



HILLINGDON  
LONDON



# Central & South Planning Committee

## To Councillors on the Committee

John Hensley (Chairman)  
Judith Cooper (Vice-Chairman)  
Mike Bull  
Paul Buttivant  
Brian Stead  
Janet Duncan  
Peter Curling

**Date:** TUESDAY, 10 AUGUST  
2010

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE,  
HIGH STREET,  
UXBRIDGE  
UB8 1UW

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

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reports can be made available  
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<http://lbh-modgov:9071/ieListMeetings.aspx?CId=123&Year=2010>

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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

### Security and Safety information

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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

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- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meetings held on 29 June, 13 July & 20 July 2010
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part 1 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	Hayes Social and Sports Club, The Pavilion, Church Road, Hayes 65797/APP/2010/1176	Townfield;	Demolition of existing Sports and Social Club and erection of 24 apartments and 8 maisonettes, with associated landscaping and parking  <b>Recommendation : Approval subject to a Section 106 Agreement.</b>	37 - 82
7	Unit 6, Hayes Bridge Retail Park, Hayes 51652/APP/2010/1240	Townfield;	Section 73 application to amend Condition 10 of outline planning permission ref:1911/BJ/95/0895 dated 26/01/1996: Redevelopment of site to provide 9,290 sq. metres of Class A1 (non-food retail) floor space and 278 sq. metres of Class A3 (Food and Drink) floor space (involving demolition of existing record factory building)  <b>Recommendation : Refusal</b>	83 - 94

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### Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
8	43-47 & Rear of 35-43 Yeading Lane, Hayes 34799/APP/2009/2800	Barnhill;	2 three-bedroom two storey semi-detached dwellings and 3 three-bedroom two storey terraced dwellings with amenity and parking space, involving the demolition of outbuildings to rear of existing dwelling No.47 and rear extensions from No.43 and installation of new crossover  <b>Recommendation : Approval</b>	95 - 118
9	Whitehall School, Cowley Road, Uxbridge 4341/APP/2010/781	Uxbridge South;	Variation of conditions 2 (development in accordance with approved plans) and 7 (tree survey) of planning permission ref: 4341/APP/2009/879 dated 15/02/10 (Single storey building for use as children's and adults centre, with associated parking, play area, new vehicular crossover and new pedestrian access from Whitehall Road), to relocate approved building and accessway from Whitehall Road, alter internal layout and external elevations of approved Children's Centre, relocate car parking space, refuse bin, cycle and pram storage, relocate play area to the north west of the building and remove one car parking space.  <b>Recommendation : Approval</b>	119 - 132

### Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
10	Enterprise House, Blyth Road, Hayes - 11623/APP/2010/1252	Botwell;	Removal of 4 existing antennas, installation of 5 replacement antennas and ancillary development.  <b>Recommendation : Approval</b>	133 - 140

11	Enterprise House, Blyth Road, Hayes 1623/APP/2010/1575	Botwell;	Installation of 1 300mm diameter dish fixed to the roof of the water tower via a tripod support and development ancillary thereto.  <b>Recommendation : Refusal</b>	141 - 150
12	Enterprise House, Blyth Road, Hayes - 11623/APP/2010/1576	Botwell;	Installation of 1 300mm diameter dish fixed to the roof of the water tower via a tripod support and development ancillary thereto (Application for Listed Building Consent).  <b>Recommendation : Refusal</b>	151 - 156
13	ENTERPRISE HOUSE BLYTH ROAD HAYES, 11623/APP/2010/1580		Listed Building Consent is sought for the removal of four existing antennas and their replacement with five transmission antennas on the concrete water tank on the roof of the building (over 30m above ground level).	157 - 166
14	103 Haig Road, Hillingdon 66648/APP/2009/279 >	Brunel;	Erection of a part two storey, part single storey rear extension with 1 rooflight (involving demolition of existing attached shed)  <b>Recommendation : Approval</b>	167 - 176
15	Third Floor, Cardinal Street, Newall Road, Heathrow 3574/APP/2010/1242	Heathrow Villages;	Change of use of third floor from Class B1 office to further education college (Class D1) and variation of planning permission ref: 30796/W/86/1382 to permit only 1,597m2 of remaining floorspace to be occupied without compliance with condition 2 of planning permission ref: 30796/81/119 dated 0903/198.  <b>Recommendation : Refusal</b>	177 - 190
16	Control Post 18 , North West of Terminal 5, Heathrow Airport, Hounslow 67148/APP/2010/1636	Heathrow Villages;	Alterations to Control Post 18 including the provision of a canopy, a control booth and reversing the flow of one lane from outbound to inbound (Consultation	191 - 204

			<p>under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995)</p> <p><b>Recommendation : That no objections be raised</b></p>	
17	<p>Uxbridge College, Park Road, Uxbridge 1127/APP/2010/1074</p>	<p>Uxbridge North;</p>	<p>Erection of a temporary marquee linked to existing building and installation of temporary parking area (Part retrospective application).</p> <p><b>Recommendation : Approval</b></p>	<p>205 - 216</p>
18	<p>Sheraton House, 2 Rockingham Road, Uxbridge 51647/APP/2010/424</p>	<p>Uxbridge South;</p>	<p>Change of first and second floor use from Class A2 (offices) to Class C3 (residential) to include 2 one- bedroom and 4 two-bedroom self-contained flats with alterations to existing side to include new dormer window at second floor and window at first floor, 6 balconies to rear, access ramp to front and associated parking.</p> <p><b>Recommendation : Approval</b></p>	<p>217 - 244</p>

## **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.

19 Enforcement Report

20 Enforcement Report

21 Enforcement Report

### **Any Items transferred from Part 1**

### **Any Other Business in Part 2**

### **Plans for Central and South Planning Committee**

### **Plans for Central and South Planning Committee**

Pages 273 - 364



**Minutes**

**CENTRAL & SOUTH PLANNING COMMITTEE**

29 June 2010

Meeting held at Committee Room 5 - Civic Centre,  
High Street, Uxbridge UB8 1UW



	<p><b>Committee Members Present:</b> Councillors Judith Cooper (Vice-Chairman) Paul Buttivant Janet Duncan Beulah East Dominic Gilham Brian Stead</p> <p><b>Officers Present:</b> James Rodger Nigel Bryce Manmohan Ranger Sarah White Nadia Williams</p>	
1.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillors Mike Bull and Janet Duncan. Councillors Dominic Gilham and Beulah East attended in their place.</p>	
2.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Brain Stead declared a prejudicial interest in item 12 – Land forming part of 126 Heath Road, Hillingdon by virtue of having been involved as a Ward Councillor of the application site. Councillor Stead withdrew from the room and did not take part in the decision of the application.</p>	
3.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING HELD ON 25 MAY, 3 &amp; 8 JUNE 2010</b> (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 25 May, 3 &amp; 8 June 2010 were agreed as correct records and signed by the Chairman.</p>	
4.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>There had been no items notified as urgent.</p>	

