuous pedestrian foot path to be provided along School Approach. This would ensure separation of pedestrians and cars, improving pedestrian safety.

TREES AND LANDSCAPE OFFICER

Raise no objection subject to imposition of standard condition TL5 and TL6 on any planning permission.

ENVIRONMENTAL PROTECTION UNIT

Raise no objection subject to imposition of a condition on any consent to ensure areas of landscaping and garden soils are tested to ensure that they are suitable for use.

WASTE AND RECYCLING CO-ORDINATOR

No objection subject to the imposition on any consent of conditions to ensure dwelling has adequate refuse storage facilities and a food waste grinder in kitchen.

ACCESS OFFICER

Raise no objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal relates to the construction of a residential dwelling in an established residential area. The existing garages are not required to be provided as garages as part of a legal agreement or planning condition.

There are no objections to the proposal in principle.

7.02 Density of the proposed development

The site is located in an area with a Public Transport Accessibility Level (PTAL) of 2. London Plan recommended guidelines for sites with this level of PTAL indicate that a density of between 150-250 habitable rooms per hectare (hr/ha) or 50-90 units per hectare (u/ha) is appropriate.

The application site has an area of approximately 230sqm (including the road), as such the proposal represents a density of 86hr/h or 43 u/ha. Taking into account the road, the proposal would be in keeping with the guidance set out in the London Plan.

A portion of the site forms part of the road leading to the care takers house, the medical centre and school. If the road is not taken into account, then the proposed density would equate to 78 u/ha or 156 hr/ha, again within guidance set out in the London plan.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site is not located in a Conservation Area, nor is it near to any buildings of historical importance.

7.04 Airport safeguarding

Not relevant in this case.

7.05 Impact on the green belt

The site is not located in or adjacent to the Green Belt.

7.07 Impact on the character & appearance of the area

The proposed dwelling would be set approximately 4m from the side elevation of the school caretakers dwelling (southwest of the site), and approximately 4m forward of the caretakers dwelling (leaving a 1.5m back between the front of the proposed dwelling and the footpath).

The layout and siting of the proposal (4m forward of the existing caretakers dwelling) would result in an incongruous building alignment, which is not considered to harmonise with the existing street scene, nor is it considered to improve the character of the area contrary to policies BE13 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies) 2007.

The concerns outlined above are considered to have been brought about by the very small size of the useable site area and the scale of development proposed.

7.08 Impact on neighbours

Policy BE20 requires new residential developments to be designed so as to ensure adequate daylight and sunlight is maintained to existing dwellings.

Policy BE24 states that the development should be designed to protect the privacy of future occupiers and their neighbours.

Section 5.30 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) states that the protection of privacy, particularly of habitable rooms and external private amenity space, is an important feature of residential amenity.

Hillingdon Design and Accessibility Statement (HDAS) provides further guidance in respect of these matters, stating in particular that the distance between habitable room windows should not be less than 21m, and that a 15m setback should be maintained to the rear of surrounding properties.

The proposed building is oriented to the front of the site facing the access road and would be sited at least 18m from the main rear elevations of adjoining properties in Fredora Avenue to the north of the site.

It would also be sited more than 21m from the rear elevations of properties facing Pine Place, on the north-eastern side of the site. It would be set approximately 4m from the side elevation of the neighbouring care takers dwelling.

The proposed building would be located approximately 4m forward of the front wall of the School care takers dwelling and 1.6m back from its rear wall. The proposed building would not breach a 45° line of sight taken from first floor habitable room windows of the adjoining care takers dwelling. There would be no windows proposed in its flank walls that may result in overlooking of habitable rooms in the neighbouring dwelling.

The application would not result in an unacceptable loss of light to existing dwellings. Nor would the proposal result in overlooking of habitable rooms.

It would be possible for overlooking of the rear gardens of the neighbouring caretakers dwelling and dwellings fronting Fredora Avenue to occur from the first floor bedroom window of the proposed dwelling.

In this case, the nature of residential development along Ferdora Avenue is such that

overlooking of rear gardens is an integral feature of these properties. Given this and the size of the rear gardens of properties fronting Fredora Avenue, it is not considered that refusal of the application could be sustained for this reason

The alignment of the proposed unit to the school house is such that there would be overlooking of a small part of the rear garden of this property.

It should be noted that the five previous schemes proposed at the application site would have resulted in greater levels of overlooking of rear garden areas. In determining each of the previous applications, the Council did not raise objection to overlooking of rear garden areas.

Given that the level of overlooking from the current scheme would be less than that from earlier schemes (to which the Council did not raise an objection in relation of overlooking of garden areas), it is not considered that refusal of the current application could be sustained for this reason.

7.09 Living conditions for future occupiers

The Council's HDAS (SPD) 'Residential Layouts' provides recommended standards relating to floor space. It suggests that a 1-bedroom house maintain a minimum gross internal floor space of 50sqm. The proposed dwelling would have a floor area of approximately 68sqm in line with Council design criteria.

Policy BE23 of the Hillingdon Unitary Development Plan (Saved Policies) 2007 requires that new residential buildings should provide external amenity space, which is usable in terms of its shape and siting. The Council's design guide 'Residential Layouts' specifies a minimum amount of 40sqm of amenity space for a 1 bedroom house. In this case 60sqm of amenity space is proposed, no objection is raised to the proposal in this regard.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Parking for the proposed development would be provided in one of the three retained garages opposite the proposed building. The applicant revised the plans to provide a second parking space immediately in front of the garage (in a stacked arrangement).

To understand if parking provision was acceptable, the application was referred to the Council's Highways Engineer who raised objection to the second parking space, noting that it would encroach over the foot way, and as such was not acceptable.

The application is not considered to comply with Policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and is unacceptable.

7.11 Urban design, access and security

As previously stated, there is concern that the siting of the proposed dwelling, coupled with the small size of the site would mean that the proposal would not harmonise with the existing street scene and surrounding context and would be unduly intrusive, visually prominent and is considered to be an inappropriate form of development.

Overall, it is considered that the proposal fails to respect the established character of the area, contrary to Policy 4B.3 of the London Plan, Policies BE13 and BE19 of the Unitary Development Plan Saved Policies (September 2007) and relevant design guidance.

The plans indicate that a small pathway would be provided along the side of the proposed

dwelling and the boundary with the property to the southwest (the school caretaker's property). To ensure that this pathway is not subject to antisocial behaviour, it is considered that a condition should be imposed on any permission granted requiring that the gate providing access to the pathway be moved such that it is in line with the front of the house.

7.12 Disabled access

The application was referred to the Council's Access Officer who advises that the internal layout shown on the revised plan complies with Life Time Homes standards. As such no objection is raised to the proposal in this regard.

7.13 Provision of affordable & special needs housing

Not relevant in this case.

7.14 Trees, landscaping and Ecology

The application was referred to the Council's Landscape and Tree Officer who raised no objection subject to imposition of standard conditions TL5 and TL6 on any planning permission.

7.15 Sustainable waste management

The application is for a single residential dwelling. There is considered to be adequate space within the site to accommodate refuse and bicycle parking facilities.

As the scheme is for a single dwelling and not flats, no objection is raised with regard to waste storage facilities.

7.16 Renewable energy / Sustainability

Not relevant in this case.

7.17 Flooding or Drainage Issues

Subject to the imposition of appropriate conditions on any consent granted, there would be no objection to the scheme in terms of flooding or drainage.

7.18 Noise or Air Quality Issues

No relevant in this case.

7.19 Comments on Public Consultations

With regard to issues raised in relation to flooding, the site is not located in an area identified as being at risk of flooding, and while Thames Water have made it clear that approval would be required to ensure drainage proposals were appropriate and to prevent any damage to the sewer system, these issues could be dealt with adequately through the imposition of an appropriate condition, and are not considered to warrant refusal of the application.

Equally, concerns in relation to potential impacts during the construction phase could be dealt with adequately through the imposition of an appropriate condition on any consent granted, and these concerns are not considered to warrant refusal of the application.

In response to the second round of consultation (relating to amended plans) the following concerns were raised by the Hillingdon PCT:

- (i) The plans state that the surgery does not have any right of access over the land.
- (ii) If access to the surgery were to be blocked, the surgery would have to close;
- (iii) There is no other accessway to the health clinic, if access to the surgery were to be

blocked, the site would be isolated and its future development would be prevented.

This is considered in detail in Section 7.22 of this report. There is considerable concern that any restriction of access to the adjoining site to the southeast (which accommodates a Health Care Centre) would isolate that land and lead to the closure of the medical centre, contrary to policies BE14 and R11 of the London Borough of Hillingdon Unitary Development Plan Saved Policies (September 2007).

Other responses to the notification of the application raised a number of other concerns which have either been addressed in the body of the report, could be dealt with by way of a condition on any permission granted or are not material planning considerations.

7.20 Planning obligations

Not relevant in this case.

7.21 Expediency of enforcement action

Note relevant in this case.

7.22 Other Issues

Policy R11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) states the following:

"R11 the local planning authority will assess proposals which involve the loss of land or buildings used or whose last authorised use was for education, social, community and health services by taking into account whether:-

- (i) there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility;
- (ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced;
- (iii) the proposed alternative use accords with the other policies of this plan and contributes to its objectives."

The plans submitted to the Council for approval are annotated with the following statement:

"ROADWAY This section of which belongs to our client and is part of this planning application Note School, Surgery and Caretakers residence do NOT HAVE ANY RIGHT OF ACCESS OVER THIS LAND."

Furthermore, this annotation falls within the land covered by the red line boundary (i.e. land forming part of the planning application).

There are a number of access ways to the school. However, access to the Health Care Centre is only afforded via School Approach.

Should the access to the land accommodating the Health Care Centre be closed, patients, ambulances etc would not be able to reach the centre. The Health Centre would become unusable and would close. In this regard, the notations on the plans are of considerable concern.

Given the potential for this planning proposal to prevent access to the Health Care centre (and result in the loss of the surgery), the application is not considered to accord with policy R11.

Policy BE14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) states the following:

"BE14 permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory re-development of adjoining sites which have development potential."

The only access road to the health care centre is across the application site. If access was to the health care centre were to be blocked, then the expansion of services within the Health Centre as part of a Hillingdon wide health strategy (as has been indicated as being potentially needed by the PCT) would be prevented.

Given the potential for the subject application to isolate and sterilise the future redevelopment of the adjoining site (i.e. the land accommodating the health care centre) the application is not considered to accord with policy BE14.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The proposal by reason of its scale and siting would detract from the character of the area surrounding the site and would have an overbearing impact on the street scene.

The proposed dwelling would not accord with the Council's requirements relating to car parking.

Additionally, the application would be likely to block access to the Health Care centre (which is located on land adjoining the site). Given the nature of the medical use, such an access restriction which would render the Health Care centre unusable and effectively sterilise the future redevelopment potential of that adjoining site.

11. Reference Documents


Hillingdon Unitary Development Plan, Saved Policies September 2007, Hillingdon Design and Accessibility Statements (July 2006), including Accessible Hillingdon and Residential Layouts, and the London Plan (February 2008)

Contact Officer: Matthew Duigan

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address	
1,4,5 and 6 School Approach Fredora Avenue Hayes	
Planning Application Ref:	Scale
63421/APP/2009/1411	1:1,250
Planning Committee	Date
Central and South	November 2009

LONDON BOROUGH OF HILLINGDON

Planning & Community Services

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Director of Planning & Community Services Group

Address 19 SILVERDALE GARDENS HAYES

Development: Single storey detached outbuilding to rear for use as playroom (Retrospective application.)

LBH Ref Nos: 63644/APP/2009/2071

Drawing Nos: RP/19/09B

Date Plans Received: 23/09/2009 **Date(s) of Amendment(s):**

Date Application Valid: 01/10/2009

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the north west side of Silverdale Gardens and comprises a two storey semi-detached house with a side garage along the boundary with 21 Silverdale Gardens, and a recently constructed outbuilding at the end of the rear garden, the subject of this application.

The attached house, 17 Silverdale Gardens, lies to the south west and has second generation single storey rear extensions. To the north east and set back some 7m behind the front wall of the application property, lies 21 Silverdale Gardens, a two storey semi-detached house with a covered side walkway, an outbuilding along the side boundary with the application property, and a single storey rear extension. To the rear lie the rear gardens of 61 and 62 Fairdale Gardens.

The street scene is residential in character and appearance comprising two storey semi-detached houses, some with outbuildings at the bottom of the rear garden, and the application site lies within the 'developed area' as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

1.2 Proposed Scheme

Planning permission is sought for the retention of an outbuilding at the bottom of the rear garden. The outbuilding measures 8.4m wide, extending to the side boundary with 21 Silverdale Road and retaining a 0.15m gap to the side boundary with 17 Silverdale Road, 5.1m deep, retaining a 1m gap to the rear boundary, and finished with a flat roof 2.8m high.

There is a door and window on the front and rear elevations of the outbuilding.

1.3 Relevant Planning History

63644/APP/2007/2966 19 Silverdale Gardens Hayes
ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSIONS (INVOLVING THE PART

DEMOLITION AND CONVERSION OF AN EXISTING SIDE GARAGE)

Decision Date: 26-11-2007 **Approved** **Appeal:**

63644/APP/2009/1868 19 Silverdale Gardens Hayes

Single storey side and rear extension involving demolition of existing attached garage to side.

Decision Date: 08-12-2009 **Approved** **Appeal:**

Comment on Planning History

Planning permission (63644/APP/2009/1868) was recently granted for the erection of a single storey side/rear extension measuring 3.65m deep.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

7 adjoining owner/occupiers have been consulted. A petition with 20 signatories has been received making the following comments:

- (i) The outbuilding is excessive and does not retain sufficient gaps to the side boundaries;
- (ii) The application has to be considered with the other current application for a side/rear extension as together they would reduce the garden area by more than 50%;
- (iii) The outbuilding overlooks the rear gardens of 61 & 62 Fairdale Gardens resulting in a loss of privacy;
- (iv) The outbuilding breaches Article 8 of the European Convention on Human Rights in that it infringes the rights to respect privacy and family life;
- (v) Question the use of the outbuilding as a playroom. Given its size, it could be used as a self-contained unit. Why the need for windows?;
- (vi) There is a safety issue for children using the outbuilding as a playroom;
- (vii) The width of the outbuilding is greater than the width of the original house; and
- (viii) the outbuilding is contrary to section 9.0 of the HDAS: Residential Extensions

Officer comments: On point (iv), the conventions of the Human Rights Act 1998 (HRA 1998) are taken into account in the determination of planning applications. Point (iv) is not a material planning consideration. The remaining points are addressed in the report.

It should also be noted that a ward Councillor has required that the application be referred to the Planning Committee.

4. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity

and the character of the area.

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 9.0 Detached Outbuildings

5. MAIN PLANNING ISSUES

The main issues for consideration relates to the impact of the development on the character and appearance of the surrounding area generally and on residential amenity.

The detached outbuilding, by reason of its size, bulk, scale, design and excessive width, represents a visually intrusive and over dominant form of development detracting from the character and appearance of the surrounding area. The outbuilding extends for the full width of the application site, contrary to paragraph 9.2 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions, which advises that outbuildings should be set in from the side boundaries by at least 0.5m.

The issue of precedence can be a valid material consideration when determining planning applications. Officers consider the relevant area to consider is Silverdale Gardens rather than the wider Hayes area. Silverdale Gardens has property numbers up to No. 105. There are some outbuildings to the rear of properties in Silverdale Gardens. Officers have checked the planning history for all of the properties in Silverdale Gardens. No large outbuildings (larger than standard size garages) have been approved in Silverdale Gardens since HDAS Residential Extensions guidance was adopted in 2006. It is relevant to consider this date as the 2006 HDAS guidance provides parameters on what are or are not acceptable scale outbuildings. It is considered therefore that there is no substantive precedence argument to support approval of the planning application.

It is therefore considered that the outbuilding detracts from the character and appearance of the surrounding area generally and the visual amenities of adjoining residents, contrary to policies BE13, BE19 and BE21 of the adopted Hillingdon Unitary Development Plan

(Saved Policies September 2007) and section 9.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

The existing outbuilding at 21 Silverdale Gardens located along the side boundary with the application site screens the impact of the outbuilding from that house. The outbuilding is sited some 13m from the rear wall the application property, some 8m from the rear elevation of the extended house at 17 Silverdale Road, and is some 18m from the rear wall of 61 and 62 Fairdale Gardens.

Furthermore, should the recently approved single storey side/rear extension at the application property be implemented, the outbuilding would be some 9m from the rear elevation of the extension. These distances are sufficient to ensure that the outbuilding does not harm the residential amenities of the occupiers of neighbouring properties through over dominance and overshadowing.

The existing side boundary treatment between the application property and 17 and 21 Silverdale Gardens is of a height which allows overlooking to and from the gardens. As such, the door and window in the front elevation of the outbuilding does not result in a significant increase on overlooking over and above the current situation. Furthermore, the existing 2m high rear block boundary wall prevents overlooking from the rear window and door of the outbuilding onto the rear gardens of 61 and 62 Fairdale Gardens.

The submitted plans indicate that the outbuilding will be used as a playroom. This is incidental to the enjoyment of the dwelling house and therefore any noise generated from its use is unlikely to be so significant as to harm the residential amenities of adjoining properties. Any noise nuisance can be dealt with under the provisions of the Environmental Protection Act 1990.

It is therefore considered that the outbuilding does not harm the residential amenities of adjoining occupiers through overdominance, overshadowing and overlooking, in accordance with policies BE20, BE21, BE24 and OE1 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

At present, 100sq.m of private amenity space exists for application property which is a 3 bedroom house. If implemented, the approved side/rear extension would reduce this to some 70sq.m. Paragraph 3.13 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions advises that 60sq.m of private amenity space should be retained for 3 bedroom houses. Therefore, sufficient amenity space would be retained even if the approved rear extension is implemented. The development complies with policy BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

With regards to third party comments, the points raised are addressed in the report.

For the reasons outlined above and that the development is contrary to the aforementioned policies of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007), this application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The detached outbuilding, by reason of its overall size, siting, bulk, scale, excessive width and design represents a visually incongruous and intrusive form of development which is detrimental to the character and appearance of the surrounding area generally and the visual amenity of adjoining residential properties, contrary to policies BE13, BE19 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

INFORMATIVES

Standard Informatives

1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:

Policy No.


BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 9.0 Detached Outbuildings

Contact Officer: Sonia Bowen

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Site Address	
19 Silverdale Gardens Hayes	
Planning Application Ref:	Scale
63644/APP/2009/2071	1:1,250
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

LONDON

Report of the Corporate Director of Planning & Community Services

Address 8TH HAYES SCOUT GROUP DERWENT DRIVE HAYES

Development: Erection of a single storey side extension and alterations to existing windows.

LBH Ref Nos: 8143/APP/2009/2250

Drawing Nos: 4493-III
Design and Access Statement
4493-II
4493-3

Date Plans Received: 16/10/2009 **Date(s) of Amendment(s):**

Date Application Valid: 16/10/2009

1. **SUMMARY**

The proposed extension would provide additional storage space for a building which is used for recreational purposes. The proposed extension would not result in a disproportionate change in the bulk and character of the original building and would not injure the visual amenities of the green Belt.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M2 **External surfaces to match existing building**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing

building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures).

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

7 HLC7 Music

No amplified or other music shall be played in the premises between 22.00 hours and 09.00 hours Mondays to Saturdays and at no time on Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to the new building entrance/exit (to include ramped approach complying with BS8300:2009, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national

guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.

3 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

6 115 Control of Environmental Nuisance from Construction Work

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British

Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

7 143 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

8 146 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

9 151 Notification of Commencement of Works

Written notification of the intended start of works shall be sent to Planning & Community Services, London Borough of Hillingdon, Civic Centre, High Street, Uxbridge, UB8 1UW at least seven days before the works hereby approved are commenced.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a single storey building in use as a scout hut on open grassland to the rear of 7 to 11 (odd) Welwyn Way and 1 & 2 Blackpool Gardens. The building is accessed from Derwent Drive. The street scene and surrounding area is residential in character and appearance comprising two storey semi-detached houses, and the application site lies within the Green Belt as designated in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

Planning permission is sought for the erection of a side addition to the original building. The proposed extension would measure 7.5m by 7.8m, set flush with the existing front and rear walls, and finished with a gable end ridged roof matching the eaves and roof ridge of the original building.

The proposed extension would provide additional storage.

3.3 Relevant Planning History

Comment on Relevant Planning History

It is worth noting that conditions to restrict the hours during which amplified music could be played at the site and to require landscaping to be provided were imposed by the Committee on the earlier (and unimplemented) permission (Ref 8143/APP/2002/288).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.

Part 2 Policies:

OL1 Green Belt - acceptable open land uses and restrictions on new development

OL4 Green Belt - replacement or extension of buildings

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

AM14 New development and car parking standards.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

15 adjoining owner/occupiers have been consulted. No comments have been received.

Internal Consultees

TREES AND LANDSCAPE

The site is an existing scout hut situated on designated Green Belt land to the rear of Blackpool Gardens and to the north of allotment gardens. The plot of land consists of open grassland with a car park / hardstanding to the east, accessed from Derwent Gardens. There are no trees - protected or otherwise - on the site.

The proposal follows the lapse of a previous application (ref. 2002/2288) to extend the scout hut.

The current application is for a simpler extension, which effectively lengthens the oblong-shaped timber building. The Design & Access Statement describes the existing landscape but makes no reference to landscape proposals.

Key Landscape Issues

The proposal will not have any impact on trees and no significant impact on the wider landscape. However, according to saved policy BE38 proposed developments should be accompanied by landscape enhancement, which is particularly relevant within the context of the Green Belt.

Recommendation

If you are minded to approve this application I have no objection subject to conditions TL5, TL6 and TL7

HIGHWAYS

Raise no objection.

ACCESS

This is a small extension, and it would be unreasonable to require that the building and all facilities (e.g. toilets etc) be made to comply with disabled access requirements.

At present the building is not able to be accessed by wheel chair users. While this is a minor extension, there is now an opportunity to provide access for disabled persons into the building.

A condition is recommended requiring ramped access and into the building through the new fire exit door proposed in the extension. Minor internal layout changes at the new entrance would also be required.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of extending the existing building is acceptable subject to the Council's policies and standards.

7.02 Density of the proposed development

This is not applicable to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

This is not applicable to this application.

7.04 Airport safeguarding

This is not applicable to this application.

7.05 Impact on the green belt

The application site lies within the Green Belt.

Planning Policy Guidance Note 2: Green Belts (PPG2) states that the most important attribute of the Green Belt is its openness. Therefore, the construction of new buildings in the Green Belt is inappropriate unless it is for a limited range of uses, including agriculture, forestry, recreation, limited alteration/re-building of dwellings, and infilling major developed sites as identified in adopted plans.

PPG2 also makes clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The guidance adds that such circumstances will not exist unless the harm is clearly outweighed by other considerations, and that it is for the applicant to show why permission

should be granted.

The existing building is used for recreational purposes; a use that is acceptable within the Green Belt and is therefore not inappropriate, in accordance with PPG2 and Policy OL1 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

Paragraph 3.6 of PPG2 states: 'Provided that it (the development) does not result in disproportionate additions over and above the size of the original building, the extension or alteration of dwellings is not inappropriate in Green Belts. The replacement of existing dwellings need not be inappropriate, providing the new dwelling is not materially larger than the dwelling it replaces.'

As a general rule, if the floorspace of the proposed extension and previous extensions would exceed 50% of the original floorspace of the building, it would constitute a disproportionate change in the bulk and character of that building and therefore be deemed inappropriate. The existing building has a floorspace of approximately 191sq.m. The proposed extension would provide an additional 59sqm or a 31% increase in floorspace. This increase in floorspace would be less than 50% and would not therefore represent a disproportionate change in the bulk and character of the original building.

As such, the proposal would not constitute 'inappropriate development' and would be consistent with Policy OL4 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007), as it would not result in any disproportionate change in the bulk and character of the existing building or significantly increase the built up appearance of the site.

Policy OL2 notes that where development proposals within the Green Belt are acceptable in principle, the Council will seek comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives.

In this regard the Council Trees and Landscape Officer has advised that if minded to approve the application, conditions should be imposed requiring some amount of landscaping to be provided. It is worth noting that landscaping conditions were imposed by the Committee on the earlier (and unimplemented) permission (Ref 8143/APP/2002/288).

7.07 Impact on the character & appearance of the area

The scout hut building is located to the rear of the properties in Welwyn Way and Blackpool Gardens and would not be visible from the street. Therefore, the proposal would not have an adverse impact on the street scene in accordance with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.08 Impact on neighbours

The proposed extension would be some 40m from the rear wall of the nearest residential properties in Welwyn Way and Blackpool Gardens. This distance is sufficient to ensure that the proposal would not harm the residential amenities of the occupiers of those properties through visually intrusion, overdominant and overshadowing. No windows are proposed in the extension and therefore no overlooking will result. As such, the proposal would comply with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.09 Living conditions for future occupiers

This is not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There is a large hardstanding area which provides some 15-20 spaces. This would be sufficient to cater for the increase in floorspace. As such, no additional parking spaces are required, in accordance with policy AM14 of the opted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.11 Urban design, access and security

This addressed at section 07.07.

7.12 Disabled access

The application was referred to the Council's Access Officer who advised that as this is a small extension, it would be unreasonable to require that the building and all facilities (e.g. toilets etc) be made to comply with disabled access requirements.

The Access Officer has advised that while full compliance would not be reasonable, there is now an opportunity to provide access for disabled persons into the building.

A condition is recommended requiring ramped access and into the building through the new fire exit door proposed in the extension.

7.13 Provision of affordable & special needs housing

This is not applicable to this application.

7.14 Trees, landscaping and Ecology

The proposed extension would not result in the loss of any trees nor would additional screening be required. The proposal would comply with policy BE38 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.15 Sustainable waste management

This is not applicable to this application.

7.16 Renewable energy / Sustainability

This is not applicable to this application.

7.17 Flooding or Drainage Issues

This is not applicable to this application.

7.18 Noise or Air Quality Issues

This is not applicable to this application.

7.19 Comments on Public Consultations

There are no third party comments.

7.20 Planning obligations

This is not applicable to this application.

7.21 Expediency of enforcement action

This is not applicable to this application.

7.22 Other Issues

There are no other issues.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the

Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

For the reasons outlined above, and given that the development complies with the aforementioned policies of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007), this application is recommended for approval.

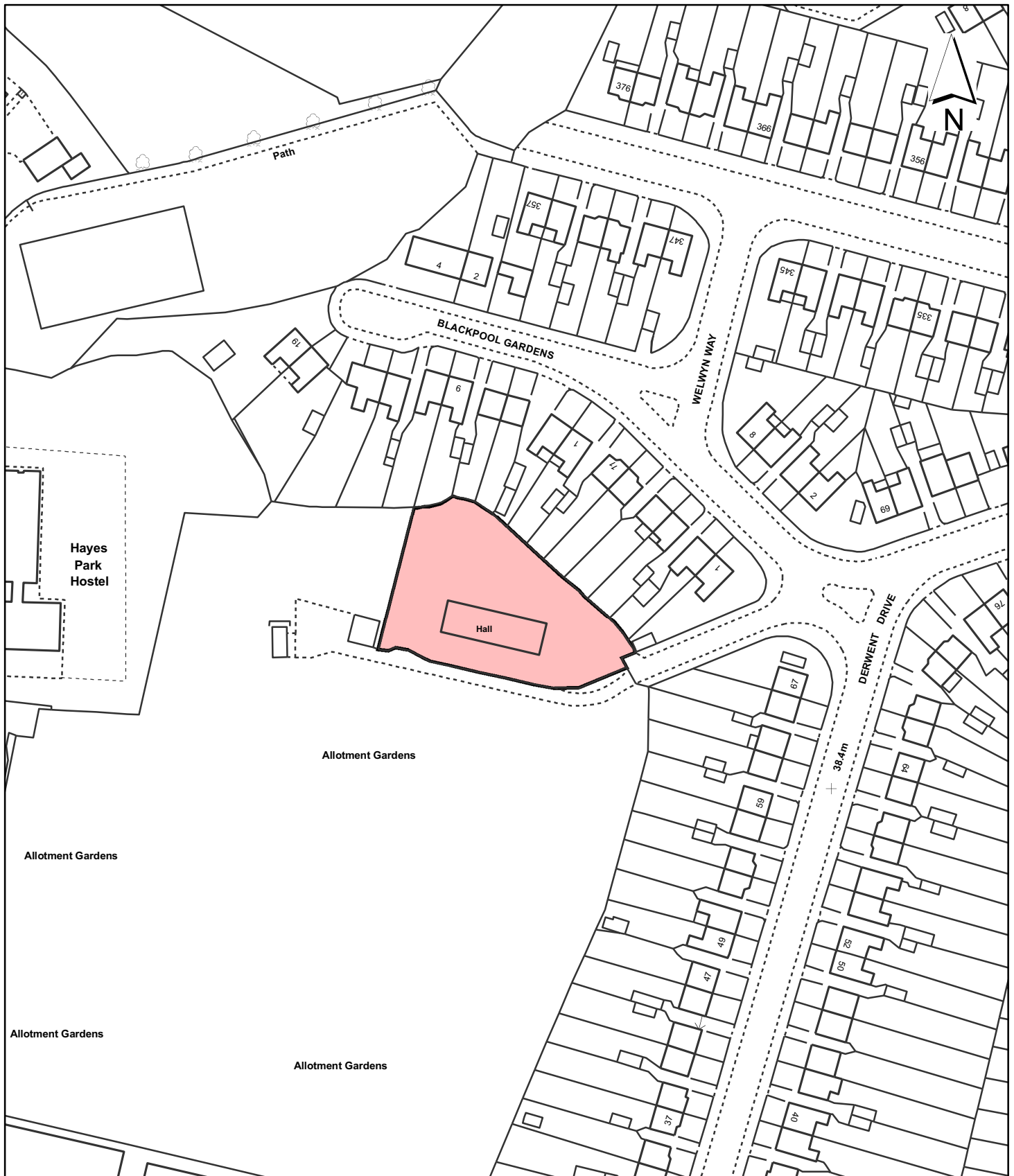
11. Reference Documents

Planning Policy Guidance Note 2: Green Belt


Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007)

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
8th Hayes Scout Group Derwent Drive Hayes	
Planning Application Ref:	Scale
8143/APP/2009/2250	1:1,250
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

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Report of the Corporate Director of Planning & Community Services

Address BT SKYPORT TELEPHONE EXCHANGE NEWALL ROAD HEATHROW AIRPORT

Development: Installation of three Omni pole mounted antennas, one GPS antenna, two 0.3m dish antennas, one equipment cabin, one metre cabinet and associated feeder cables.

LBH Ref Nos: 15665/APP/2009/2485

Drawing Nos: M15_15 SHT 2 NORTH ELEVATION
M15_15 SHT 1 NORTH ELEVATION
M15_15 SHT 2 SITE PLAN
M15_15 SHT 1 SITE PLAN
photo
4 MAPS
004_03

Date Plans Received: 05/11/2009 **Date(s) of Amendment(s):** 17/11/2009
Date Application Valid: 25/11/2009 25/11/2009

1. **SUMMARY**

This application seeks planning permission for the installation of an electronic communications apparatus including three Omni directional antennas, two 0.3m diameter dish antennas with associated feeder cables and an equipment cabin at rooftop level on the existing BT Exchange building at Bath Road, Hounslow.

The installation of the electronic communications apparatus will provide coverage to meet the needs of the fire, ambulance, police and other emergency, or blue light services. The location and proposal is considered visually acceptable and would not have any significant detrimental impact on the character or appearance of the surrounding area, particularly given that this part of Bath Road is largely characterised by industrial and large commercial buildings. The nearest residential property is located some distance away to the north.

A through site search has been carried out to ensure there are no alternative existing telecommunication facilities in the area suitable for sharing, or alternative rooftop sites, which would be less visually obtrusive. The proposal is considered to comply with relevant planning policies and accordingly, approval is recommended subject to appropriate conditions.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 NONSC Non Standard Condition

The transmission dish antennas shall be painted grey to match the existing antennas and dishes on the roof, and permanently maintained in this colour.

REASON

In the interests of visual amenity and in compliance with Policy BE13 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

3 NONSC Non Standard Condition

The power cable trays fixed to the elevation of the building shall be painted to match the existing brickwork.

REASON

In the interests of visual amenity and in compliance with Policy BE13 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

4 NONSC Remove Antennas if No Longer Required in Future

In the event after implementation of the permission the antennas are no longer required for the purpose hereby approved, these shall be removed and the building restored to its former condition.

REASON

In the interests of visual amenity and in compliance with Policy BE13 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

INFORMATIVES

1 152 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE37	Telecommunications developments - siting and design
OE1	Protection of the character and amenities of surrounding properties and the local area
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around

Heathrow or likely to affect the operation of Heathrow or Northolt airports

3 160 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located at Bath Road, Hounslow, TW6 2DU, on the rooftop of a three-storey BT Telephone Exchange transmitting station, known as Skyport House. The site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map. The site is bounded to the east by Hatton Road North, beyond which are commercial/light industrial buildings associated with the airport; to the south by Newall Road, beyond which are also commercial/light industrial buildings associated with the airport; to the west by a commercial building; and to the north by the A4 Bath Road, beyond which is a large office building and hotel. The site is controlled and managed by Arqiva, a radio management company. Currently, rooftop has a large plant room at its eastern end and already houses a significant amount of telecommunications equipment, appeared to be used by T-mobile and O2. The site finder website shows Vodafone, Orange and '3' have masts within the immediate locality, to the west, north-west and north-east of the proposed site.

3.2 Proposed Scheme

It is proposed to install electronic communications apparatus at rooftop level on the existing BT Exchange building, which would include three Omni directional antennas, an associated equipment cabin, two dish antennas, and associated feeder cables.

A steel grillage equipment cabin, with access steps and handrails, would be located centrally on the rooftop.

Three Omni directional antennas would be mounted on support poles to the cabin, resulting in an approximate mean height of 19.35 metres with an approximate maximum height of 20.6 metres.

On the eastern corner of the rooftop two 0.3m diameter dish antennas would be pole mounted to a tripod at a mean height of 18.5 metres. A 1.1m high freestanding hand railing would also be provided at this location.

Installation of a multi-user meter cabinet would be located at ground level. Associated feeder cables would run between the rooftop apparatus and meter cabinet. Power cable trays support the feeder cable would be fixed to the elevation of the building and would be painted to match the existing brickwork.

The apparatus will form part of the Airwave network, which is a network that is being established for the 2012 Olympics for the dedicated use of the emergency services, including fire, ambulance, police and other emergency, or blue light service. This part of the network will provide coverage over Heathrow Airport and the surrounding area. There are no alternative means of communications available in this instance. The Airwave service is a Public Safety Radio Communications Service and part of the Government's Critical National Infrastructure. Once constructed, the development will be unmanned requiring only periodic visits about once every two to three months for routine maintenance and servicing. An engineer using a light goods vehicle would typically carry this out.

3.3 Relevant Planning History

- 15665/AB/99/1955 Skyport Telephone Exchange Bath Road Harlington
Installation of 4 satellite dishes, 3 pole-mounted antennas, equipment cabin and Cellnet lattice tower (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)
Decision: 26-10-1999 PRN
- 15665/APP/2007/3158 Skyport Telephone Exchange Bath Road Harlington
CONSTRUCTION OF STEEL FRAMEWORK TO SUPPORT UP TO TWELVE DISH ANTENNAS ON ROOF AT EAST END OF BUILDING (INVOLVING REMOVAL OF EXISTING DISH ANTENNAS).
Decision: 29-11-2007 NFA
- 15665/APP/2007/3521 Skyport Telephone Exchange Newall Road Heathrow Airport
CONSTRUCTION OF STEEL FRAMEWORK TO SUPPORT UP TO TWELVE DISH ANTENNAS, MAXIMUM DIAMETER 1.2M, ON ROOF AT EAST END OF BUILDING (INVOLVING REMOVAL OF EXISTING DISH ANTENNAS).
Decision: 07-04-2008 Approved
- 15665/E/85/0812 Skyport Telephone Exchange Newall Road Heathrow Airport
Application for radio masts, flagpoles etc (P)
Decision: 02-09-1985 Approved
- 15665/G/87/0127 Skyport Telephone Exchange Newall Road Heathrow Airport
Resiting of roof aerials (Section 53 det.).
Decision: 16-02-1987 GPD
- 15665/S/92/1541 Skyport Telephone Exchange Bath Road Harlington
Installation of antenna and mast for aeronautical public telecommunications service
Decision: 30-10-1992 Approved

Decision: 03-01-1994 Approved

Comment on Relevant Planning History

There have been a number of proposals of the installation of telecommunication apparatus, including dish antennas and associated equipment. T-mobile and O2 electronic communications apparatus appear to currently occupy the Skyport House rooftop.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.11 To facilitate the development of telecommunications networks in a manner than minimises the environmental and amenity impact of structures and equipment.

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE37 Telecommunications developments - siting and design

OE1 Protection of the character and amenities of surrounding properties and the local area

A4 New development directly related to Heathrow Airport

A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Both BAA and National Air Traffic Service (NATS) were consulted and comments were received. The proposed site is considered to be a 'green' rating under the Traffic Light Rating Model of the code of Best Practice on Mobile Phone Network Development. As such, the consultation undertaken is considered appropriate.

BAA

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. No objections are raised subject to 'Cranes' informative

and if any lighting is required, the need to avoid light spill above the horizontal due to the close proximity to the runway. The latter is not relevant in this instance as no light will be required.

NATS

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. No objections are raised.

Internal Consultees

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Due to the amount of equipment already on the rooftop, the proposed installation cannot be progressed through the prior determination procedure as 'Permitted Development'. Accordingly, this application seeks full planning permission and has been submitted by Arqiva, on behalf of Airwave Solutions Ltd, in order to provide a Public Safety Radio Communications Service dedicated to the emergency services during the 2010 Olympic Games.

The application has been assessed against Policy BE37 of the Unitary Development Plan (Saved Policies 2007) and Planning Policy Guidance Note 8: Telecommunications. Both seek to find solutions, which minimise the impact of telecommunications development on the appearance of the surrounding area.

Consideration has been given to the need for the development, the suitability of locating the apparatus at rooftop level at Skyport House and possibility of sharing existing facilities. Planning policy seeks to minimise the visual impact of telecommunications installations by locating them at less sensitive locations including existing telecommunications sites and on buildings, particularly large commercial or industrial buildings.

Within the vicinity of the Skyport House, the proposed apparatus will provide the necessary coverage for emergency services where there is currently a 'hole' in network coverage. Whilst there is an array of large commercial buildings in the locality, which may also be generally suitable for such an installation, it is not considered that any would be visually less sensitive than the proposed site. In addition, sharing the rooftop with other existing installations is considered a sustainable use of the rooftop and will help limit the visual impact of the proposed antennas because they will not be seen as an isolated addition to the roofline.

Officers are unable to suggest a more suitable location and it is considered that the site offers the most appropriate option with the area, compliant with UDP policy.

7.02 Density of the proposed development

Not applicable to this type of development.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Not applicable because the site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings, or Areas of Special Local Character within the vicinity.

7.04 Airport safeguarding

BAA Safeguarding have confirmed that the proposal does not conflict with airport/aircraft safeguarding criteria.

7.05 Impact on the green belt

Not applicable because the site does not fall within the green belt.

7.07 Impact on the character & appearance of the area

The proposed installation would be visible from the A4 Motorway and the surrounding area, as the building is set back approximately 30 metres from Bath Road. However, given the existing equipment already on the roof, and its location, surrounded by many other large buildings with various roof plant and equipment of their roofs, it is not considered that it would be out of keeping with the character and appearance of the surrounding area. The proposed antennas would be sited near to the existing on the roof. There is also another larger mobile phone installation at the western end of the building. These existing installations will help to limit the visual impact of the proposed antennas because they will not be seen as an isolated addition to the roofline.

7.08 Impact on neighbours

Skyport House is situated at the northern side of Heathrow Airport and is surrounded on all sides by commercial development. The nearest residential properties are approximately 165 metres away to the north, and there would be no views of the installation from these houses.

7.09 Living conditions for future occupiers

Not applicable to this type of application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this type of application.

7.11 Urban design, access and security

Access to the site is to remain unaltered from the existing access that runs from Netley Road. Once constructed, the development will be unmanned. Routine maintenance and servicing will be required every two to three months. Typically an engineer using a light good vehicle will carry this out.

Access to the rooftop site, in accordance with relevant health and safety legislation and guidelines, will be restricted to authorised personnel only. Trained and qualified staff will carry out the routine maintenance and servicing of the apparatus.

7.12 Disabled access

Not applicable to this type of application.

7.13 Provision of affordable & special needs housing

Not applicable to this type of application.

7.14 Trees, landscaping and Ecology

Not applicable to this type of application.

7.15 Sustainable waste management

Not applicable to this type of application.

7.16 Renewable energy / Sustainability

Not applicable to this type of application.

7.17 Flooding or Drainage Issues

Not applicable to this type of application.

7.18 Noise or Air Quality Issues

Not applicable to this type of application.

7.19 Comments on Public Consultations

7.20 Planning obligations

Not applicable to this type of application.

7.21 Expediency of enforcement action

Not applicable to this type of application.

7.22 Other Issues

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commission for Non-Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice (PPG 8: Telecommunications), there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

Recent Legislation (PPG 8: Telecommunications) advises that while health implications are a material consideration in the determination of planning applications, it should be for the local planning authority to attach relevant weighting to perceived fears of health in reaching a decision. PPG8 states that providing the proposal complies with the relevant ICNIRP guidelines regarding public exposure levels there should be no further need to consider health implications further. This approach is consistent with the advice set out in PPG8 : Telecommunications and the Stewart Report 2000.

In conclusion, the Stewart Report found that the overall balance of evidence indicates that there are no harmful effects to human health caused by telecommunications equipment. The precautionary principle acknowledges the gaps in scientific research and subsequently the Stewart Report recommends that the health implications should not be considered any further providing (a) all telecommunications applications comply with ICNIRP guidelines with regard to the minimum acceptable levels of electromagnetic radiation; and (b) where the exposure level is at its highest, the beam of greatest intensity should not fall on any school or college.

There are no schools in the vicinity. The applicant has submitted an ICNIRP certificate (confirming the site was in full compliance with the recommended guidelines) and on this basis refusal on this ground would not be sustainable.

There is currently a coverage 'gap', which is of concern given the emergency service nature of this telecommunication provider. The proposal would address this issue.

A through site search has been carried out to ensure there are no alternative existing telecommunication facilities in the area suitable for sharing, or alternative rooftop sites, which would be less visually obtrusive. The proposal is considered to comply with relevant planning policies and accordingly, approval is recommended subject to appropriate conditions.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware

of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

Recent court cases concerning telecommunications development, including the Harrogate Case which went to the Court of Appeal on 12.11.04, have clarified the primacy of Government health advice in this field. The Court of Appeal ruled that a proposed telecommunications mast was acceptable despite a planning inspector having dismissed a planning appeal because he was not convinced that the appellants had provided enough reassurance that there would be no material harm to young children at local schools. This significant legal judgement backs Government policy and clearly limits the ability of local planning authorities to resist telecommunications installations close to schools or houses on grounds of any adverse health impacts.

9. Observations of the Director of Finance

As there are not s106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

It is not considered that the proposed installation of telecommunication apparatus would have a significant visual impact on the character or appearance of the surrounding area sufficient to justify refusal. There would be no detrimental impact on the amenity or nearby residential properties as a result of the proposal and the scheme is considered to comply with relevant planning policy. In addition, the proposed apparatus is considered part of the Government's Critical National Infrastructure, providing a dedicated service to meet the needs of the fire, ambulance, police and other emergency, or blue light services. As such, approval is recommended.

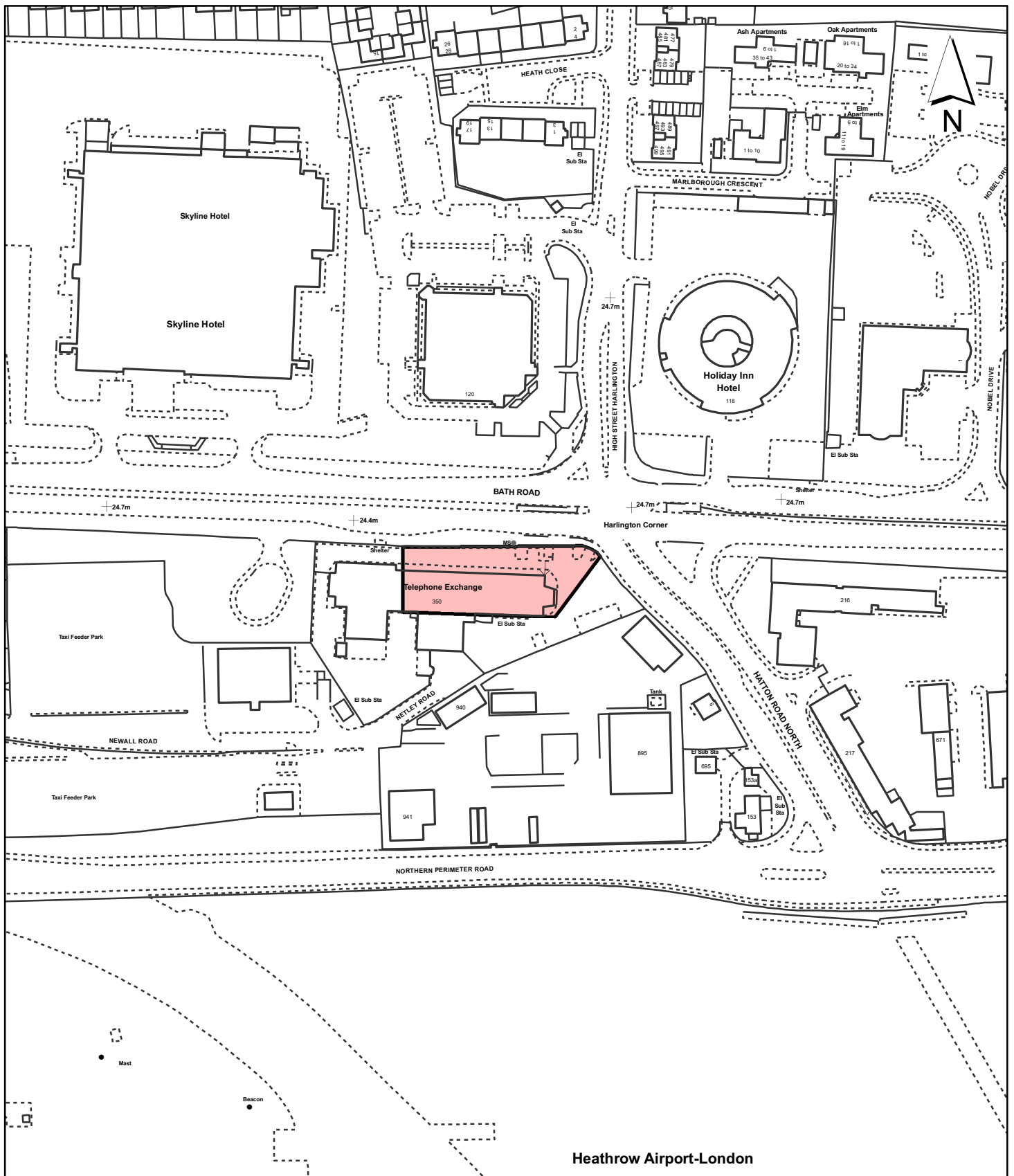
11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies September 2007


London Plan (Consolidated with Alteration since 2004)
PPG 8 Telecommunications
The code of Best Practice on Mobile Phone Network Development

Contact Officer: Tabitha Knowles

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
BT Skyport Telephone Exchange Newall Road Harlington	
Planning Application Ref:	Scale
15665/APP/2009/2485	1:2,000
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

LONDON

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Report of the Corporate Director of Planning & Community Services

Address 145 STATION ROAD WEST DRAYTON

Development: Change of use from a dog grooming centre (Sui Generis) to Class D1 (Non-residential Institutions) for use as Physiotherapy Unit and installation of ramp to front entrance.

LBH Ref Nos: 21936/APP/2009/2031

Drawing Nos: 01
HH145
Design and Access Statement
HH145 -1

Date Plans Received: 18/09/2009

Date(s) of Amendment(s):

Date Application Valid: 12/10/2009

1. **SUMMARY**

The proposed development would not result in the loss of a retail unit and therefore would not harm the vitality and viability of the Yiewsley/West Drayton Town Centre. The proposed use as a physiotherapy unit is considered appropriate with a town centre and is supported by NHS Hillingdon as it would form part of a range of patient and community services provided by Hillingdon Community Health. The amenities of adjoining residential properties would be safeguarded by appropriate conditions controlling hours of use, the implementation of an appropriate insulation scheme and control of delivery/servicing hours. Although the proposed use would be likely to result in a number of patients arriving by private car/taxi and the level of off-street car parking is not ideal, it is considered that given the community benefits afforded by the scheme and the site's town centre location, adjacent to the main bus routes and proximity of the public car park on Brandville Road, a reason for refusal on highway and pedestrian safety grounds would not be justified. Furthermore, a travel plan and a parking management plan are conditioned.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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 M2 External surfaces to match existing building

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing

building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policies BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 HLC5 Industrial and Commercial Development

The premises shall not be used except between 08:00 hours and 19:00 hours Mondays to Fridays, between 08:00 hours and 17:00 hours on Saturdays and at no time on Sundays and Bank and Public Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies OE1, OE3 and S6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 NONSC Hours of Use

The premises shall not be used for deliveries and collections, including waste collections other than between the hours of 08:00 and 18:00, Mondays to Fridays, 08:00 to 13:00 Saturdays and not at all on Sundays and Bank and Public Holidays.

REASON

To safeguard the amenity of surrounding areas, in accordance with Policies OE1, OE3 and S6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

6 N13 Sound insulation of commercial/entertainment premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings/premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policies OE1, OE3 and S6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

7 NONSC Parking Layout

Notwithstanding the parking layout shown on Drw. No. HH145-1 received on 7/12/09, a revised car parking layout with each of the bays measuring 4.8m by 2.4m, of which at

least one of the spaces should be a disabled person space measuring 3.6m by 2.4m shall be submitted to and approved in writing by the Local Planning Authority. The use shall be carried out in strict accordance with the revised layout.

REASON

To ensure that adequate off-street car parking spaces are provided on site, in accordance with the policies AM14 and AM15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 NONSC Travel Plan

Prior to the commencement of the use, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The use shall be carried out in strict accordance with the approved travel plan.

REASON

To ensure that the use does not give rise to conditions prejudicial to highway and pedestrian safety, in accordance with policy AM7(ii) of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 NONSC Parking Management

Prior to the commencement of the use, a parking management plan to cover both commercial and residential uses of the application site shall be submitted to and approved in writing by the Local Planning Authority. The use shall be carried out in strict accordance with the approved parking management plan.

REASON

To ensure that the use does not give rise to conditions prejudicial to highway and pedestrian safety, in accordance with policy AM7(ii) of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 NONSC Cycle Storage

Prior to the commencement of the use, details of the provision to be made on site for the secure and covered parking of at least 8 cycles shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall be provided on site in accordance with the approved details prior to the commencement of the ground floor use of the building hereby approved.

REASON

To ensure that the proposed use makes adequate provision for cycle storage, in accordance with policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's adopted car parking standards.

11 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

12 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse and recycling, as well as separate storage facilities for any clinical waste at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

13 MCD9 No External Storage

No display, placing or storage of goods, materials, plant or equipment shall take place other than within the buildings.

REASON

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

14 NONSC Electric Charing Point

At least 1 car parking space is to be provided with an electric vehicle charging point, and this shall be installed prior to occupation of any of the buildings and retained for the lifetime of the buildings.

REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

15 NONSC Delivery/Collection times

Deliveries or collections, including waste collections are only to be made to or dispatched from the site between 07800 hours and 1800 hours Mondays to Fridays, 0800 hours and 1300 hours Saturday and at no time on Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
OE1	Protection of the character and amenities of surrounding properties and the local area
S6	Change of use of shops - safeguarding the amenities of shopping areas
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement(HDAS): Accessible Hillingdon
LPP 4A.20	London Plan (February 2008)
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
R16	Accessibility for elderly people, people with disabilities, women and children
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas

3 11 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 13 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 15 **Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement

from, any adjoining owner, where the building owner proposes to:
carry out work to an existing party wall;
build on the boundary with a neighbouring property;
in some circumstances, carry out groundworks within 6 metres of an adjoining building.
Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 115 Control of Environmental Nuisance from Construction Work

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

8 143 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

9 145 Discharge of Conditions

Your attention is drawn to conditions 6, 7, 8, 9 and 10 which must be discharged prior to

the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. The Council may consider taking enforcement action to rectify the breach of these conditions. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

10 146 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

11 147 Damage to Verge

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the eastern side of Station Road, some 50m south of its junction with Brandville Road, and comprises a 3 storey detached building. The ground floor, the subject of this application is currently in use as a dog grooming parlour. The two upper floors are in residential use, comprising 5 units. The driveway runs along the southern boundary of the site and provides access to the rear, which is used for parking. The street scene comprises a mix of commercial and residential uses and the application site lies within the Yiewsley/ West Drayton Town Centre, as designated in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and on the edge of the West Drayton Green Conservation Area, the boundary of which is some 20m to the south.

3.2 Proposed Scheme

Planning permission is sought for a change of use of the ground floor from a dog grooming centre (sui generis) to an NHS physiotherapy unit. The ground floor would comprise a reception with waiting area, physiotherapy area, consulting room, kitchen, WC and storage area.

The proposed centre would be open from Monday to Saturdays from 8am to 5pm with the occasional late evening until 7pm. 5 full-time staff would be employed; four qualified physiotherapists and a receptionist.

The applicant has advised that the proposed use would provide an out patient physiotherapy service as part of a range of out patient and community services provided by Hillingdon Community Health and Hillingdon NHS. Patients would be referred by their GP and attend for an initial assessment and an average of 3 follow up sessions. It is

anticipated that each physiotherapist would see an average of 7-8 patients a day resulting in an average daily attendance of some 32 patients.

The external alterations comprise the installation of a ramp with handrails located at the front entrance to the premises. The proposed ramp landing area would measure 1.5m by 1.2m and the ramp element would be 3.8m long and have a gradient of 1:20. The railings would be 1.2m high.

3.3 Relevant Planning History

21936/APP/2004/3313 145 Station Road West Drayton

CHANGE OF USE FROM CLASS B1 (OFFICE) TO USE FOR PURPOSES OF DOG GROOMING/ TRAINING (SUI GENERIS)

Decision: 03-02-2005 Approved

Comment on Relevant Planning History

As above.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.18 To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough.
- PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- OE1 Protection of the character and amenities of surrounding properties and the local area
- S6 Change of use of shops - safeguarding the amenities of shopping areas
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- HDAS Hillingdon Design & Accessibility Statement(HDAS): Accessible Hillingdon

LPP 4A.20	London Plan (February 2008)
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
R16	Accessibility for elderly people, people with disabilities, women and children
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

35 adjoining owner/occupiers have been consulted. 1 letter has been received neither for or against the proposal but querying how the parking would be managed by the new occupiers as they currently have access to 2 spaces.

Officer comments: This is addressed in the report.

Internal Consultees

Highways:

The extant planning consent provided a parking layout showing 7 spaces whilst only 6 are currently marked on site. These spaces are substandard in width by about 200mm. Only 5 standard spaces can be accommodated on site.

A site visit late afternoon found 2 cars on site, 1 parked and the other leaving. If all the patients drive to the site then the parking provision would only be adequate if they are permitted to use the vacant residential parking spaces. However, if some are dropped off and picked up then the provision without shared use with the residential flats would appear to be acceptable.

In the circumstances, no objection is raised on highway grounds, subject to conditions requiring the submission of a travel plan and a parking management plan covering commercial and residential parking.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within the Yiewsley/West Drayton Town Centre outside of the primary and secondary areas. As the proposal would not result in the loss of a retail unit, it would not alter the overall composition of the retail frontage or result in an over concentration of non-retail uses.

There are no policies in the adopted Hillingdon Unitary Development Plan Saved Policies

(September 2007) that seek to resist the loss of the current use.

With regards to the proposed use, paragraph 9.30 of the saved UDP recognises the importance of local medical/health care services. Such a use is considered appropriate in a town centre location, subject to policy S6. The proposed use is supported by the Hillingdon NHS and it would not result in the loss of residential accommodation.

Given the above, it is considered that the proposed change of use is acceptable in principle, subject to other policies in the saved UDP.

7.02 Density of the proposed development

N/A to this application for a change to medical use.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The proposal would not affect any listed building or archaeological remains. Although the application is close to the boundary of the West Drayton Green Conservation Area, given the nature of the works, the proposal would not adversely affect its character or appearance. The proposal would comply with policy BE4 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.04 Airport safeguarding

N/A to this application for a change of use and an access ramp.

7.05 Impact on the green belt

N/A to this application.

7.07 Impact on the character & appearance of the area

The only alteration proposed to the building is the installation of the access ramp. This would be located to the front of the building, on land within the boundary of the site and would not unacceptably detract from the appearance of the building or the street scene. The proposal would comply with policies BE13 and BE15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.08 Impact on neighbours

In terms of assessing the effects of the proposal on residential amenity, the relevant factors are those of noise and general disturbance. The nearest residential properties are situated above the ground floor unit. The proposed use is likely to generate additional noise, particularly as the applicant has estimated that on average, some 32 patients would be in attendance per day. However, it is considered that planning conditions requiring the installation of appropriate sound attenuation and insulation between floors and the imposition of limitations on hours of operation and deliveries would be sufficient to maintain the residential amenity of the occupiers of adjoining and nearby residential properties, should planning permission be granted.

The proposed ramp would be sited to the front of the existing shop window and would not adversely affect the amenities of surrounding residential properties.

The proposal would therefore comply with policies BE20, BE21, OE1 and S6 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and 4A.20 of the London Plan (February 2008).

7.09 Living conditions for future occupiers

N/A to this proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's car parking standards do not stipulate a parking requirement for medical and other health practice uses. The car parking requirement would normally be determined on an individual basis using a transport assessment and/or travel plan. The

application has not been accompanied by a transport assessment or travel plan.

The application site is sited within, but towards the edge of the Yiewsley/West Drayton Town Centre. It lies adjacent to the main bus routes through the town centre and the Brandville Road public car park is within 70m of the site.

The proposed use would provide 4 consulting rooms. The applicant has advised that patients will generally arrive by private vehicle or public transport. However, the condition of some of the patients would prevent them from using public transport and as such, the private car or taxi would often be the preferred mode of travel.

The Council's Highway Engineer advises that following a site visit, only 5 standard spaces can be accommodated on site. If all the patients drive to the site then this level of parking provision would only be adequate if they are permitted to use the vacant residential parking spaces. However, if some are dropped off and picked up then the provision without shared parking with the residential flats would appear to be acceptable.

In these circumstances, the Highway Engineer raises no objection on highway grounds, subject to conditions requiring the submission of a travel plan and a parking management plan covering commercial and residential parking. A condition has also been attached requiring the submission of a revised car parking plan to ensure that the car parking spaces are to standard, to include a disabled space.

The Council's minimum cycle parking standard for Class D1 uses is 2 spaces per consulting room. The applicant has not proposed any cycle parking spaces for the proposed uses. This would be controlled by condition.

As such, subject to the imposition of conditions to secure a travel plan, parking management plan, revised parking layout and cycle storage, the scheme is considered acceptable in accordance with policies AM7(ii), AM14 and AM15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

N/A to this development for a change of use.

7.12 Disabled access

The proposal would provide a disabled persons' toilet and a ramped access. The Hillingdon Design & Accessibility Statement (HDAS): Accessible Hillingdon advises at paragraph 6.18 that where external ramps exceed a gradient of 1:20, a level landing and handrails should be provided. The proposed ramp would have a gradient of 1:20. Nevertheless, a level landing and handrails have been provided. The proposal would therefore comply with the above guidance and policy R16 of the saved UDP.

7.13 Provision of affordable & special needs housing

N/A to this application.

7.14 Trees, landscaping and Ecology

N/A to this application.

7.15 Sustainable waste management

N/A to this development for a change of use.

7.16 Renewable energy / Sustainability

N/A to this development for a change of use.

7.17 Flooding or Drainage Issues

N/A to this development for a change of use.

7.18 Noise or Air Quality Issues

N/A to this development for a change of use.

7.19 Comments on Public Consultations

This has been considered in the main report and would be dealt with by means of a parking management plan, covered by condition.

7.20 Planning obligations

N/A to this type and scale of development.

7.21 Expediency of enforcement action

N/A to this application site.

7.22 Other Issues

N/A to this application.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed development would not result in the loss of a retail unit and use as a physiotherapy unit is considered appropriate to a town centre location. Any adverse impact upon neighbouring residential properties can be mitigated by means of then recommended conditions. Although the proposed use would be likely to result in a number of patients arriving by private car/taxi and the level of off-street car parking is not

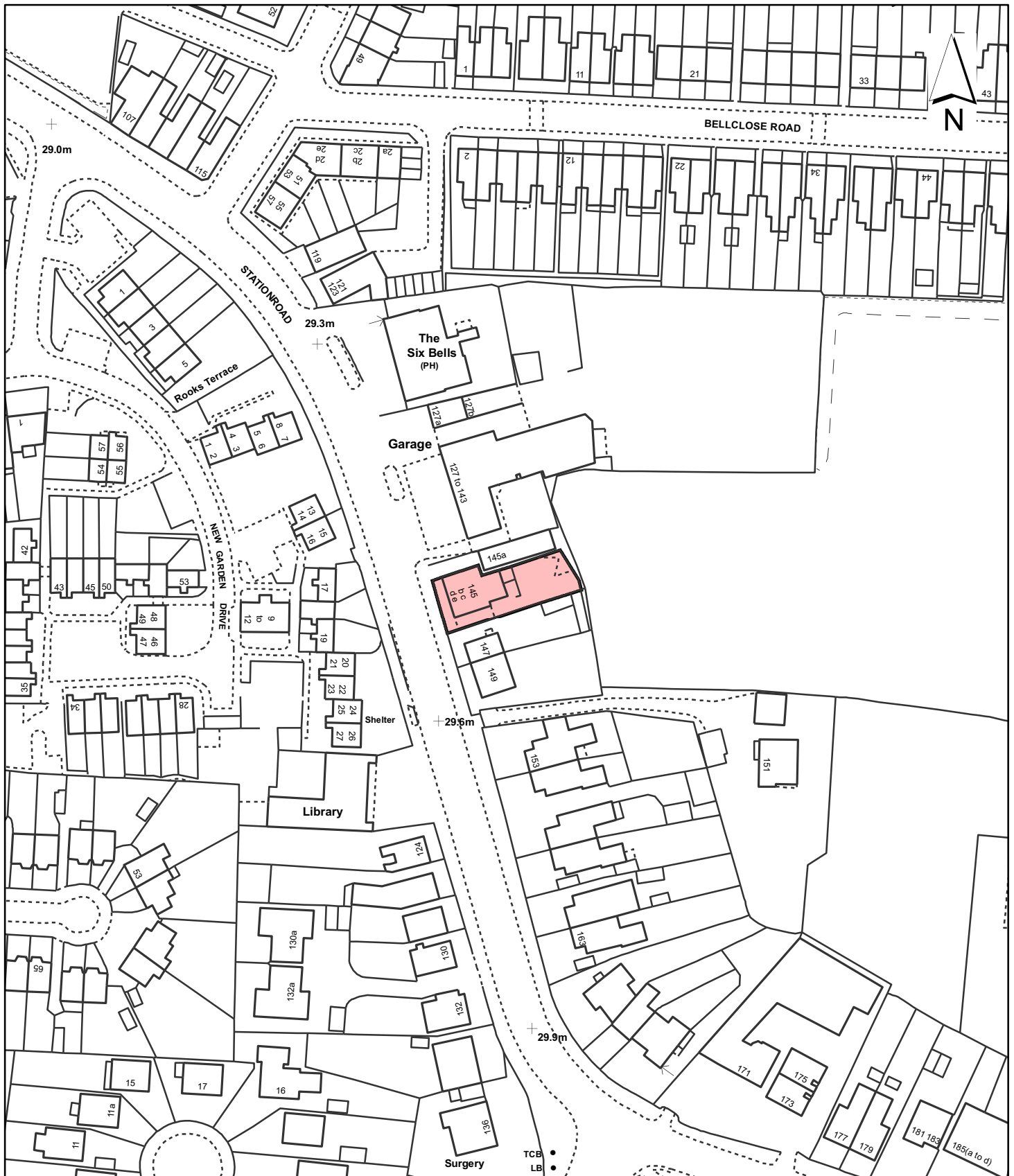
ideal, given the existing use of the site by the residential flats above, it is considered that the site is within the Yiewsley/West Drayton Town Centre, adjacent to the main bus routes and is close to the public car park on Brandville Road. Given the obvious community benefits of such a use, it is considered that a reason for refusal on highway and pedestrian safety grounds would not be justified, particularly as the impact upon highway safety could be mitigated by means of an appropriate travel plan and a parking management plan. The scheme is recommended for approval.

11. Reference Documents


- (a) Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)
- (b) Hillingdon Design & Accessibility Statement (HDAS): Accessible Hillingdon
- (c) London Plan (February 2008)
- (d) Consultation responses

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
145 Station Road West Drayton	
Planning Application Ref:	Scale
21936/APP/2009/2031	1:1,250
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

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Plans for Central & South Planning Committee

5th January 2010



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Corporate Director of Planning & Community Services

Address LAND TO THE NORTH OF TERMINAL 3 CENTRAL TERMINAL AREA
HEATHROW AIRPORT

Development: Erection of a transfer baggage building (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order 1995.)

LBH Ref Nos: 66456/APP/2009/2350

Date Plans Received: 26/10/2009

Date(s) of Amendment(s):

Date Application Valid: 26/10/2009

Rev	Date	Description	By	Appr
5.1	21.07.09	Final Issue for Scheme Design +	DK	AD
4.1	27.06.09	Issued for Comment	DK	AD
3.1	16.07.09	Issued for Comment	DK	AD
2.1	14.07.09	Issued for Comment	DK	AD

Key

- T3 Western Interface Building Area - 0.9255 Hatched
- 0.9255 Sign
- T3 Integrated Baggage Building

5.0

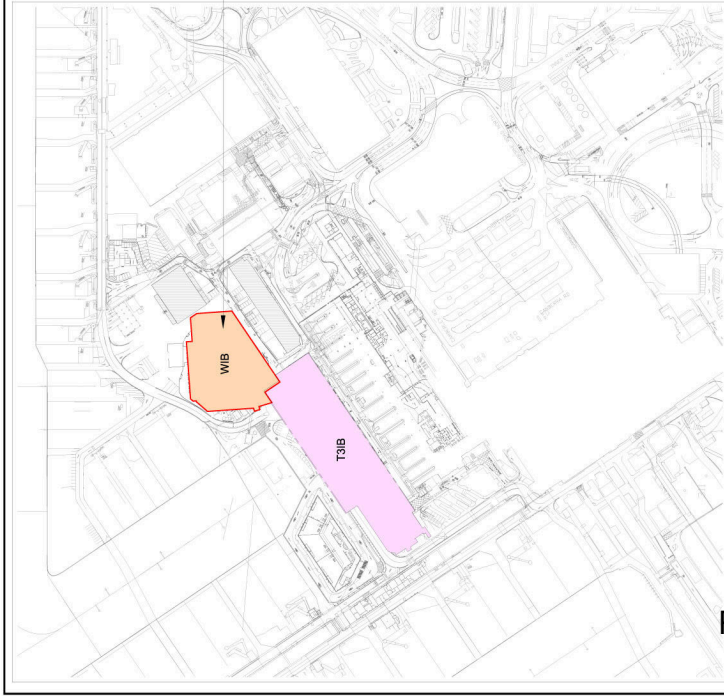
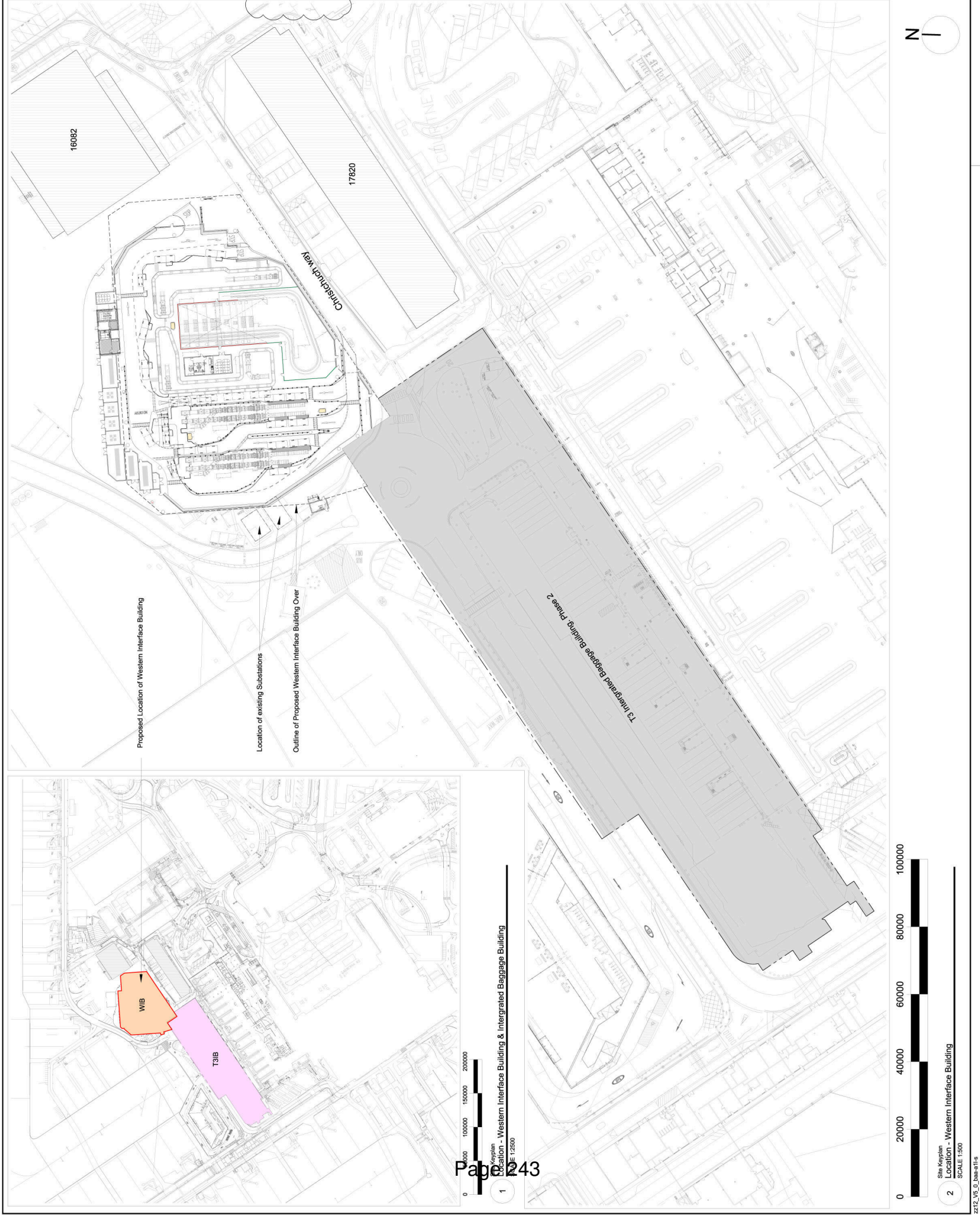
Pascal + Watson architects

Project Name: POST T5 TRANSFER BAGGAGE PROJECT
 Project No: 1501109
 Scale: AS NOTED
 Date: 15/07/09

T3 WB & T3 IB Location Plan

BAA Project No: BUILDINGS STRUCTURE & FABRIC
 Common Language System: STRUCTURE PERMANENT
 Operator's Job No: 03438
 Prepared By: Pascal + Watson Architects
 Checked By: AD
 Approved By: DK
 Scale: AS NOTED
 Date: 15/07/09

13134-00-CA-200-000252 5.0



Page 243

1

Location - Western Interface Building & Integrated Baggage Building

Scale 1:2500

0 20000 40000 60000 80000 100000

2

Site Keyplan
 Location - Western Interface Building
 SCALE 1:500

Revision Number 01/0
 1.0 Drawings of the Western Interface Building (WB) and its associated infrastructure. A. C. is the architect. B. is the structural engineer. C. is the mechanical engineer. D. is the electrical engineer. E. is the civil engineer. F. is the landscape architect. G. is the interior designer. H. is the furniture designer. I. is the lighting designer. J. is the acoustics consultant. K. is the fire engineer. L. is the health and safety consultant. M. is the sustainability consultant. N. is the accessibility consultant. O. is the heritage consultant. P. is the archaeologist. Q. is the environmental scientist. R. is the ecologist. S. is the geotechnical engineer. T. is the hydrologist. U. is the meteorologist. V. is the seismologist. W. is the geophysicist. X. is the geologist. Y. is the hydrogeologist. Z. is the environmental engineer. AA. is the environmental scientist. AB. is the ecologist. AC. is the geotechnical engineer. AD. is the hydrologist. AE. is the meteorologist. AF. is the seismologist. AG. is the geophysicist. AH. is the geologist. AI. is the hydrogeologist. AJ. is the environmental engineer.

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 13134-20-00-00000001-02
 13134-20-00-00000001-03
 13134-20-00-00000001-04
 13134-20-00-00000001-05
 13134-20-00-00000001-06
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 13134-20-00-00000001-08
 13134-20-00-00000001-09
 13134-20-00-00000001-10
 13134-20-00-00000001-11
 13134-20-00-00000001-12

Rev	Date	Description	Dim	Chk	App
7.0	16/07/09	First Issue for Submission Design +	DK	AD	
8.0	12/05/09	Issue for Comment	DK	AD	
8.5	04/05/09	Issue for Comment	DK	AD	
9.0	17/04/09	Issue for Comment	DK	AD	
9.5	09/03/09	Issue for Comment	DK	AD	
10.0	26/02/09	Issue for Comment	DK	AD	
10.5	26/02/09	Issue for Review	DK	AD	



Pascal Watson architects

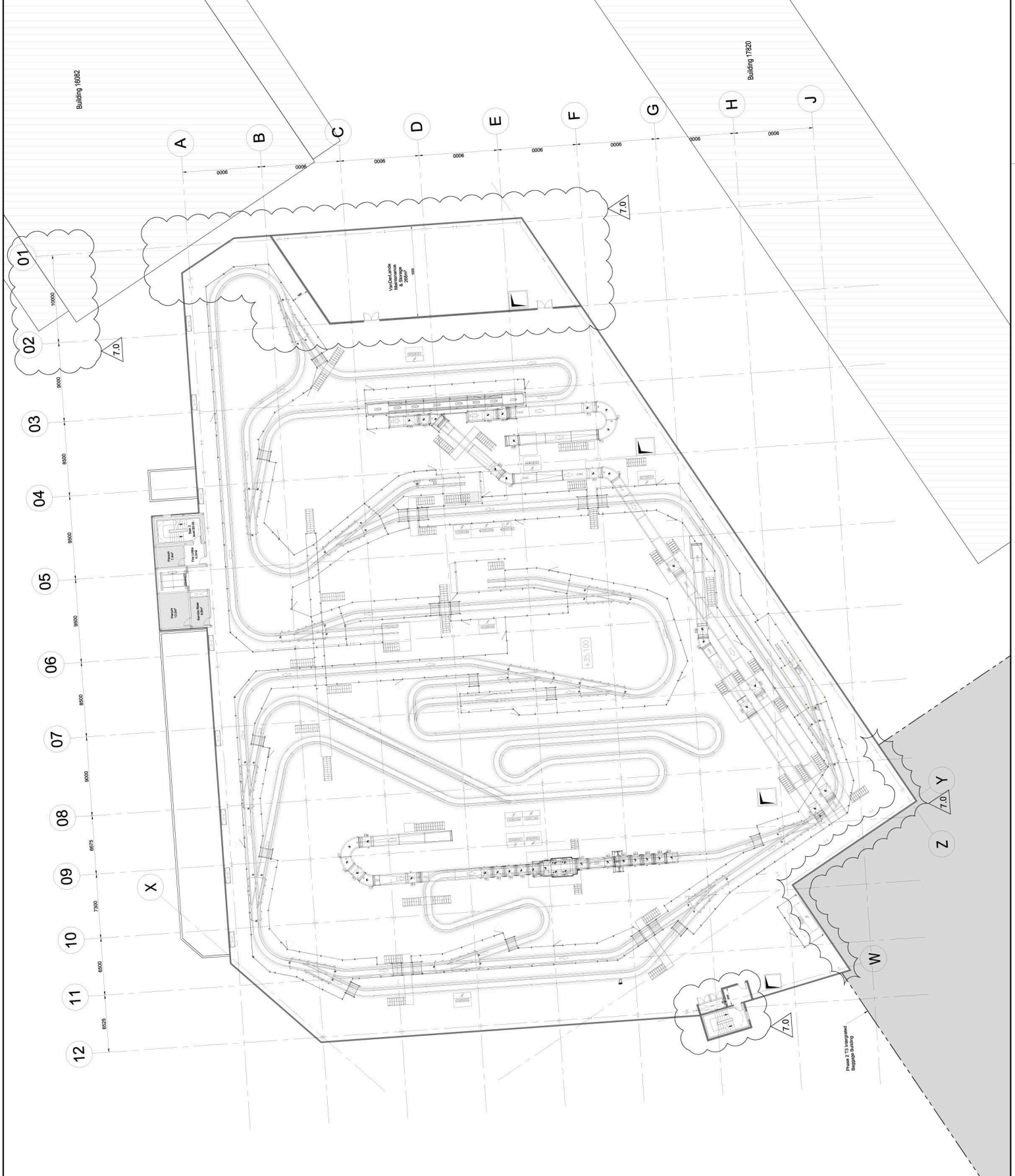
Project: HEATHROW
 RUS1 T3 TRANSFER BAGGAGE PROJECT

Western Interface Building
 Second Floor GA Plan - Level 20

BUILDING STRUCTURE & FABRIC
 STRUCTURE PERMANENT

Checked By: AD
 Checked Date: 26/01/09
 Approved By: AD
 Approved Date: 12/02/09

13134-20-GA-200-000001 7.0



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Revised Notes - Version 8.0
 1.0 Primary and secondary structure survey, including all field data.
 2.0 Secondary structure survey, including all field data.
 3.0 Construction of permanent structure.
 4.0 Construction of permanent structure, including all field data.
 5.0 Construction of permanent structure, including all field data.
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 8.0 Construction of permanent structure, including all field data.

Unrevised - Version 8.0
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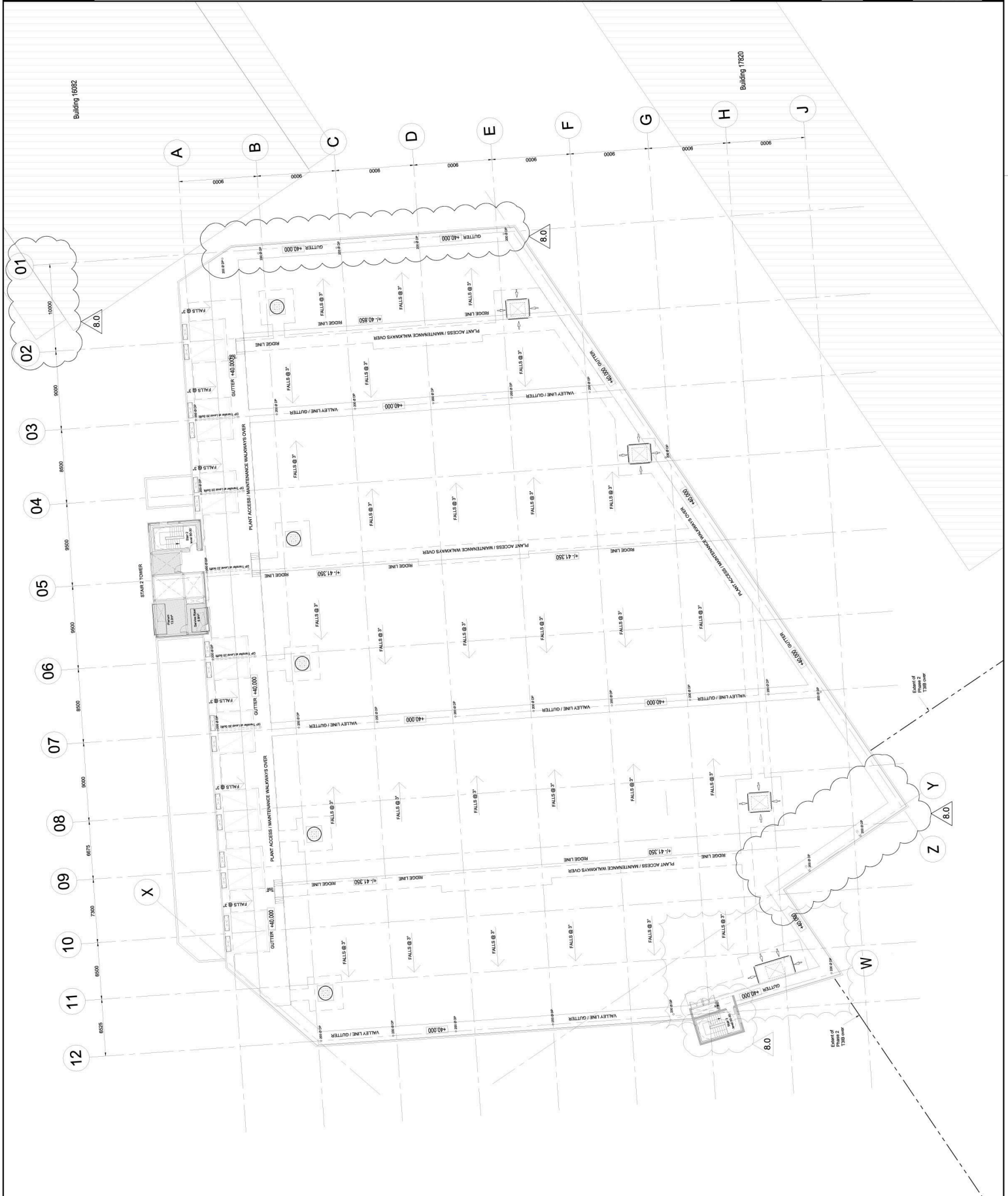
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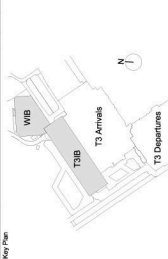
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Rev	Date	Version Description	Dim	Chk	App
1.0	16/07/08	Final Issue for Scheme Design			
2.0	11/08/08	Revisions in Model			
3.0	24/08/08	Revisions in Model			
4.0	01/09/08	Roof Change Fabricated based for Comment			
5.0	17/09/08	Issues for Comment			
6.0	08/10/08	Issues for Comment			
7.0	14/10/08	Issues for Comment			
8.0	24/10/08	Issues for Comment			
9.0	24/10/08	Issues for Review			



Pascal Watson architects

Project: HEATHROW
 RFS1 T3 TRANSFER BAGGAGE PROJECT

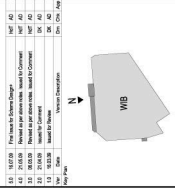
Western Interface Building
 Lower Roof GA Plan
 Level 30

Building Structure & Fabric
 STRUCTURE PERMANENT

Drawn by: P. Ashbridge
 Checked by: P. Ashbridge
 Approved by: DK / HJT

13134-30-GA-200-000001 8.0

Project Name: **Western Interiors Building**
 1001 W. TRANSFER BARRAGE PROJECT
 North Elevation



Pascal-Watson architects

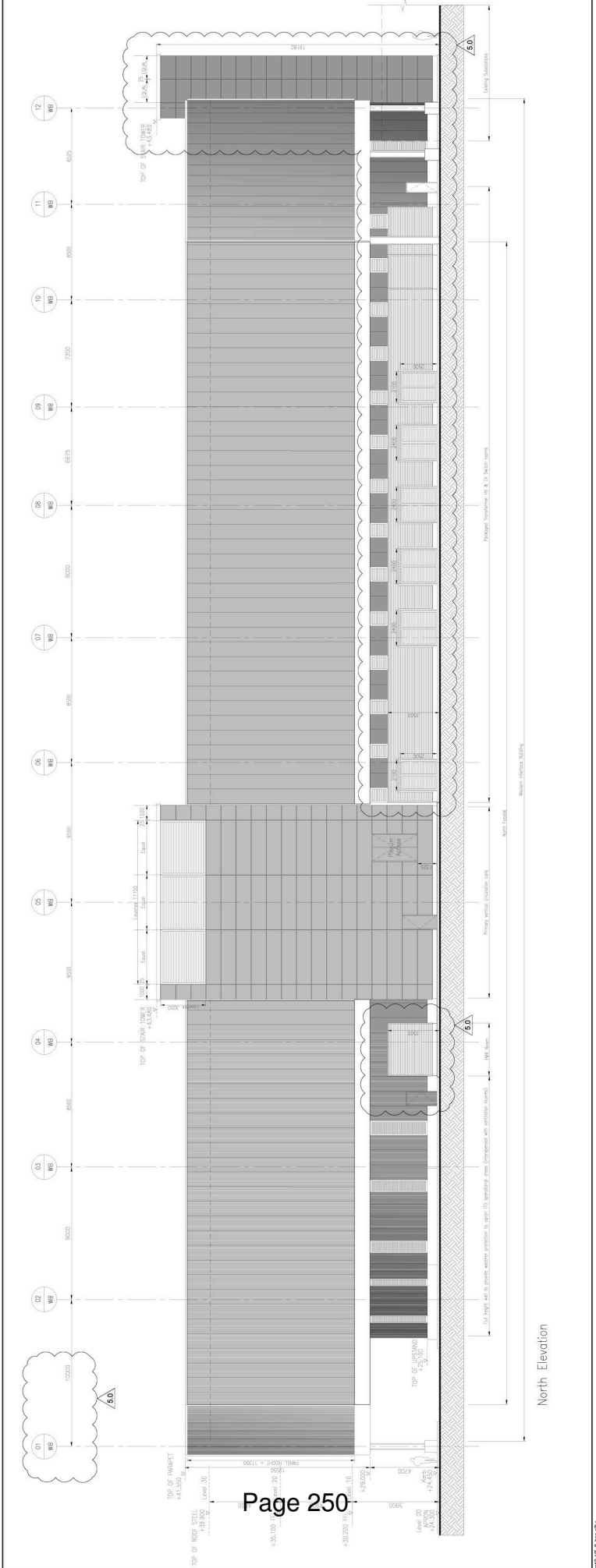
Project Name: **Western Interiors Building**
 1001 W. TRANSFER BARRAGE PROJECT
 North Elevation

Client: **Western Interiors Building**
 1001 W. TRANSFER BARRAGE PROJECT
 North Elevation

Architect: **Pascal-Watson architects**
 1001 W. TRANSFER BARRAGE PROJECT
 North Elevation

Scale: 1/8" = 1'-0"

Sheet No: **13134-XX-SE-200-00016**



Project Name: West Elevation
 Project No: 13134-XX-SE-200-000019
 Date: 15/05/2023
 Scale: 1:50
 Drawing No: 13134-XX-SE-200-000019-50