5.	<p><b>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</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that items would be considered in Part 1 and Part 2.</p>	
6.	<p><b>561- 563 UXBRIDGE ROAD, HAYES - 63060/APP/2010/633</b> (<i>Agenda Item 6</i>)</p> <p><b>Reserved matters (landscaping) in compliance with condition 2 of outline planning permission ref: 63060/APP/2007/1385 dated 10/10/2007: Erection of two residential blocks to accommodate 14 flats with associated parking and access involving alterations to adjacent developments' parking area and demolition of 561 Uxbridge Road</b></p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>That the application be approved subject to the condition and informatives set out in the officer's report and the Addendum sheet circulated at the meeting.</b></p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>
7.	<p><b>LAND TO THE N/W OF BEACON ROAD ROUNDABOUT &amp; CONTROL POST 24, BEACON ROAD, HEATHROW AIRPORT - 66973/APP/2010/973</b> (<i>Agenda Item 7</i>)</p> <p><b>Construction of an additional security control post (CP24a), relocation of a waste compactor compound, resurfacing of an emergency response area and re-alignment of the airside perimeter road (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995)</b></p> <p>The recommendation to raise no objection was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>That the Committee raised no objection to the application subject to the considerations and informatives set out in the officer's report and the Addendum sheet circulated at the meeting.</b></p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>
8.	<p><b>EASTERN APRON, HEATHROW AIRPORT, HOUNSLOW 66977/APP/2010/972</b> (<i>Agenda Item 8</i>)</p> <p><b>Construction of new airside road (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995)</b></p> <p>The recommendation to raise no objection was moved, seconded and</p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>

	<p>on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>That the Committee raised no objection to the application subject to the considerations and informatives set out in the officer's report and the Addendum sheet circulated at the meeting.</b></p>	
9.	<p><b>LAND AT 30 - 34 AND REAR OF 22 - 28 OAKDENE ROAD, HILLINGDON 66706/APP/2010/95</b> (<i>Agenda Item 9</i>)</p> <p><b>1 two-bedroom detached, 2 two-bedroom, 4 three- bedroom and 2 four-bedroom two storey terraced dwellings, installation of vehicular crossover and associated parking, involving the demolition of existing dwellings.</b></p> <p>In introducing the report, officers advised that this proposal was principally a back land development which could not be supported at this location. The Committee noted that the London Plan Interim Housing Supplementary Development Planning Guidance introduced by the Mayor of London, which came out in April 2010 explains key issues to consider for backland development. These include: Local context and historic environment, safe and secure and suitable environment, biodiversity and trees, Green belt, flood risk, climate change and distinct character of suburban areas.</p> <p>The Committee noted that drawing No. 09/3197/4 had been amended to include: 'Revision A'</p> <p>There were no petition representatives or agent present in respect of a petition that had been received in objection to the application.</p> <p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed subject to amendment to include 'Revision A' to drawing No. 09/3197/4.</p> <p><b>Resolved</b></p> <p><b>That the application be refused for the reasons set out in the officer's report subject to the amendment as detailed above.</b></p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>
10.	<p><b>19 SILVERDALE GARDENS, HAYES 63644/APP/2010/919</b> (<i>Agenda Item 10</i>)</p> <p><b>Single storey detached outbuilding to rear for use as playroom (Retrospective application)</b></p> <p>In accordance with the Council's constitution representatives of petition received in objection to the proposal were invited to address the meeting.</p> <p>The following points were raised by the petitioner:</p> <ul style="list-style-type: none"> <li>• There was evidence that the development was being used as</li> </ul>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>

	<p>living quarters, as there was a washing machine, sink and toilet in use</p> <ul style="list-style-type: none"> <li>• The windows at the rear of the building were inappropriate</li> <li>• The development was more than 2 metres wider than the house</li> <li>• The floor area of the development was similar to a detached bungalow</li> <li>• There was no comparable structure between Nos. 49 to 62 Silverdale Gardens</li> <li>• The outbuilding had been occasional lived in and had never been used as a play room</li> <li>• Suspected that it would be turned into flats to generate income</li> <li>• The door from the rear of the outbuilding was 2 metres higher than the rears of 61 and 62 Fairdale Gardens</li> <li>• The plain glass doors and windows were detrimental to Nos. 61 and 62 Fairdale Gardens as it had resulted in the residents' loss of privacy.</li> </ul> <p>The agent/applicant was not present at the meeting.</p> <p>A Ward Councillor addressed the meeting. The following points were raised:</p> <ul style="list-style-type: none"> <li>• Had been campaigning against properties in back gardens</li> <li>• There was a vast amount back land development in the Townfield ward, bringing large amounts of revenue for owners</li> <li>• Such developments were hidden dangers as they impacted on doctors' costs as well as school places</li> <li>• Suggested that enforcement action should be taken against such developments and that any action taken should be made known to the press</li> <li>• Urged the Committee to refuse the application and asked for the application not to keep coming back</li> </ul> <p>After considering the concerns the recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>That the application be refused for the reasons set out in the officer's report.</b></p>	
11.	<p><b>LAND AT FRAYS ISLAND, COWLEY ROAD, UXBRIDGE</b>  <b>65611/APP/2010/89</b> (<i>Agenda Item 11</i>)</p> <p><b>Two storey four-bedroom detached dwelling with associated parking (Resubmission)</b></p> <p>In introducing the report, officers brought the Committees attention to the changes and amendments in the Addendum sheet circulated at the meeting. Members were asked to note further amendment to the wordings in the Addendum sheet.</p> <p>In accordance with the Council's constitution, representatives of</p>	<p><b>Action by:</b></p> <p>Nigel Bryce  James  Rodger</p>

petition received in objection to the proposal were invited to address the meeting.

The following points were raised by the petitioner:

- That the development would be inappropriate and detrimental to the environment
- That the development would be detrimental to the ecological status of the island and the surrounding area
- That the applicant had ignored tree preservation orders and felled trees
- That petitioners' objections to the development were supported by their local MP as well as the London Wild Life Trust
- That even with the building of one house, no boundary, garden fence or management plan had been submitted.
- That the owner as well as people visiting the island banks would disturb neighbours
- That the island was a haven for wildlife and part of a migration for birds
- That the site was a Greenfield site

The following points were raised by the agent:

- That the planning Inspector's appeal decision required clarification only on four issues and these included ecology, green chain, highway safety and planning obligation
- Other issues including flooding, the bridge, noise and design were no longer up for debate
- With regard to ecology – the applicant was seeking to obtain further advice and suggested that with the lack of frogs on the island, it had been concluded that there were no grass snakes present
- The Planning Inspector had recognised the management of the site in respect of public access, volume of traffic and visits to the site. No public access had been proposed in the current scheme and therefore, this was no longer an issue
- With regard to the green chain, the island was heavily landscaped with trees and these would be retained with trees felled being replaced
- In respect of Management plan – this had to be paid for, therefore funds from the proposal would pay for the development of a management plan in the long term
- Requested the negotiation of the legal S109 agreement be opened in order to ensure the long term management of the island.