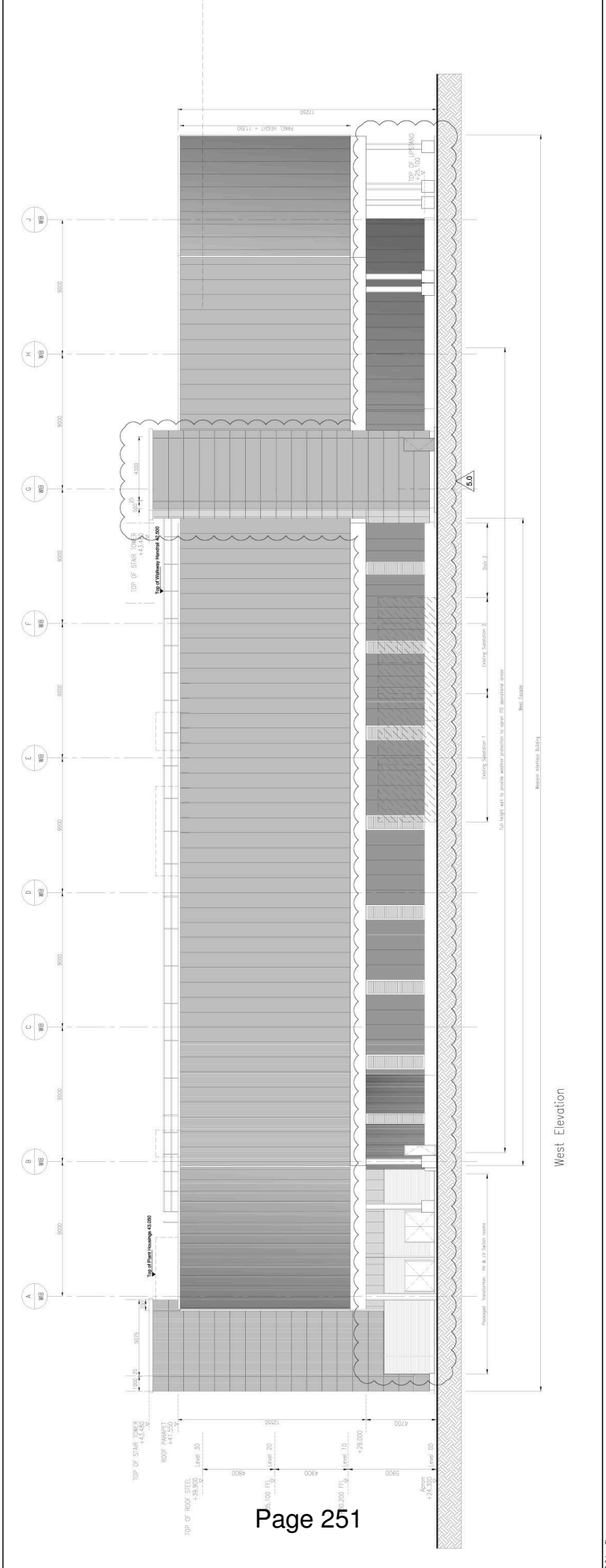
Rev	Description	Date
1	Issue for Information	15/05/2023
2	Issue for Construction	15/05/2023
3	Issue for Construction	15/05/2023
4	Issue for Construction	15/05/2023
5	Issue for Construction	15/05/2023
6	Issue for Construction	15/05/2023
7	Issue for Construction	15/05/2023
8	Issue for Construction	15/05/2023
9	Issue for Construction	15/05/2023
10	Issue for Construction	15/05/2023

Pascal-Watson architects

West Elevation

West Elevation

West Elevation

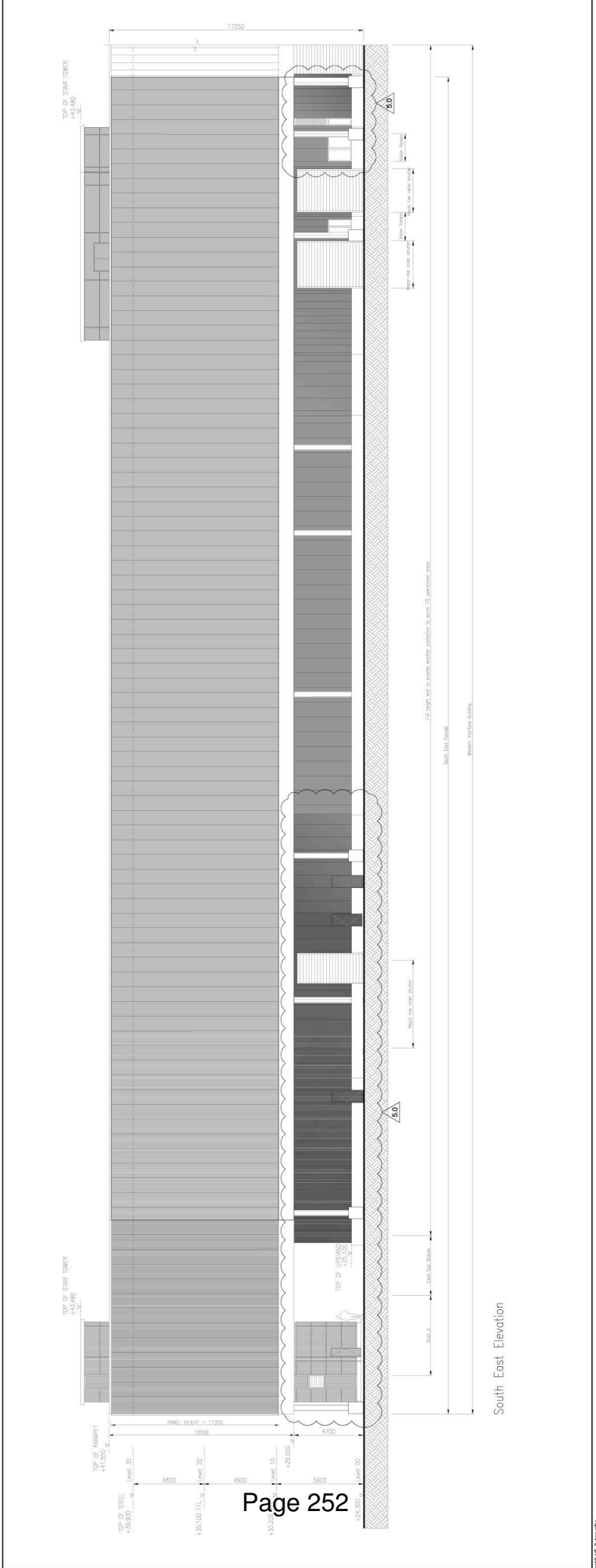


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 Email: info@pascal-watson.com

Western Interlock Building
 South East Elevation

13134-XX-SE-200-000018



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Architectural
Architectural

13134 - XX-SE-200-000017 150

Project Name: **Washburn Interiors Building**
Project Location: **1001 W. TRANSFER BARRAGE PROJECT**

Client: **Washburn Interiors Building**

Architect: **Pascal-Watson architects**

Scale: **1/8" = 1'-0"**

Sheet No: **13134-XX-SE-200-000017-150**

Revision: **1**

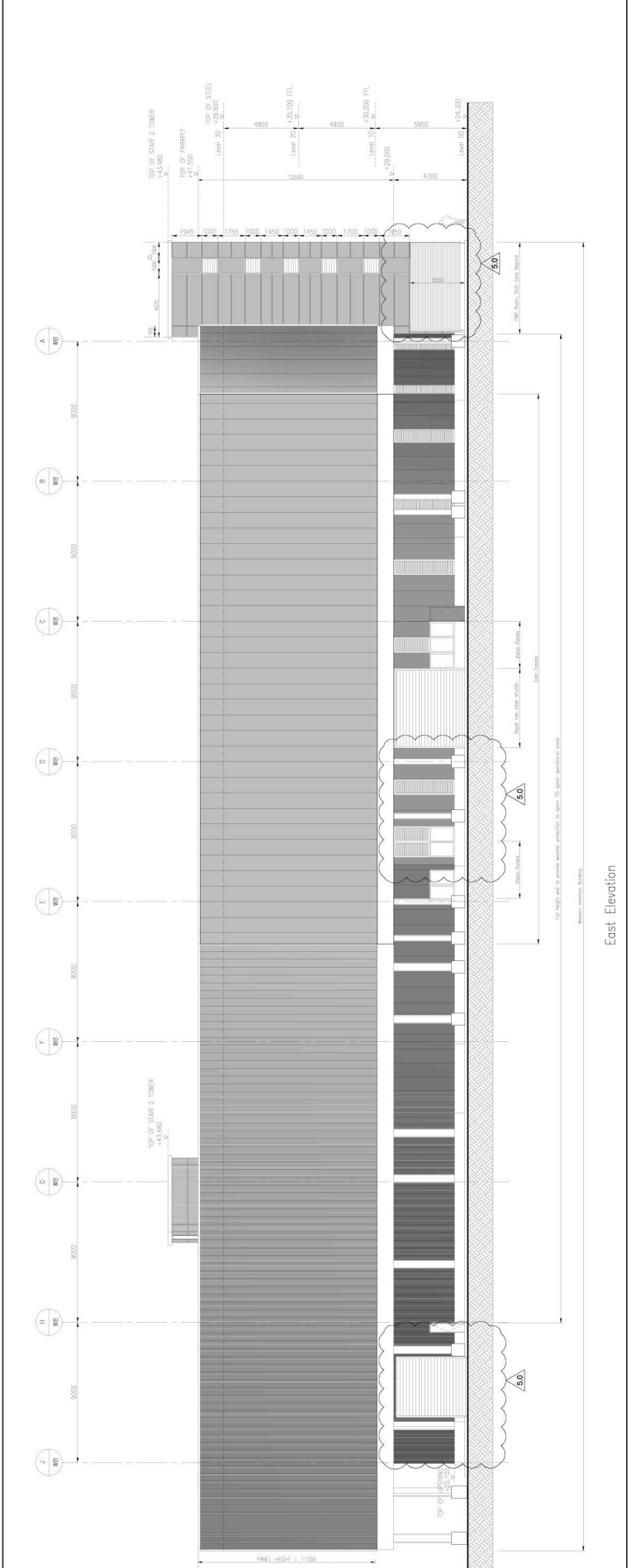
Date: **10/15/2024**

Project No: **13134-XX-SE-200-000017-150**

Sheet No: **13134-XX-SE-200-000017-150**

Revision: **1**

Date: **10/15/2024**



NOTES:
1. This drawing is based on the information provided in the brief and is subject to change without notice. It is the responsibility of the client to ensure that the information provided is accurate and complete. The client is responsible for providing the necessary information to the architect and for ensuring that the information is accurate and complete. The architect is not responsible for the accuracy or completeness of the information provided by the client. The architect is not responsible for the accuracy or completeness of the information provided by the client. The architect is not responsible for the accuracy or completeness of the information provided by the client.

ENVIRONMENTAL INFORMATION
In addition to the hazards/risks normally associated with the use of any material, the following should be considered:

CONSTRUCTION

MAINTENANCE/CLEANING

COMMISSIONING/DEMOLITION

It is intended that all work will be carried out by a competent contractor working under appropriate, to an approved method statement.

Revision Notes (R) (see revised as shown for the as-built condition)

1. Hazards checked around shaft edge (and removal of fence)

2. Hazards checked around shaft edge (and removal of fence)

3. Baggage system details to be added

Unrevised (U)

1. Check work edge conditions to be clarified from WSP details

2. Check work edge conditions to be clarified from WSP details

3. Baggage system details to be added

Rev	Date	Version Description	Des	CHK	APP
6.0	16.07.09	Final Issue for Scheme Design	HW	AD	-
5.0	15.07.09	Final Issue for Scheme Design	HW	AD	-
4.0	24.04.09	Final Issue for Scheme Design	HW	AD	-
3.0	10.12.08	Issued for information	CG	AD	-
2.0	03.12.08	Issued for information	CG	AD	-
1.0	11.09.08	Issued for information	CG	AD	-
1.1	30.09.08	For Comment	HW	AD	-

Key Plan

Pascal + Watson architects

Project T5 Transfer Baggage Project

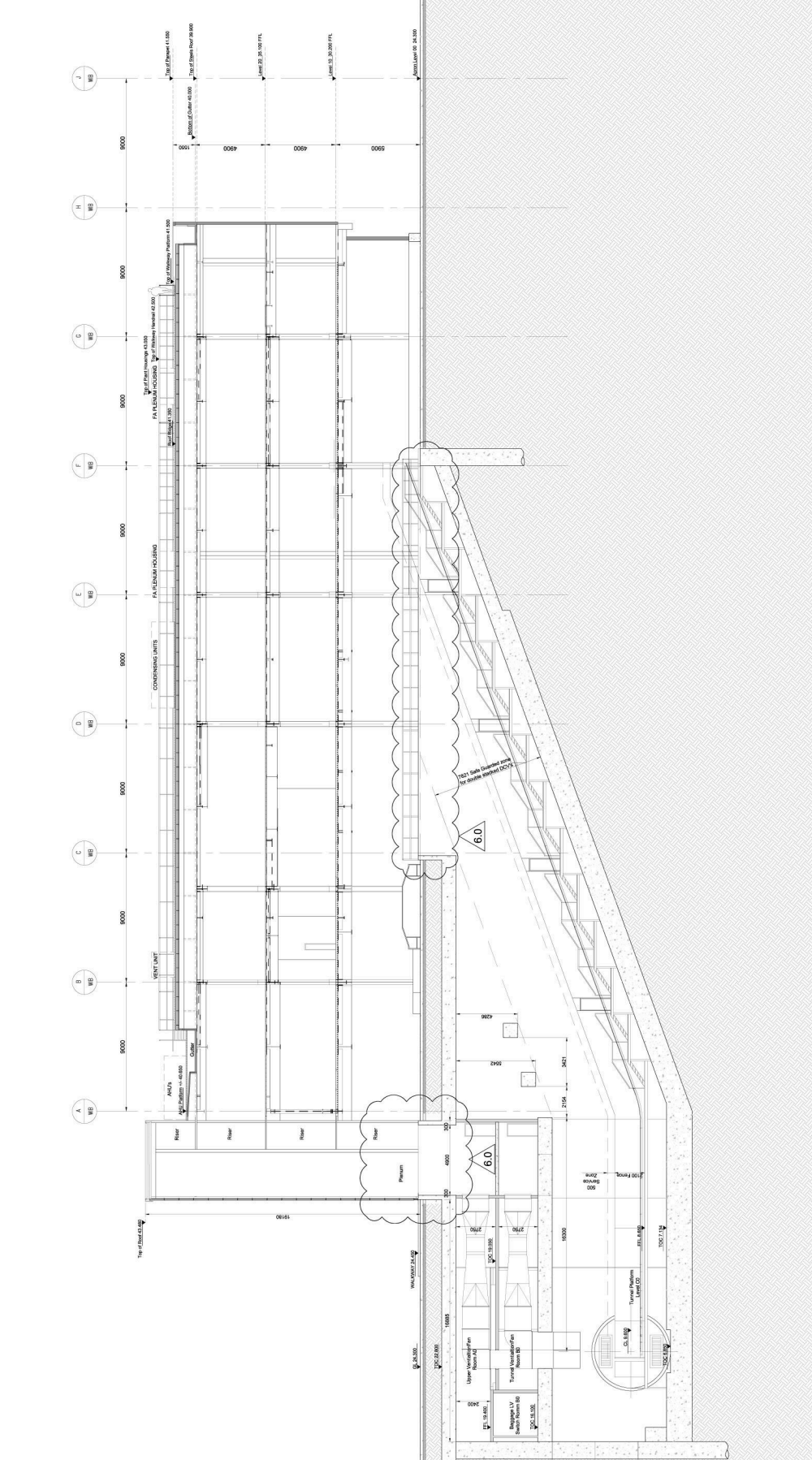
**Western Interface Building Shaft
Long Section BB
Thru DCV Platform**

Western Interface Building & Fabric
Common Language System
Structure Permanent

Checked by: [Name]
Approved by: [Name]
Scale: 1:150

Client: [Name]
Job No: 00438
Drawn Date: [Date]
Issue Date: [Date]
Status: [Status]
Rev: [Rev]

13134-XX-SE-200-000002 | 6.0



1 Long Section BB thru DCV Platform
SCALE 1:150

NOTES:
1. This drawing is based on the information provided by the client. The client is responsible for the accuracy of the information provided.
2. The client is responsible for the accuracy of the information provided.
3. The client is responsible for the accuracy of the information provided.
4. The client is responsible for the accuracy of the information provided.
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9. The client is responsible for the accuracy of the information provided.
10. The client is responsible for the accuracy of the information provided.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
In addition to the hazards/risks normally associated with the work, the following are to be considered:
1. Construction
2. Maintenance/Cleaning
3. Commissioning/Reduction

CONSTRUCTION
1. It is intended that all work will be carried out by a competent contractor working under appropriate, to an approved method statement.

MAINTENANCE/CLEANING
1. It is intended that all work will be carried out by a competent contractor working under appropriate, to an approved method statement.

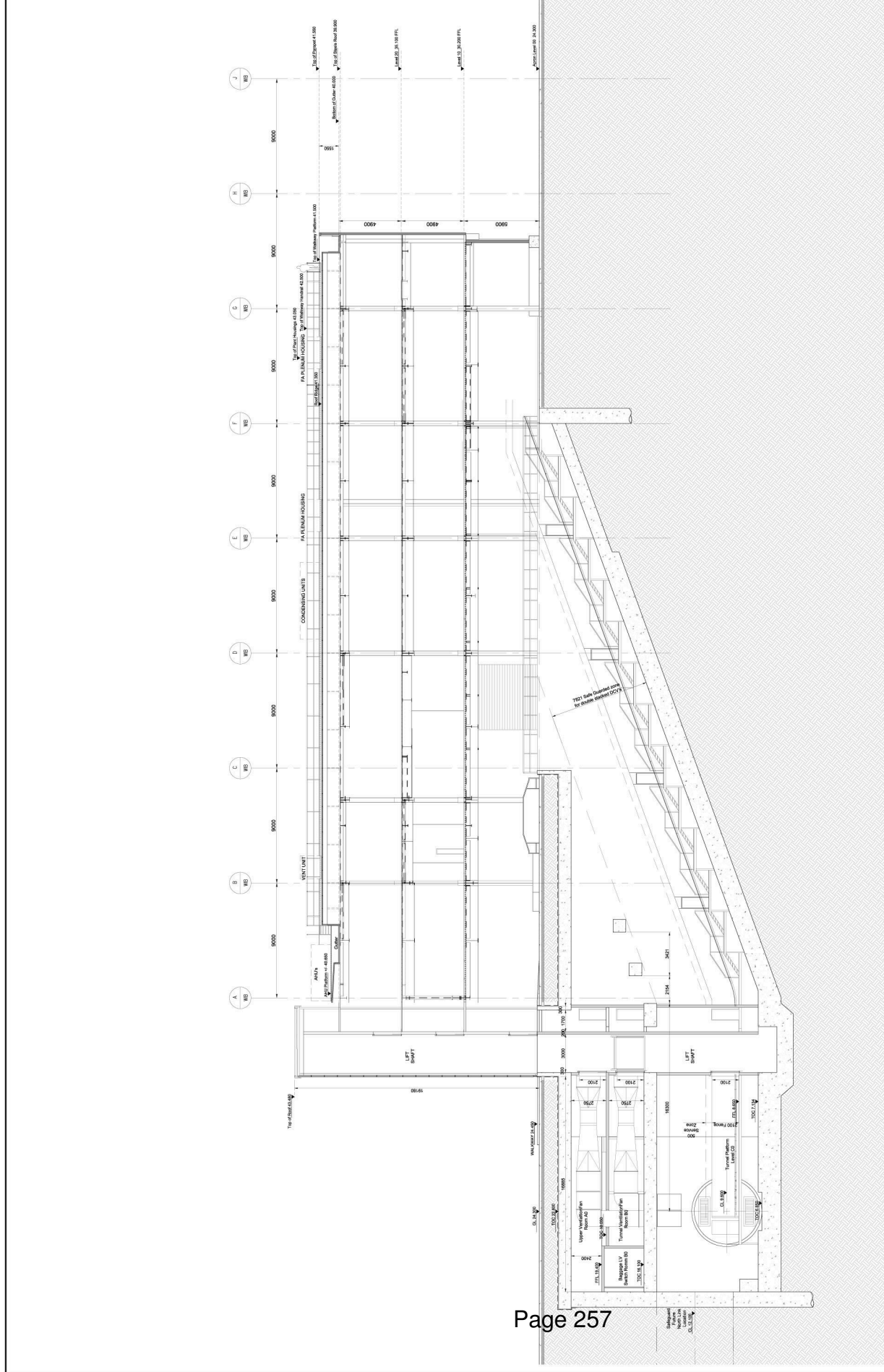
COMMISSIONING/REDUCTION
1. It is intended that all work will be carried out by a competent contractor working under appropriate, to an approved method statement.

Revision Notes (B0)
1. Issue raised as shown by the ball condition
2. Hangers added around shaft edge (and removal of fence)
3. Baggage system details to be added

Unresolved (B0)

- Issue raised as shown by the ball condition
- Hangers added around shaft edge (and removal of fence)
- Baggage system details to be added

Rev	Date	Version Description	Drawn	Checked	Appr
0.1	16/07/09	Final Issue for Scheme Design	WAT	AD	-
0.2	16/07/09	Final Issue for Tender	WAT	AD	-
0.3	24/04/09	Issued for Approval	WAT	AD	-
0.4	24/04/09	Issued for Approval	WAT	AD	-
0.5	10/12/08	Issued for Information	WAT	AD	-
0.6	10/12/08	Issued for Information	WAT	AD	-
0.7	03/12/08	Issued for Information	WAT	AD	-
0.8	11/11/08	Issued for Information	WAT	AD	-
0.9	11/11/08	Issued for Information	WAT	AD	-
1.0	11/11/08	Issued for Information	WAT	AD	-
1.1	30/09/08	For Comment	WAT	AD	-
1.2	30/09/08	For Comment	WAT	AD	-
1.3	30/09/08	For Comment	WAT	AD	-
1.4	30/09/08	For Comment	WAT	AD	-
1.5	30/09/08	For Comment	WAT	AD	-
1.6	30/09/08	For Comment	WAT	AD	-
1.7	30/09/08	For Comment	WAT	AD	-
1.8	30/09/08	For Comment	WAT	AD	-
1.9	30/09/08	For Comment	WAT	AD	-
2.0	30/09/08	For Comment	WAT	AD	-



Pascall + Watson architects

Project: T5 Transfer Baggage Project

Western Interface Building Shaft
Long Section CC
Thru Shaft Centre Line & Building

Structure Permanent

13134-XX-SE-200-000003 6.0

1 Long Section CC thru Shaft Centre Line & Building
SCALE 1:150

Page 257

NOTES

1. This drawing is a technical drawing of a building structure and is not intended to be used for any other purpose. It is the responsibility of the user to ensure that the drawing is used in accordance with the relevant standards and regulations.

2. The drawing is a technical drawing of a building structure and is not intended to be used for any other purpose. It is the responsibility of the user to ensure that the drawing is used in accordance with the relevant standards and regulations.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

RECOMMISSIONING/DEMOLITION

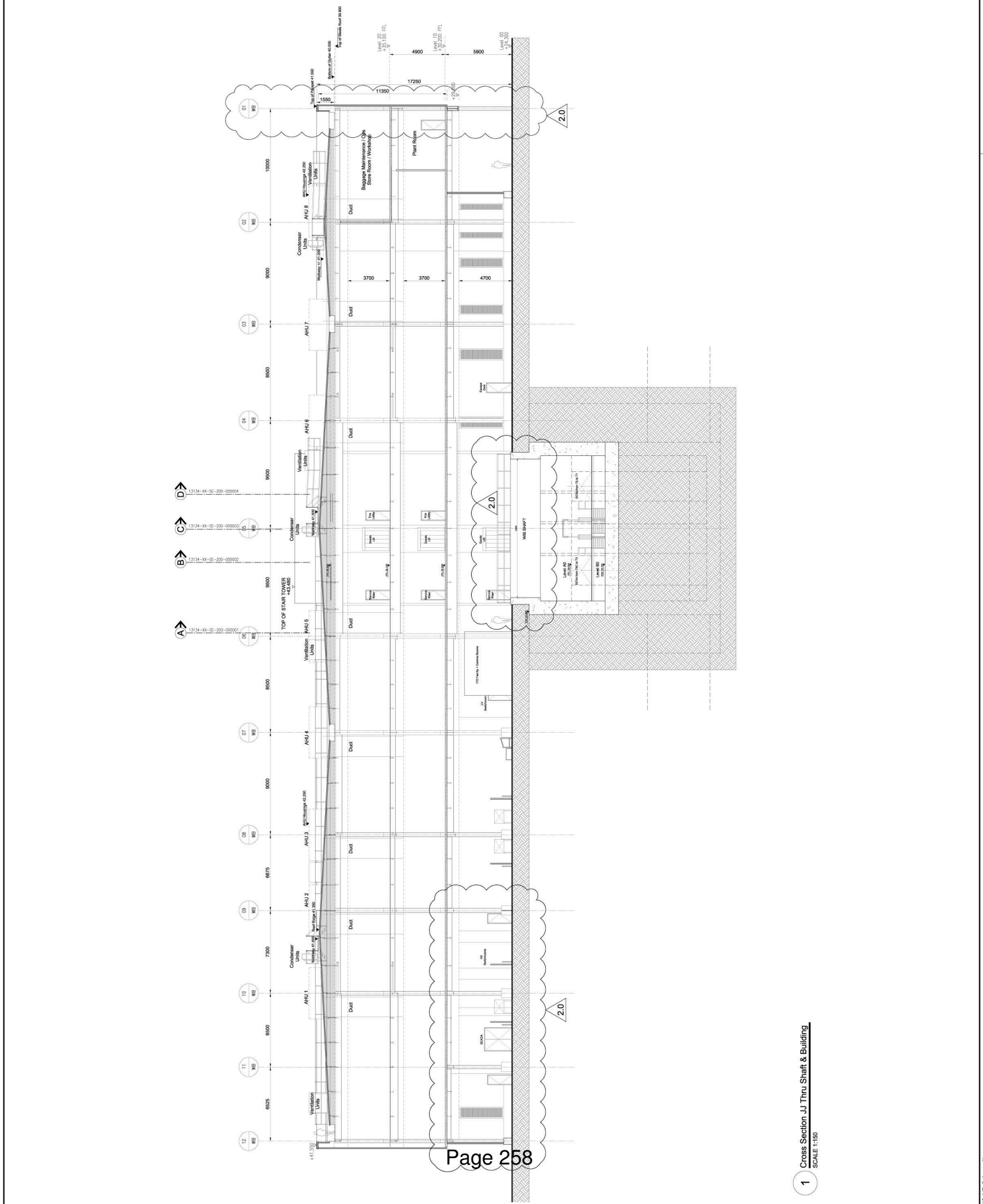
It is assumed that all work will be carried out in accordance with the relevant standards and regulations.

Revision Notes - Version 2.0

1.0 Initial Design
2.0 VBS Shaft edge provision changed from fence to handrail
3.0 Gridline D1 extended by 1m
Access & Maintenance walkways revised and reclassified as per roof plans.

Key Plan

Ver	Date	Author	Version Description	Rev	AD
1.0	15/07/09	AD	Final Issue for Structural Design	1	AD
2.0	15/07/09	AD	Final Issue for Structural Design	2	AD



1 Cross Section JJ Thru Shaft & Building
SCALE 1:150

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
In addition to the hazards/risks normally associated with the construction of work detailed on this drawing, care the following:

CONSTRUCTION

MAINTENANCE/CLEANING

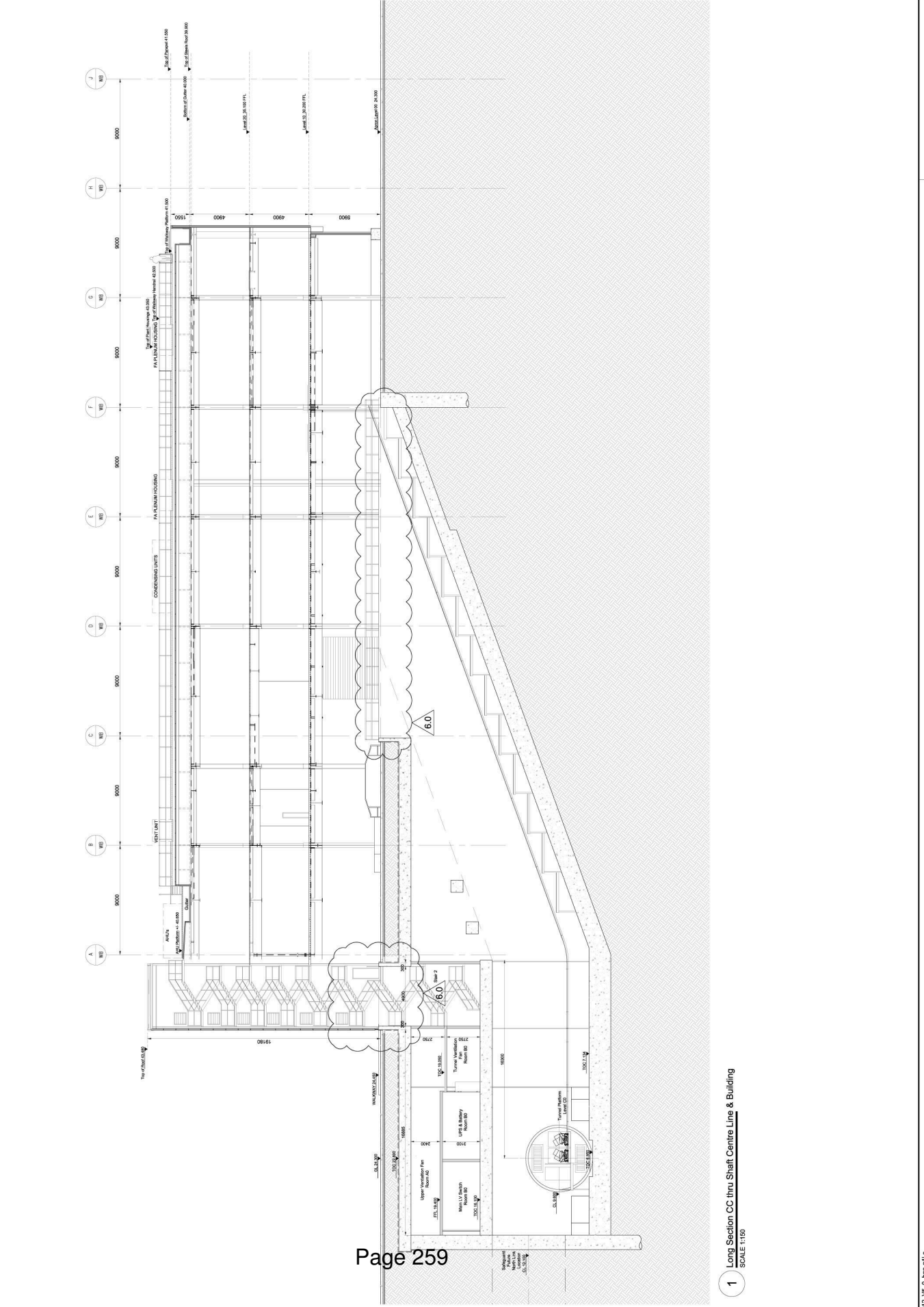
DECOMMISSIONING/DEMOLITION

If it is assumed that all work will be covered off by a competent contractor working under appropriate, to be approved method statement.

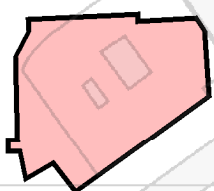
Revision Notes (V#): (to be added to the drawing to show the full condition)

1. Shallow work edge conditions to be clarified from MSP details
2. Horizontal added around shaft edge (and removal of fence)
3. Shallow work edge conditions to be clarified from MSP details
4. Shallow work edge conditions to be clarified from MSP details
5. Shallow work edge conditions to be clarified from MSP details

Rev	Date	Version Description	Rev	Rev	Rev
0.0	18.07.08	Final Issue for Scheme Design	HGT	AD	-
1.0	18.08.08	Revisions as Noted	HGT	AD	-
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3.0	19.12.08	Revisions as Noted	COG	AD	-
4.0	19.12.08	Revisions as Noted	COG	AD	-
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8.0	19.12.08	Revisions as Noted	COG	AD	-
9.0	19.12.08	Revisions as Noted	COG	AD	-
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Heathrow Airport-London



Terminal 3

Depot


FB

Sta (LUL)

Bus & Coach Sta

CONTROL TOW

PW

Notes
 Site boundary
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Site Address	
Land to the north of Terminal 3 Central Terminal Area Heathrow Airport	
Planning Application Ref: 66456/APP/2009/2350	Scale 1:4,000
Planning Committee Central and South	Date December 2009

LONDON BOROUGH OF HILLINGDON
Planning & Community Services
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



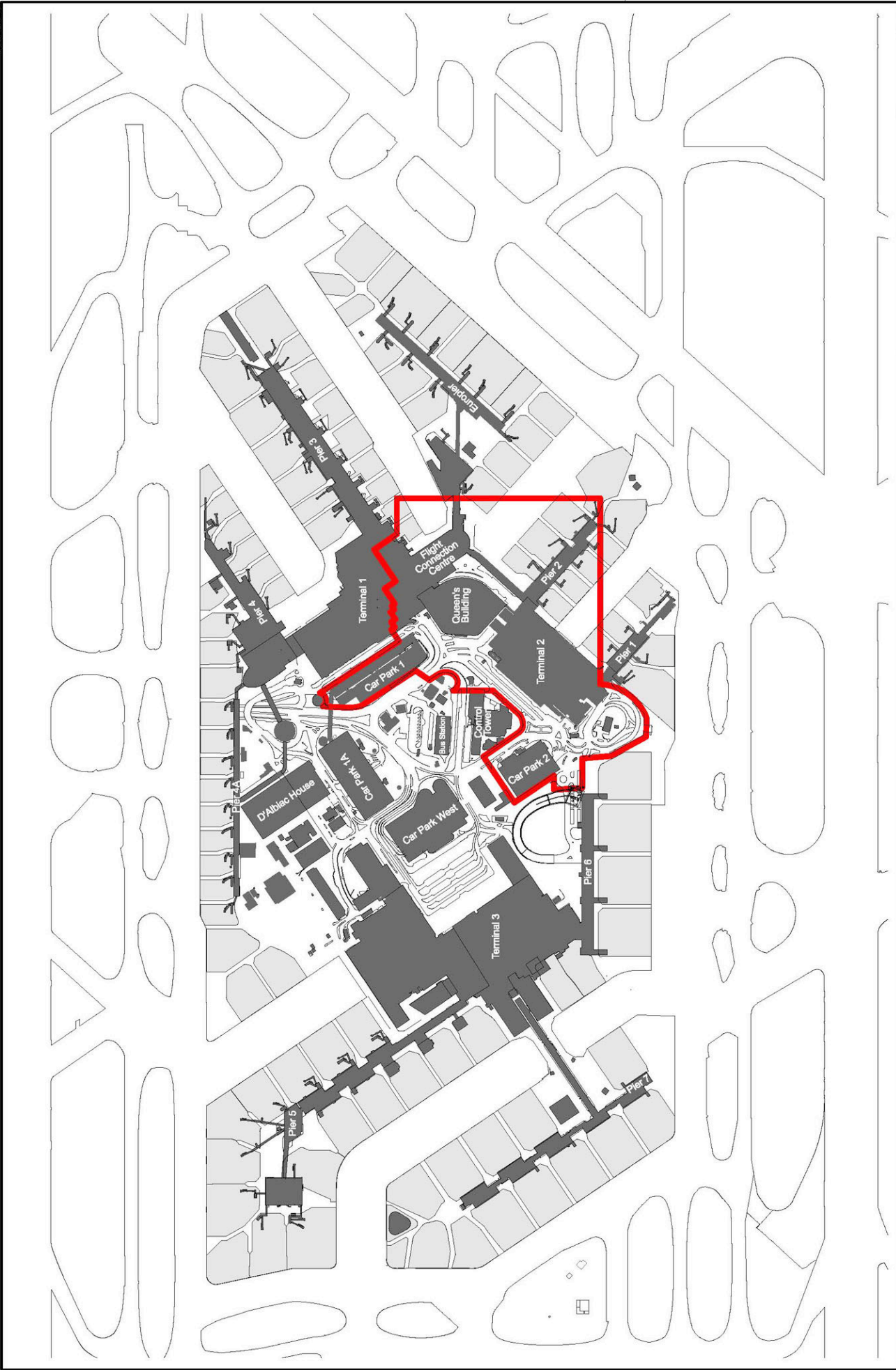
Report of the Corporate Director of Planning & Community Services

Address T2, QUEENS BLDG, P/O T1, CTA & P5 CAR PARK, SEALAND RD
HEATHROW AIRPORT HOUNSLOW

Development: Variation of condition 27 (Building dimensions) of planning permission
ref.62360/APP/2006/2942 dated 02/07/2007: Development of a replacement
passenger terminal building in the Central Terminal Area.

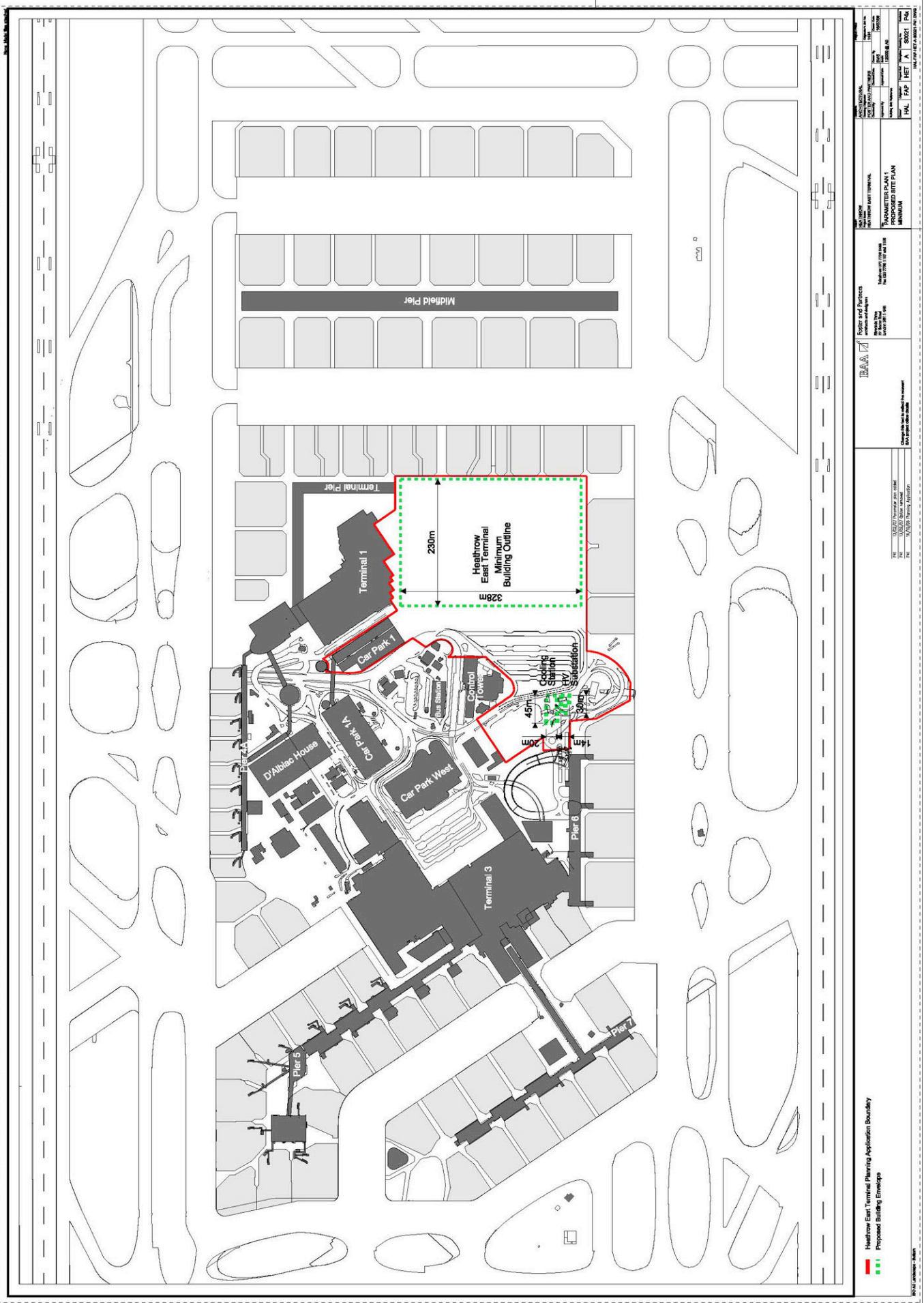
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Date Plans Received: 09/10/2009 **Date(s) of Amendment(s):**
Date Application Valid: 09/11/2009

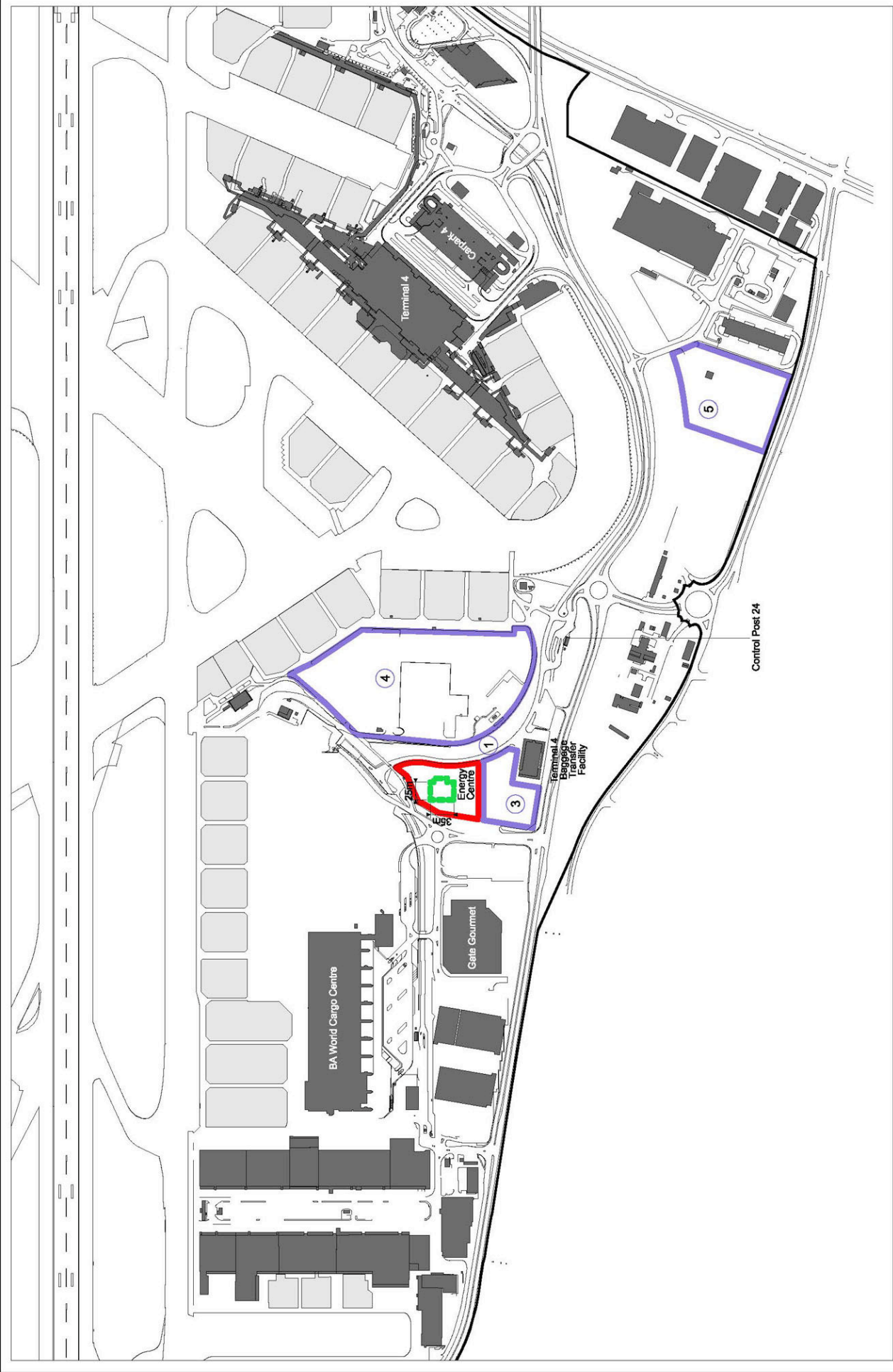


 Heathrow East Terminal Planning Application Boundary

BAA Forster and Partners Head Office Heathrow Airport Terminal 1 London, UK		HEATHROW EAST TERMINAL BUILDING SITE PLAN DATE: 15/05/2018 DRAWN BY: [Name] CHECKED BY: [Name]		PROJECT NO: [Number] DRAWING NO: [Number]	
SCALE: 1:1000 DATE: 15/05/2018	PROJECT NO: [Number] DRAWING NO: [Number]	PROJECT NO: [Number] DRAWING NO: [Number]	PROJECT NO: [Number] DRAWING NO: [Number]	PROJECT NO: [Number] DRAWING NO: [Number]	PROJECT NO: [Number] DRAWING NO: [Number]

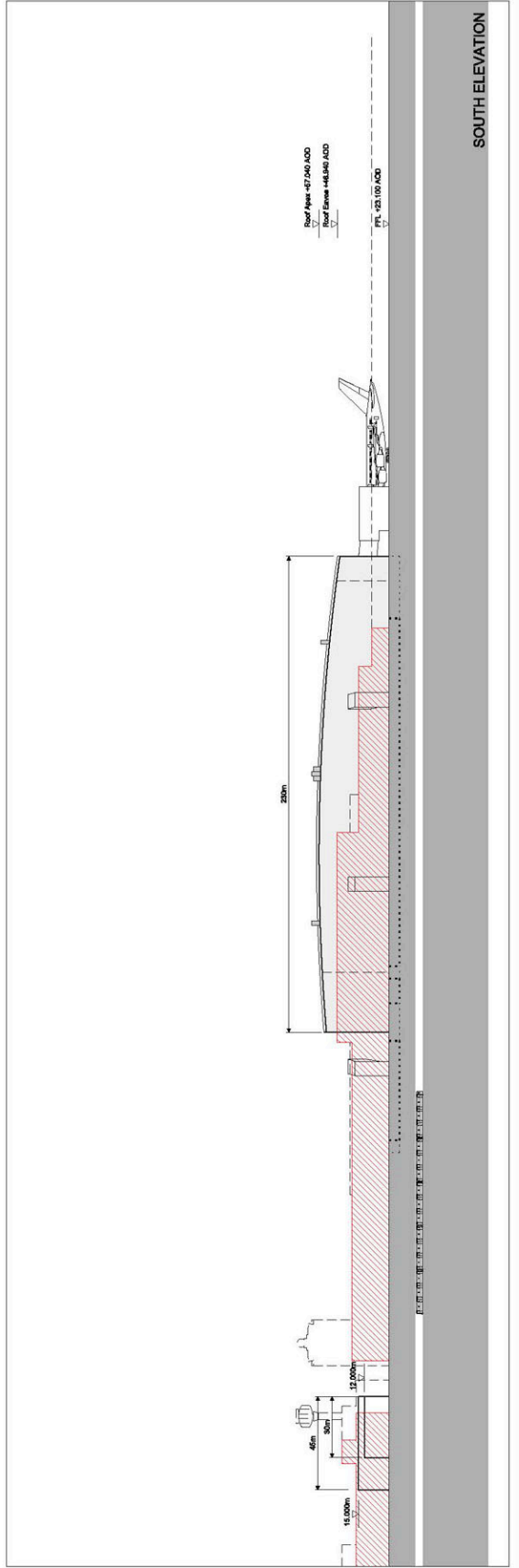
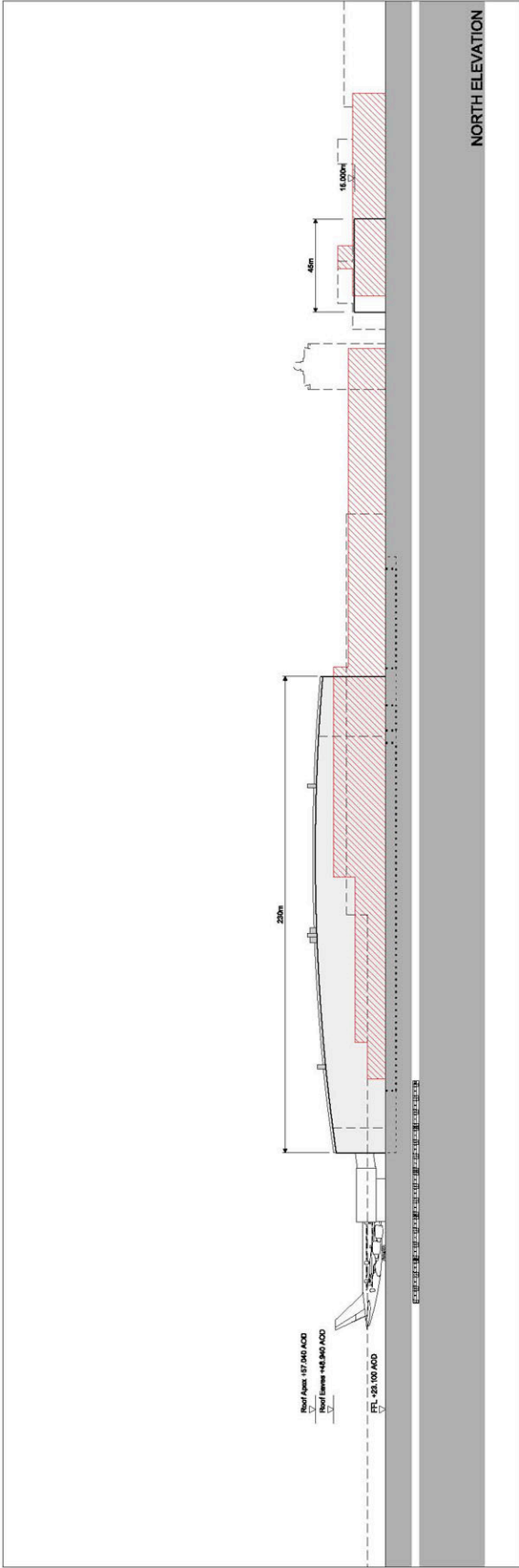


<p>Project and Parties Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Author BAA BAA BAA BAA</p>	
<p>Project Reference Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Revision 1 2 3 4</p>	
<p>Project Name Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Scale 1:1000 1:1000 1:1000 1:1000</p>	
<p>Project Location Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Date 1/1/2020 1/1/2020 1/1/2020 1/1/2020</p>	
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<p>Project Manager Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Project Engineer Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>	
<p>Project Designer Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Project Checker Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>	
<p>Project Approver Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>		<p>Project Sign-off Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal Heathrow East Terminal</p>	

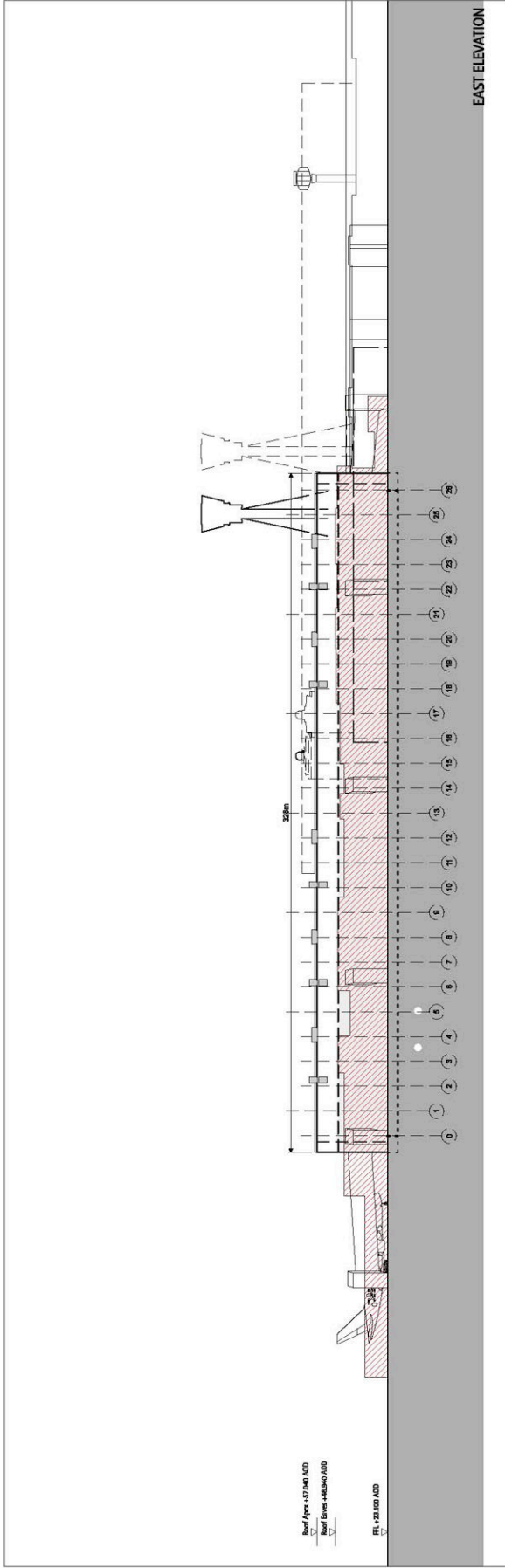
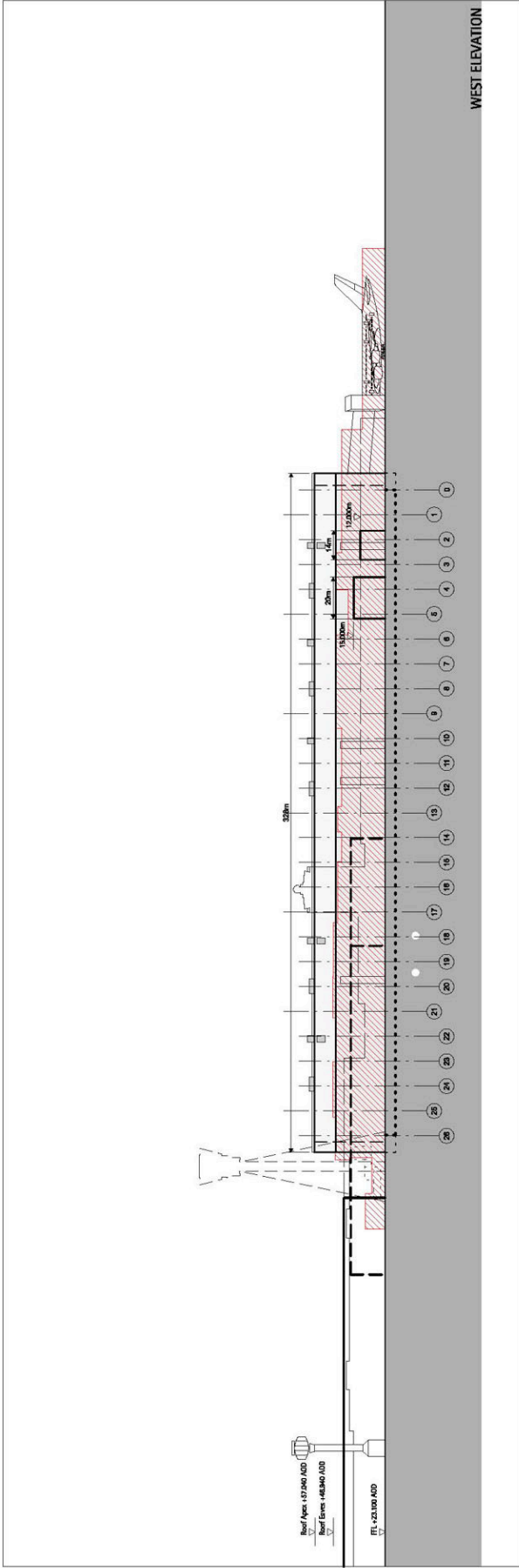


<p>Heathrow East Terminal Planning Application Boundary</p> <p>Pre-Assembly and Enabling Works Sites (Subject to Associated Planning Agreements)</p> <p>Proposed Building Envelope</p>		<p>1 Control Post 24A</p> <p>2 Footbridge</p> <p>3 Southern Half Carpark 5</p> <p>4 Grass Area 17A</p> <p>5 Park And Fly</p>	<p>AA</p> <p>AA</p> <p>AA</p>	<p>Project and Partners</p> <p>Architect</p> <p>Client</p> <p>Project No.</p> <p>Project Name</p> <p>Project Location</p> <p>Project Status</p> <p>Project Date</p> <p>Project Reference</p>	<p>Project and Partners</p> <p>Architect</p> <p>Client</p> <p>Project No.</p> <p>Project Name</p> <p>Project Location</p> <p>Project Status</p> <p>Project Date</p> <p>Project Reference</p>	<p>Project and Partners</p> <p>Architect</p> <p>Client</p> <p>Project No.</p> <p>Project Name</p> <p>Project Location</p> <p>Project Status</p> <p>Project Date</p> <p>Project Reference</p>
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None shown (see attached)

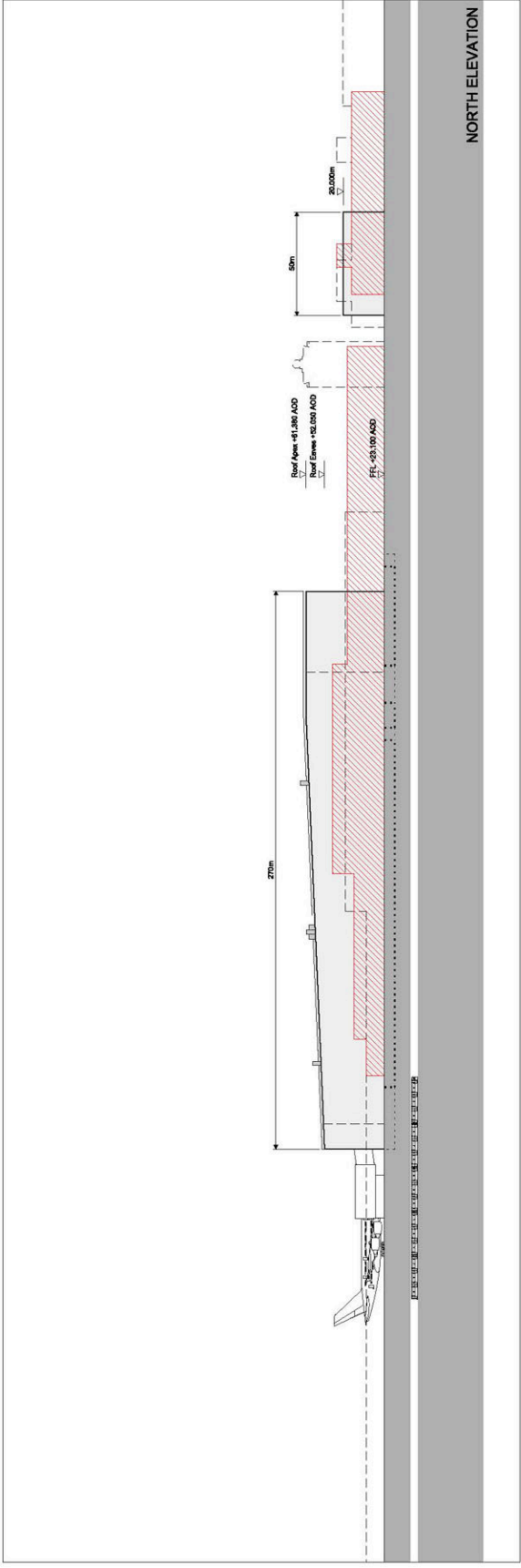


ARCHITECTURAL ARCHITECTURAL FOSTER AND PARTNERS Checked by: [Signature] Date: 14/01/08 Approved by: [Signature] Approval No: 111552 @ 01		Client: HEATHROW AIRPORT HEATHROW EAST TERMINAL Project No: 1434 Date: 18/07/08	
BAA Foster and Partners architects and designers Riverside House London SW11 1AA Telephone: 020 7798 1100 and 1108 Fax: 020 7798 1107 and 1108		BAA Heathrow Airport Heathrow East Terminal Project No: 1434	
Change this list to reflect the relevant BAA project office details.		Revision History: R01 13/02/07 Parameter plan added R02 13/02/07 Option removed R03 18/07/08 Planning Application	
PROJECT TITLE PARAMETER PLAN 5 GENERAL ARRANGEMENT NORTH AND SOUTH ELEVATIONS MINIMUM		DRAWING NO. HAL FAP HET A G0300 PK4	
PROJECT NO. 1434		DRAWING DATE 18/07/08	
PROJECT NAME HEATHROW AIRPORT HEATHROW EAST TERMINAL		PROJECT LOCATION HEATHROW AIRPORT HEATHROW EAST TERMINAL	

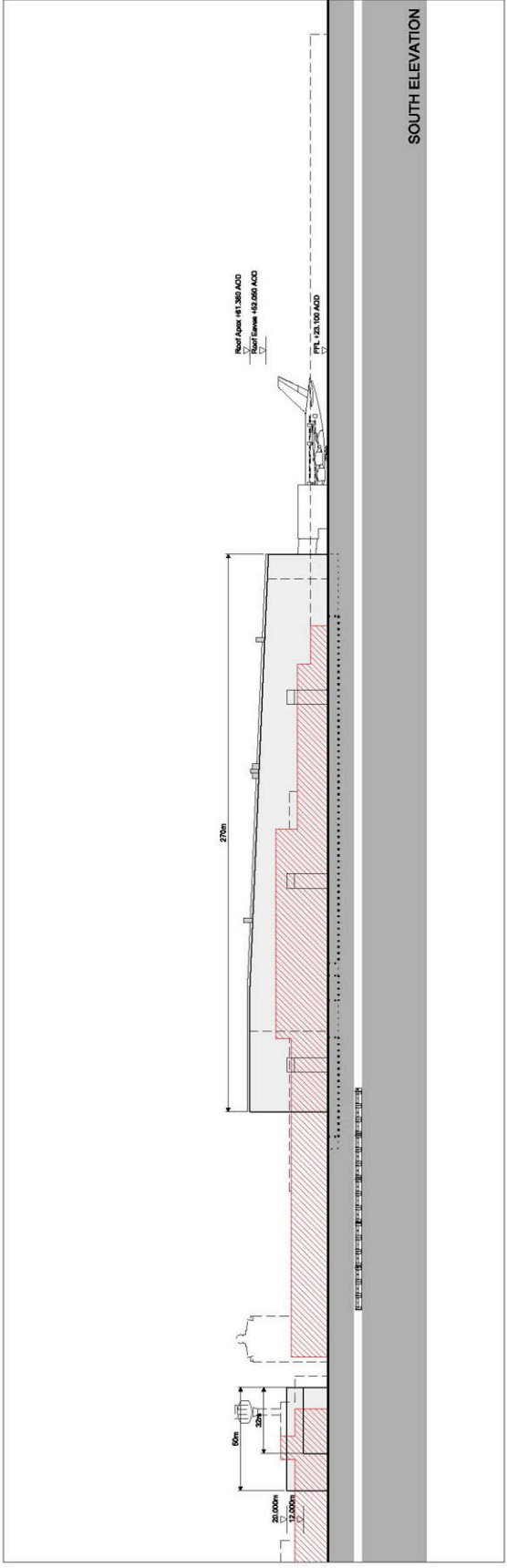


<p>Project Name HEATHROW AIRPORT ARCHITECTURAL FOSTER AND PARTNERS</p>		<p>Client's Ref No. 1004</p> <p>Drawn Date 27/03/05</p>	
<p>Checked By [Signature]</p> <p>Approved By [Signature]</p>		<p>Scale 1:100 @ A4</p>	
<p>Project Ref HAL / FAP / HET / A / GS001 / P41</p>		<p>Project Name HEATHROW EAST TERMINAL</p>	
<p>Project Description PARAMETER PLAN 6 EAST AND WEST ELEVATIONS MINIMUM</p>		<p>Client Name HEATHROW AIRPORT</p>	
<p>Client Address BAA BAA House 22 Kings Place London N1 1AA</p>		<p>Client Contact Telephone: 0203 770 0000 Fax: 0203 770 1100 and 1109</p>	
<p>Client Reference 15/02/07 Parameter plan added 16/02/07 Section removed 16/02/07 Planning Application</p>		<p>Client Reference Change this text to reflect the relevant 15/02/07 Planning Application</p>	

None. Model line shaded.

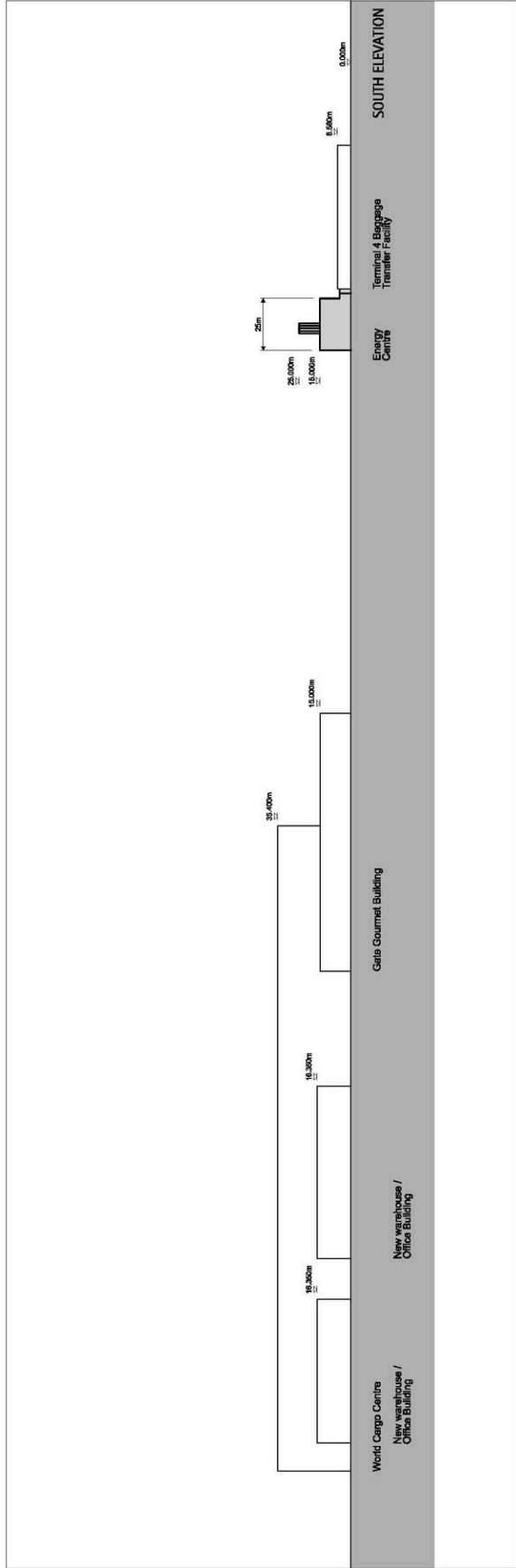
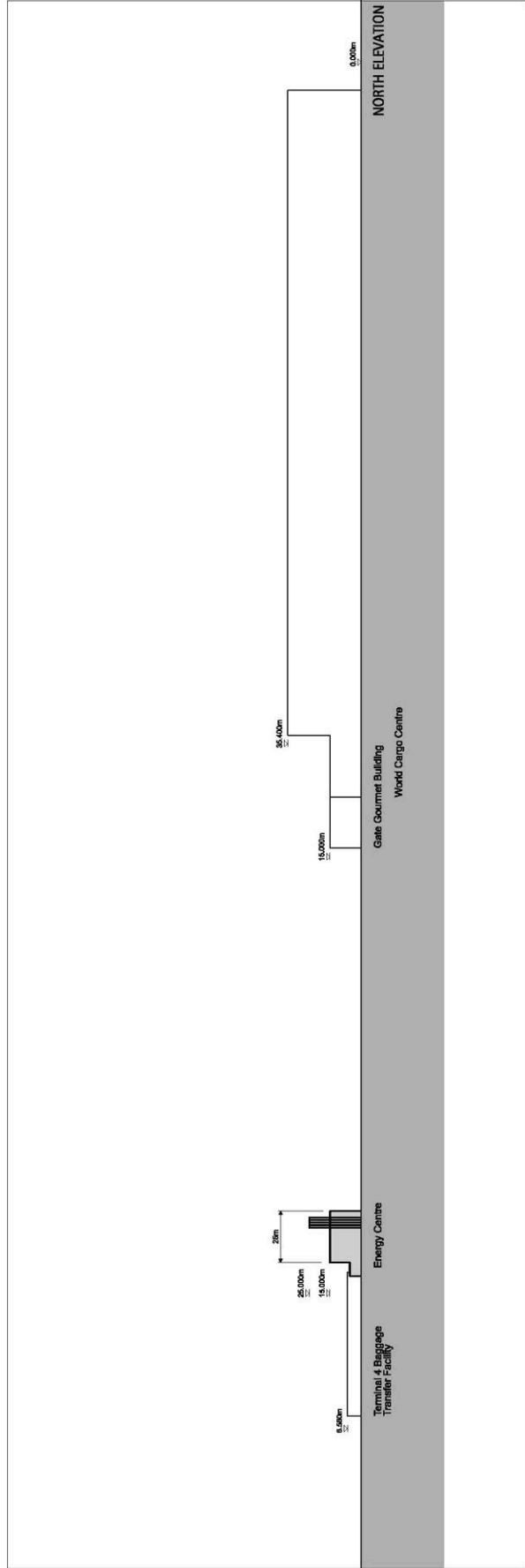


NORTH ELEVATION

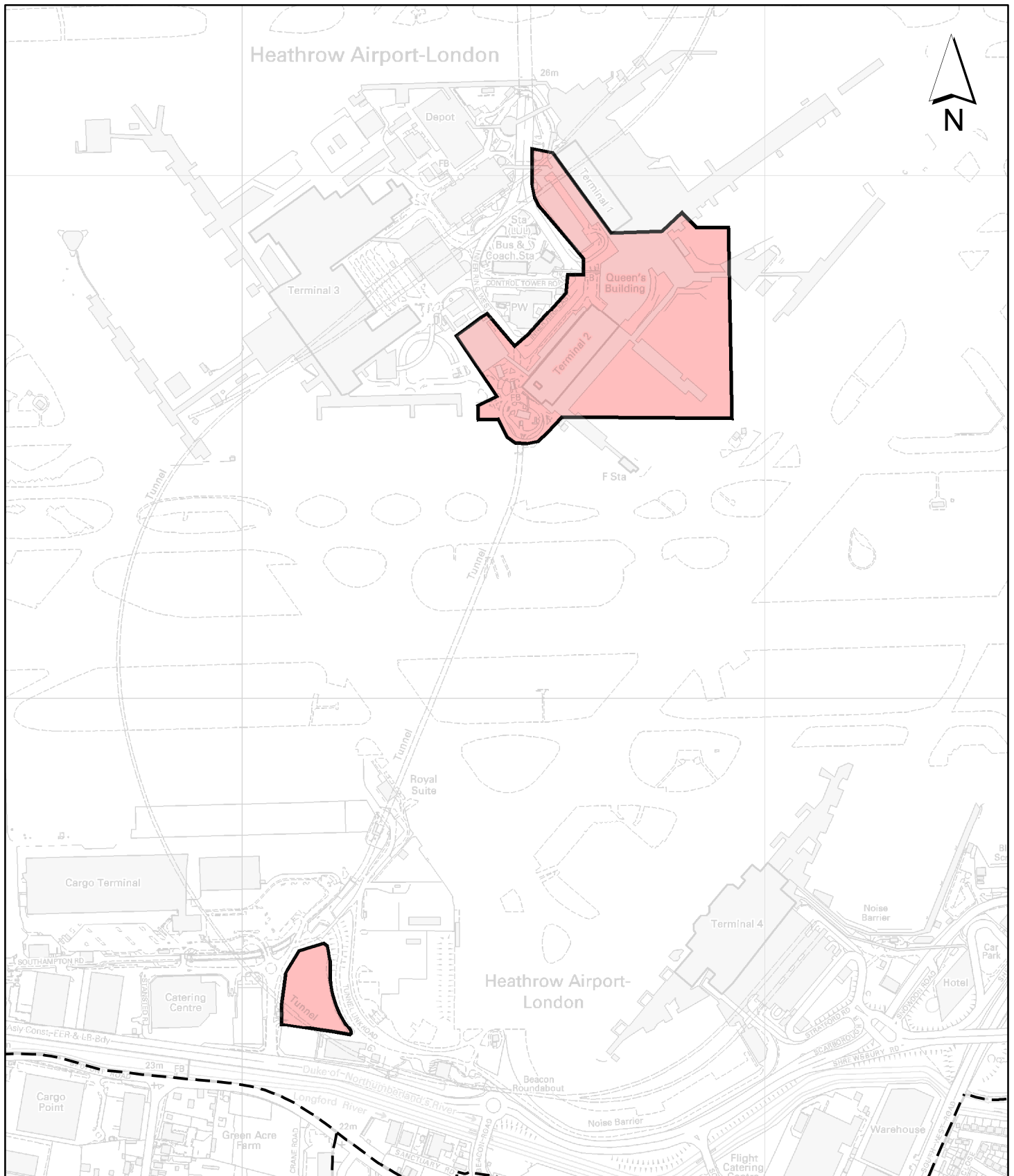


SOUTH ELEVATION

<p>Project Name HEATHROW AIRPORT HEATHROW EAST TERMINAL</p>		<p>Architectural FORSTER AND PARTNERS</p>		<p>Scale 1:150</p>	
<p>Client BAA</p>		<p>Contract No. 111800 01</p>		<p>Revision A</p>	
<p>Project No. G0302</p>		<p>Sheet No. P4K</p>		<p>Project Name HEATHROW EAST TERMINAL</p>	
<p>Project Title PARAMETER PLAN 7 GENERAL ARRANGEMENT NORTH AND SOUTH ELEVATIONS MAXIMUM</p>		<p>Author HAL</p>		<p>Check FAP</p>	
<p>Drawn HAL</p>		<p>Checked FAP</p>		<p>Approved HET</p>	
<p>Project Location Heathrow Airport London SW14 4NJ</p>		<p>Project No. 111800 01</p>		<p>Sheet No. P4K</p>	
<p>Project Name HEATHROW AIRPORT HEATHROW EAST TERMINAL</p>		<p>Project Title PARAMETER PLAN 7 GENERAL ARRANGEMENT NORTH AND SOUTH ELEVATIONS MAXIMUM</p>		<p>Project No. 111800 01</p>	
<p>Project Location Heathrow Airport London SW14 4NJ</p>		<p>Project No. 111800 01</p>		<p>Sheet No. P4K</p>	
<p>Project Name HEATHROW AIRPORT HEATHROW EAST TERMINAL</p>		<p>Project Title PARAMETER PLAN 7 GENERAL ARRANGEMENT NORTH AND SOUTH ELEVATIONS MAXIMUM</p>		<p>Project No. 111800 01</p>	
<p>Project Location Heathrow Airport London SW14 4NJ</p>		<p>Project No. 111800 01</p>		<p>Sheet No. P4K</p>	



<p>HEATHROW AIRPORT Project Name ARCHITECTURAL Drawing No. (including sub-drawings) Drawing Title Project No. Approved By Approved Date Issue No. Issue Date Scale Date</p>		<p>Project Name Heathrow Airp Drawing No. 2005000 Drawing Title Project No. Approved By Approved Date Issue No. Issue Date Scale Date</p>	
<p>POSTER AND PARTNERS Architects and Engineers Riverside Three 22 Bishop Road London SW11 6BH Telephone: 020 7736 0435 Fax: 020 7736 1101 and 1106</p>		<p>HEATHROW EAST TERMINAL PARAMETER PLAN 9 GENERAL ARRANGEMENT NORTH AND SOUTH ELEVATIONS ENERGY CENTRE MINIMUM</p>	
<p>Change this text to reflect the relevant sub-project area details</p>		<p>Project Manager MAL PAF HET A GCS10 P41</p>	
P41	13/02/07 Parameter plan added		
P41	13/02/07 System removed		
P41	18/02/08 Primary Application		



Notes

 Site boundary

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Site Address

**T2, Queens Building, P/O T1
CTA and P5 Car Park
Heathrow Airport, Hounslow**

Planning Application Ref:

62360/APP/2009/2232

Planning Committee

Central and South

Scale

1:10,000

Date

December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Corporate Director of Planning & Community Services

Address

UNIT E, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

Development:

Reserved matters (details of siting, design, external appearance and landscaping) of Unit E (employment component) in compliance with condition 3 of planning permission ref.18399/APP/ 2005/3415 dated 02/03/2006 for variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref.18399/APP/2004/2284 dated 19/08/2005 for redevelopment of the site for a mixed-use development comprising Classes B1(a) and (c), B2 and B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping.

LBH Ref Nos:

18399/APP/2009/2119

Date Plans Received: 01/10/2009

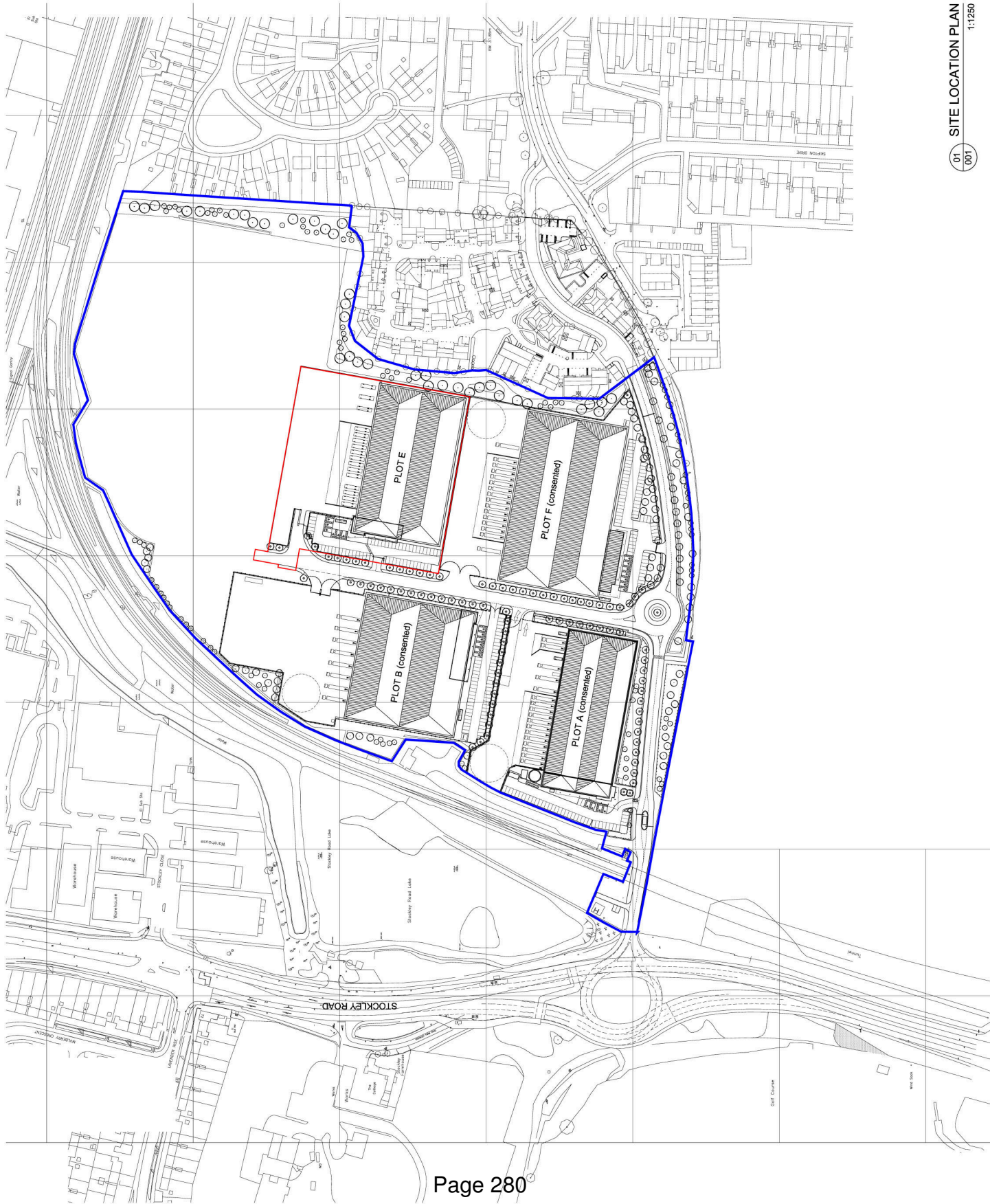
Date(s) of Amendment(s): 01/10/2009

Date Application Valid: 01/10/2009

03/12/2009

15/12/2009

NOTES:
 SUBJECT TO STATUTORY COMMENTS
 BASED ON GREENMATCH SURVEY NO. 718461.1
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 ALL DIMENSIONS AND AREAS ARE APPROXIMATE
 RECEIVED FROM LONDON BUREAU OF SURVEYING



REV	DATE	COMMENT	ISSUED	CHKD
A	04-12-09	SITE BOUNDARY AMENDED	PM	-

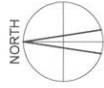
ProLogis
The Global Distribution Solution

MICHAEL SPARKS ASSOCIATES
 CONSULTING ARCHITECTS
 11 FARR PLACE
 WINDMILL HILL
 LONDON W8 7PU
 TELEPHONE 020 7708 8142
 FAX 020 7708 8066
 WWW.MSPARKS.CO.UK

TITLE	PROLOGIS PARK, HAYES
DRAWING	SITE LOCATION PLAN
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	SEPTEMBER 2009
SCALE	1:1250 @ A1
STATUS	FOR PLANNING
DRAWING NUMBER	30719-PL-001A

NOTES:

SUBJECT TO STATUTORY CONSTRAINTS
 BASED ON GREENWICH CHURCH SURVEY NO. 710867(L)
 BASED ON DESIGN APPROVED BY PERMISSION OF
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 BOUNDARIES BASED ON LAND REGISTRY TITLE NUMBER
 MK31019



REV	DATE	COMMENT	DRAWN	CHECK

MICHAEL SPARKS ASSOCIATES
 CHARTERED ARCHITECTS
 11 PLAZA PLACE
 LONDON, SE18 6JF
 TELEPHONE: 020 7706 8162
 FAX: 020 7706 8163
 WWW.MSA.CO.UK

TITLE PROLOGIS PARK, HAYES
DRAWING UNIT E - EXISTING
SITE LAYOUT PLAN
CLIENT PROLOGIS DEVELOPMENTS LTD.

DATE SEPTEMBER 2009 **SCALE** 1:500 @ A1
STATUS FOR PLANNING **DRAWN** [initials]
FOR PLANNING **CHECKED** PW

Drawing Number 30179-PL-002

NOTES:

SUBJECT TO STATUTORY COMMENTS
 BASED ON ORIENTATION SURVEY NO. 318961.1
 BASED ON OS DATA REPRODUCED BY PERMISSION OF
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 MK131916



REV	DATE	COMMENT	DRAWN	CHECK
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MICHAEL SPARKS ASSOCIATES
 QUARTERLY ARCHITECTS
 11 RANG PLACE
 LONDON W8 5JF
 TEL: 020 7738 8898
 FAX: 020 7738 8894
 WWW.MSPARKS.CO.UK



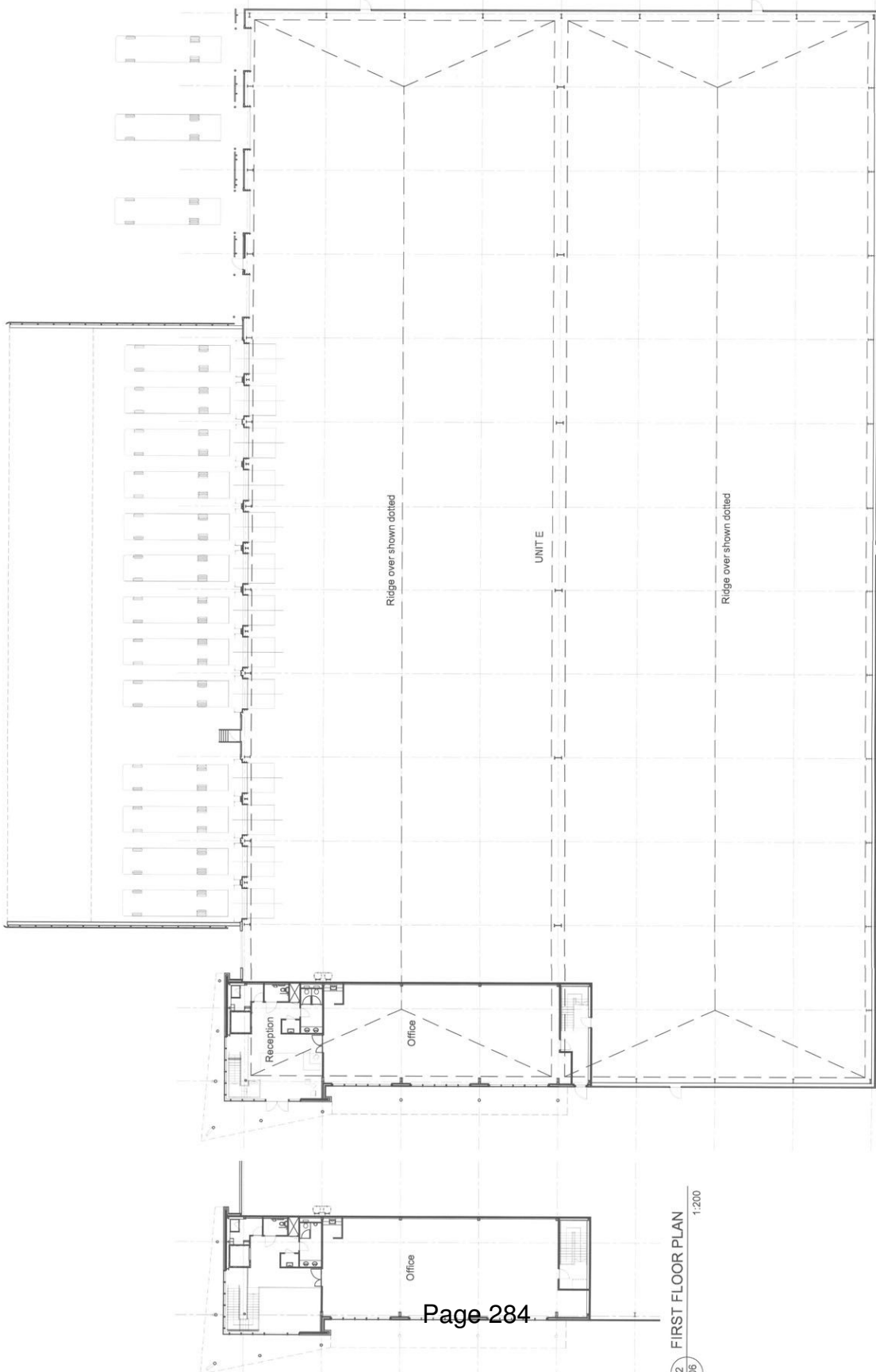
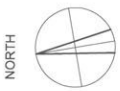
TITLE
PROLOGIS PARK, HAYES
 DRAWING
UNIT E - PROPOSED
SITE LAYOUT PLAN
 SCALE
PROLOGIS DEVELOPMENTS LTD.