A Ward Councillor addressed the meeting and raised the following points:

- The objections raised by the petitioners were fully supported
- Supported officer's recommendation for refusal
- The site was designated as a nature conservation area which the Council should protect when there were clear powers to do

	<ul style="list-style-type: none"> <li>• Since the bridge was erected, the island had always been under threat from developers</li> <li>• This was a tranquil island with wild life species which must be protected</li> <li>• Did not accept the suggestion that there were more wildlife species in the back garden than on the island</li> <li>• This development was unsuitable for the island and would be detrimental to residents</li> <li>• Any new development would inevitably impact on highway by increasing traffic</li> </ul> <p>A Member asked whether the repeated failure by the applicant to address the issue of ecological assessment could be classed as vexatious if a further application was submitted, and whether the Council would be entitled to seek costs.</p> <p>Officers advised that if a further appeal was lodged, the issue would be investigated and if the circumstances allowed for the Council to seek costs, they would be pursued.</p> <p>In response to a question about public access, officers advised that the island was privately owned and that the previous owner allowed public access. This applicant was not proposing to allow public access.</p> <p>The recommendation for refusal was moved seconded and on being put to the vote was agreed subject to the amendments in the Addendum sheet and the change to the wording of the new informative in the Addendum sheet.</p> <p><b>Resolved</b></p> <p><b>That the application be refused for the reasons set out in the officer’s report, the Addendum sheet and the change to the wording of the new informative in the Addendum sheet to read as follows:</b></p> <p><b>New Informative (page 5) to read as follows: ‘You are advised that the submitted application package has failed to address the previous issues in the ecological assessment, which were raised by the Inspector in relation to the dismissed appeal (Ref: APP/R5510/A/09/2104761)’.</b></p>	
12.	<p><b>LAND FORMING PART OF 126 PIELD HEATH ROAD, HILLINGDON 63320/APP/2010/652 (Agenda Item 12)</b></p> <p><b>Two-storey four-bedroom detached dwelling with associated parking and landscaping</b></p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed subject to the Addendum sheet and the following changes in the Addendum sheet circulated at the meeting:</p> <p>Condition 9 (page 7) - deleted ‘boarded’ and replaced with ‘...that should be a low boundary wall...’</p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>

	<p>Wording of Condition 10 (page 7) - after '4', inserted 'not the alternative fourth bay...'</p> <p>Under add the following informative (page 7) – Before 'you are advised...'inserted, 'With respect to condition 2'.</p> <p><b>Resolved</b></p> <p><b>That delegated powers be given to the Head of Planning &amp; Enforcement to grant planning permission, subject to the following:</b></p> <p><b>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:</b></p> <ul style="list-style-type: none"> <li><b>i) A contribution of £13,601 towards the provision of educational facilities.</b></li> <li><b>ii) The provision of not less than 2 parking spaces for use by the existing property at no.126 Pield Heath Road.</b></li> <li><b>iii) The removal of the first floor side facing window in no.126 Pield Heath Road and its replacement in the rear elevation (of the affected room) to prevent overlooking.</b></li> <li><b>iv) A contribution equal to 5% of the total cash contribution towards the management and monitoring of the resulting agreement.</b></li> </ul> <p><b>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.</b></p> <p><b>C. That the officers be authorised to negotiate the terms of the proposed agreement.</b></p> <p><b>D. That, if the S106 agreement is not completed by the application expiry on 06/07/2010 that, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.</b></p> <p><b>E. That if the application is approved, the conditions and informatives in the officer's report and the changes in the Addendum sheet be attached.</b></p>	
13.	<p><b>NO.1 WORLD BUSINESS CENTRE HEATHROW, NEWALL ROAD, HEATHROW AIRPORT 50498/APP/2010/1058 (Agenda Item 13)</b></p> <p><b>Part change of use of third floor from airport related office use to Class B1 office for use by Barclays Bank</b></p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>

In introducing the report, officers drew the Committee's attention to the amendments outline in the Addendum sheet circulated that the meeting.

A member suggested that an additional condition should be imposed to ensure that the applicant provided corporate banking services solely to businesses at the airport and the surrounding area.

The Legal Advisor added that the application was for Class B1 office use and that making such restriction would need to be weighed against reasonableness.

Officers advised that the Committee could impose a condition requiring the applicant to provide a management strategy before the development commenced.

The Committee requested officers to liaise with Legal Services to prepare the wording for the additional condition, to be endorsed by the Chairman and the Labour Lead.

Members attached an additional informative to advise the applicant that the Council would not support use of signage and ATM facilities along Bath Road as this may encourage non-corporate customers to park on the road.

The recommendation for approval was moved, seconded and on being put to the vote was agreed subject to additional condition and informative.

### **Resolved**

**That the application be approved subject to the conditions and informatives in the officer's report, the following additional condition and informative and amendments in the Addendum sheet.**

### **Additional Condition**

**Before the development hereby permitted is commenced a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing how the applicant will ensure that the business operation is primarily focussed on corporate banking associated with commercial businesses within Heathrow Airport. The scheme shall outline how this will be addressed through the physical layout of the building, use of signage and operational practices. The development shall thereafter be implemented strictly in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.**

### **Reason**

**To ensure that there is no further loss of airport-related office space, in accordance with Policy A4 of the Hillingdon Unitary**



	<p><b>Development Plan Saved Policies (September 2007).</b></p> <p><b>Additional Informative</b></p> <p>You are advised that the Local Planning Authority are unlikely to grant consent for the establishment of a cash machine or associated signage on the ground level of the World Business Centre 1 building that may encourage customers of the Bank to park along Bath Road.</p>	
14.	<p><b>WILLIAM BYRD SCHOOL, VICTORIA LANE, HARLINGTON 11327/APP/2010/532 (Agenda Item 14)</b></p> <p><b>Erection of a single storey modular classroom</b></p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p>That the application be approved subject to the condition and informatives set out in the officer's report and the Addendum sheet circulated at the meeting.</p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>
15.	<p><b>LOCK-UP GARAGE SITE REAR OF 17 AND 19 FULLER WAY, MOSTON CLOSE, HAYES 66007/APP/2009/972 (Agenda Item 15)</b></p> <p><b>Three storey building with habitable roofspace comprising of 7 two-bedroom flats with associated parking, involving demolition of existing garages</b></p> <p>Officers advised that this application had been brought to the Committee in order to address the legal requirements associated with the wording of the S106 Agreement head of terms, which could only be changed by Committee.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed subject to the amendments in the Addendum sheet circulated at the meeting.</p> <p><b>Resolved</b></p> <p><b>2.1 That the applicant being the local authority and being the only legal entity with an interest in the land which is the subject of this application, and hence being unable to enter into a section 106 Agreement with the local planning authority, completes a Statement of Intent (Statement) to make provision for the following matters which would have been required by the local planning authority to be included in a section106 agreement had the applicant been a third party developer.</b></p> <p><b>2.2 Alternatively, that in advance of or at the time of the grant of planning permission the Council as applicant enters into</b></p>	<p><b>Action by:</b></p> <p>Nigel Bryce James Rodger</p>

**a legal agreement under Section 111 of the Local Government Act 1972 with any proposed purchaser of the Council's interest in the site. That agreement to be completed in advance of or at the same date as any conveyance or transfer of any interest or option to acquire any interest in the site.**

**The section 111 legal agreement shall require the purchaser immediately or before acquisition of any interest in the site to enter into an agreement under section 106 of the Town and Country Planning Act 1990, section 16 of the Greater London Council (General Powers) Act 1974, and section 111 of the Local Government Act 1972 in a form annexed to the agreement to secure the following:**

- i. The making of a traffic regulation order for waiting restrictions along one side of Moston Close to enable access at all times for emergency and refuse vehicles. The cost of the order and implementation of the waiting restrictions shall be met by the developer.**
- ii. The provision of not less than 5 garages at Moston Close and the provision of not less than 8 garages at Hoskins Close which shall be let to Hillingdon Residents (subject to availability) at reasonable rates and upon reasonable terms.**
- iii. The garages to be provided as detailed above shall be of an appropriate width and condition to be agreed in writing by the Borough Highways Engineer;**
- iv. Security lighting for the garages referred to at (ii) the design and location of such lighting to be first approved by the Local Planning Authority.**
- v. A financial contribution of £24,447 towards the provision of additional/improved educational facilities locally proportionate to the child yield arising from the development.**
- vi. A 5% contribution towards the management and monitoring of the Statement.**
- vii. That should the local authority decide to dispose of the land (including the garages) it shall ensure that any purchaser covenants with the Council to observe and perform the matters contained in the Statement (to the extent such covenants remain unperformed and are relevant and applicable to the land being disposed of). A restriction shall be entered on the local authority's registered title to the land (including the garages) to ensure that the Council does not dispose of the land of without such covenants being entered into by any purchaser.**

	<p><b>2.3 That planning officers be authorised to negotiate and agree details of the proposed Statement.</b></p> <p><b>2.4 That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the Statement and to the conditions and informatives agreed by the Central and South Planning Committee on 22 September 2009, and detailed in the Committee reports and minutes.</b></p>	
16.	<p><b>LOCK-UP GARAGE SITE ADJACENT TO 91 PINWOOD AVENUE &amp; 52 BEECHWOOD AVENUE, HILLINGDON 66014/APP/2009/983</b> <i>(Agenda Item 16)</i></p> <p><b>Two storey three-bedroom dwelling with associated parking, involving demolition of existing garages</b></p> <p>Resolution 2.3 in the report was amended by deleting the ‘applicant’ and replacing with ‘purchaser’.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed subject to the amendments to resolution 2.3 and amendments in the Addendum sheet circulated at the meeting.</p> <p><b>Resolved</b></p> <p><b>2.1 That the applicant being the local authority and being the only legal entity with an interest in the land which is the subject of this application, and hence being unable to enter into a Section 106 Agreement with the local planning authority, completes a Statement of Intent (Statement) to make provision for the following matters which would have been required by the local planning authority to be included in a section 106 agreement had the applicant been a third party developer.</b></p> <p><b>2.2 That in advance of or at the time of the grant of planning permission the Council as applicant enters into a legal agreement under Section 111 of the Local Government Act 1972 with any proposed purchaser of the Council's interest in the site. That agreement to be completed in advance of or at the same date as any conveyance or transfer of any interest or option to acquire any interest in the site.</b></p> <p><b>The section 111 legal agreement shall require the purchaser immediately or before acquisition of any interest in the site to enter into an agreement under section 106 of the Town and Country Planning Act 1990, section 16 of the Greater London Council (General Powers) Act 1974, and section 111 of the Local Government Act 1972 in a form annexed to the agreement to secure the following:</b></p> <p><b>i. The provision of not less than 2 off street parking spaces at</b></p>	<p><b>Action by</b></p> <p>Nigel Bryce James Rodger</p>

	<p><b>Beechwood Avenue to ensure the continued provision of off street parking spaces that are currently rented to local Hillingdon residents.</b></p> <ul style="list-style-type: none"> <li><b>ii. Parking spaces to be of an appropriate width and condition to be agreed in writing by the Borough Highway Engineer before being rented.</b></li> <li><b>iii. The provision of a scheme of security lighting for those parking spaces provided for under (ii) to be submitted to and agreed in writing by the Local Planning Authority.</b></li> <li><b>iv. Provision of a monetary contribution towards capacity enhancements in local educational facilities of £27,204 (or £11,653 if the Council has full nomination rights).</b></li> </ul> <p><b>2.3 That the purchaser 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.</b></p> <p><b>2.4 That the officers be authorised to negotiate the terms of the proposed agreement.</b></p> <p><b>2.5 That, if the agreement is not completed within a period of 6 months from the date of this resolution, then the agreement shall not be completed without a further resolution of this Committee.</b></p> <p><b>2.6 That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the Statement and to the conditions and informatives agreed by the Central and South Planning Committee on 03 November 2009, and detailed in the Committee reports and minutes.</b></p>	
17.	<p><b>ENFORCEMENT REPORT</b> (<i>Agenda Item 17</i>)</p> <p>The recommendation that further action be taken was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <ul style="list-style-type: none"> <li><b>1. That enforcement action as recommended in the officer’s report be agreed.</b></li> <li><b>2. That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</b></li> </ul>	<p><b>Action by</b></p> <p>Nigel Bryce James Rodger</p>

3.	<p><b>ENFORCEMENT REPORT</b> (<i>Agenda Item 18</i>)</p> <p>The recommendation that further action be taken was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <ol style="list-style-type: none"> <li>1. That enforcement action as recommended in the officer's report be agreed.</li> <li>2. That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</li> </ol>	<p><b>Action by</b></p> <p>Nigel Bryce James Rodger</p>
1.	<p><b>ENFORCEMENT REPORT</b> (<i>Agenda Item 19</i>)</p> <p>The recommendation that further action be taken was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <ol style="list-style-type: none"> <li>1. That enforcement action as recommended in the officer's report be agreed.</li> <li>2. That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</li> </ol>	<p><b>Action by</b></p> <p>Nigel Bryce James Rodger</p>
<p>The meeting, which commenced at 7.00 pm, closed at 9.15 pm.</p>		

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nadia Williams on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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**Minutes****Central & South Planning Committee****Tuesday, 13 July 2010****Meeting held at Committee Room 5 - Civic Centre,  
High Street, Uxbridge UB8 1UW**

**HILLINGDON**  
LONDON

**Published on:****Come into effect on: Immediately**

	<p><b>Members Present:</b> Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) Mike Bull Paul Buttivant Brian Stead Janet Duncan</p> <p><b>Also Present :</b> Councillors Domininc Gilham Richard Mills</p> <p><b>Apologies:</b> Peter Curling</p> <p><b>Officers Present:</b> Nigel Bryce Matthew Duigan Manmohan Ranger Rory Stracey Gill Brice</p>
1.	<p><b>Apologies for Absence</b></p> <p>Apologies had been received from Councillor Peter Curling.</p>
2.	<p><b>Declarations of Interest in matters coming before this meeting</b></p> <p>There were no declarations notified.</p>
3.	<p><b>Matters that have been notified in advance or urgent</b></p> <p>The Chairman agreed to take as urgent Item 10 – Land at Oakdene, Packet Boat Lane, Cowley. As the application related to a Telecommunication Application that expires on the 17th July 2010, which was before the 20th July Committee. Any operator would obtain a deemed approval and be able to carry out the works if the Council failed to determine the application within 56 days (in this case the expiry is 17 July 2010), and as such reflects the need for urgency for this application.</p>

4.	<p><b>To confirm that the items of business marked Part 1 will be considered in Public and that the items marked Part 2 will be considered in private</b></p> <p>It was confirmed that items marked Part 1 were considered in Public and items marked Part 2 were considered in Private.</p>	
5.	<p><b>HAYES SOCIAL &amp; SPORTS CLUB, 143 CHURCH ROAD, HAYES</b></p> <p>In introducing the report officers advised members that they were adding a condition to ensure that a defensible space was provided for the ground floor flats. Members were informed that this would reduce the overall amount of communal amenity space provided. The application site was within a short walking distance of Public Open Space and Bara Hall Park.</p> <p>In answer to an issue raised in relation to privacy screens officers advised that there was a number of solutions that could be used and suggested a condition to ask for details to be submitted. This would then give the applicant flexibility on the measures used.</p> <p>A member suggested that the internal layout of the terraced properties should be amended to enable access through to the rear of the properties. This would enable access for maintenance purposes. The addition of the condition was agreed by the committee plus an informative to provide the applicant with details.</p> <p>There were further concerns raised in relation to access to the private amenity space for the wheelchair accessible unit.</p> <p>Officers informed the committee that the wheelchair accessible unit had level access to the private amenity space and if members concerns were around design this would be able to be addressed through a condition.</p> <p>It was asked whether it would be feasible for the entrance to the site to be gated, this would ensure the site was secure and reduce any future anti social behaviour.</p> <p>Officers raised reservations about the suggestion of a gated entrance as access would be required for residents of the adjoining Chartwell Court and they had not been consulted on this.</p> <p>The Legal Adviser raised concerns that the garages for Chartwell Court were owned privately by individuals and they had right of way over the access road. There may be practical problems with what was being suggested.</p>	<p><b>Action By:</b></p> <p><b>Nigel Bryce</b> <b>Matthew Duigan</b></p>



A member stated that there were privacy concerns in relation to overlooking from windows on the third floor and from amenity space on the second and third floors. This needed to be addressed by adding a condition.