DATE
 15/09/09 @ A1
 SCALE
 1:500
 FOR PLANNING
 DRAWN
 PM
 CHECKED
 PM

DRAWING NUMBER
30179-PL-005A

NOTES:

SUBJECT TO EAST COAST CONTRACTS
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 M6313725



REV	DATE	COMMENT	DRAWN	CHECK

Prologis
 The Global Distribution Solution

MICHAEL SPARKS ASSOCIATES
 CONSULTING ARCHITECTS
 11 BLACK HAZE
 STATION ROAD
 WILSON ROAD
 WILSON ROAD
 TELEPHONE: 080 770 4142
 FAX: 020 770 2854
 INFO@MSA.AUCKLAND.CO.NZ

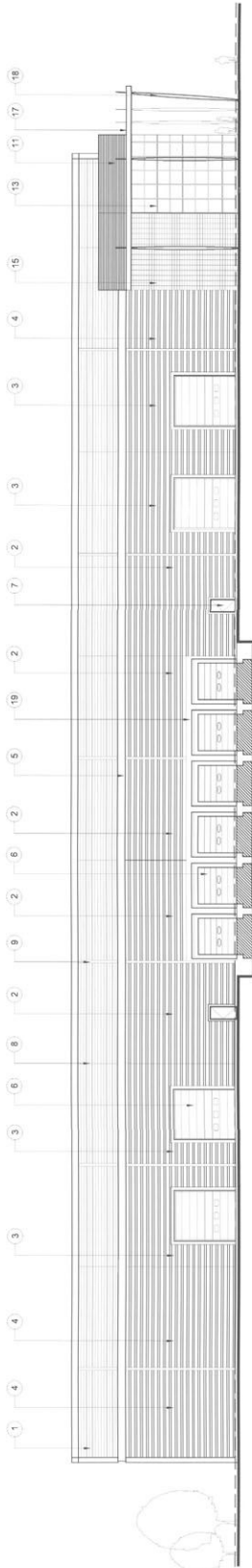
TITLE	PROLOGIS PARK, HAYES
DRAWING	UNIT E - PROPOSED FLOOR PLANS
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	SEPTEMBER 2008
SCALE	1:200 @ A1
DRAWN	PW
CHECKED	PW
FOR PLANNING	PW
DRAWING NUMBER	30179-PL-006

02 FIRST FLOOR PLAN 1:200

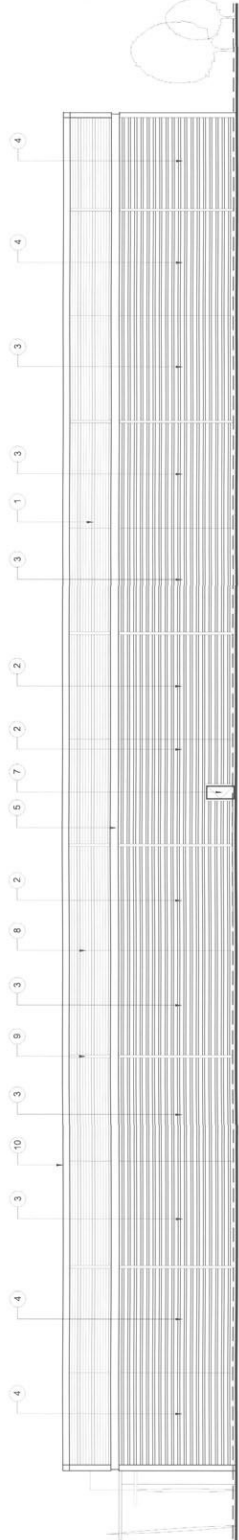
01 GROUND FLOOR PLAN 1:200

NOTES:

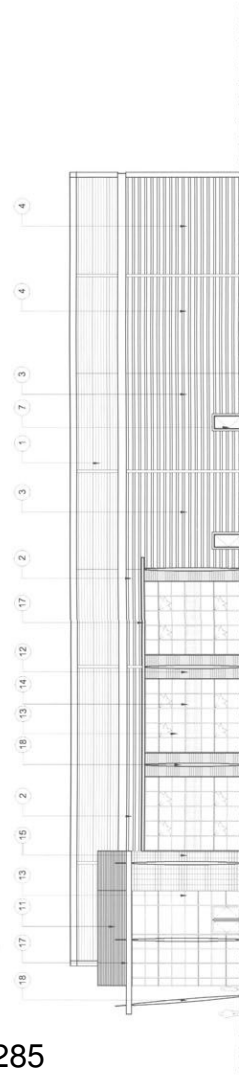
SUBJECT TO FURTHER COMMENTS
 BASED ON GREENWICH SURVEY NO. 718817.L
 CONTROLLED BY THE CONTRACTOR'S RECORD DRAWING
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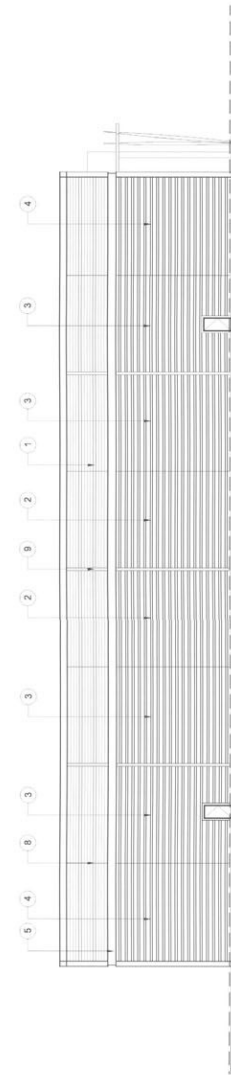
01 NORTH ELEVATION
1:200



02 SOUTH ELEVATION
1:200



03 WEST ELEVATION
1:200



04 EAST ELEVATION
1:200

SCHEDULE OF EXTERNAL FINISH MATERIALS

UNIT	DESCRIPTION
1	Upper Primed Wet Cladding
2	Lower Primed Wet Cladding
3	Lower Primed Wet Cladding
4	Lower Primed Wet Cladding
5	High Level Horizontal Bars
6	Aluminum, color RAL 9005 (metallic silver)
7	Painted metal factory finish, color RAL 9007 (red grey)
8	Vertical 17' Fining
9	Jobs
10	Roof
11	Office
12	Block (below canopy)
13	Curbside Walling
14	Cladding with aluminum mullion
15	Horizontal Cladding
16	Blue Stone
17	Overlapping canopy
18	Finer details

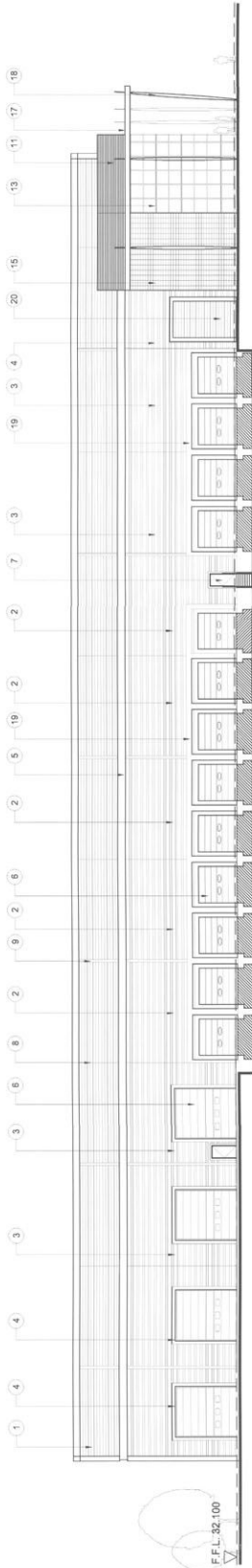
MICHAEL SPARKS ASSOCIATES
 CONSULTING ARCHITECTS
 11 FORD PLACE
 2000 WESTBURY ROAD
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 TEL: 020 7738 8182
 FAX: 020 7738 8000
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ProLogis
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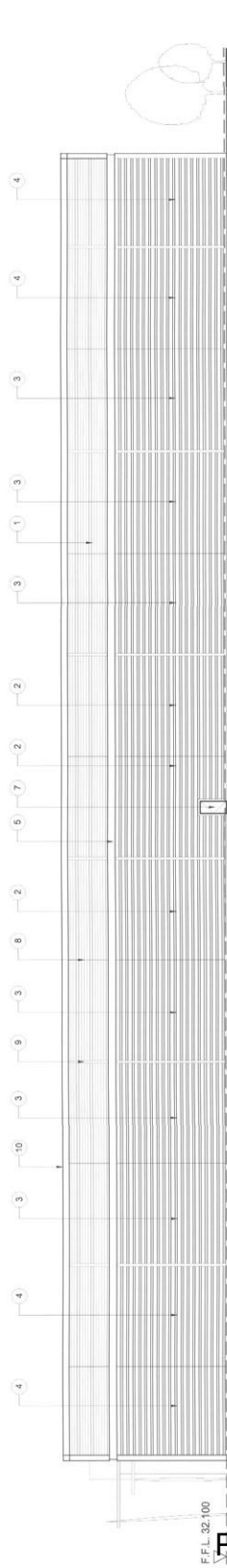
TITLE	PROLOGIS PARK, HAYES
DRAWING	UNIT E
EXISTING ELEVATIONS	
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	SEPTEMBER 2009
SCALE	1:200 @ A1
FOR	FOR PLANNING
DESIGNED BY	DMH
CHECKED BY	PHV
DRAWN BY	
PROJECT NUMBER	30179-PL-004

NOTES:

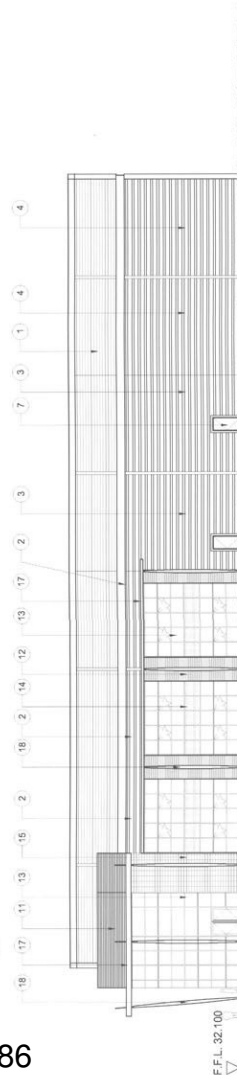
DESIGN SUBJECT TO STATUTORY COMMENTS
 BASED ON INTERVIEW ON 14/09/2009 BY MR T. HAYES, A
 MEMBER OF THE INSTITUTION OF ARCHITECTS, AND
 CONTROLLER OF THE STATUTORY OFFICE OF DRAWING
 COPYRIGHT RECORDS
 CONSTRUCTION BASED ON LAND REGISTRY TITLE NUMBER
 MK31325



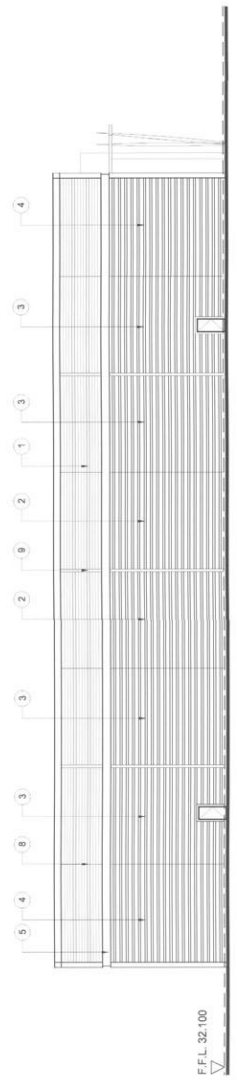
01 NORTH ELEVATION
1:200



02 SOUTH ELEVATION
1:200



03 WEST ELEVATION
1:200



04 EAST ELEVATION
1:200

SCHEDULE OF EXTERNAL FINISH MATERIALS

UNIT

- 100 to 20th floor: 100% high quality wall and ceiling (see schedule)
- 1 Upper Portland Wall Cladding
- 2 Lower Portland Wall Cladding
- 3 Lower Portland Wall Cladding
- 4 Lower Portland Wall Cladding
- 5 High Level Horizontal Slab
- 6 Vertical Glass - level access
- 7 Precast Glass
- 8 Glass
- 9 Glass
- 10 Roof
- 15 Precast concrete wall
- 20 Steel Sluice Door

OFFICES

- 11 Portland Wall Cladding/Panel
- 12 Brick (stone cavity)
- 13 Curtain Walling
- 14 External Wall Cladding/Panel
- 15 Horizontal Cladding
- 16 Stone Slab
- 17 Overhanging canopy
- 18 Tapered columns

REV	DATE	COMMENT	DRAWN	CHECK



MICHAEL SPARKS ASSOCIATES
 CHARTERED ARCHITECTS
 11 PARK PLACE
 LONDON SW6 1PU
 TEL: 020 7346 8182
 FAX: 020 7346 8183
 INFO@MICHAELSPARKS.CO.UK



Prologis
 The Global Distribution Solution

PROLOGIS PARK, HAYES
 UNIT E -
 PROPOSED ELEVATIONS

CLIENT: PROLOGIS DEVELOPMENTS LTD.

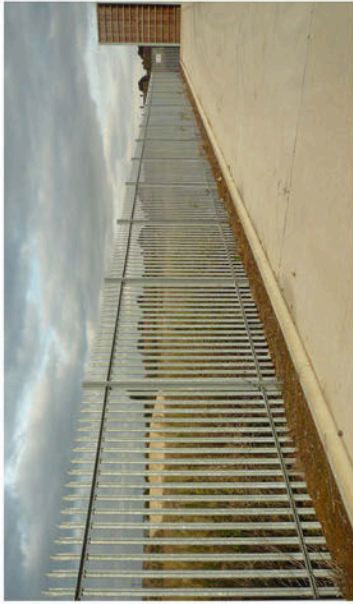
DATE: SEPTEMBER 2009 1:200 @ A1
 SCALE: 1:200 @ A1
 DRAWN: DWH
 STATUS: FOR INFORMATION PW
 CHECKED: PW
 DRAWING NO: 30179S-PL-007



NOTES:

SUBJECT TO STATUTORY COMMENTS
 BASED ON INFORMATION SUPPLIED BY THE CLIENT
 BASED ON OS MAP AS APPROVED BY PERMISSION OF
 CONTROLLER OF HM STATIONERY OFFICE IN CROWN
 COPYRIGHT RESERVED
 BOUNDARIES BASED ON LAND REGISTRY TITLE NUMBER
 AND THE INFORMATION PROVIDED BY THE CLIENT
 ACCORDING TO THE LOCATION SHOWN ON THE PLAN

Extent of Palisade Fencing
 Extent of Timber Acoustic Fencing



Unit E existing palisade fencing from inside service yard to be relocated and extended



Unit E existing palisade fencing along the estate road to be relocated and extended

REV	DATE	COMMENT	FW	CHK
A	03-12-09	SERVICE YARD AMENDED EXTENT OF ACOUSTIC FENCING AMENDED		

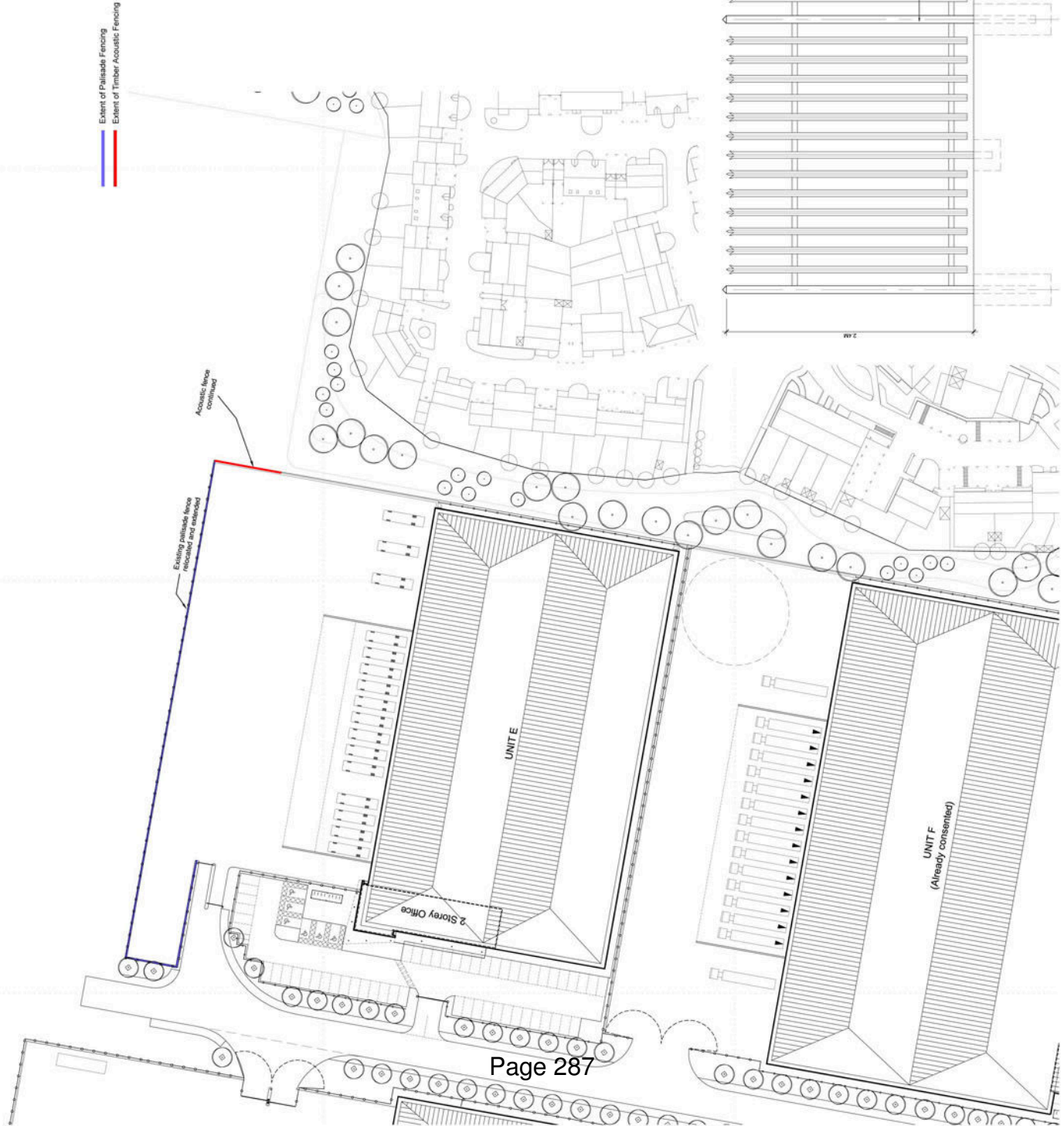
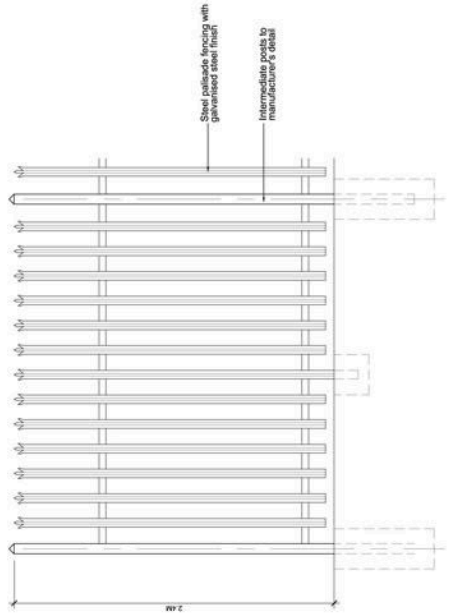
MICHAEL SPARKS ASSOCIATES
 CONSULTING ARCHITECTS
 11 FORD PLACE
 STONEY HATFIELD
 LONDON, UK, B37 7YU
 TELEPHONE: 020 7778 8142
 FAX: 020 7778 3000
 www.michaelsparks.co.uk

PROLOGIS
 The Global Distribution Solution

TITLE: **PROLOGIS PARK, HAYES**
 DRAWING: **UNIT E
 PROPOSED BOUNDARY FENCING**
 CLIENT: **PROLOGIS DEVELOPMENTS LTD.**

DATE: **SEPTEMBER 2009** SCALE: **1:500 @ A1**
 DRAWN: **PNV**
 CHECKED: **PNV**
 FOR: **PLANNING**

DRAWING NUMBER: **30179-PL-008A**





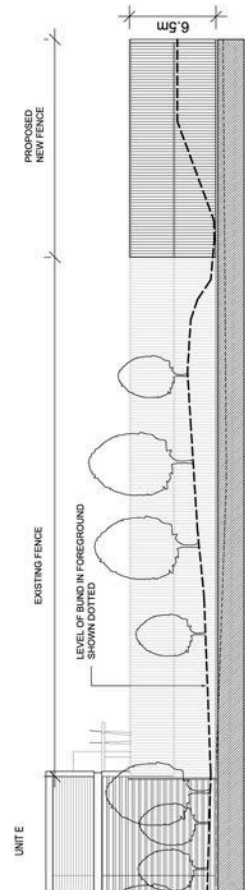
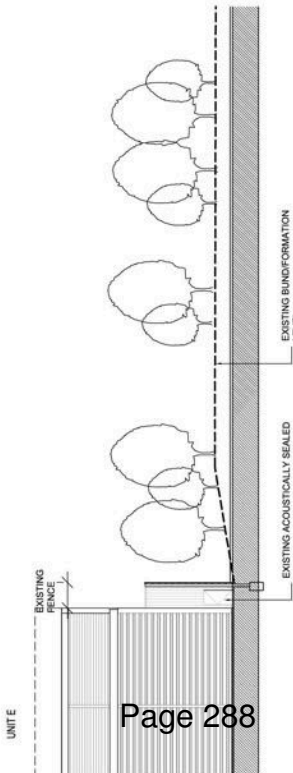
Existing timber acoustic fence as seen from the residential site



Unit E existing timber acoustic fence return from inside the service yard



Unit E existing timber acoustic fence from inside the service yard



1 LAYER OF TREATED TIMBER PANELS (150MM WIDE BY 32MM THICK) LAID VERTICALLY BUTTED JOINTED. JOINTS TO BE 150MM BY 150MM TO BE PLACED OVER JOINTS ALL TO ACHIEVE OVERALL SURFACE DENSITY OF 20KG/M2

SLOPED TIMBER CAPPING TO BE INSTALLED OVER ALL JOINTS WITH OPERATING AND DRIP CHANNEL TO EACH SIDE



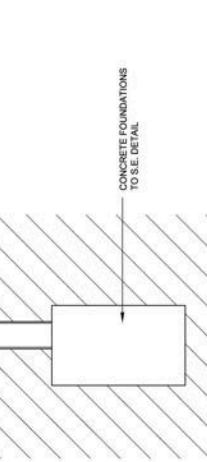
TREATED TIMBER RAIL FIXED AT 900MM CRS (75MM WIDE X 100MM DEEP) TO BE INSTALLED ACCORDING TO FENCE MANUFACTURERS DETAILS

EXISTING 1 IN 3 GRADIENT TO LANDSCAPING BAND

TIMBER PANELS TO STOP NOM. 100MM BELOW GROUND

20X20X3 UC TO S.E. SPECIFICATION AT NOM. 2400MM CRS

CONCRETE FOUNDATIONS TO S.E. DETAIL



04
009

DETAIL SECTION THROUGH WALL
1:20

05
009

KEY SECTION
NTS

NOTE
Acoustic wall and pass doors to achieve min. 20kg/m2 surface density
All pipes and junctions to be sealed
Timber is treated with 'Tanalith E' which provides 30 years protection against decay or insect attack
Levels are indicative only. For exact levels refer to existing formations on site.

REV	DATE	COMMENT	UNISS	CHKD
A	03-12-09	SERVICE YARD AMENDED EXTENT OF ACOUSTIC FENCE AMENDED	PM	-

ProLogis
The Global Distribution Solution

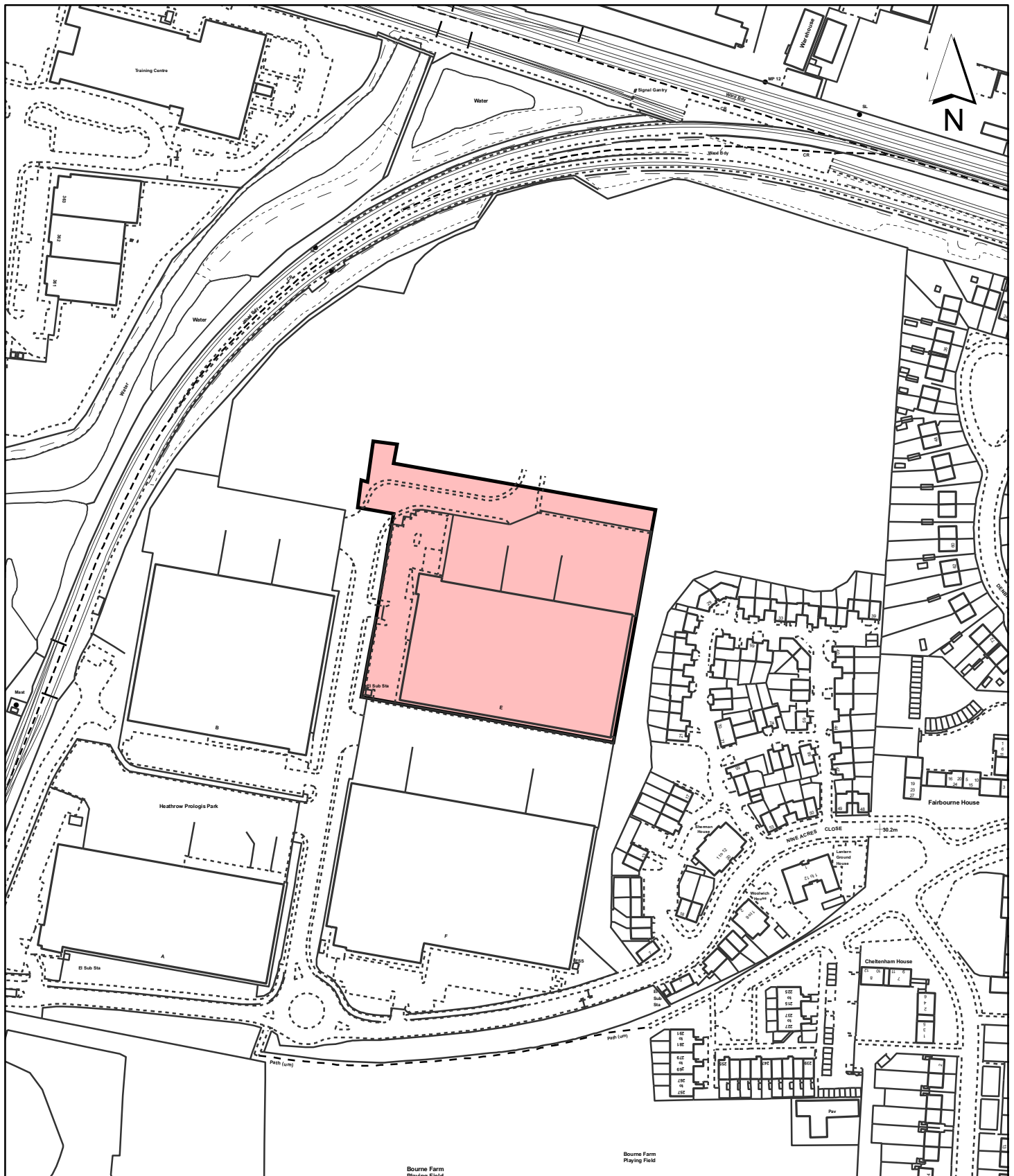
MICHAEL SPARKS ASSOCIATES
CONSULTING ARCHITECTS
11 FORD PLACE
LONDON, W8 5PE
TELEPHONE: 020 7736 8142
FAX: 020 7736 3864
WWW.MICHAELSPARKS.CO.UK

WILE
PROJECT: PROLOGIS PARK, HAYES
DRAWING: ACOUSTIC FENCE DETAILS

CUSTOMER: PROLOGIS DEVELOPMENTS LTD.

DATE: 1:200 @ A1
DATE: SEPTEMBER 2009
DATE FOR PLANNING: 1:200 @ A1

DRAWING NUMBER: 301779- PL-009A



Notes

 Site boundary

For identification purposes only.

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Site Address

**Unit E Prologis Park
Stockley Road
West Drayton**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
18399/APP/2009/2119

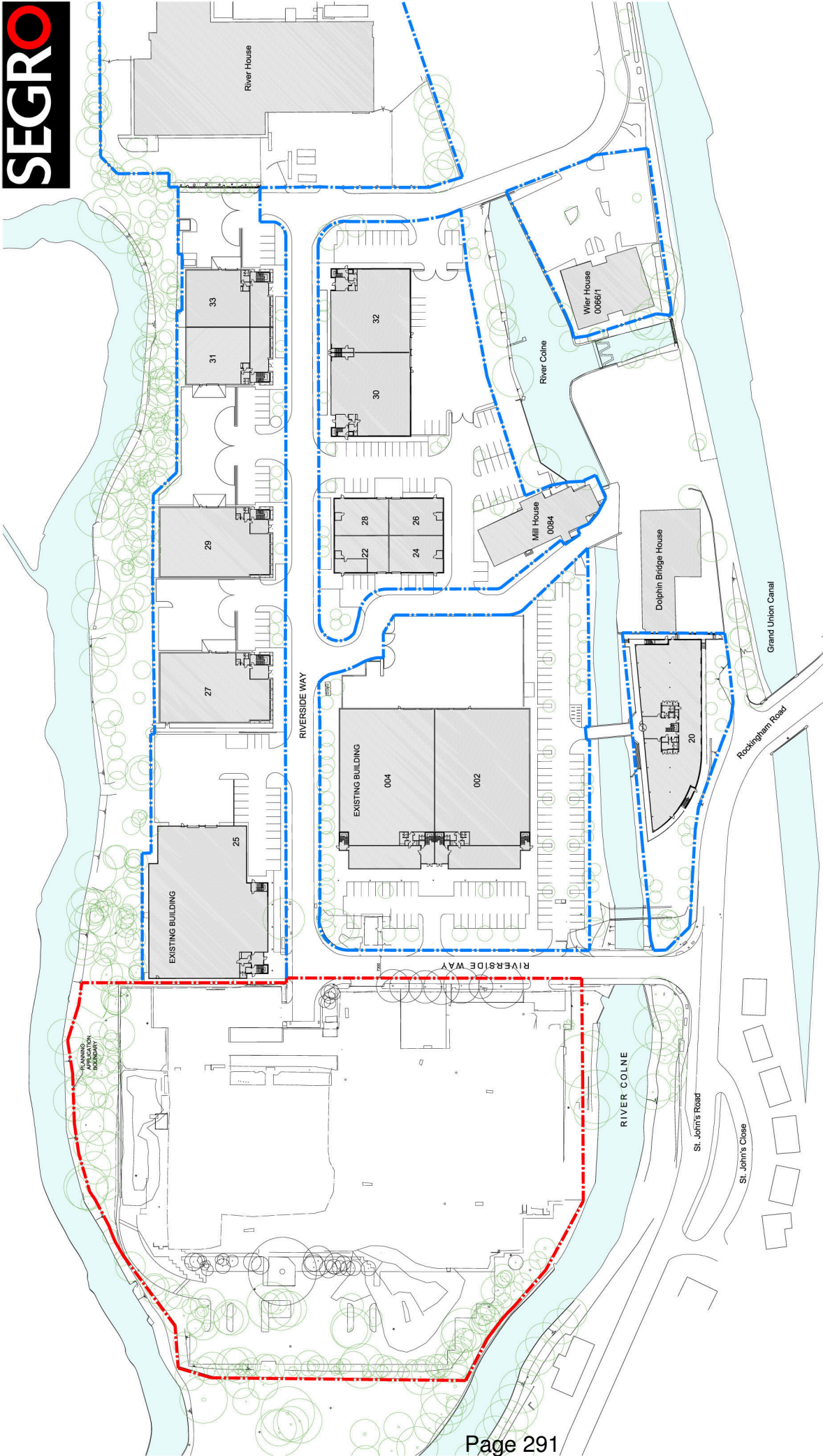
Scale
1:2,500

Planning Committee
Central and South

Date
December 2009



HILLINGDON
LONDON



PROJECT • RIVERSIDE WAY
 UXBIDGE

CLIENT • SEGRO

DRAWING • SITE LOCATION PLAN

STATUS • OUTLINE PLANNING APPLICATION
 SCALE • 1:1250 (A3)
 DRAWN • -- REVISED • --
 DRAWING • Q2 / 189 / PL / 0001 REVISION • --

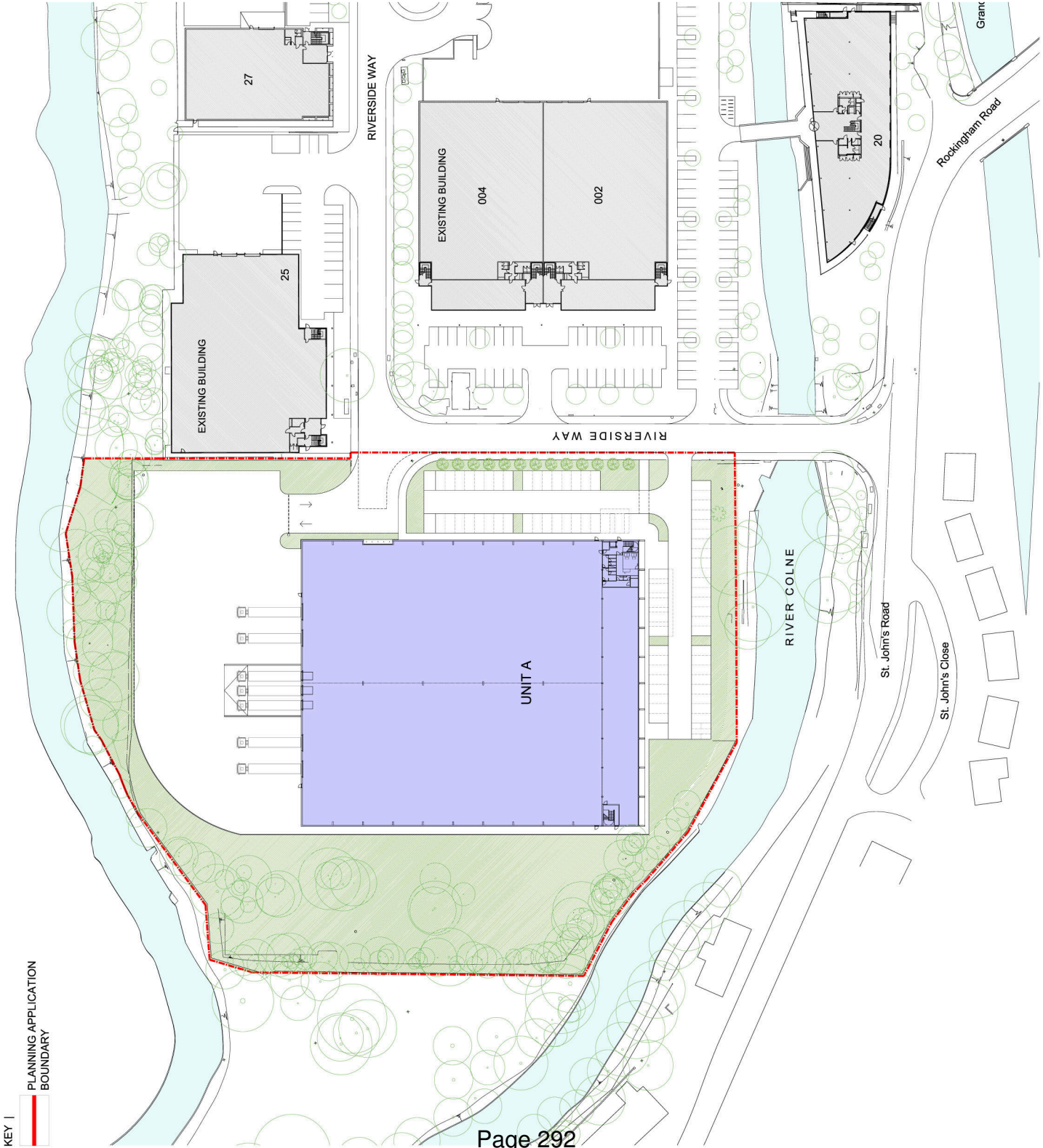
KEY 1

0 50m

PLANNING APPLICATION BOUNDARY

LAND OWNERSHIP BOUNDARY

PLANNING APPLICATION
BOUNDARY



SEGRO

0 50m

AREA SCHEDULE - GEA

ID	USE	Sq.m	Sq.ft
GROUND	FULL HEIGHT WAREHOUSE	5719	61559
GROUND	LOWER HEIGHT WAREHOUSE / FUTURE OFFICE SPACE	556	5985
GROUND	RECEPTION	116	1248
GROUND	ESCAPE / CORE	25	269
FIRST	OFFICE	697	7503
TOTAL		7113	76564
71 CAR SPACES (including 7 accessible spaces) @ 1:100			
99 CYCLE SPACES @ 1:50 B1A, 1:75 B2			
4 POWERED 2 WHEELER SPACES @ 1 per 20 car spaces			

DEVELOPMENT ANALYSIS

BUILDING AREA (GEA)	7113 m ²	76564 ft ²
BUILDING AREA (GIA)	6972 m ²	75047 ft ²
SITE (Development Plot Boundary)	1.39 hectares	3.44 acres
PLOT RATIO (Based on Total GEA)	51.17	%

REVISIONS

- A. 090522 Detail added.
- B. 090529 Minor amendments
- C. 090622 Minor Amendments
- D. 090623 Detail added to building plan. Areas revised
- E. Service yard amended. Planning boundary revised.
- F. 090813 Status changed to outline planning app.
- G. 090821 Areas revised and hatch changed.

NOTES

- 1. Do not scale of this drawing. If in doubt ask.
- 2. All dimensions are subject to detailed design and agreed buildings tolerances.
- 3. Structural Design lbd in detail with engineer.

PROJECT

RIVERSIDE WAY
UXBRIDGE
CLIENT - SEGRO
DRAWING - INDICATIVE SITE LAYOUT
OPTION 1 - SINGLE UNIT

STATUS - OUTLINE PLANNING APPLICATION

SCALE - 1:1000 (A3) 1:500 (A1)
DRAWN - 09 05 15 REVISION - 09 08 21
DRAWING - QZ | 189 | SK | 0106 REVISION - G



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11 BURTON PLACE • MANCHESTER • M15 4PT
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architects@q2.co.uk • www.q2architects.co.uk

UNIT A AREA SCHEDULE - GEA		
ID	USE	Sq.m / Sq.ft
GROUND	FULL HEIGHT WAREHOUSE	3175 / 34176
GROUND	LOWER HEIGHT WAREHOUSE /	25 / 2701
GROUND	FUTURE OFFICE SPACE	121 / 1302
GROUND	RECEPTION	19 / 205
GROUND	ESCAPE / CORE	390 / 4198
FIRST	OFFICE	4188
TOTAL		3957 / 42582

UNIT B AREA SCHEDULE - GEA		
ID	USE	Sq.m / Sq.ft
GROUND	FULL HEIGHT WAREHOUSE	1783 / 19192
GROUND	LOWER HEIGHT WAREHOUSE /	332 / 3574
GROUND	FUTURE OFFICE SPACE	80 / 861
GROUND	RECEPTION	19 / 205
GROUND	ESCAPE / CORE	431 / 4639
FIRST	OFFICE	4639
TOTAL		2645 / 28471

27 CAR SPACES (including 4 accessible spaces) @ 1:100		
44 CYCLE SPACES @ 1:50 B1A, 1:75 B2		
2 POWERED 2 WHEELER SPACES @ 1 per 20 car spaces		

DEVELOPMENT ANALYSIS		
UNIT A BUILDING AREA (GEA)	3957m ²	42582 ft ²
UNIT A BUILDING AREA (GIA)	3954m ²	41944ft ²
UNIT B BUILDING AREA (GEA)	2645m ²	28471 ft ²
UNIT B BUILDING AREA (GIA)	2589m ²	27653 ft ²
TOTAL BUILDING AREA (GEA)	6602 m²	71053 ft²
TOTAL BUILDING AREA (GIA)	6423 m²	69337 ft²
SITE (Development Plot Boundary)	1.39 hectares	3.44 acres
PLOT RATIO (Based on Total GEA)		47.50 %

- REVISIONS**
- 09/02/23 Detail added to building plan. Areas revised
 - 09/02/23 Detail added to building plan. Areas revised
 - 09/08/23 Landscaping amended.
 - 09/08/23 Landscaping amended.
 - 09/08/23 Status changed to outline app.
 - 09/08/21 Hatch changed.

NOTES

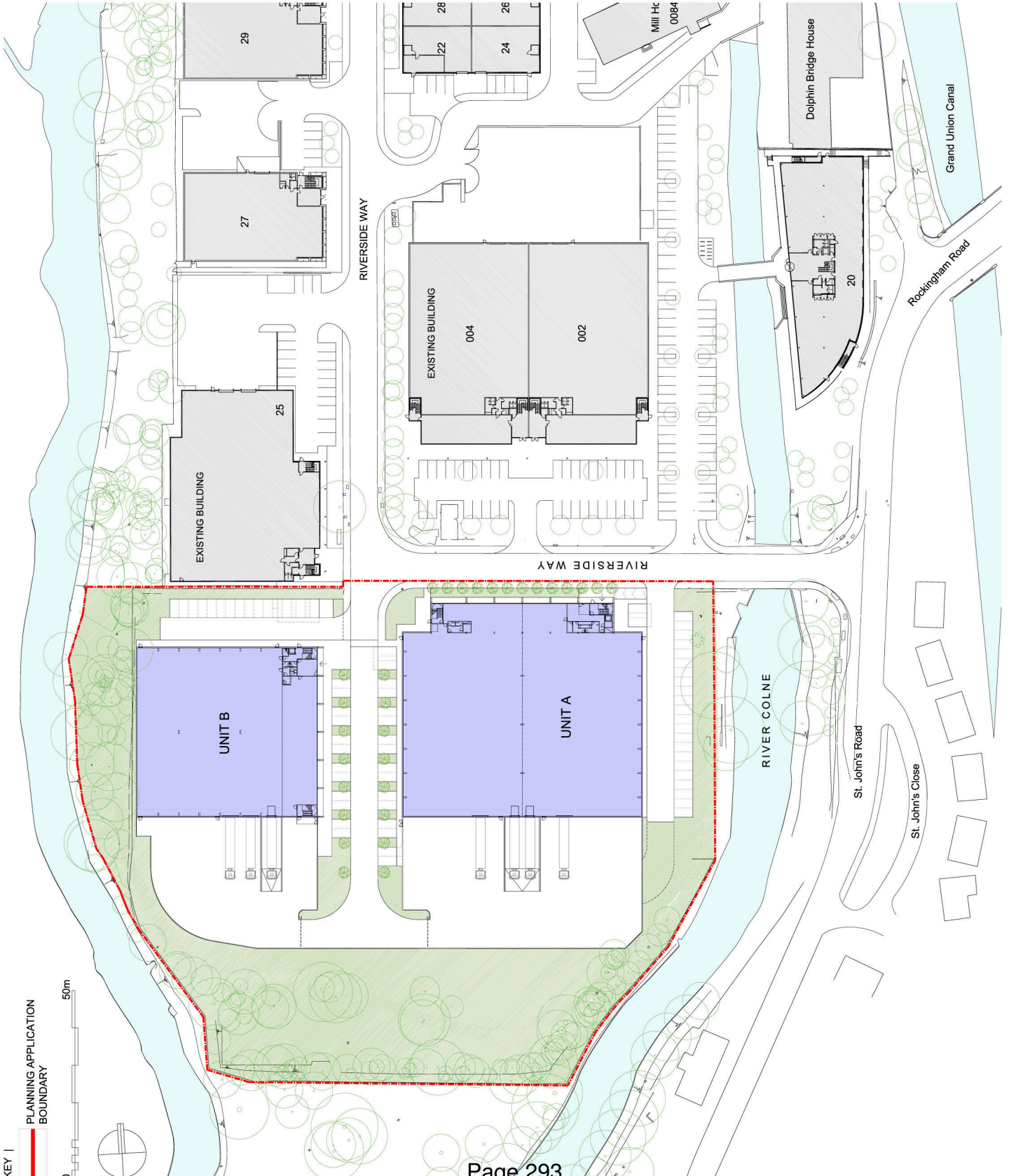
- Do not scale of this drawing. If in doubt ask.
- Dimensions are approximate and subject to detailed design and agreed buildings tolerances.
- Structural Design lbd in detail with engineer.

PROJECT - RIVERSIDE WAY
UXBRIDGE
CLIENT - SEGRE
DRAWING - ILLUSTRATIVE SITE LAYOUT
OPTION 2 - TWIN UNIT

STATUS - OUTLINE PLANNING APPLICATION
SCALE - 1:1000 (A3) 1:500 (A1)
DRAWN - 09/06/22
REVISION - 09/08/21
DRAWING - QZ | 1189 | SK | 0110
REVISION - E



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 architects@q2l.co.uk • www.q2architects.co.uk





Legend:

- Shrub
- Seasonal Planting
- Proposed Hedge
- Existing Hedge
- Formal Grass
- Existing Planting, under cover with other trees/woodland
- Existing Planting to be retained
- Existing Landscaping to be retained
- Existing Landscaping to be removed
- New Landscaping
- Grass
- Other
- Specimen Shrub
- Specimen Multi-Stem
- Cluster Tree
- Cluster Tree
- Horizontally "layered" Tree
- Tapered Tree
- Proposed Tree
- Existing Tree to be retained
- Existing Tree to be removed



Rev	Description	Date	By	Check
1	Issue for Approval	13-02-2008	J.M.H.	J.S.
2	Issue for Approval	13-02-2008	J.M.H.	J.S.
3	Issue for Approval	13-02-2008	J.M.H.	J.S.
4	Issue for Approval	24-06-2008	J.M.H.	J.S.
5	Issue for Approval	24-06-2008	J.M.H.	J.S.