A member felt that as there had been a number of concerns raised the application should be deferred to enable the applicant to provide amended plans to address the concerns raised.

Officers stated that all the concerns raised by members could be dealt with by conditions with details to be submitted. If members were minded to defer the application the reduction of the communal amenity area could not be altered.

During the consideration of this item a 10 minute adjournment was agreed. 21.25 to 2135 p.m.

Officers advised the committee that if they were minded to defer the application a steer should be given on the concerns. This would enable the applicant to provide all information and the application would then be brought back to the next meeting with all the concerns addressed.

The recommendation for deferment was moved, seconded and on being put to the vote was agreed.

**Resolved – That the application be deferred to enable further details to be provided on the following:-**

1. **Explore the possibility of erecting security gates the entrance to the site.**
2. **Wheelchair accessibility to private amenity space for Flat 1 to be clarified.**
3. **A defensible space in front of the ground floor flats to avoid overlooking from communal amenity space be provided.**
4. **Plans showing gates to the side amenity space.**
5. **Amended plans show the internal layout changed for the maisonettes to afford access to the rear.**
6. **Privacy screening to be provided to bedrooms on second and third floors to prevent overlooking.**
7. **Obscure glazing to a window on the flank wall of the flats to prevent overlooking.**
8. **Privacy concerns to be addressed for the top floor flats to prevent overlooking from the amenity space.**

<p>6.</p>	<p><b>STOCKLEY PARK PHASE 3, IRON BRIDGE ROAD, WEST DRAYTON</b></p> <p>A member raised concerns about whether condition 49 sufficiently protected the public right of access to the site.</p> <p>Officers advised that public access was protected there may be security issues that would need to be addressed by the occupiers of the proposed building. This would need to be addressed by the occupiers themselves. Public access along the canal would be protected as this is owned by British Waterways.</p> <p>The Legal Adviser informed members that it would be possible to strengthen Condition 49 to ensure that the public right of way was maintained and retained.</p> <p>It was suggested that officers strengthen condition 49 and agree the wording with the Chairman and Labour Lead.</p> <p>It was suggested and agreed that condition 3(i) should be amended to ensure details of any gates and security access was provided. This was agreed by the committee.</p> <p>A member asked why a plan had not been submitted showing the areas where public access was to be allowed. This would have alleviated the concerns that members had as the condition currently stands the applicant could comply by providing a narrow fenced footpath, which would raise safety issues for people using it.</p> <p>Officers advised the committee that the current proposal would deliver the same outcomes as that for the permission granted in 2000. There was clear public access from Horton Road to the Canal and this could be secured through condition 49.</p> <p>The Chairman suggested that details of condition 49 come back to committee to ensure that members were happy with the public access being provided. This was agreed by the committee.</p> <p>Concerns were raised in relation to the height and floorspace being proposed for the Hotel, as this would be much higher than any other buildings in the area this would raise concerns for the Green Belt.</p> <p>Officers advised that the Data Centre that had already been approved was the same height as the proposed Hotel. Condition 13 provided a maximum AOD for the height of the proposed buildings and could not go above this. As this application was outline, the details application would come before the planning committee for a decision.</p>	<p><b>Action By:</b></p> <p><b>Nigel Bryce</b> <b>Matthew Duigan</b></p>
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Members raised concerns about the wording contained in condition 14 in relation to access, should be amended to add 'external' after 'all' and to delete 'where feasible'.

Officers raised concerns about deleting the words 'where feasible' from the condition as the wording had been provided by the access officer.

The change to the wording of condition to add 'external after 'all' and delete the words 'where feasible' was agreed by the committee.

The recommendation with the amendments agreed by the committee was moved, seconded and on being put to the vote was agreed.

**Resolved –**

- 1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008) and the Government Office For London**
- 2. That subject to the Secretary of State not calling in the application and the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to any relevant amendments requested by the Government Office for London or the Greater London Authority and 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**
- 1. LANDSCAPING WORKS /PUBLIC REALM IMPROVEMENTS**
  - 1.1 Landscaping of land formerly known as Land Parcel A, now known as Land Parcels 2-5;**
  - 1.2 Landscaping of land formerly known as Land Parcel B, now known as Land Parcels 1c, 1 d and 9. The freehold of this land is to be transferred to LBH once the works are complete;**

	<p><b>1.3</b> Landscaping of land at Packet Boat Lane and a contribution towards maintenance of the site to ensure public access is maintained. The freehold of this land is to be transferred to LBH once the works are complete;</p> <p><b>1.4</b> Undertake works or provide a contribution to a value not less than £150,000 for the provision of public realm /public art within the application site.</p> <p><b>1.5</b> A contribution of £207,000 towards enhancements and maintenance of areas of publicly accessible open space in the vicinity of the application site.</p> <p><b>2. TRAINING</b></p> <p><b>2.1</b> Construction and Employment Training: A contribution towards construction training , as well as contribution towards cost of a construction training coordinator, and also an employment training contribution. Total sum required being £372,418;</p> <p><b>2.2</b> Hotel and Leisure Training: a contribution of £30,000;</p> <p><b>2.3</b> Local Education Initiatives: a contribution of £50,000 to be shared between Brunel University and Uxbridge College.</p> <p><b>3. CANAL AND CANAL SIDE WORKS</b></p> <p><b>3.1</b> The provision of two 24hour canal side moorings;</p> <p><b>3.2</b> A contribution of £200,000 towards improvements along the canal towpath adjoining the Phase 3 site;</p> <p><b>3.3)</b> A contribution towards maintenance of the tow path;</p> <p><b>3.4)</b> A contribution in the sum of £15,000 towards British waterways Water space strategy and its implementation;</p> <p><b>3.5)</b> Carry out work or make financial contribution towards works along tow path as required by TfL (value not to exceed £1,200).</p> <p><b>4 AIR QUALITY</b></p> <p><b>4.1)</b> A contribution in the sum of £25,000 for the air quality monitoring and management.</p> <p><b>5. PUBLIC TRANSPORT</b></p> <p><b>5.1</b> A contribution of £320,000 towards improvements in public transport and for upgrading of bus stops.</p> <p><b>5.2</b> £500,000 to fund studies and works to improve traffic flows and public transport, off site highways improvements and traffic calming measures.</p>	
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	<p><b>6. OFF SITE HIGHWAYS WORKS</b></p> <p><b>6.1</b> Creation of the new site access (priority junction, north end of site);</p> <p><b>6.2</b> Creation of new proposed roundabout (northwest of site on Horton Road);</p> <p><b>6.3</b> Provision of a pedestrian crossing from the site to near by bus stops;</p> <p><b>6.4</b> Upgrading the uncontrolled pedestrian crossing facilities at the existing Horton Road/Ironbridge roundabout;</p> <p><b>7. HORTON ROAD INTERCHANGE (STOCKLEY RD/HORTON RD/BENNETSFIELD RD)</b></p> <p><b>7.1</b> Undertake a study (to be submitted to and approved by the Council) which examines of the need for pedestrian crossings cross each approach road leading into/from the roundabout. Carry out any works identified in the study as being necessary.</p> <p><b>7.2</b> Undertake a study (to be submitted to and approved by the Council) of the Horton Road interchange which examines the need for capacity enhancements (including the need for traffic signals) made necessary by the development. Carry out any works identified in the study as being necessary.</p> <p><b>8. 10 YEAR TRAVEL PLAN TO TFL GUIDELINES.</b></p> <p>Measures to include linking the scheme to the Heathrow Hotels Hoppa bus service or an equivalent bus service from the hotel to the airport terminals.</p> <p><b>9. PROJECT MANAGEMENT AND MONITORING FEE</b></p> <p><b>9.1</b> A contribution equal to 5% of the total cash contributions secured under the scheme to enable the management and monitoring of the resulting agreement.</p> <p><b>b)</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.</p> <p><b>c)</b> That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.</p>	
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	<p>d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this committee resolution, or any other period deemed appropriate by the Director of Planning and Community Services, then the application may be referred back to the Committee for determination.</p> <p>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 the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>f) That if the application is approved, the conditions and informatives set out in the officers report, addendum sheet and added by the committee be attached. The details required as part of condition 49 to go to committee for approval.</p> <p><b>Amend Condition 3 (i) to include details to be submitted for any gates or security access</b></p> <p><b>Amend condition 14 to insert 'external' after 'all' and delete 'where feasible' from the condition.</b></p> <p><b>Amend condition 49 to ensure that public access is retained and maintained.</b></p>	
7.	<p><b>32 MARKET SQUARE, UXBRIDGE</b></p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.</b></p>	<p><b>Action By:</b></p> <p><b>Nigel Bryce Matthew Duigan</b></p>
8.	<p><b>ENFORCEMENT REPORT</b></p> <ol style="list-style-type: none"> <li>1. That enforcement action as recommended in the officer's report be agreed.</li> <li>2. That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</li> </ol>	<p><b>Action By:</b></p> <p><b>Nigel Bryce Matthew Duigan</b></p>

9.	<p><b>ENFORCEMENT REPORT</b></p> <ol style="list-style-type: none"> <li>1. That enforcement action as recommended in the officer's report be agreed.</li> <li>2. That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</li> </ol>	<p><b>Action By:</b></p> <p><b>Nigel Bryce Matthew Duigan</b></p>
10.	<p><b>LAND AT OAKDENE, PACKET BOAT LANE, COWLEY</b></p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.</b></p>	<p><b>Action By:</b></p> <p><b>Nigel Bryce Matthew Duigan</b></p>
	<p>The meeting, which commenced at <b>Error! Unknown document property name.</b>, closed at Time Not Specified.</p>	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public..

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**Minutes****Central & South Planning Committee****Tuesday, 20 July 2010****Meeting held at Committee Room 5 - Civic Centre,  
High Street, Uxbridge UB8 1UW****Published on: 23 July 2010****Come into effect on: Immediately**

HILLINGDON  
LONDON

	<p><b>Members Present:</b> Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) Mike Bull Paul Buttivant Brian Stead Janet Duncan David Allam</p> <p><b>Officers Present:</b> James Rodger Nigel Bryce Manmohan Ranger Keith Lancaster Gill Brice</p> <p><b>Also Present:</b> Councillors Sandra Jenkins (in part), Pat Jackson (in part), Richard Mills (in part)</p>
11.	<p><b>Apologies for Absence</b></p> <p>Apologies had been received from Councillor Paul Buttivant with Councillor George Cooper substituting and Councillor Peter Curling with Councillor Dave Allam substituting.</p>
12.	<p><b>Declarations of Interest in matters coming before this meeting</b></p> <p>Councillors Janet Duncan and Dave Allam declared a personal and prejudicial interest in Item 14 and left the meeting whilst the item was discussed.</p>
13.	<p><b>Matters that have been notified in advance or urgent</b></p> <p>The Chairman had agreed an urgent Part 2 Item to ensure that officers had the appropriate authority to take enforcement action against an unauthorised operation should a breach of planning occur.</p>

<p>14.</p>	<p><b>To confirm that the items of business marked Part 1 will be considered in Public and that the items marked Part 2 will be considered in private</b></p> <p>It was confirmed that all items notified in Part 1 were considered in public and all items in Part 2 were considered in Private.</p>	<p><b>Action By:</b></p>
<p>15.</p>	<p><b>REAR OF 16 AND 17 PEACHEY LANE, ADJACENT 5-8 AND 9-13 CARLTON COURT, BOSANQUET CLOSE, COWLEY</b></p> <p><b>Two storey detached building comprising 2 two- bedroom flats, with parking provision and installation of vehicular crossover.</b></p> <p><b>66644/APP/2009/2784</b></p> <p>In accordance with the Council's constitution a representative of the petition received objecting to the proposal addressed the meeting. The agent was not present at the meeting.</p> <p>The following points were made by the petitioner:</p> <ul style="list-style-type: none"> <li>• This was one of two applications on this site, as there was a further application for 6 flats on 17 Peachey Lane.</li> <li>• The building line had been breached as it was in front of the adjoining dwellings.</li> <li>• There would be a considerable loss of daylight and sunlight to adjoining properties.</li> <li>• The proposed building does not complement the street scene.</li> <li>• The maisonettes adjoining this site had been made to look like semi-detached houses.</li> <li>• Residents had concerns about the distance between the outside staircase and Carlton Court.</li> <li>• Inadequate parking was being provided, there is a residents parking zone, which finishes at the new building.</li> <li>• There are concerns regarding deliveries being made to the site during the construction phase.</li> <li>• The committee should put residents first and make a site visit so they can gain an insight into the proposals as a whole.</li> </ul> <p>A Ward Councillor addressed the meeting making the following points:-</p> <ul style="list-style-type: none"> <li>• Ward Councillors fully support the residents in their objections to this application.</li> <li>• The number of residents that signed the petition shows the strength of feeling against this application.</li> <li>• The application breaches PPS3 in regard to backland development.</li> </ul>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>

- Parking was a major issue in this area with a parking scheme in place access to Bosanquet Close due to the road structure was not easy.
- If parking on street occurred this would block access to Carlton Court and access for Emergency Vehicles.
- It was reasonable to assume that the occupants would have more than two vehicles due to the demographics of the property.
- There was not a clear divide between the amenity space being provided, which could lead to conflict.
- The proposal would overlook Carlton Court causing loss of privacy.
- The external staircase would cause a number of problems to adjoining residents.
- Would ask the committee to consider visiting the site to see for themselves the concerns raised by residents.

In answer to an issue raised in relation to visibility splays officers advised the committee that as there was no footpath there was no requirement for public visibility splays. The existing parking had been replicated by the application and as the proposal was at the end of a cul-de-sac traffic levels would not be an issue.