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landscape, environmental & horticultural consultants
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Tel: +44 (0)20 8996 9000 Fax: +44 (0)20 8996 9001
www.viewpointassociates.co.uk

SEGRO
Infrastructure Services

Hybridge - Phase 500
Option 'C'
Layout Showing Proposed
Landscaping Areas

Client	SEGRO
Project No.	1208-01
Scale	1:500 @A1
Date	24-06-2008
Author	J.M.H.
Check	J.S.
Drawn	J.M.H.
Scale	1:500 @A1
Date	24-06-2008
Client	SEGRO

1208-01 (A)

LEGEND:

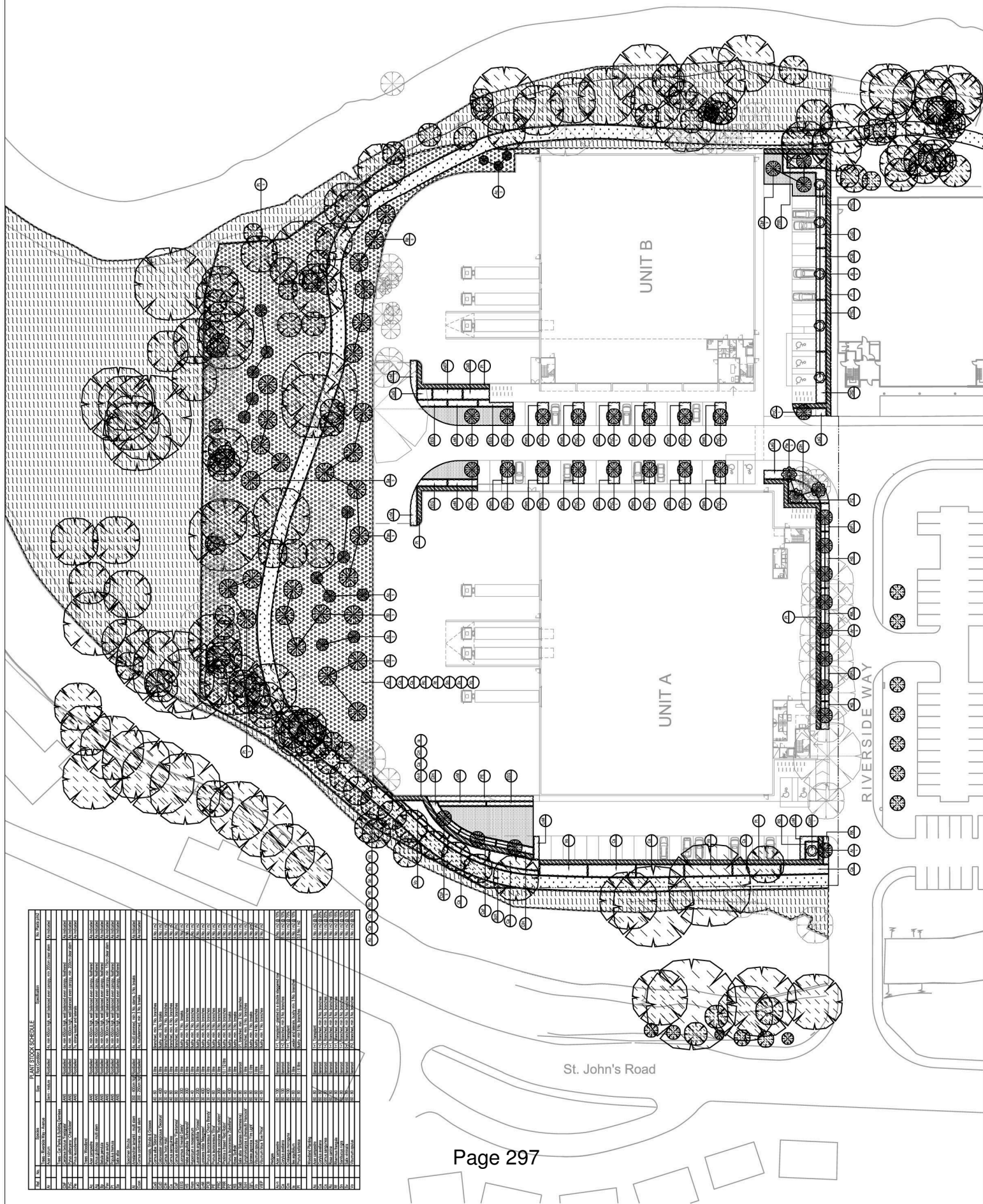
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SEGRO
Infrastructure

Urbidge - Phase 500
Upper Showing Proposed
Landscaping For Planning

1208-02 (B)



PLANT STOCK SCHEDULE

NO.	PLANT NAME	TYPE	QUANTITY	REMARKS	PLANT SPECIES
01	PLANT STOCK SCHEDULE				
02	PLANT STOCK SCHEDULE				
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100	PLANT STOCK SCHEDULE				

Legend:

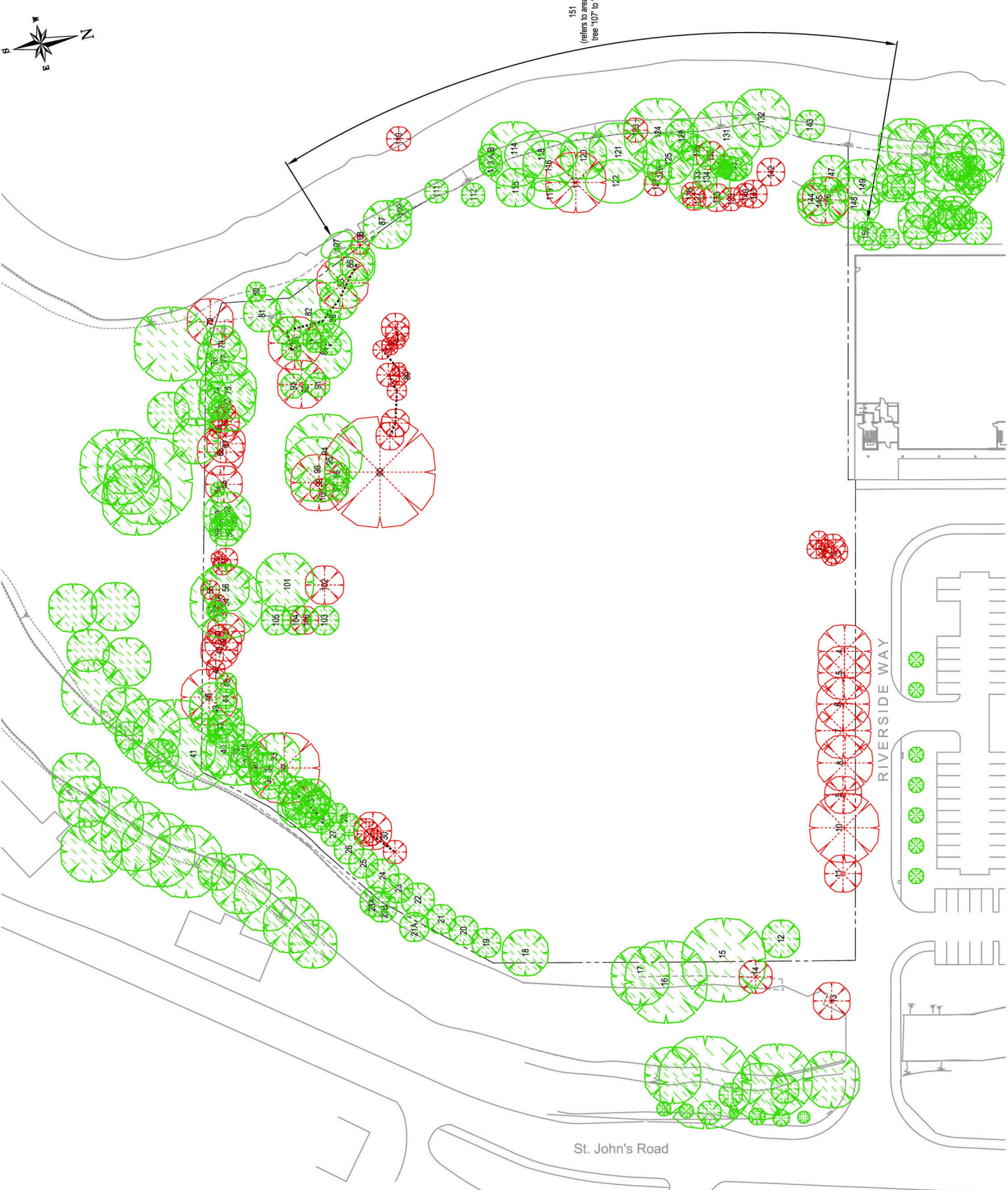
-  Existing Tree to be retained.
-  Pollard Existing Trees.
No.'s: 16, 18, 29, 31, 33, 34, 35, 36, 37, 38, 39, 40, 42, 52, 53, 54, 63, 72, 75, 134, 135, 144 & 145
-  Existing Tree to be removed.

All tree positions shown are approximate positions, the true position should be confirmed on site and not scaled off the drawing.

West Boundary:
Trees indicated for removal, additional trees may be required to be removed to facilitate building construction and fence line erection.

Tree groups / areas:

No.'s: 55, 116, 119, 120, 121, 122 & 129
Selective thinning of regeneration; retention of best trees within group / areas.



Rev	Description	Date	Drawn	CHKD
B	Tree's updated.	18-08-2009	C.M.H.	S.B.
A	Issued for approval.	23-07-2009	C.M.H.	S.B.

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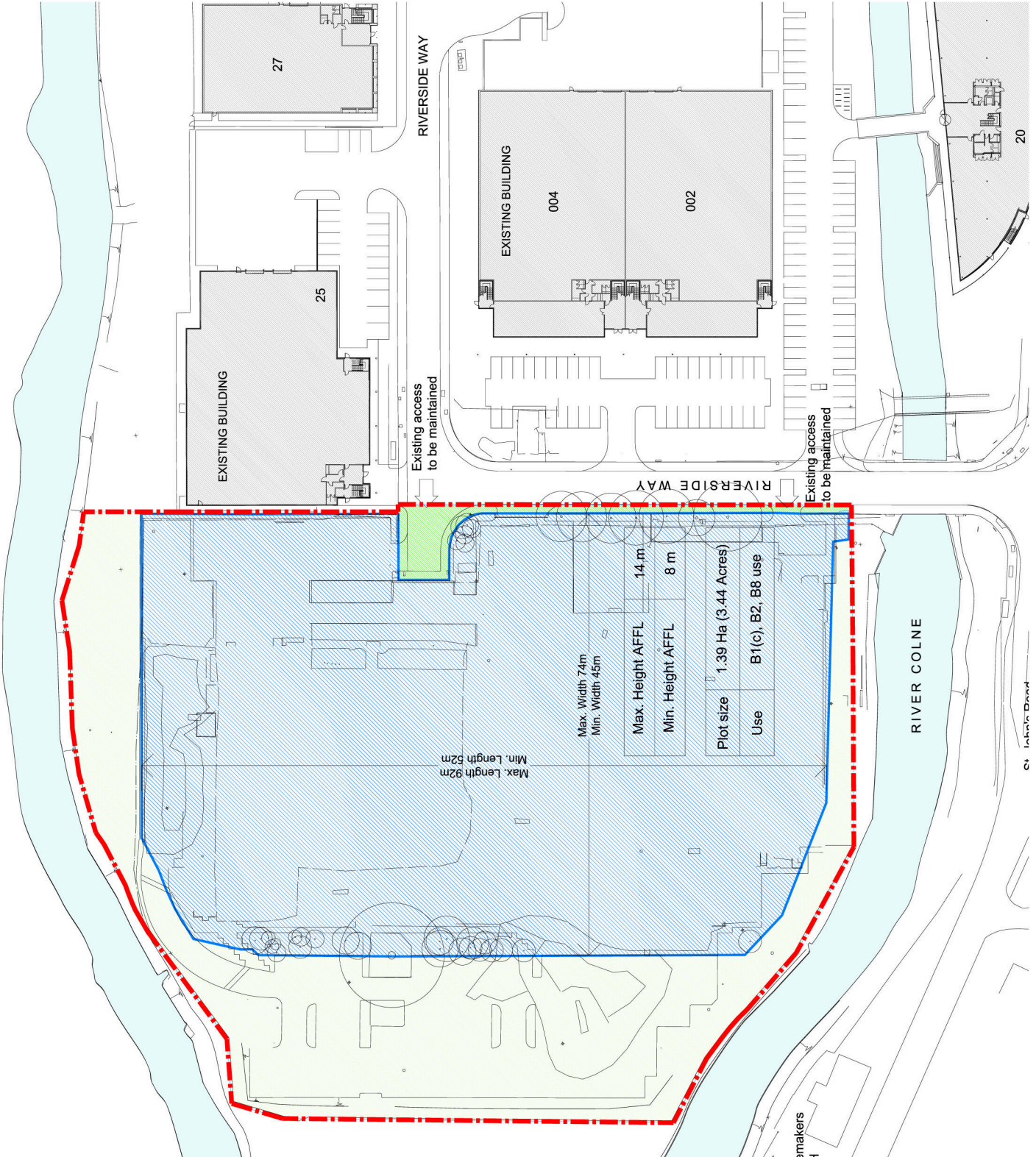
landscape, environmental & horticultural consultants
10 The Courtyard, Holmleigh Farm
Fyfelea, West Sussex, RH12 6SE
Tel: 01243 822272
Web: www.viewpoint.co.uk
E-mail: info@viewpoint.co.uk

Client: **SEGRO**
SLOUGH ESTATES GROUP

Title: **Uxbridge - Phase 500**
Layout Showing Existing Trees to be Retained or Removed.

Drawn By:	C.M.H.	Date:	23-07-2009
Checked By:	S.B.	Date:	23-07-2009
Scale:	1:750	Scale:	1:750

Drawing No: **1208-05**
Revision: **B**



REVISIONS

NOTES

- Do not scale this drawing. If in doubt ask.
- Drawings are approximate and subject to detailed design and agreed building tolerances.
- Structural Design Ibd in detail with engineer.

PROJECT • RIVERSIDE WAY
UXBRIDGE

CLIENT • SEGRO

DRAWING • OUTLINE APPLICATION
PARAMETERS PLAN

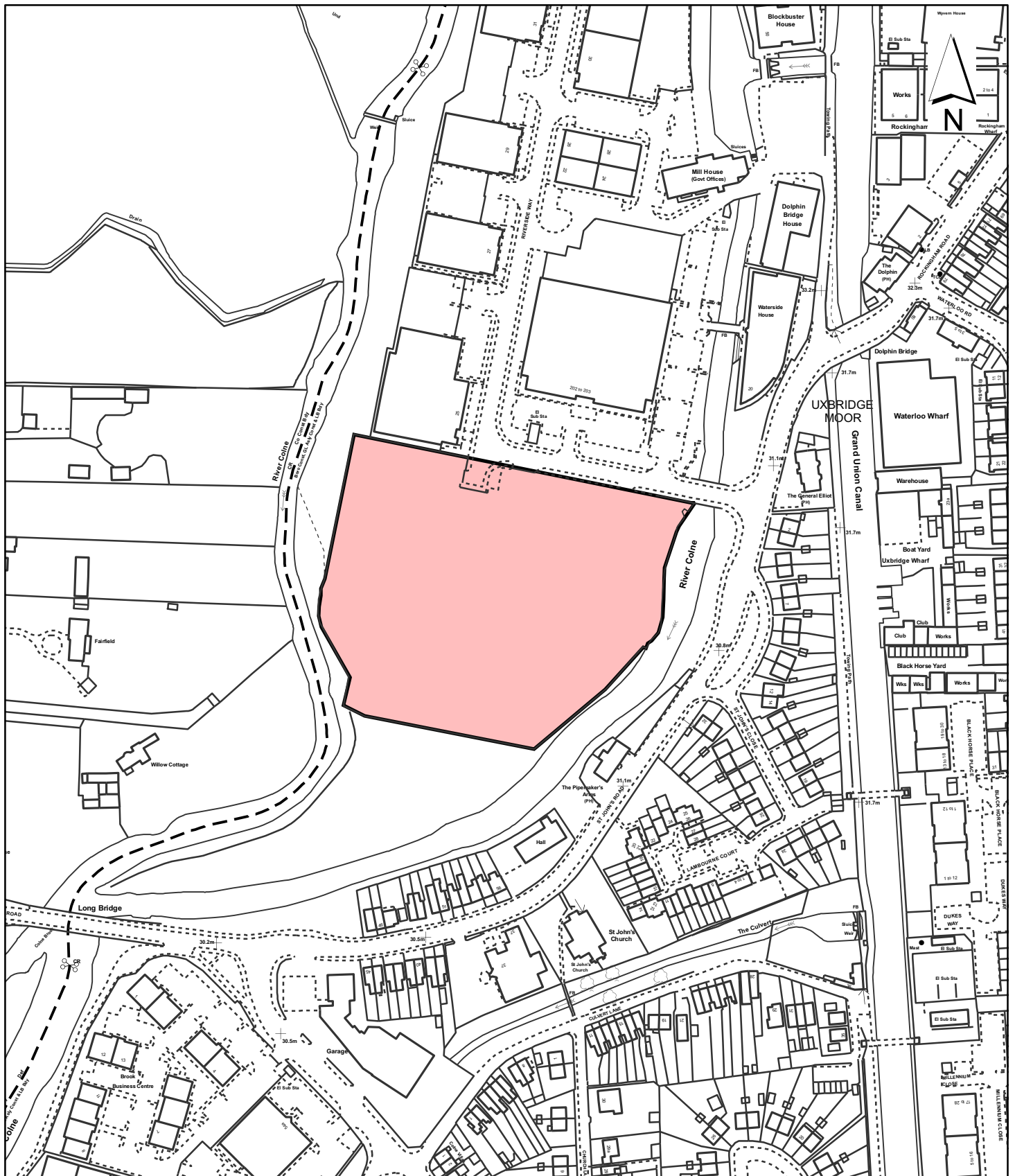
STATUS • OUTLINE PLANNING APPLICATION
SCALE • 1:1000 (A3) 1:500 (A1)
DRAWN • 09/08/13
DRAWING • Q2 | 189 | PL | 0002
REVISION •

q2 architects

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11 BURTON PLACE • MANCHESTER • M15 4PT
T • 0161 8349227 F • 0161 8349228
architects@q2.co.uk • www.q2architects.co.uk

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Notes

 Site boundary

For identification purposes only.

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Site Address

**Building 63 Phase 500
Riverside Way
Uxbridge**

Planning Application Ref:

56862/APP/2009/2247

Planning Committee

Central and South

Scale

1:2,500

Date

December 2009

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Corporate Director of Planning & Community Services

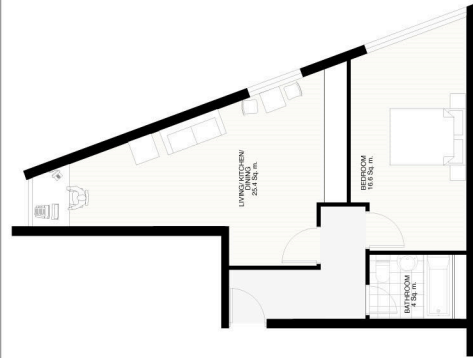
Address 21 HIGH STREET YIEWSLEY

Development: Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)

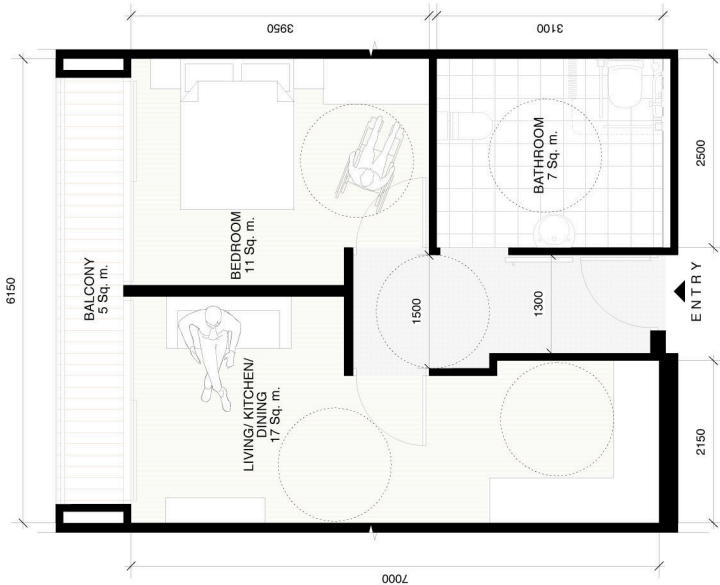
LBH Ref Nos: 26628/APP/2009/2284

Date Plans Received:	16/10/2009	Date(s) of Amendment(s):	16/10/2009
Date Application Valid:	16/10/2009		22/10/2009
			01/12/2009

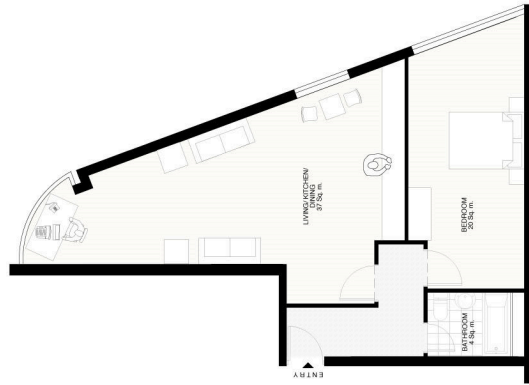
- Notes:
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 2. Check all dimensions on site
 3. © Dunthorne Parker Architects Ltd



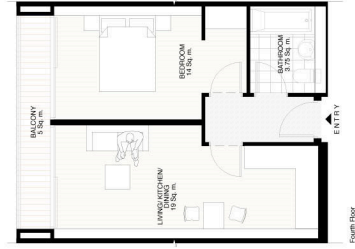
4 Typical Individual Units Type - C
Area: 54 Sq. m.



1 Wheelchair Accessible Units
Area: 45 Sq. m.



3 Typical Individual Units Type - B
Area: 70 Sq. m.



5 Fourth Floor Units Type - D
Area: 58 Sq. m.

No	Date	By	Revision
C	27.11.09	AS	Details provided for accessible units.
B	13.10.09	AS	Type C unit layout added
A	13.03.09	TC	Type B unit layout revised

Project
Harrier House,
West Drayton, UB7

Drawing
Unit Layouts

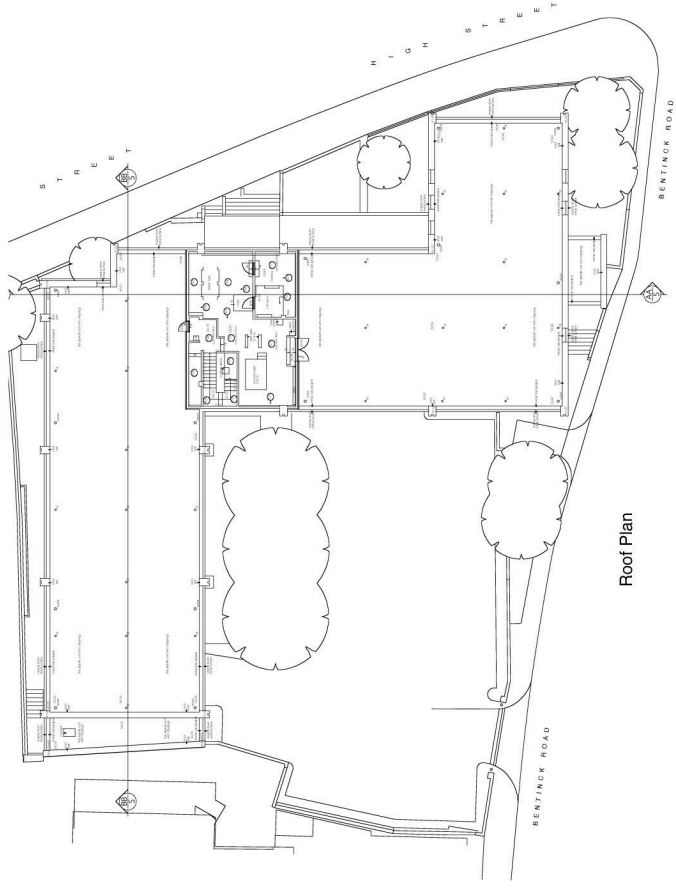
Job No. 1027
Dwg No. 211C

Scale 1:50 and 1:100 @ A2
By AS
Date drawn May 2008

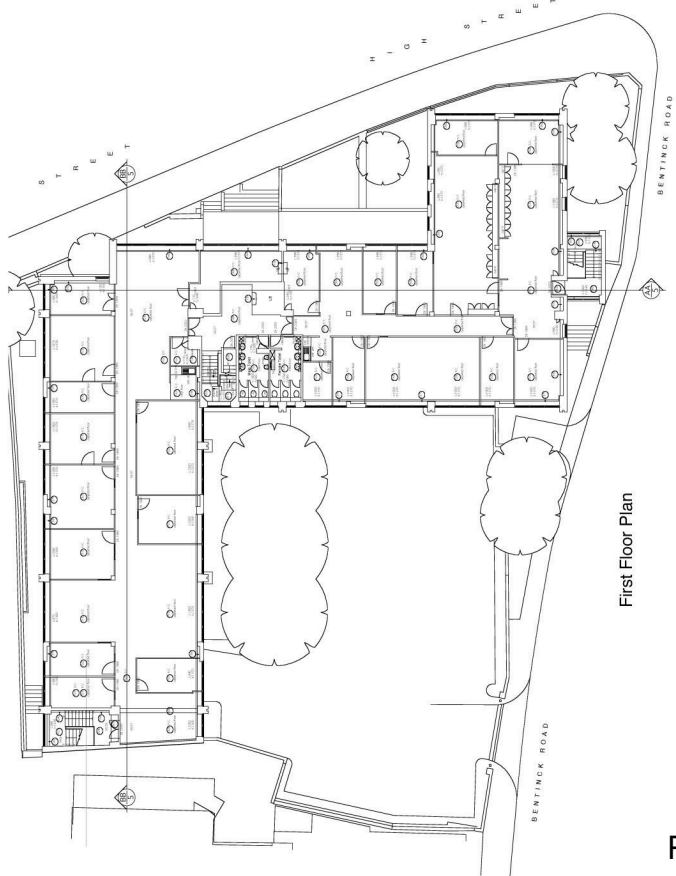
DunthorneParkerArchitects
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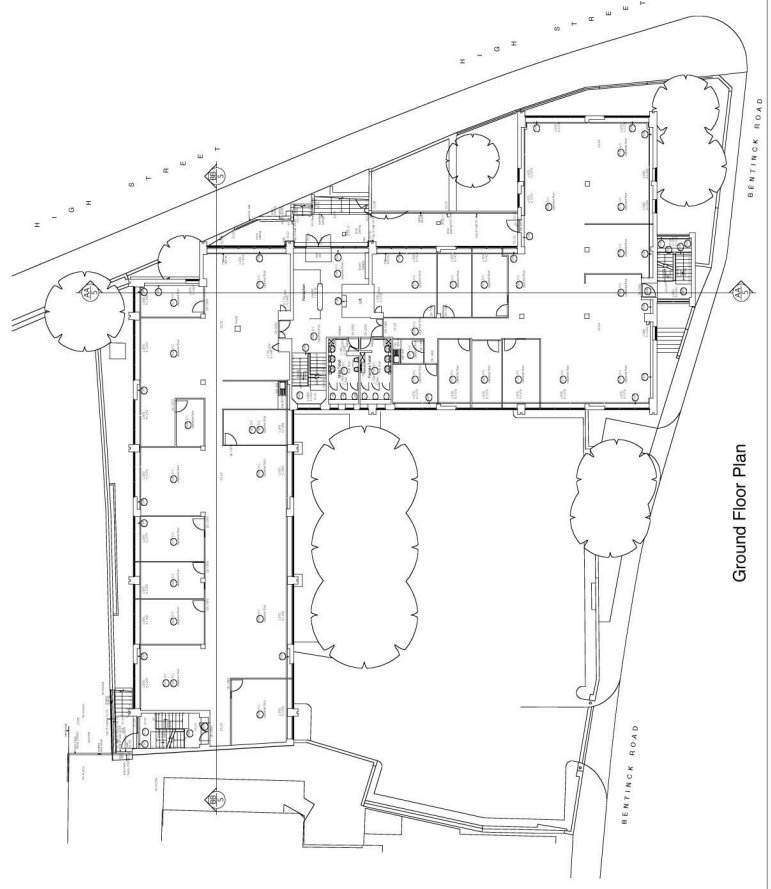
Notes: 1. Do not scale
2. Dimensions on site
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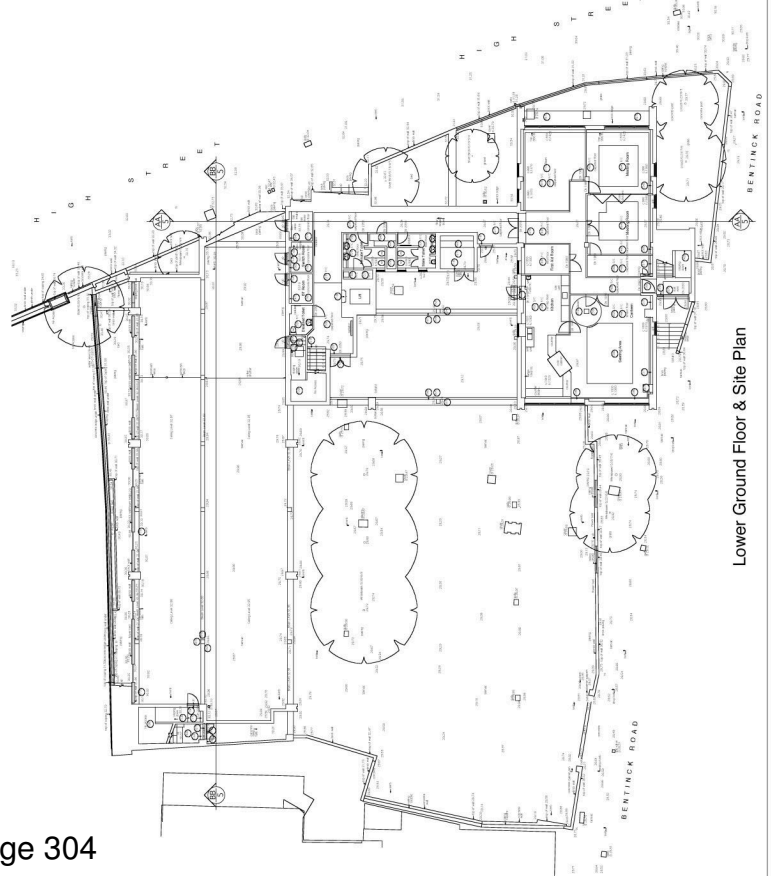
Roof Plan



First Floor Plan



Ground Floor Plan



Lower Ground Floor & Site Plan

No.	Date	By	Revision
Project Harrier House West Drayton UB7			
Drawing Existing Floor Plans			
Job	Dwg No	By	Date drawn
1027	201	AS	May 2008
Scale 1:200@A1			
DunthorneParkerArchitects 15 Hampton Court Road, Strand, London W1H 5AL Tel: 020 7462 1050 www.dunthorneparker.co.uk mail@dunthorneparker.co.uk			

Notes:
 1. Drawn to scale
 2. Dimensions are approximate
 3. Dunthorne Parker Architects Ltd



- Key:
- Individual Units
 - Office space
 - Communal Areas

Space Planning

General	
Parking Provision	35 bays (incl. 4 disabled)
Bin Storage	34 sqm 365.84 sqft
Cycle Parking	40
Amenity Space	780 sqm 8385 sqft

Apartment	
Floor to floor	2650 m
Storage/Chinies	29 sqm 312.16 sqft
Reception	131 sqm 1409 sqft
Office	14 sqm 151.38 sqft
Office WC's	15 sqm 161.46 sqft
45 Units Total	2643 sqm 28219 sqft

Offices	
Floor to floor	3600 m
Reception	24 sqm 258.33 sqft
Core (Level 1,2,3,4)	212 sqm 2281.9 sqft
Rear	11 sqm 118.40 sqft
Plant	66 sqm 710.42 sqft
Office (Level 1)	336 sqm 3615 sqft
Office (Level 2)	336 sqm 3615 sqft
Office (Level 3)	336 sqm 3615 sqft
Office (Level 4)	304 sqm 3271 sqft
Total Office (OMA)	1216 sqm 13064 sqft

Schedule of Accommodation for the 3 types of Apartment Units	
Standard Unit Type A	45 sqm 484.38 sqft
Curved End Unit Type B	70 sqm 752.47 sqft
Curved End Unit Type C	70 sqm 752.47 sqft
4th Floor Unit Type D	45 sqm 484.38 sqft

No.	Date	By	Revision
c	26.11.08	TC	Extracted from revised, complete floor plan and office schedule, including space reserved for the proposed reception area
b	13.11.08	TC	Extracted from preliminary, preliminary revised, floor plan and office schedule, including space reserved for the proposed reception area
a	13.11.08	TC	Building out back from initial, entrance layout, revised space planning, circulation layout

Project:
 Manser House
 West Drayton UB7

Drawing:
 Proposed Apartment-Hotel First Floor Plan

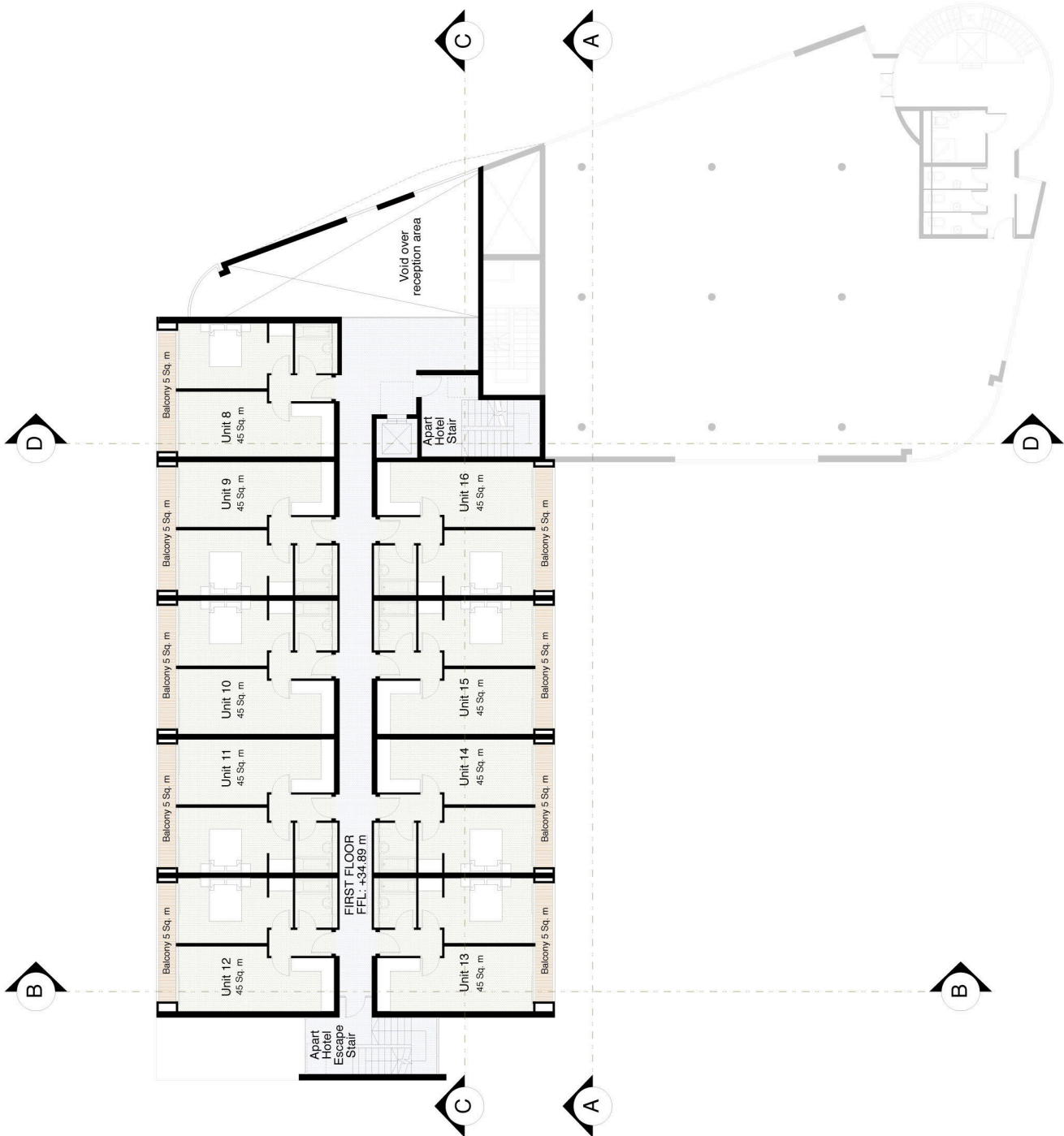
Job No.
 1027

Drawn No.
 ZZZC

Scale
 1:100 @ A1 FH 27.05.08

By
 Date drawn

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 2. All dimensions are in millimetres unless otherwise stated.
 3. Dunthorne Parker Architects Ltd



Key:
 Individual Units
 Office space
 Communal Areas

Space Planning

General	
Parking Provision	35 bays (incl. 4 disabled)
Bin Storage	34 sqm 365.84 sqft
Cycle Parking	40
Amenity Space	780 sqm 8385 sqft
Apartment	
Floor to floor	2650 m
Storage/Chinies	29 sqm 312.16 sqft
Reception	131 sqm 1409 sqft
WCs	14 sqm 150.56 sqft
Office	15 sqm 161.46 sqft
45 Units Total	2643 sqm 28519 sqft
Offices	
Floor to floor	3600 m
Reception	24 sqm 258.33 sqft
Core (Level 1,2,3,4)	212 sqm 2281.9 sqft
Riser	11 sqm 118.40 sqft
Plant	66 sqm 710.42 sqft
Office (Level 1)	336 sqm 3615 sqft
Office (Level 2)	336 sqm 3615 sqft
Office (Level 3)	336 sqm 3615 sqft
Office (Level 4)	304 sqm 3271 sqft
Total Office (NA)	1216 sqm 13084 sqft

Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45 sqm 484.38 sqft
Concave End Unit Type B	70 sqm 752.47 sqft
Concave End Unit Type C	70 sqm 752.47 sqft
4th Floor Unit Type D	45 sqm 484.38 sqft

c 26.11.08 TC Estimated floor levels, core and stair provision and office space and amenity space
 a 13.11.08 TC Estimated floor, amenity, amenity riser
 a 13.11.08 TC Building out back from central entrance tower
 revised space planning criteria issued

Rev | Date | By | Revision

Project
 Merris House
 West Drayton UB7

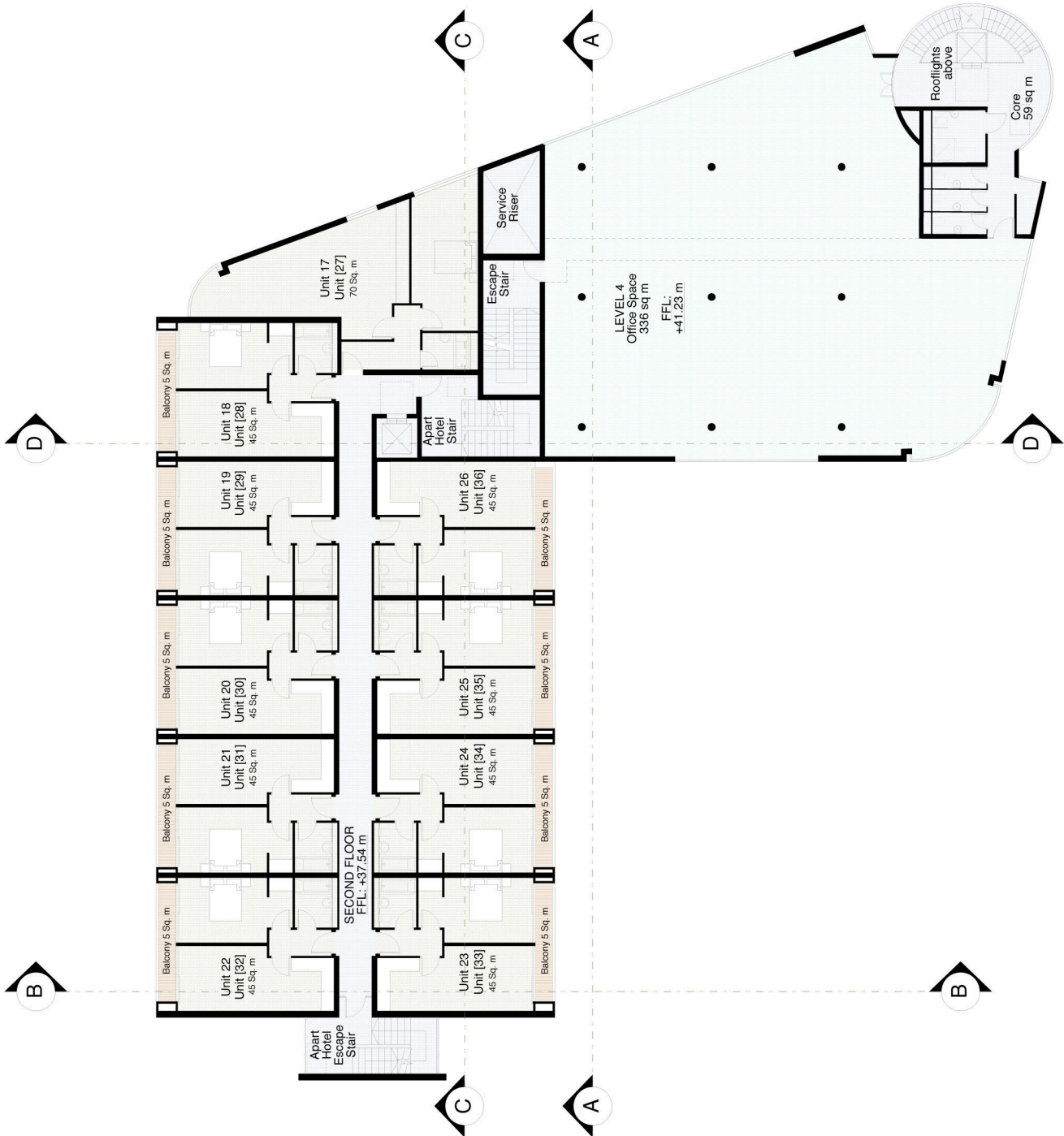
Drawing
 Proposed Apartment Hotel Second Floor &
 Office Level 5 Plan

Job No. 1027
 Draw No. 225C

Scale
 1:100 @ A1 Pl. 27.05.08

By Date drawn
 1:100 @ A1 Pl. 27.05.08

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Key:
 Individual Units
 Office space
 Communal Areas

Space Planning

General

Parking Provision	35 bays (incl. 4 disabled)
Bin Storage	34 sqm 365.84 sqft
Cycle Parking	40
Amenity Space	780 sqm 8385 sqft

Apartment

Floor to floor	2650 m
Storage/Chineries	29 sqm 312.16 sqft
Reception	131 sqm 1409 sqft
WCs	14 sqm 150 sqft
Office	15 sqm 161.46 sqft
46 Units Total	2643 sqm 28219 sqft

Offices

Floor to floor	3600 m
Reception	24 sqm 258.33 sqft
Core (Level 1,2,3,4)	212 sqm 2281.9 sqft
Riser	11 sqm 118.40 sqft
Plant	66 sqm 710.42 sqft
Office (Level 1)	336 sqm 3615 sqft
Office (Level 2)	336 sqm 3615 sqft
Office (Level 3)	336 sqm 3615 sqft
Office (Level 4)	304 sqm 3271 sqft
Total Office (NA)	1216 sqm 13084 sqft

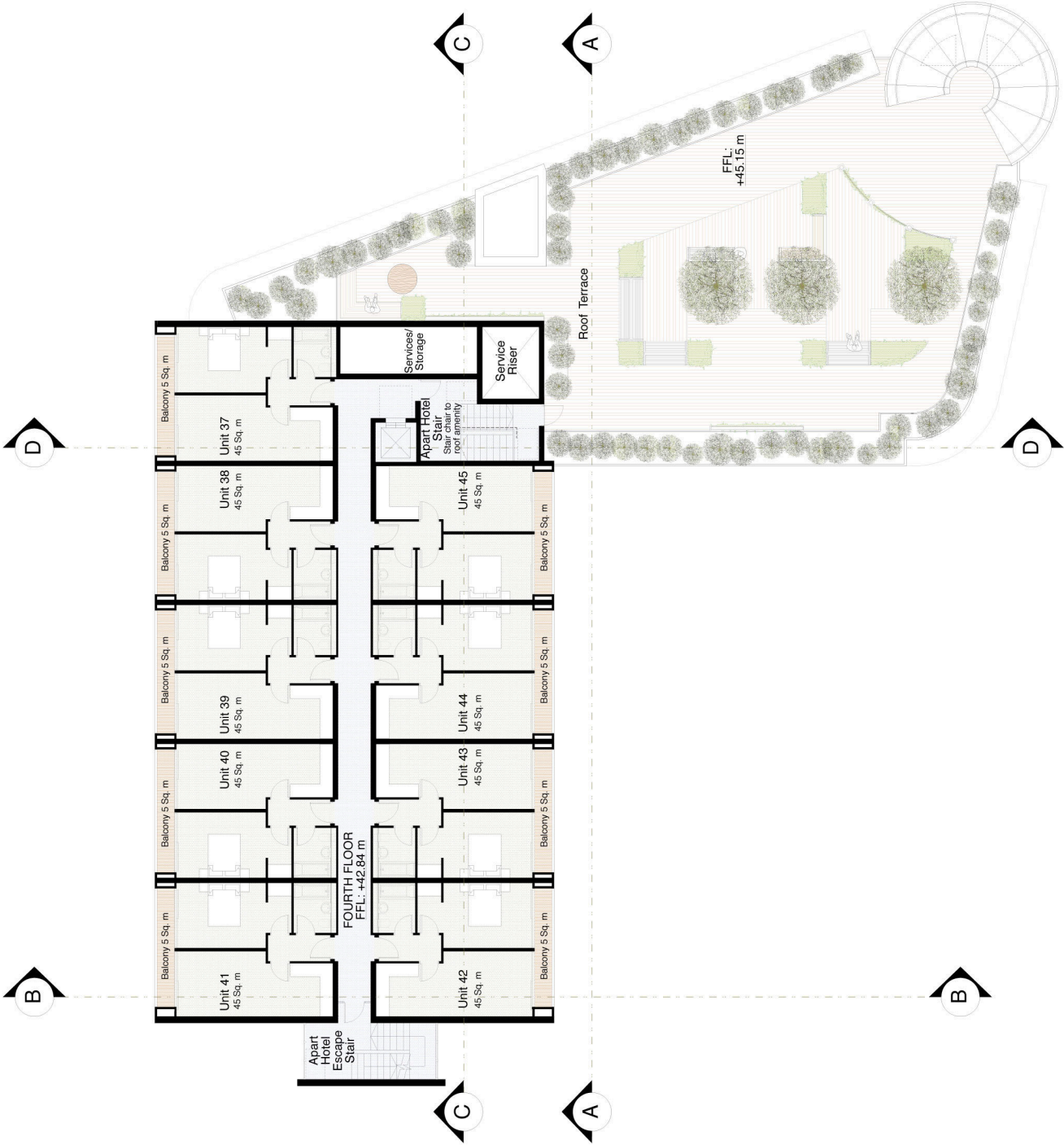
Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45 sqm 484.38 sqft
Concave End Unit Type B	70 sqm 752.47 sqft
Concave End Unit Type C	70 sqm 752.47 sqft
4th Floor Unit Type D	45 sqm 484.38 sqft