The Chairman asked officers to clarify the building line and the application not being in accordance with PPS3, backland development.

Officers advised the committee that there was no established building due to the layout of the area. In regard to the proposal not being in accordance with PPS3, the site access was afforded from another road so was not technically classed as backland development.

In answer to an issue raised in relation to the distance between the proposed staircase and Carlton Court, officers advised that the distance was 14.5 metres and complied with the Council's standards.

The member felt that details on the plan were incorrect and suggested that the application be deferred to enable members to make a site visit. This would enable members to be satisfied that the plans were correct as it was the plans that the committee approved. There were also other inconsistencies that would be better looked at on site.

It was moved and seconded that the application be deferred to enable members to make a site visit.

**Resolved – That the application be Deferred to enable a site visit to be undertaken by Members.**

<p>16.</p>	<p><b>186 GROSVENOR CRESCENT, HILLINGDON</b></p> <p><b>Conversion of existing dwelling to 2 two-bedroom flats to include a two storey side/rear extension with associated parking and amenity space.</b></p> <p><b>25424/APP/2010/1133</b></p> <p>This application was withdrawn from the agenda by the Head of Planning and Enforcement for consideration and re-consultation with residents on amended plans received.</p>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>
<p>17.</p>	<p><b>132 RYEFIELD AVENUE, HILLINGDON</b></p> <p><b>Change of use of basement and ground floor from Class A4 (Drinking Establishments) to Class A1 (Shops), involving alterations to elevations, installation of ATM machine at front and demolition of existing single storey side extension, conversion of existing residential unit to 2 one-bedroom, 1 two- bedroom and 1 studio flat, to include 2 rooflights to rear, alterations to south elevation to include re-instalment of existing metal staircase leading to first floor flat and new roof terrace and associated parking (Resubmission.)</b></p> <p><b>1728/APP/2009/2566</b></p> <p>In accordance with the Council's constitution 8 representatives of 8 petitions received objecting to the proposal and the agent addressed the meeting.</p> <p>The following points were made by the petitioners:</p> <ul style="list-style-type: none"> <li>• There are three shopping parades in this area with a mix of products and services providing the community with all they needed.</li> <li>• If allowed it would lead to smaller shops in the parade closing to the detriment of the area.</li> <li>• The supermarket was neither required or desired.</li> <li>• The existing convenience store included a Post Office, if this supermarket was allowed it may cause the retail side to shut and this may force the closure of the Post Office. This would lead to the elderly and disabled having to travel further to a Post Office.</li> <li>• The parking provided would be unrealistic and only provided for 2 disable parking spaces.</li> <li>• Double parking by people visiting the shops already occurred and cars already park on the pavement to use the shops.</li> </ul>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>

- There are a number of schools in the area and the use would be detrimental to pedestrian safety. The 20 mph speed limit that had already been introduced was often exceeded.
- Delivery vehicles would block access to the service road at the rear, which would prevent access to resident's garages.
- Delivery vehicles would need to either reverse into or out of the service road as there was no turning point.
- Traffic calming measures already existed in the area.
- Increased opening hours would increase anti social behaviour in the area.
- The gated access road was paid for by the Council and residents, there were concerns that this would be left open or damaged by delivery Lorries to the supermarket.
- The viability and vitality of parade would be affected by this proposal.
- The proposal would result in the loss of larger accommodation as the property originally had 7 bedrooms.

The following points were made by the agent:

- The proposal had been discussed extensively with planning officers.
- Car parking as shown on the drawing was acceptable to officers.
- Extending the footpath would assist pedestrian safety.
- Auto track drawing had been provided for 3 tonne and 7 tonne delivery Lorries.
- The change of use to a supermarket was not required.
- If the application was refused the community would lose 4 residential units.
- Refusal would mean an increase in the illegal parking and dumping of rubbish.
- There was already vandalism in the area and damage had already occurred to the building.

A Ward Councillor addressed the meeting and made the following points:

- All the Ward Councillors support the resident's objections to the proposal.
- A survey of the area had been undertaken and showed the strength of feeling against the proposal.
- We are aware that the change of use does not need planning permission and not refused just because it was not wanted
- Would ask the committee to refuse the application as recommended by officers.

	<p>The Committee asked officers to review the situation on site to ensure that no unauthorised works was taking place.</p> <p>Clarification was sought on three issues raised in relation to the proposals impact on the bus stop, loss of residential accommodation and issues raised in relation to noise pollution.</p> <p>Officers advised that the frequency of the buses and delivery vehicles to the site was not robust enough for a refusal reason. The applicant would not have control over the size of delivery vehicles visiting the site. Discussions had taken place in relation to the extension of the footpath and this was reflected on the drawings. Auto track drawing had been provided for refuse vehicles and an alternative exit route would be required. Refuse collection for the retail use could be serviced by a smaller vehicle but this would be a matter for the applicant.</p> <p>In regard to the issue raised in relation to loss of residential accommodation officers reported that H7 supports the principle of converting residential into more units. With appropriate sound insulation, which could be covered by condition making the residential units would be acceptable.</p> <p>The change of use does not require planning permission but there may be operational works that require planning permission, only highway issues could be considered in this context.</p> <p>Concerns were raised in relation to the external staircase and the overlooking that would occur from the proposed amenity space. Officers suggested that if members had concerns about these issues two informatives could be added to ensure that in any re-submission they were addressed. The committee agreed to two additional informatives being added.</p> <p>The recommendation for refusal with the additional informatives added was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved – That the application be Refused, for the reasons set out in the officer’s report with an additional 2 informatives added in regards to the external staircase and overlooking from the proposed amenity space.</b></p>	
18.	<p><b>8 HINTON ROAD, UXBRIDGE</b></p> <p><b>Change of use from single family dwellinghouse to an HMO with six bedrooms (Retrospective application.)</b></p> <p><b>65415/APP/2009/2657</b></p>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>

In accordance with the Council's constitution a representatives of the petition received objecting to the proposal and the agent addressed the meeting.

The following points were made by the petitioner:

- The plans submitted are incorrect and do not reflect the layout of the property.
- There was no legal right of access to the rear for No. 8 Hinton Road.
- Had sufficient sound proofing been shown on the plans as the party walls were thin?
- The parking required for a House in Multiple Occupation (HMO) had not been provided.
- Documents of the Council's website gave two different percentages for the number of HMO's in any road.
- Assumptions had been made in the officer's report rather than facts.

The following points were made by the agent:

- The property was purchased in 2007 to renovate the property as a family home.
- Due to the amount of work needed to be undertaken it was decided to use as an HMO in the short term.
- Had an administrative error not occurred the proposal would have been permitted development?
- Work had been undertaken on the property to improve the appearance and up date the interior.
- Students and young professional people would benefit from this accommodation.
- One parking space had been provided at the front of the property with an additional space and cycle storage at the rear.

In answer to a question raised in relation to the layout members were informed that the common room had not yet been knocked through. Rooms 3, 4 and 5 were on the 1<sup>st</sup> floor and the applicant advised that he occupied the top floor.

Members asked whether there was a kitchen on the top floor as this was not shown on the plans before committee.

The committee was informed that there was a kitchen on the top floor.

As the plans before the committee were not in accordance with the information being provided by the applicant it was asked whether the committee could determine the application.