1	13.10.09	AS	Terrace landscape revised
2	05.02.09	AS	Terrace landscape revised
3	18.11.08	TC	Entrance lower raised, space planning schedule
4	13.11.08	TC	Entrance lower amended, roof terrace landscape schedule, amenity space, space planning
5	12.11.08	TC	Entrance lower amended, roof terrace landscape schedule, amenity space, space planning
6	30.05.08	NS	Stair riser floor amenity screen

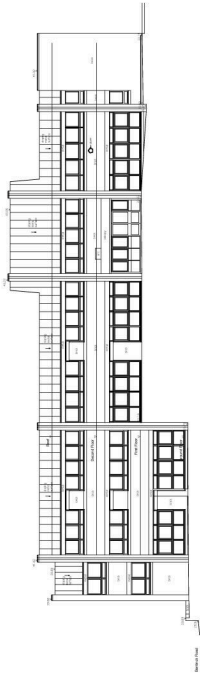
Project: **Mariner House West Drayton UB7**
 Drawing: **Proposed Apartment-Hotel Fourth Floor & Office Floor Plan**
 Job No: 1027
 Date: 22/11
 Scale: 1:100 @ A1
 Date drawn: 27.05.08
 By: PH

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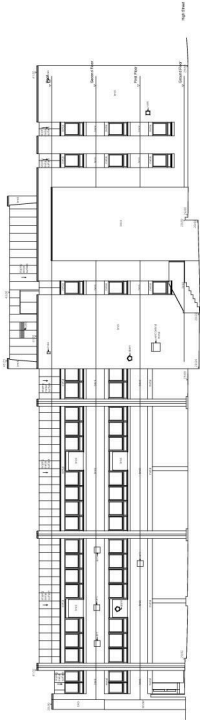


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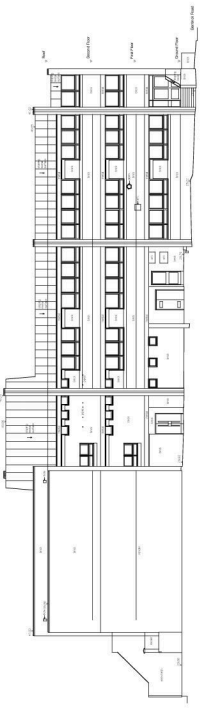
Notes: 1. Do not Scale
 2. Dimensions on site
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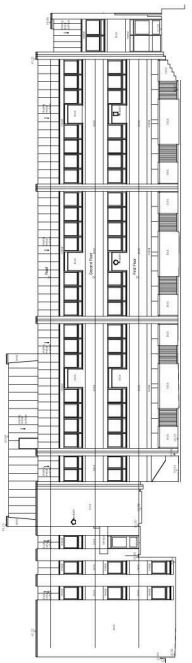
Front Elevation of Harrier House from the High Street



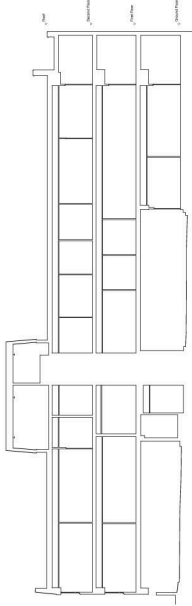
West Side Elevation of Harrier House from Bentinck Road



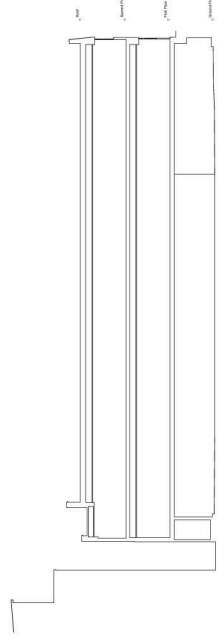
Rear Elevation of Harrier House from Car Park



East Side Elevation of Harrier House from Grand Union Canal



Section A-A



Section B-B

No.	Date	By	Revision
Project Harrier House West Crayton UB7			
Drawing Existing Elevations & Sections			
Job	Dwg No	By	Date drawn
1027	202	PH	May 2008
Scale	1:200@A1		

DunthorneParkerArchitects
 16 Hampton Court Gardens, London W1A 1SA
 Tel: 020 7493 3100
 www.dunthorneparker.co.uk
 mail@dunthorneparker.co.uk

Notes:
 1. Do not Scale
 2. Do not Scale
 3. Do not Scale
 4. Do not Scale
 5. Do not Scale

1. Zinc sheathing
2. Timber cladding
3. Curtain walling
4. Timber louvres
5. Stonecladder
6. Aluminium canopy
7. Aluminium panels
8. Stainless steel railings
9. Glazing
10. Glass balustrade
11. Aluminium coping
12. Green wall
13. Metal cladding
14. Brickwork

Space Planning

Parking Provision	35 bays (incl. 4 disabled)
Bin Storage	44 sqm 365.64 sqft
Plant	44 sqm 365.64 sqft
Amenity Space	780 sqm 8395 sqft

General

Floor to floor	2950 m
Storage/Cleaners	20 sqm 312.16 sqft
Reception	67 sqm 720.92 sqft
Unisex WCs	14.2 sqm 152.08 sqft
Office	15 sqm 161.46 sqft
Restaurant	135 sqm 1452.5 sqft
44 Units Total	2043 sqm 21980 sqft

Offices

Floor to floor	3900 m
Reception	24 sqm 258.32 sqft
Core (Level 1,2,3,4)	212 sqm 2281.19 sqft
Plant	114 sqm 1234.17 sqft
Plant	66 sqm 710.52 sqft
Office (Level 1)	338 sqm 3636 sqft
Office (Level 2)	338 sqm 3636 sqft
Office (Level 3)	338 sqm 3636 sqft
Office (Level 4)	308 sqm 3322 sqft
Total Office (OMA)	1322 sqm 14200 sqft

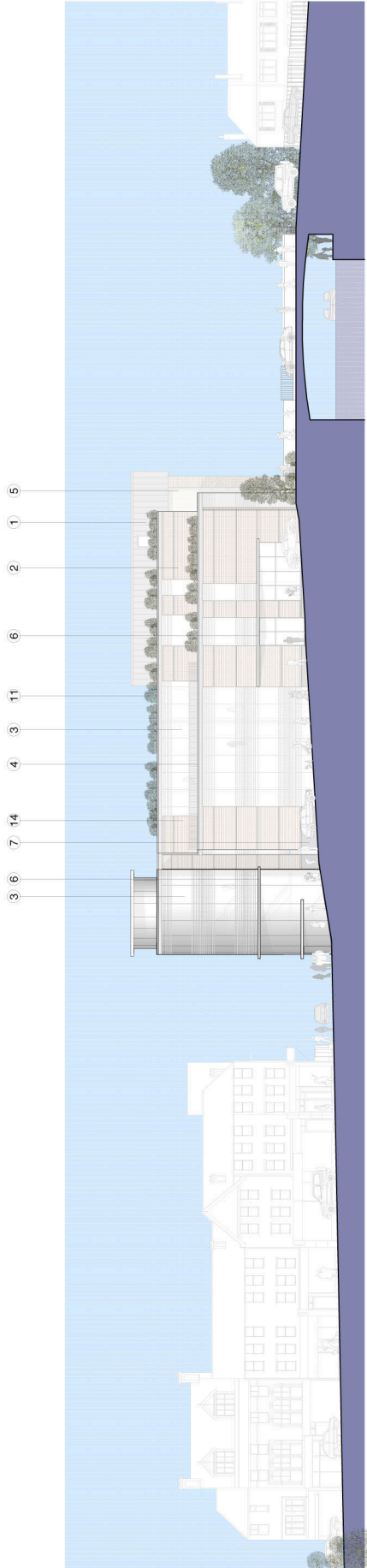
Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45 sqm 484.38 sqft
Curved End Unit Type B	70 sqm 753.47 sqft
Curved End Unit Type C	54 sqm 581.04 sqft
4th Floor Unit Type D	45 sqm 484.38 sqft

G	27.11.09	AS1	Address of plans towards the reception area
F	13.10.09	AS1	Address of plans towards the reception area
E	12.03.09	TC	Space of Plans: Schedule updated, landscape
D	26.11.08	TC	Entrance Area revised, core and stairs
C	13.11.08	TC	Entrance Area revised, materials removed
B	12.11.08	TC	Building get back to work, entrance lower
A	19.05.08	PH1	Core and facade revised

Project: **Harrier House, West Drayton UB7**
 Drawing: **Proposed Elevations**
 Job: 1027
 Date: 2003
 Scale: 1:200 @ A1
 Date drawn: March 2008
 By: AS/NS
 1:200 @ A1 AS/NS March 2008

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Elevation from High Street



Elevation from Bentnick Road



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3. Dimensions are approximate.
4. Dimensions are approximate.
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- 1 Zinc sheeting
- 2 Timber cladding
- 3 Curtain walling
- 4 Timber louvres
- 5 Sto-render
- 6 Aluminium canopy
- 7 Aluminium panels
- 8 Stainless steel railings
- 9 Glazing
- 10 Glass balustrade
- 11 Aluminium coping
- 12 Green wall

Space Planning

General

Parking Provision	35	hows (incl 4 disabled)
Bin Storage	34	sqm
Cycle Parking	40	305.84 sqft
Amenity Space	790	sqm
		8395 sqft

Apartment Hotel

Floor to floor	2650	m
Storage/Cleaners	29	sqm
Reception	67	sqm
Unisex WCs	14.5	sqm
Reception	15	sqm
Restaurant	105	sqm
		1452 sqft
44 Units Total	2043	sqm
		21988 sqft

Offices

Floor to floor	3050	m
Reception	30	sqm
Core (Level 1,2,3,4)	212	sqm
Riser	11	sqm
Plant	66	sqm
		710.42 sqft
Office (Level 1)	338	sqm
Office (Level 2)	338	sqm
Office (Level 3)	338	sqm
Office (Level 4)	306	sqm
		3692 sqft
Total Office (OMA)	1320	sqm
		14350 sqft

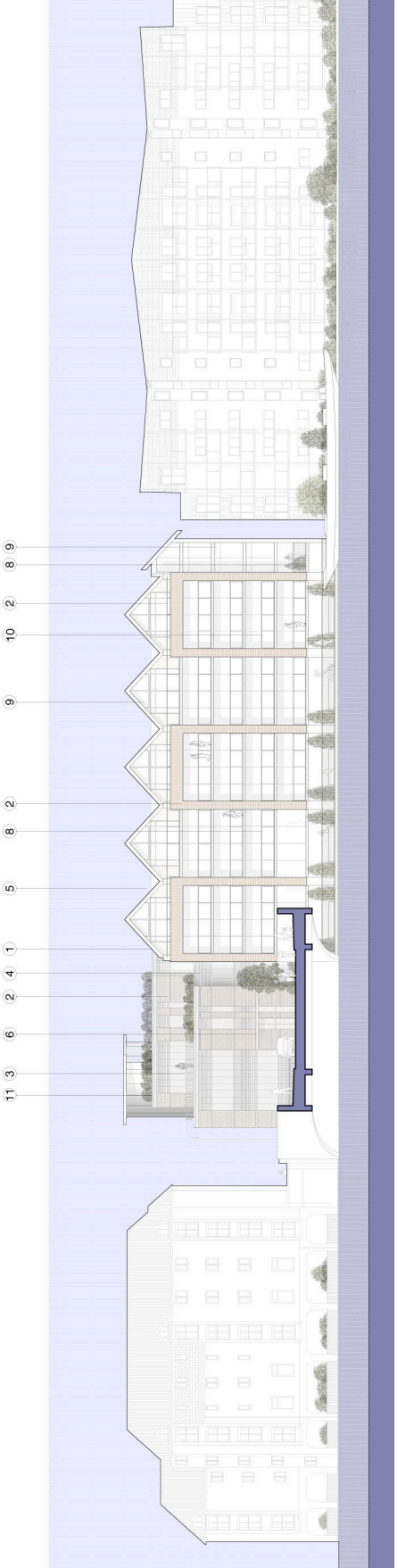
Schedule of Accommodation for the 3 Types of Apartment-Hotel Units

Standard Unit Type A	45	sqm	481.38	sqft
Convent Unit Type B	70	sqm	753.47	sqft
Convent Unit Type C	10	sqm	107.64	sqft
4th Floor Unit Type D	45	sqm	481.38	sqft

D	27.11.09	AS	Proposed the drawings in the restaurant area
C	18.10.09	AS	Revised of cover over cafe, covered, level 4 office unit exterior walls not back.
B	15.03.09	TC	Revised of cover over cafe, covered, level 4 office unit exterior walls not back.
A	18.08.08	PH	Cover and top revised
No.	Date	By	Revision

Project: **Harrier House West Dryden UB7**
 Drawing: **Proposed Elevations**
 Job: 1027
 Scale: 1:200 (0/1)
 Date drawn: PH
 Date: May 2008

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HARRIER HOUSE

HARRIER HOUSE

OFFICES

Elevation from Grand Union Canal



BENTLEYS (PH)

GRAND UNION CANAL

HARRIER HOUSE

BENTLEYS RD

GLOBE HOUSE

Elevation from West

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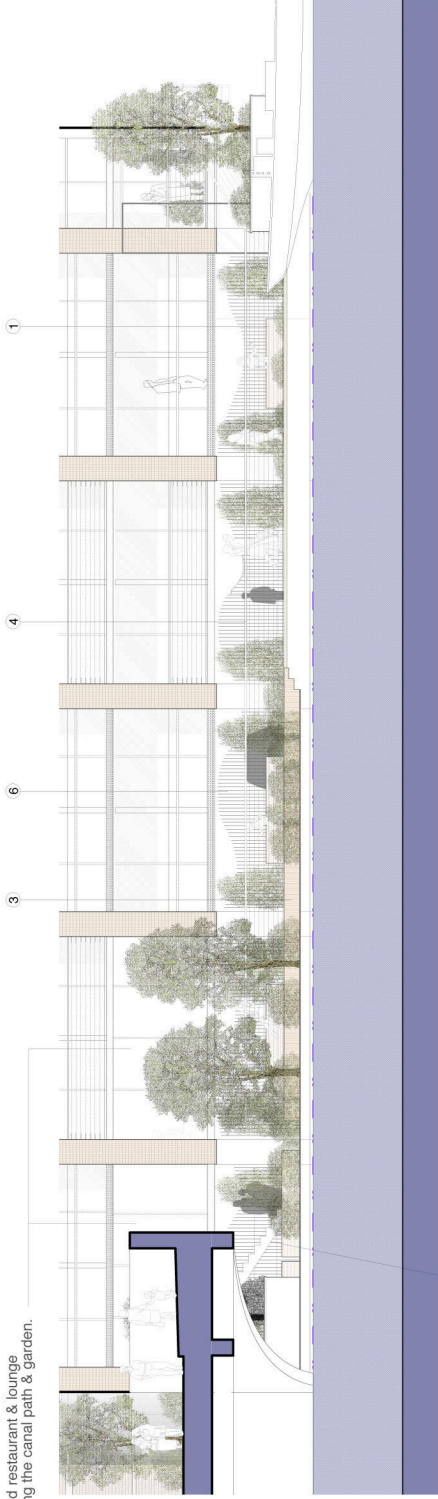
KEY:

1. Timber Slat Bench
2. DDA Tactile Paving Ramp
3. Timber Decking
4. Stainless Steel Railings
5. Paving, Colour: Buff
6. Vertical Steel Reeds 75mm x 10mm cross section cut to varying lengths.

Steel Reeds Barrier Elevation

Note: proposed screen to be crafted from wrought iron to create a discreet barrier at rear of amenity area.

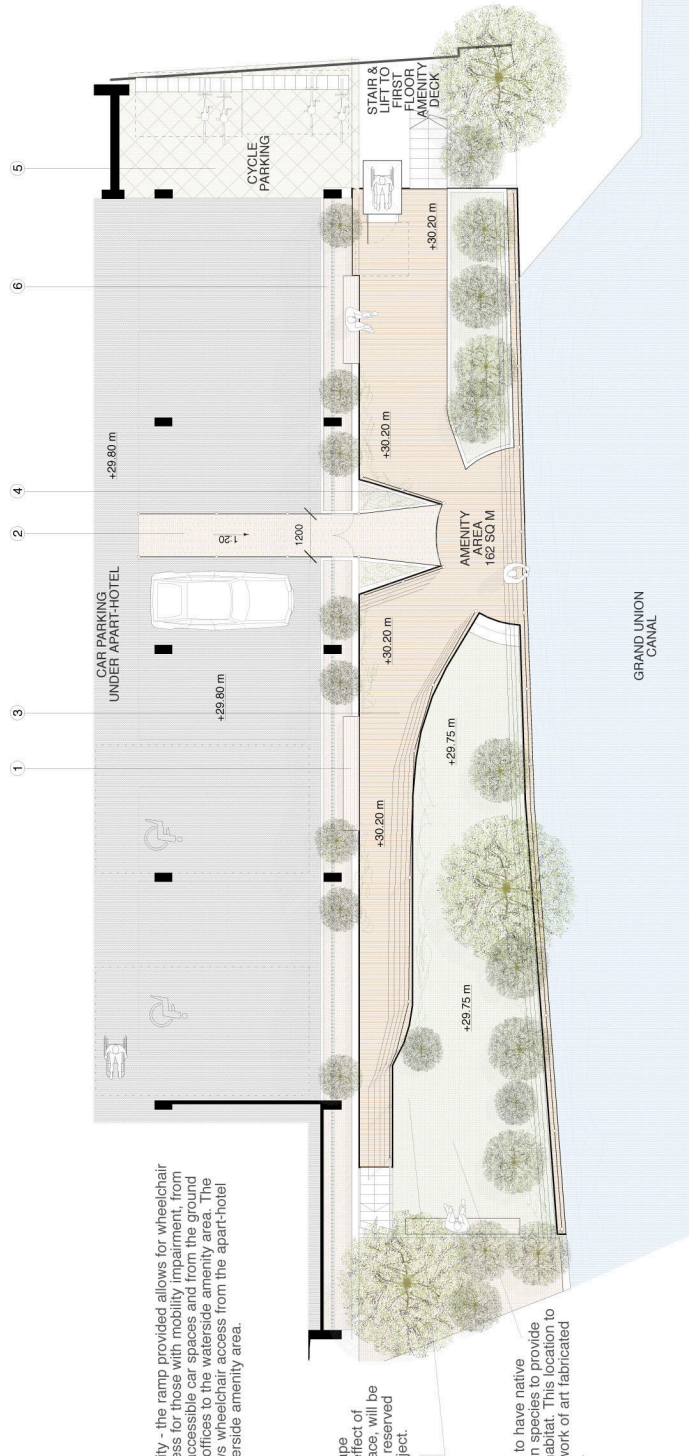
New glazed restaurant & lounge overlooking the canal path & garden.



Staircase connecting reception area to apart-hotel amenity space.

Canal Amenity Elevation

Staircase connecting reception area to apart-hotel amenity space.



Note: Accessibility - the ramp provided allows for wheelchair access and access for those with mobility impairment, from the wheelchair access to the car parking area. The external lift allows wheelchair access from the apart-hotel direct to the waterside amenity area.

Further detailed landscape designs, to reduce the effect of railings and car park space, will be implemented during the reserved matters stage of the project.

Note: Planted area to have native grass, reed and fern species to provide natural waterside habitat. This location to be considered for work of art fabricated in local community.

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Canal Amenity Plan

GRAND UNION CANAL

No	Date	By	Revision
g	27.11.09	AS	New restaurant glazed area overlooking the path & canal side gardens
f	13.10.09	AS	Staircase connecting reception with amenity area added
e	05.02.09	AS	Canal amenity area accessibility revised
d	03.12.08	TC	Canal amenity area accessibility revised
c	18.11.08	TC	Bentink Road amenity area omitted, canal amenity plan amended, canal amenity area added
b	02.10.08	JD	Extended amenity deck omitted
a	30.09.08	NS	Extended amenity deck shown

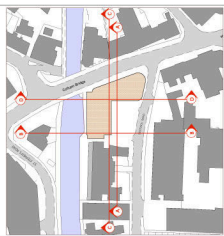
Project:
**Harrier House
 West Drayton UB7**

Drawing:
**Canal Amenity Area
 Plan & Elevation**

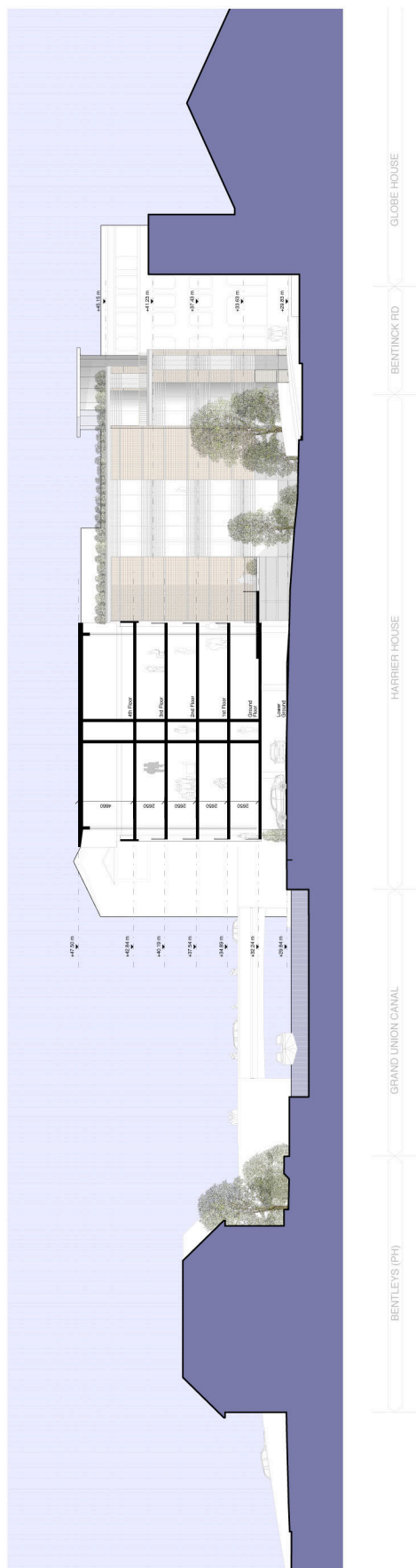
Job No: **1027**
 Dwg No: **213g**
 Scale: **1:150@A3 AS**
 By: **AS**
 Date drawn: **16.05.08**

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Notes:
 1. For all dimensions on plan
 2. Check dimensions on plan
 3. © Dunthorne Parker Architects Ltd



Section A-A



Section B-B

C 13.10.09 AS
 B 12.03.09 TC
 A 11.05.08 PH
 No. Date By Reason

Project
 Harrier House
 West Drayton UB7

Drawing
 Proposed
 Sections

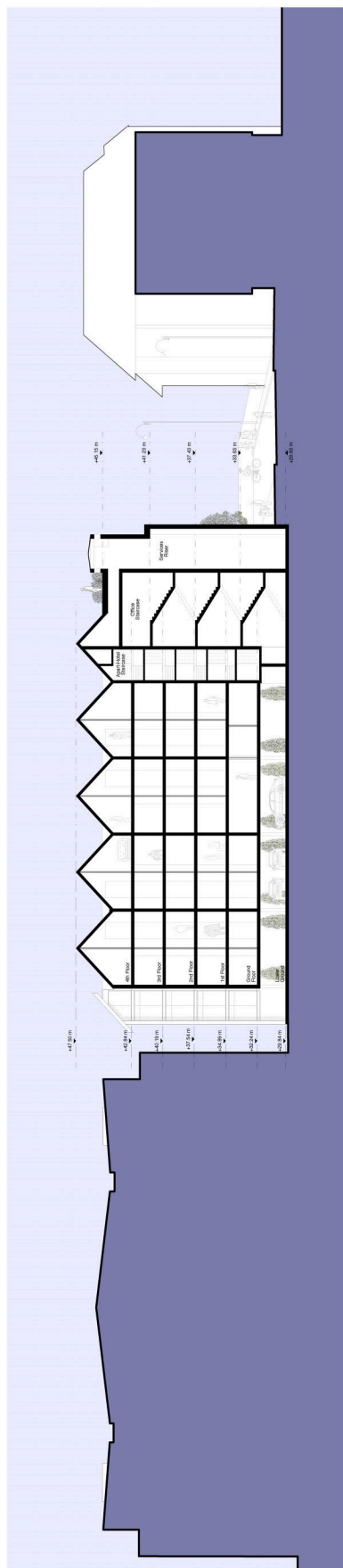
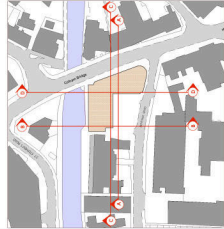
Job No.
 1027

Scale
 1:200 @ A1 PH May 2008

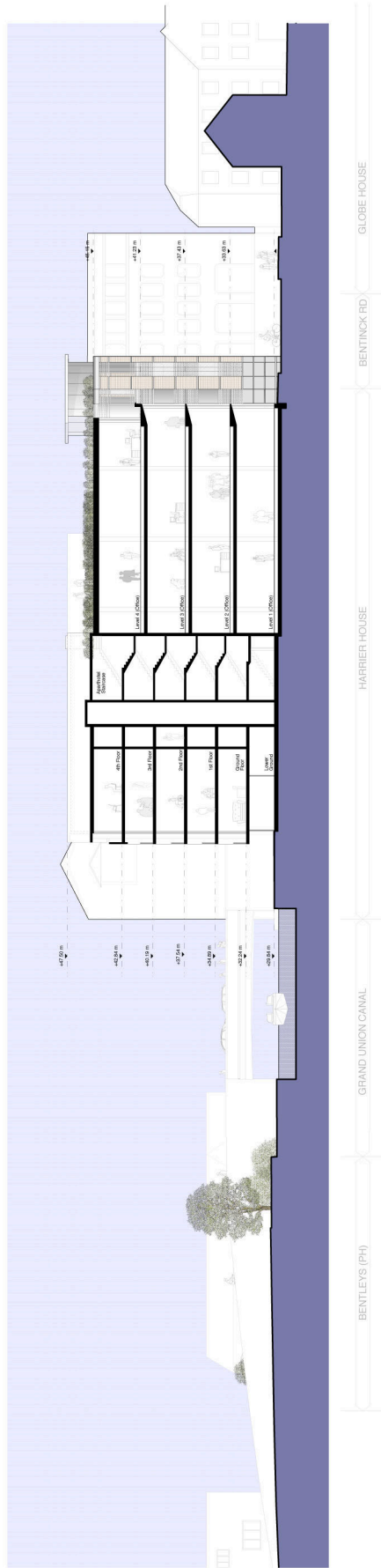
By
 Dan Ewan

DunthorneParker Architects
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 www.dunthorneparker.co.uk
 mail@dunthorneparker.co.uk

Notes:
 1. Do not scale
 2. Dimensions are approximate
 3. © Dunthorne Parker Architects Ltd



Section C-C



Section D-D

C 13.10.09 AS Finalised roof slopes, ground levels, eaves, etc.
 B 12.03.09 TC Final elevations, level marked
 A 19.01.09 PH Cover roof top raised
 No. Date By Revision

Project
 Harrier House
 West Crayton UB7

Drawing
 Proposed Sections

Job No. 1027
 Drawn By: Dan Swan
 Scale: 1:200 @ A1 PH May 2008

DunthorneParker Architects
 15007528 0411 1625 7753 13209
 www.dunthorneparker.co.uk
 mail@dunthorneparker.co.uk

FOR ILLUSTRATIVE PURPOSES ONLY

Notes:
 1. Do not Scale
 2. Check dimensions on site
 3. © Dunthorne Parker Architects Ltd

KEY:

- 1. Timber Slat Bench
- 2. DDA Tactile Paving Ramp
- 3. Timber Decking
- 4. Stainless Steel Railings
- 5. Paving, Colour: Buff
- 6. Trellis with climbing plants



No	Date	By	Revision
a	03.12.08	TC	Canal amenity area accessibility revised

Project:
 Harrier House
 West Drayton UB7

Drawing:
 Canal Amenity Section

Job: 1027
 Dwg No: 214a

Scale: 1:25@A3
 By: TC
 Date drawn: 13.11.08

DunthorneParkerArchitects
 16 Hampden Gurney Street London W1H 5AL
 t 020 7258 0411 f 020 7723 1329
 www.dunthorneparker.co.uk
 mail@dunthorneparker.co.uk

Section E-E



Notes

 Site boundary

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Site Address

**21 High Street
Yiewsley**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
26628/APP/2009/2284

Scale
1:2,000

Planning Committee
Central and South

Date
December 2009



HILLINGDON
LONDON

Report of the Corporate Director of Planning & Community Services

Address 1, 4, 5 & 6 SCHOOL APPROACH FREDORA AVENUE HAYES

Development: Single storey one-bedroom detached dwelling with habitable roofspace, involving demolition of existing 3 garage units

LBH Ref Nos: 63421/APP/2009/1411

Date Plans Received: 29/06/2009 **Date(s) of Amendment(s):** 29/06/2009

Date Application Valid: 07/07/2009

Note:
All dimensions must be checked on site and not scaled from this drawing.

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D	DEC 09	PLANNING REVISIONS	JF
C	NOV 09	PLANNING REVISIONS	CEC
B	JUL 09	PLANNING REVISIONS	NH

Simon Hands and Associates
Chartered Surveyors & Architects
12 Ryele Road
Greenford
Middlesex
UB8 8QN
Tel: 020 8576 5659
Fax: 020 8576 8686
email: info@handassociates.co.uk

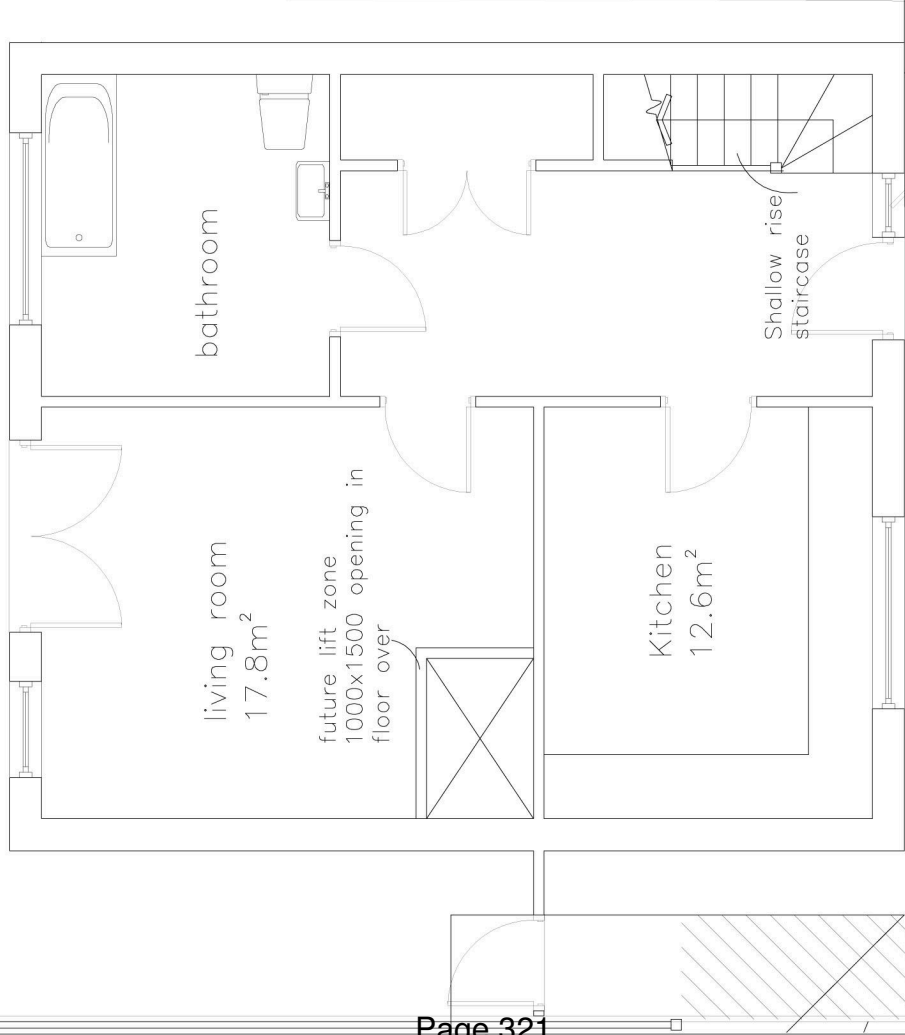
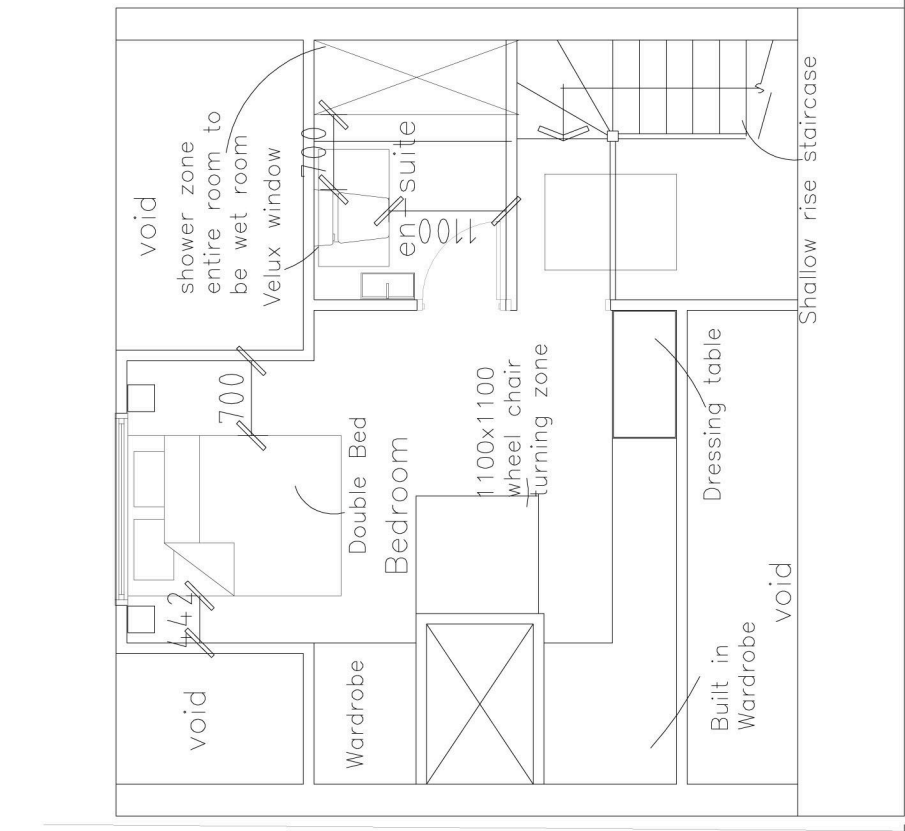
Client
Cambridge Holdings Ltd

Job Title
**New Build Development
School Approach Fredora Avenue
HAYES
UB4 8RH**

Drawing Title
PROPOSED PLANS

Scale	Paper Size
1:50	A3
Date	Drawn By
MARCH 08	CEC

Job No	Drw No	Rev
2007182	450	D



Note: All dimensions must be checked on site and not copied from the drawing

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c rev 09 PLANNING REVISIONS
 B JUN 09 PLANNING REVISIONS
 A JUN 09 CLIENTS REVISIONS

Simon Hinds and Associates
 Chartered Surveyors & Architects
 12 Ruislip Road
 Greenford
 Middlesex
 UB8 9QN
 Tel 020 8576 5699
 Fax 020 8576 5698
 email: info@simonhinds.co.uk

Client
Cambridge Holdings Ltd

Job Title
New Build Development
 School Approach
 Fredens Avenue
 HAYES
 USA 98H

Drawing Title
**PROPOSED ELEVATIONS
 AND EXISTING & PROPOSED
 SITE PLANS**

Scale
1:100, 1:200

Paper Size
A3

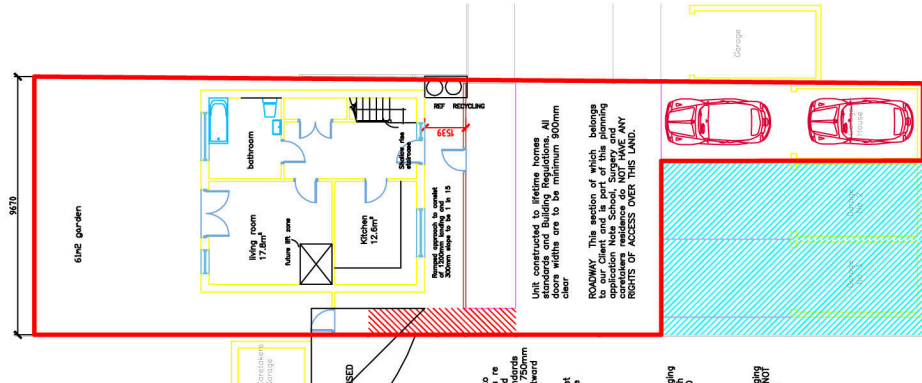
Date
JUN 09

Drawn By
NRH

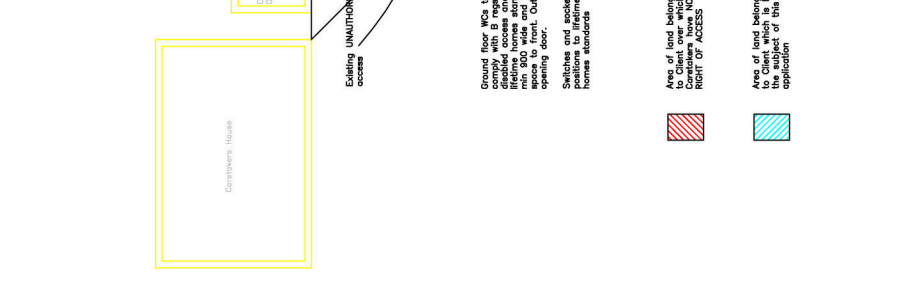
Job No
2007182

Rev
451

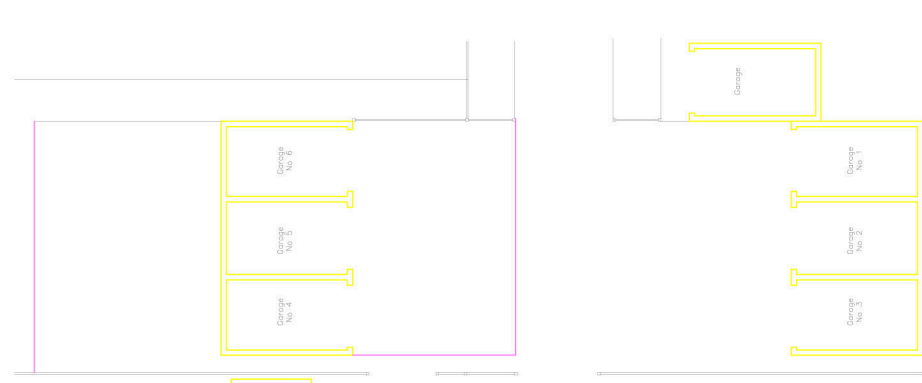
Rev
C



PROPOSED SITE PLAN 1:200



EXISTING SITE PLAN 1:200



PROPOSED SITE PLAN 1:200

Ground floor WCs to comply with B requirements. All disabled access only. Minimum clearances: min 900mm wide and 750mm high. 'Overhead opening door'.

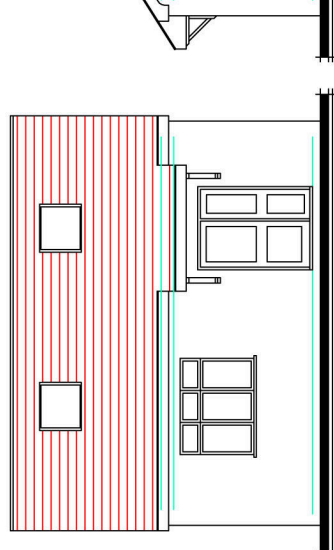
Subsides and socket positions to lifetime homes standards.

Area of land belonging to Client over which the Client has a RIGHT OF ACCESS.

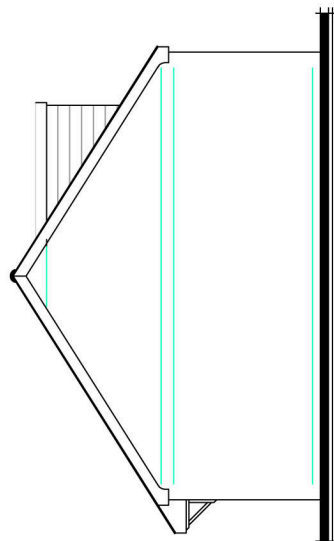
Area of land belonging to Client which is NOT the subject of this application.



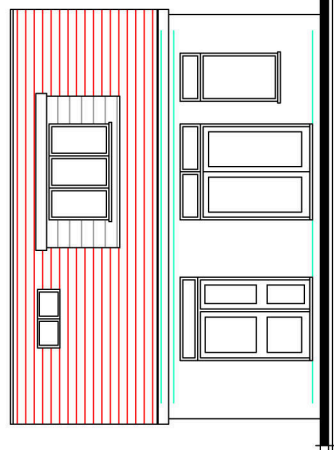
SIDE



FRONT



SIDE




REAR

PROPOSED ELEVATIONS 1:100



Notes

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Site Address

**1,4,5 and 6 School Approach
Fredora Avenue
Hayes**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

63421/APP/2009/1411

Scale

1:1,250

Planning Committee

Central and South

Date

November 2009



HILLINGDON
LONDON

Report of the Director of Planning & Community Services Group

Address 19 SILVERDALE GARDENS HAYES

Development: Single storey detached outbuilding to rear for use as playroom
(Retrospective application.)