	<p>Officers advised the committee that accurate plans would be needed to enable to determine the application. It was suggested that the application be deferred for amended plans to be submitted.</p> <p>Clarification was sought in regards to the legal issue raised in the report regarding the right of way over the rear access road. Objectors had raised concerns that the applicant did not have legal right of way over the rear access road.</p> <p>The issue between the neighbouring landowners was a Civil Law matter.</p> <p>The Legal Adviser reported that the general rule, under PPS 1: General Principles was that private rights of access issues were considered private interests and not a material consideration. However, where there was a potential planning impact private rights of access may become material. The application raised the possibility that the private access issue, if unresolved, may cause some of the development (on-site car parking) to be unimplementable. In such situations, it was advised that the issue be necessarily linked to some other reason for refusal</p> <p>Members asked that the applicant be asked to demonstrate that he had legal right of way over the access road in writing.</p> <p>Amended plans should also show security measures to be provided at the rear of the property.</p> <p>Clarification was sought on whether No.9 Hinton Road was an HMO and what the percentage of properties in this road was.</p> <p>It was moved, seconded and on being put to the vote was agreed that the application be deferred to enable accurate plans to be provided and written information demonstrating that the applicant had legal right of way to the rear access road.</p> <p><b>Resolved – That the application be deferred to enable correct and amended plans to be provided, written information demonstrating that the applicant has right of way over the rear access road and clarification of what percentage of properties in Hinton Road was in HMO use.</b></p>	
19.	<p><b>26 MANOR ROAD, HAYES</b></p> <p><b>Conversion of detached garage to a habitable use for use as playroom (Retrospective Application)</b></p> <p><b>50949/APP/2009/2309</b></p>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>



	<p>Members asked that the condition in regards to parking be amended.</p> <p>Officers suggested and it was agreed by committee that Condition 2(iv) be deleted as it does not relate to the proposal. An additional condition be added for details to be submitted showing the siting of two parking spaces at the front of the site.</p> <p>The committee also agreed an additional condition to restrict the use as a playroom.</p> <p>The recommendation for approval was moved, seconded with the amendment and on being put to the vote was agreed.</p> <p><b>Resolved – That the application be Approved subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting with the condition 2(iv) being deleted and an additional two conditions added as follows:-</b></p> <p><b>Additional Conditions</b></p> <p><b>The outbuilding hereby approved shall only be used as a playroom as stated on the application form and approved drawings. It shall not be used for purposes such as a living room, bedroom, kitchen, bathroom, study or as a separate unit.</b></p> <p><b>Reason</b>  <b>To avoid any future undesirable fragmentation of the curtilage or the creation of a separate residential use, so as to protect the amenity of adjoining residential properties in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.</b></p> <p><b>Details to be submitted showing the siting of two parking spaces at the front of the site.</b></p>	
20.	<p><b>VERSATILE HOUSE, BENTINCK ROAD, YIEWSLEY</b></p> <p><b>Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation ref: 59436/APP/ 2007/3615 dated 22/01/2008: Redevelopment of site to provide 9 two-bedroom flats in a residential block with associated parking and access (involving demolition of existing building.)</b></p> <p><b>59436/APP/2010/721</b></p>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>

Officers advised that condition 7 needed to be amended to include 'dedicated and allocated', condition 8 be amended to delete 'a minimum' as this had been repeated and condition 19 deleted.

In answer to an issue raised in relation to the number of electric charging points being provided officers advised that this was a nine unit development, which would only support one electric charging point.

It was suggested that the condition on the addendum sheet in relation to electric charging points be amended to add 'minimum of one'. This amendment was agreed by the committee.

Officers advised that if they had concerns about the number of electric charging points this should be looked at as a change to policy.

The recommendation for approval was moved, seconded and on being put to the vote was agreed.

**Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting with condition 19 deleted, conditions 7 & 8 amended and an additional condition added as follows:-**

- 7. None of the dwellings hereby approved shall be occupied until the car parking spaces to be dedicated and allocated, including 1 space for people with disabilities, have been provided and marked out in accordance with the details shown on drawing no. 120/30 Rev A and thereafter permanently retained and used for no other purpose.**

**REASON**

**To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan.**

- 8. None of the dwellings hereby approved shall be occupied until the on-site secure cycle storage facilities which must provide a minimum of 9 cycle parking spaces as shown on drawing no. 120/30 Rev A has been provided and thereafter the approved facilities shall be permanently retained.**

	<p><b>Reason</b>  <b>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).</b></p> <p><b>Additional Condition to be added that a minimum of one electric charging point be provided on site.</b></p> <p>During the discussion on this item 10.30 was reached, it was moved, seconded and agreed that the meeting continue until 10.45 p.m.</p>	
21.	<p><b>S106 Quarterly Monitoring Report - Up to 31 March 2010</b></p> <p>Members received a report updating them on the current position in relation to S106 agreements.</p> <p><b>Resolved – That the report be noted.</b></p>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>
22.	<p><b>Enforcement Report</b></p> <p><b>Resolved</b></p> <ol style="list-style-type: none"> <li>1. <b>That enforcement action as recommended in the officer’s report be agreed.</b></li> <li>2. <b>That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</b></li> </ol>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>
23.	<p><b>Enforcement Report</b></p> <p><b>Resolved</b></p> <ol style="list-style-type: none"> <li>1. <b>That enforcement action as recommended in the officer’s report be agreed.</b></li> <li>2. <b>That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.</b></li> </ol>	<p><b>Action By:</b></p> <p><b>James Rodger Nigel Bryce</b></p>
	<p>The meeting, which commenced at 7.00 p.m., closed at 10.42 pm.</p>	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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## Report of the Head of Planning & Enforcement Services

**Address** HAYES SOCIAL & SPORTS CLUB, 143 CHURCH ROAD HAYES

**Development:** Demolition of existing Sports and Social Club and erection of 24 apartments and 8 maisonettes, with associated landscaping and parking.

**LBH Ref Nos:** 65797/APP/2010/1176

**Drawing Nos:** JBA 10/67 TSO Rev B (Tree Protection Plan)  
Revised Transport Statement by BAC Partnership dated 10th June 2010  
Open Space Assessment by David Ames Associated dated June 2010  
Renewable Energy Statement (Ref: SRP3913 Issue 1) by BBS  
Air Quality Assessment (Report Number 999/1/D1) by AQA  
Design and Access Statement by David Ames Associates dated May 2010  
Review of Policies R4 and R5 of Adopted Hillingdon UDP by David Ames Associates dated February 2010  
Habitat & Protect Species Site Assessment Report  
S09-205-100 (Land Survey)  
Arboricultural Constraints Report by JBA  
Arboricultural Implications Assessment by JBA  
Arboricultural Method Statement  
4169LP (1:1250 Location Plan)  
4169/4.02 Rev B (Proposed First Floor Plans)  
4169/4.03 Rev B (Proposed Second Floor  
4169/4.04 Rev B (Proposed Roof/Third Floor Plans)  
4169/4.05 Rev C (South Elevation & East Elevations)  
4169/4.06 Rev C (North Elevation and West Elevation)  
4169-01 Rev G (Proposed Site Plan)  
First Floor Separation Diagram

<b>Date Plans Received:</b>	21/05/2010	<b>Date(s) of Amendment(s):</b>	25/05/2010
<b>Date Application Valid:</b>	25/05/2010		06/06/2010
			10/06/2010
			11/06/2010
			27/07/2010
			28/07/2010