LBH Ref Nos: 63644/APP/2009/2071

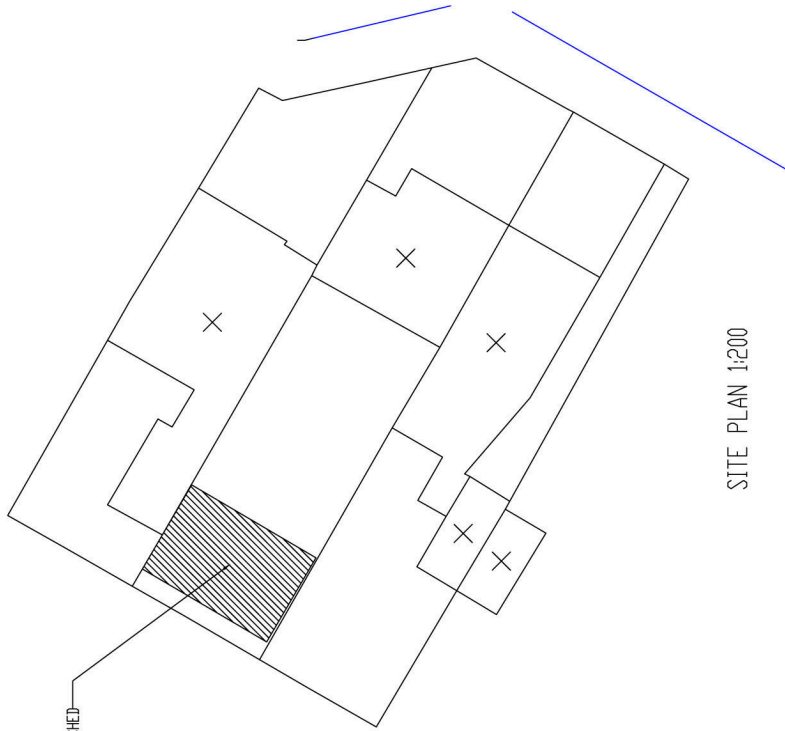
Date Plans Received: 23/09/2009

Date(s) of Amendment(s):

Date Application Valid: 01/10/2009

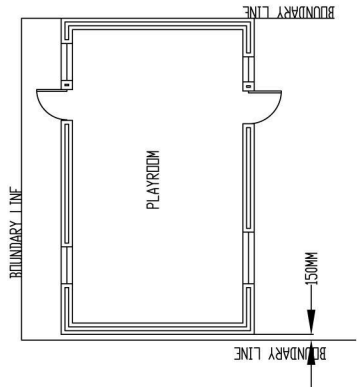


LOCATION PLAN 1:1250

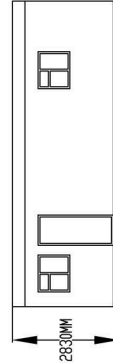


SITE PLAN 1:200

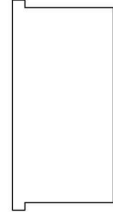
PROPOSED CROSS HATCHED



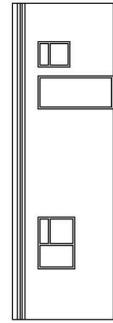
PROPOSED GROUND FLOOR PLAN 1:100



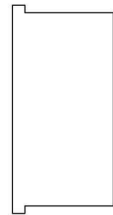
PROPOSED REAR ELEVATION 1:100



PROPOSED SIDE ELEVATION 1:100



PROPOSED FRONT ELEVATION 1:100



PROPOSED SIDE ELEVATION 1:100

NOTE: All measurements to be checked on site and not scaled from this drawing. Any discrepancies to be reported to The White House Design Ltd. Party wall (etc) act 1997 to be agreed with adjoining neighbours prior to commencing.
All works to the satisfaction of local authority inspector.
No deviation from these drawing what so ever
unless agreed in writing with The White House Design Ltd.

DESCRIPTION
DETACHED PLAY ROOM


SITE ADDRESS
19 SILVERDALE GARDEN
HAYES

THE WHITE HOUSE DESIGN LTD
STRUCTURAL ENGINEERS & PLANNING
CONSULTANTS
4 DENZILDE AVENUE
HILLINGDON MIDDLESEX UB10 0ED
TEL: 01895 272155
FAX: 01895 232621

REVISIONS 23/09/09 01/10/09	DATE: AUG 2009
SCALE 1:100;1:200;1:250	
DRAWING NUMBER: RP/19/09B	



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 100019283 2009

Site Address	
19 Silverdale Gardens Hayes	
Planning Application Ref:	Scale
63644/APP/2009/2071	1:1,250
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON

LONDON

Report of the Corporate Director of Planning & Community Services

Address 8TH HAYES SCOUT GROUP DERWENT DRIVE HAYES

Development: Erection of a single storey side extension and alterations to existing windows.

LBH Ref Nos: 8143/APP/2009/2250

Date Plans Received: 16/10/2009

Date(s) of Amendment(s):

Date Application Valid: 16/10/2009

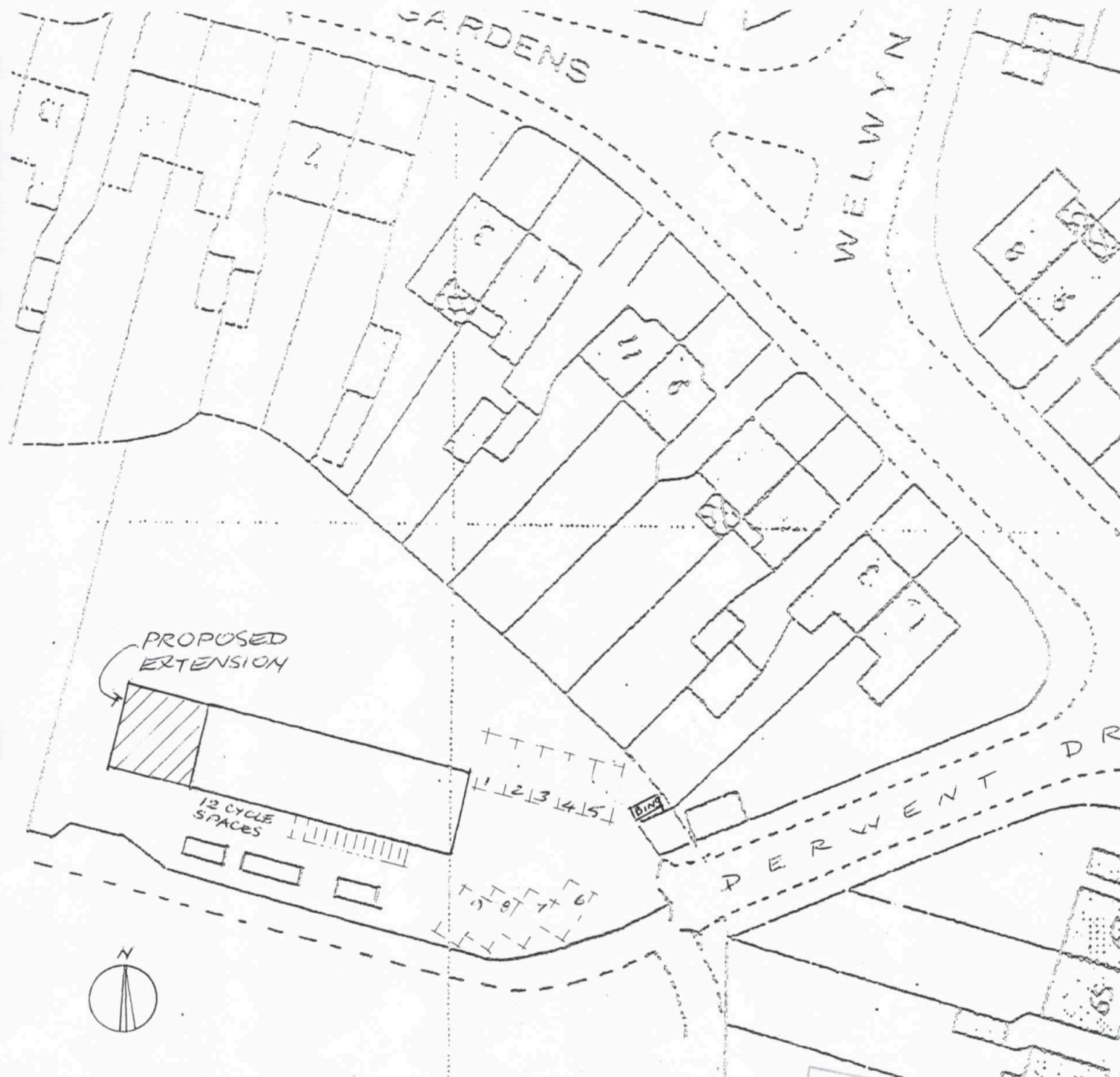
Address: 8th Hayes Scout Group, Derwent Drive, Hayes

Drawing 4493-III

Title: Block Plan

1:500

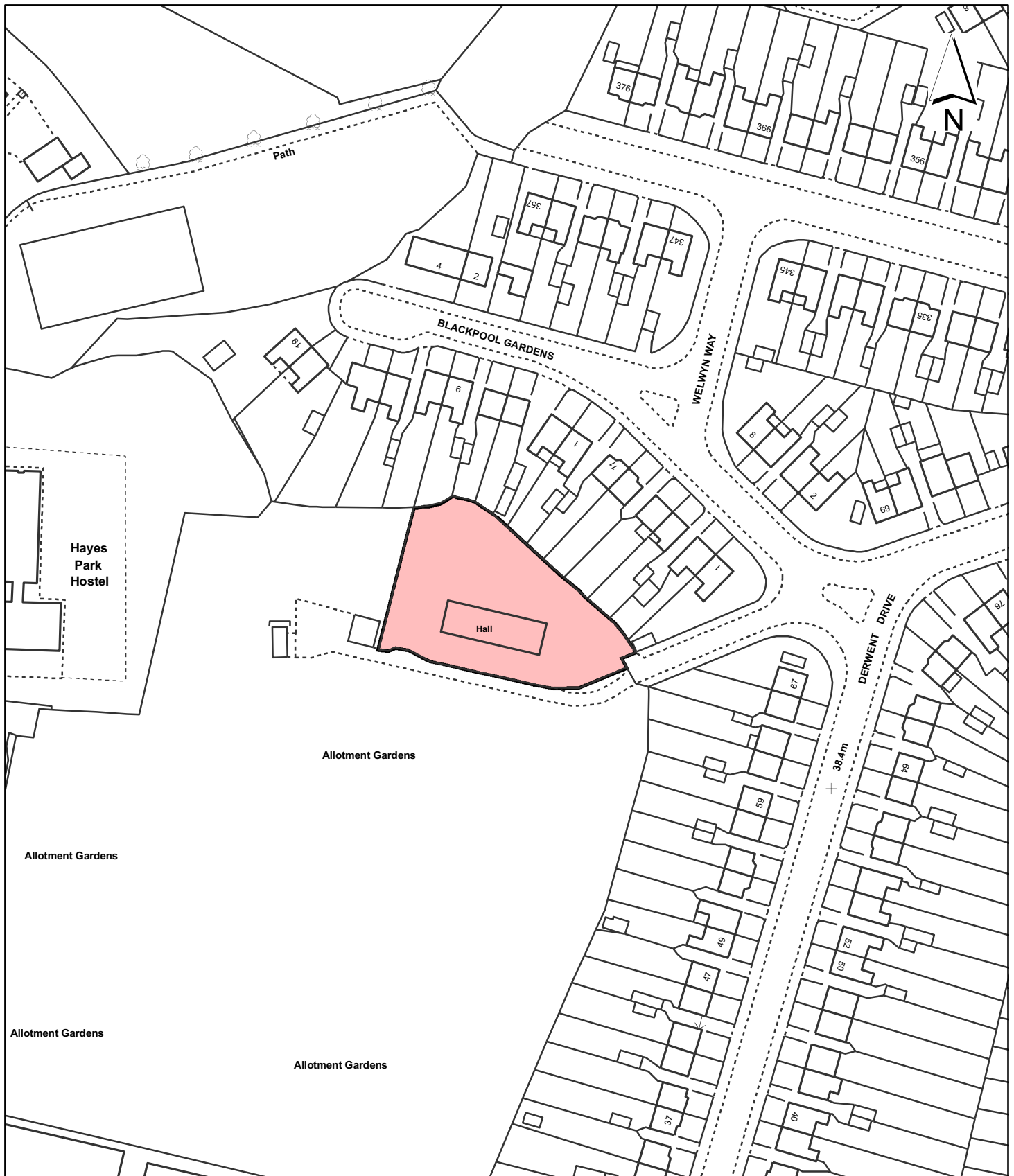
Date: Oct' 2009




Dale Venn Associates
Chartered Architects, Planners & Surveyors
High House, Harlington Road,
Hillingdon, Middlesex. UB8 3HX.

Tel: 01895 237345 Fax: 01895 237346

LOW BOROUGH OF HILLINGDON
RECEIVED
16 OCT 2009
PLANNING & TRANSPORTATION
GROUP



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Site Address	
8th Hayes Scout Group Derwent Drive Hayes	
Planning Application Ref:	Scale
8143/APP/2009/2250	1:1,250
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

LONDON

Report of the Corporate Director of Planning & Community Services

Address BT SKYPORT TELEPHONE EXCHANGE NEWALL ROAD HEATHROW AIRPORT

Development: Installation of three Omni pole mounted antennas, one GPS antenna, two 0.3m dish antennas, one equipment cabin, one metre cabinet and associated feeder cables.

LBH Ref Nos: 15665/APP/2009/2485

Date Plans Received: 05/11/2009

Date(s) of Amendment(s): 17/11/2009

Date Application Valid: 25/11/2009

25/11/2009

NOTES

- 1) DO NOT SCALE DIMENSIONS EXCEPT FOR PLANNING PURPOSES
- 2) ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE
- 3) ALL LEVELS ARE IN METRES AND RELATED TO A LOCAL DATUM

Contractor: ALAN CAMPBELL
 Consultant: CAPITA SYMONDS
 20 MELLOR ROAD,
 CHEWLE HULME,
 STOCKPORT,
 CHESHIRE, SK8 5AU
 Engineer: Terry Holmes
 0161 4663950 Terry.Holmes@capita.co.uk
 Drawing manager: Nick White
 01926 466677 Nick.White@alancampbellgroup.com

Iss	Revision	Date	Drn	App
15	SHT CONTIN. NOTES ADDED	25.11.09	HF	MS
14	PROJECT NO. 187365	28.09.09	NW	DB
13	PROJECT NO. 187365	17.09.09	SP	TH
12	PROPOSED DISHES MOVED	14.08.09	SP	TH
11	NEW APPLICATION	07.07.09	SP	TH

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Arqiva Limited
 Crowley Court
 Winchester
 Hampshire
 SO21 2QA
 UK
 TEL: 01962 822 534
 FAX: 01962 822 578

BT skyline number
TW0007

AIRWAVE REF: GRD005C

AIRWAVE SOLUTIONS LTD

SITE PLAN
 PROPOSED

SHEET 1 OF 2

Scale: 1:200

Site no: 168646

Site name: SKYPORT TE

BATH ROAD

HOUNSLOW

MIDDLESEX

TW6 2DU

Eastings and Northings

508770 176810

NGR: TQ 0877 7681

Date: 09.07.01

Drn: JJP

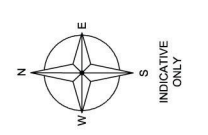
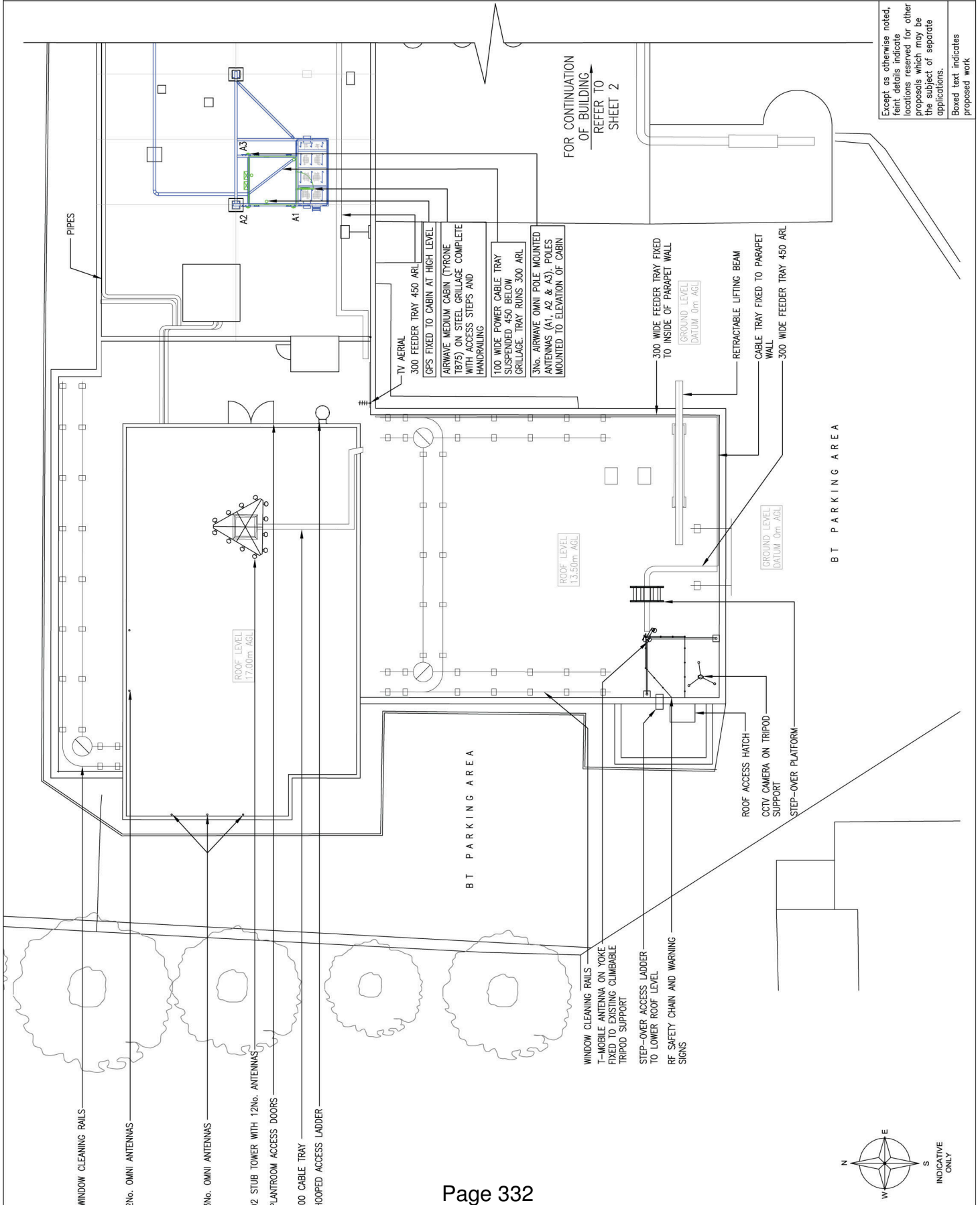
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No. issue

App

CV

● A3



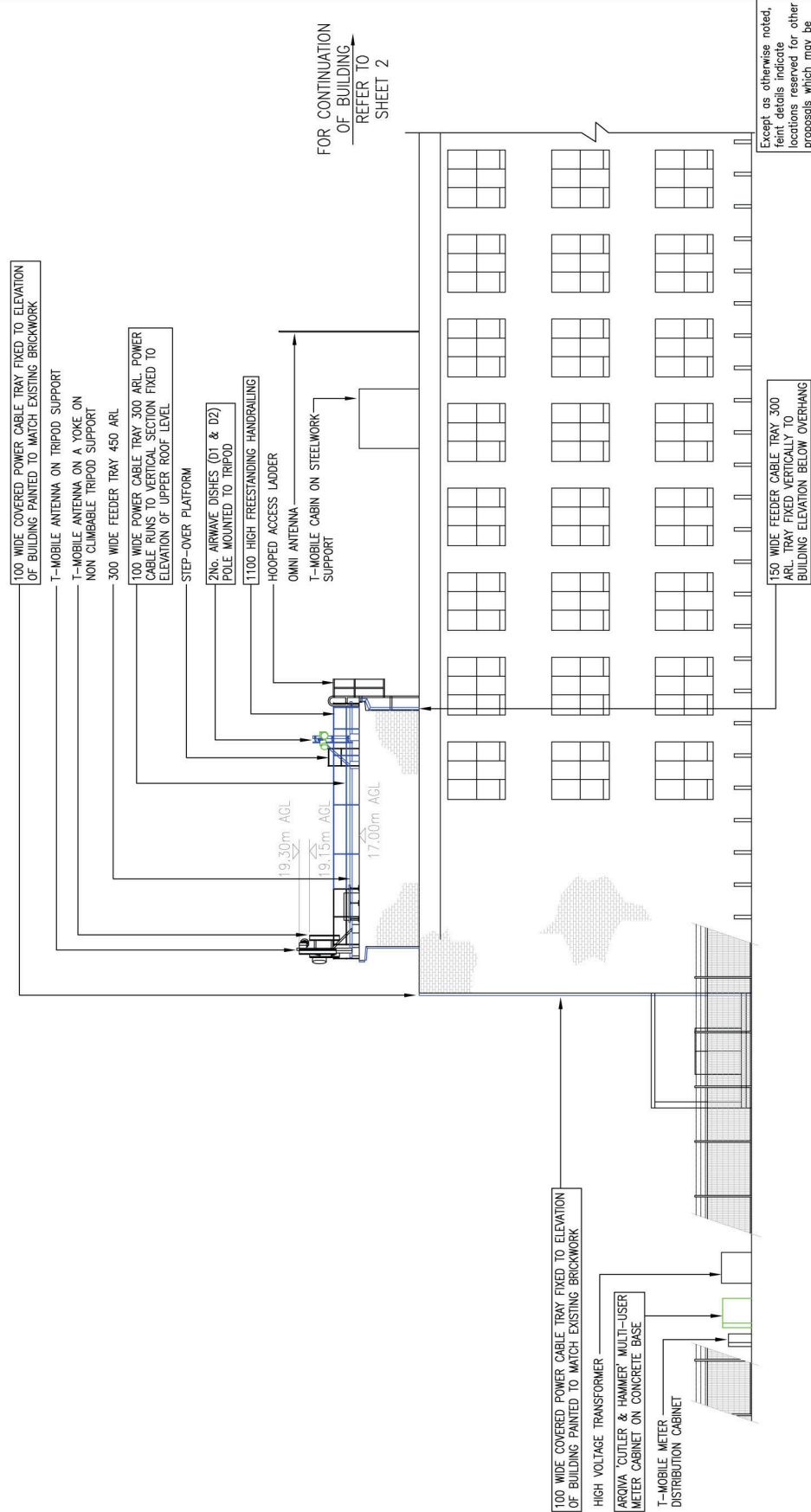
ANTENNA DETAILS: PROPOSED

ITEM	DESCRIPTION	RET VET	HEIGHT		BRG	MECH TILT	FEEDER TYPE	APPROX LENGTH	LWA M/A	No. OF FEEDERS
			MEAN	BASE						
A1	JAYBEAM 7148-385	-	19.35	18.1	TBC	N/A	Rx LCF78-50J	3.5m	0	1
A2	JAYBEAM 7148-385	-	19.35	18.1	TBC	N/A	Tx/Rx LCF78-50J	2.5m	0	1
A3	JAYBEAM 7148-385	-	19.35	18.1	TBC	N/A	Rx LCF78-50J	5.5m	0	1
	ANTENNA	-	-	18.15	OMNI	N/A	Rx RG214	2m	0	1

TRANSMISSION DISH DETAILS: PROPOSED

ITEM	SIZE	HEIGHT		BRG	LINK	APPROX FEEDER LENGTH
		MEAN	BASE			
D1	300Ø	18.5	18.35	13°	TBC	54m
D2	300Ø	18.5	18.35	60°	TBC	54m

ALL BEARINGS MEASURED EAST OF GRID NORTH
 ALL SIZES IN METRES
 DBPP = DUAL BAND PLANE POLAR



FOR CONTINUATION
 OF BUILDING
 REFER TO
 SHEET 2

Except as otherwise noted, faint details indicate locations reserved for other proposals which may be the subject of separate applications.
 Boxed text indicates proposed work



NOTES
 1) DO NOT SCALE DIMENSIONS EXCEPT FOR PLANNING PURPOSES
 2) ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE
 3) ALL LEVELS ARE IN METRES AND RELATED TO A LOCAL DATUM

Contractor: ALAN CAMPBELL
 Consultant: CAPITA SYMONDS
 20 MELLOR ROAD,
 CHADOLE HULME,
 STOCKPORT,
 CHESHIRE, SK8 5AU
 Engineer: Terry Holmes
 0161 4663950 Terry.Holmes@capita.co.uk
 Drawing manager: Nick White
 01926 466677 Nick.White@alancampbellgroup.com

Project No.	Project Name	Project Address	Project Date	Project Status
15	SHT CONTIN. NOTES	ADDEREY 25-11-09	HF	MS
14	Project No.	87365	28.09.09	NW
13	Project No.	87365	17.09.09	SP
12	Project No.	87365	14.08.09	SP
11	Project No.	87365	07.07.09	SP

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Arqiva Limited Crowley Court Winchester Hampshire SO21 2QA TEL: 01622 822 534 FAX: 01622 822 578	BT skyline number TW0007	AIRWAVE REF: GRD005C	AIRWAVE SOLUTIONS LTD	PROPOSED SHT 10F2 INSTALLATION NORTH ELEVATION	Scale: 1:200	Site no. 168646	Site name: SKYPORT TE	BATH ROAD HOUNSLOW MIDDLESEX TW6 2DU	Eastings and Northings 508770 176810	NGR: TQ 0877 7681	Date: 09.07.01	Drn: JJP	TP/dir client_type No_issue App 20908_08_100_M15_15 CV
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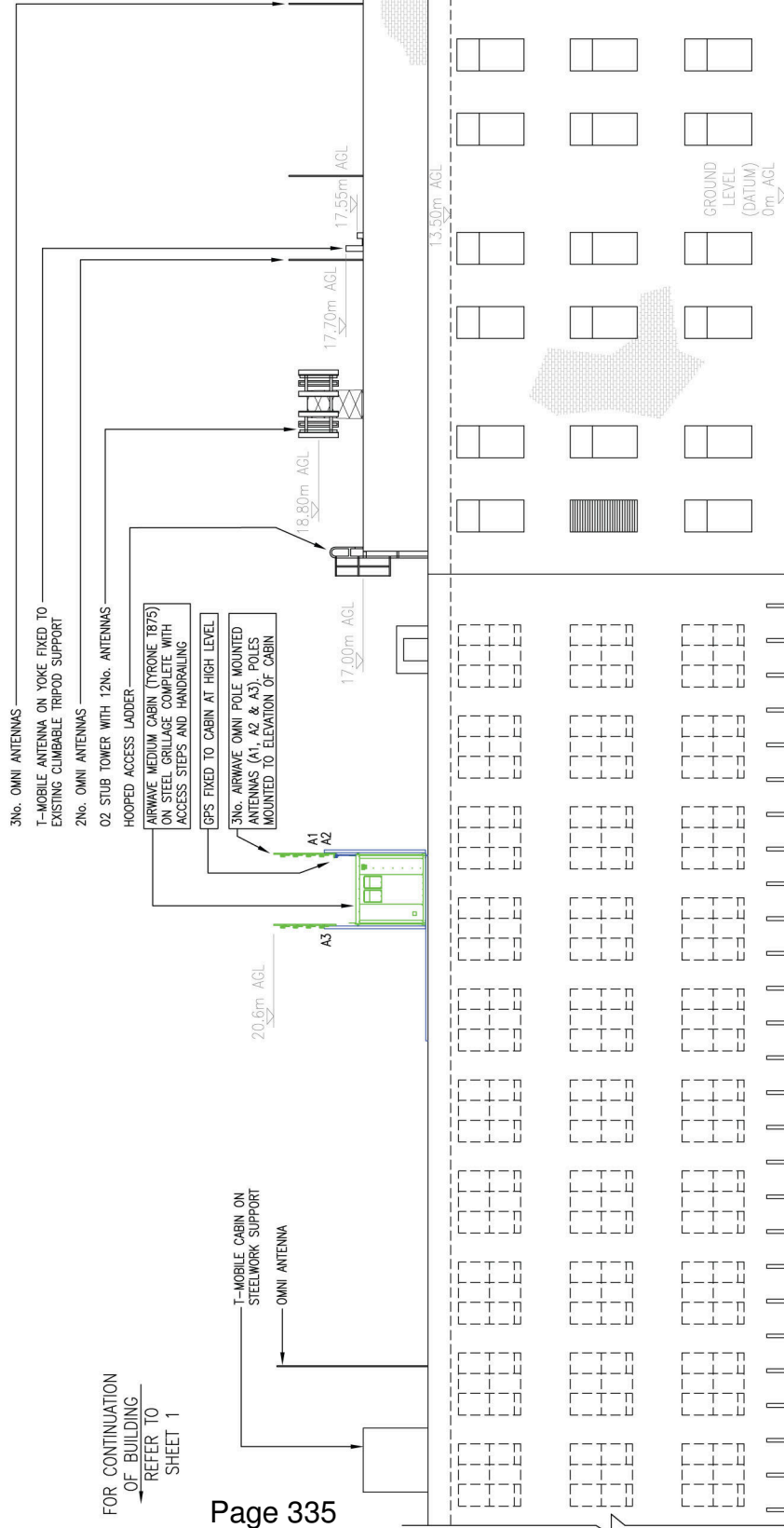
ANTENNA DETAILS: PROPOSED

ITEM	DESCRIPTION	RET VET	HEIGHT		MECH TILT	BRG	FEEDER TYPE	APPROX LENGTH	LWA M/A	No. OF FEEDERS
			MEAN	BASE						
A1	JAYBEAM 7148-385	-	19.35	18.1	N/A	TBC	LCF78-50U	3.5m	0	1
A2	JAYBEAM 7148-385	-	19.35	18.1	Tx/Rx	TBC	LCF78-50U	2.5m	0	1
A3	JAYBEAM 7148-385	-	19.35	18.1	N/A	TBC	LCF78-50U	5.5m	0	1
GPS	ANTENNA	-	-	18.15	OMNI	N/A	RG214	2m	0	1

TRANSMISSION DISH DETAILS: PROPOSED

ITEM	SIZE	HEIGHT		BRG	LINK	APPROX FEEDER LENGTH
		MEAN	BASE			
D1	300φ	18.5	18.35	13°	TBC	54m
D2	300φ	18.5	18.35	60°	TBC	54m

ALL BEARINGS MEASURED EAST OF GRID NORTH
 ALL SIZES IN METRES
 DBPP = DUAL BAND PLANE POLAR



FOR CONTINUATION OF BUILDING REFER TO SHEET 1



- NOTES
- DO NOT SCALE DIMENSIONS EXCEPT FOR PLANNING PURPOSES
 - ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE
 - ALL LEVELS ARE IN METRES AND RELATED TO A LOCAL DATUM

Contractor: ALAN CAMPBELL
 Consultant: CAPITA SYMONDS
 20 MELLOR ROAD,
 CHADOLE HULME,
 STOCKPORT,
 CHESHIRE, SK8 5AU
 Engineer: Terry Holmes
 0161 4663950 Terry.Holmes@capita.co.uk
 Drawing manager: Nick White
 01926 466677 Nick.White@olamcompbelgroup.com

15	SHT CONTIN. NOTES	ADDRESS	25-11-09	HF	MS
14	Project no. 87365		28.09.09	NW	DB
13	Project no. 87365		17.09.09	SP	TH
12	Project no. 87365		14.08.09	SP	TH
11	Project no. 87365		07.07.09	SP	TH

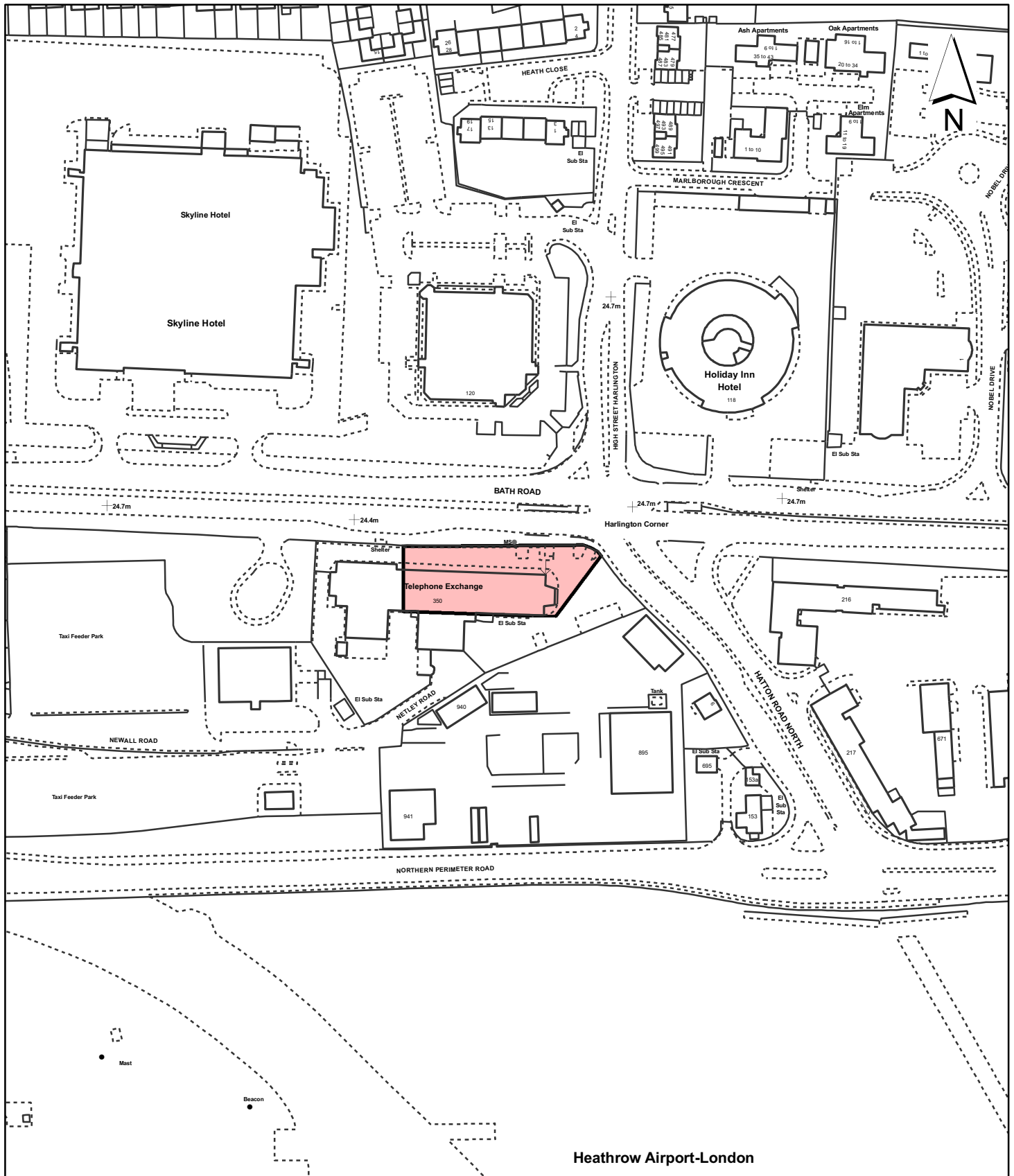
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Arqiva Limited
 Crowley Court
 Winchester
 Hampshire
 SO21 2QA
 TEL: 01962 822 834
 FAX: 01962 822 978


BT skyline number
TW0007

AIRWAVE REF: GRD005C
 AIRWAVE SOLUTIONS LTD
 PROPOSED SHIT 20F2
 INSTALLATION
 NORTH ELEVATION
 Scale: 1:200
 Site no. 168646
 Site name SKYPORT TE
 BATH ROAD
 HOUNSLOW
 MIDDLESEX
 TW6 2DU
 Eastings and Northings
 508770 176810
 NGR: TQ 0877 7681
 Date: 09.07.01 Dwn: JJP
 IP/dir client_type No_issue App
 20908_08_100_M15_15 CV

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 Boxed text indicates proposed work



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Site Address	
BT Skyport Telephone Exchange Newall Road Harlington	
Planning Application Ref:	Scale
15665/APP/2009/2485	1:2,000
Planning Committee	Date
Central and South	December 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

LONDON

Report of the Corporate Director of Planning & Community Services

Address 145 STATION ROAD WEST DRAYTON

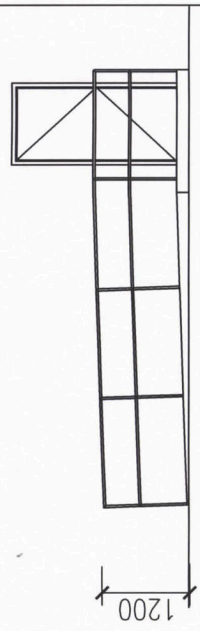
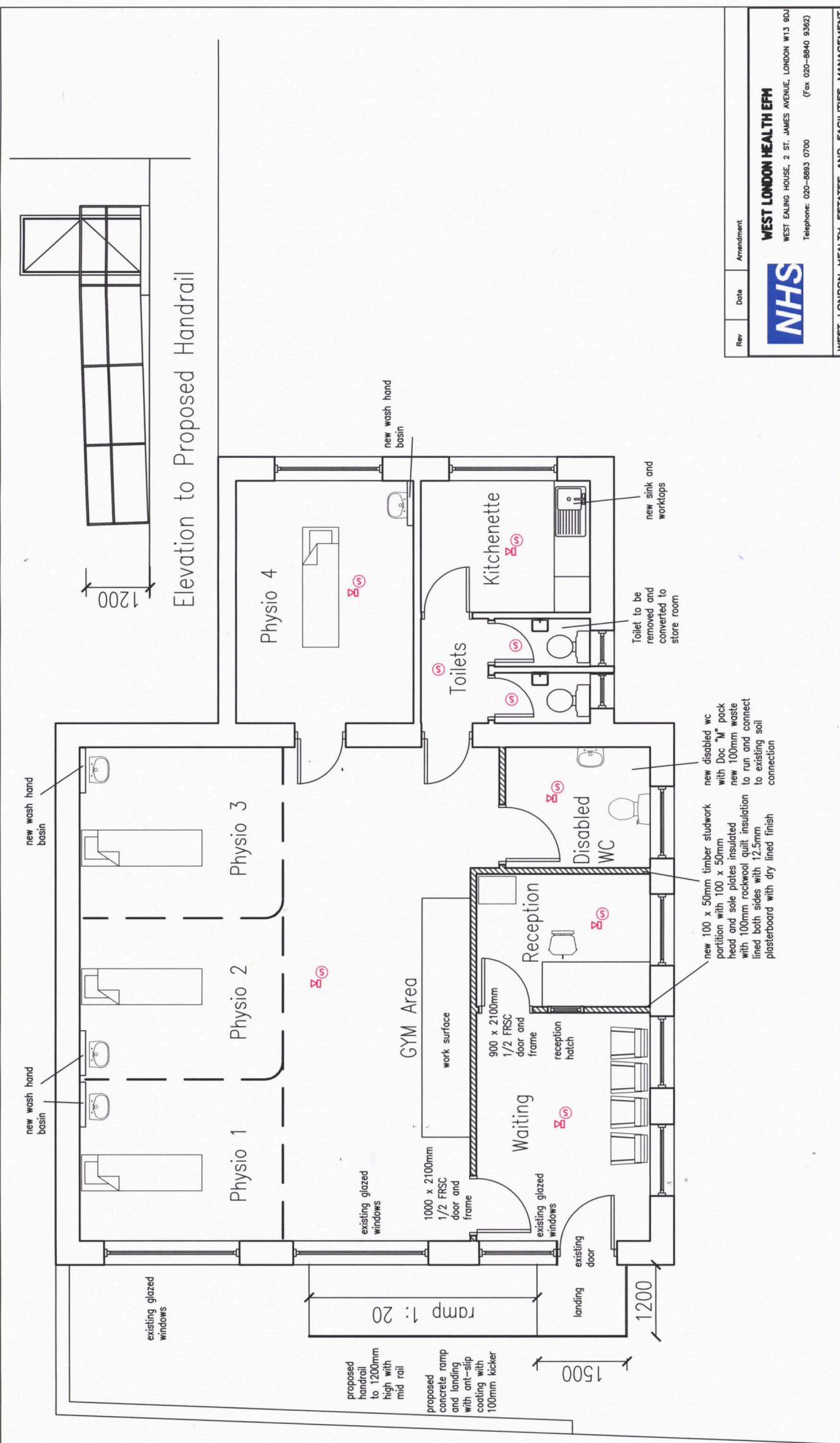
Development: Change of use from a dog grooming centre (Sui Generis) to Class D1 (Non-residential Institutions) for use as Physiotherapy Unit and installation of ramp to front entrance.

LBH Ref Nos: 21936/APP/2009/2031

Date Plans Received: 18/09/2009

Date(s) of Amendment(s):

Date Application Valid: 12/10/2009

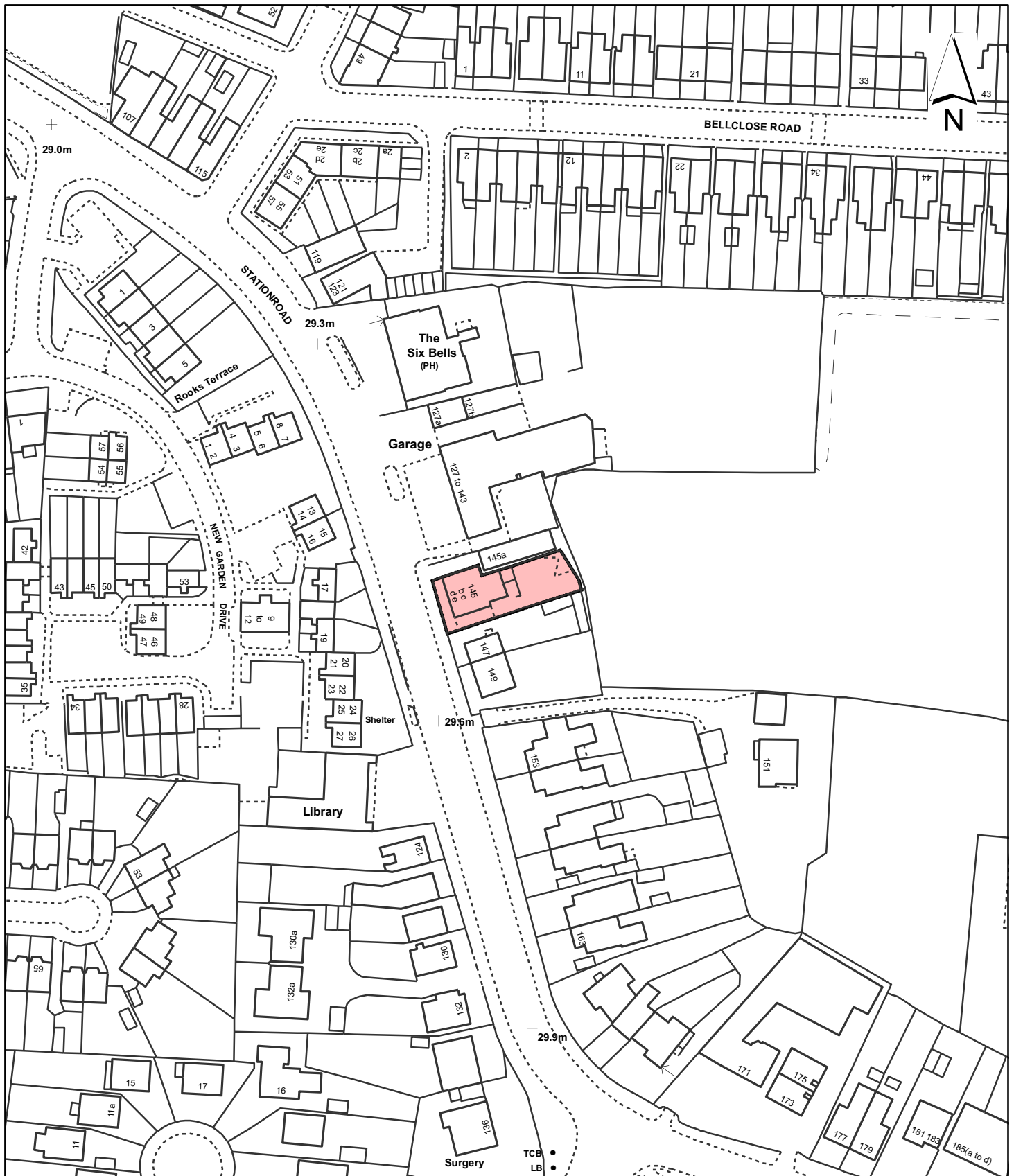


Elevation to Proposed Handrail


Rev	Date	Amendment

		WEST LONDON HEALTH EPH WEST EALING HOUSE, 2 ST. JAMES AVENUE, LONDON W13 9DU Telephone: 020-8893 0700 (Fax 020-8840 9362)	
WEST LONDON HEALTH ESTATES AND FACILITIES MANAGEMENT		Description GROUND FLOOR PROPOSED LAYOUT	
Property 145 STATION ROAD HAYES MX (Former Dog Parlor)		Date AUG 2009	
Drawn M.THEW		Scale 1:50	
		Drawing No. HH145	

GROUND FLOOR PROPOSED LAYOUT



Notes

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Site Address

**145 Station Road
West Drayton**

Planning Application Ref:

21936/APP/2009/2031

Planning Committee

Central and South

Scale

1:1,250

Date

December 2009

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON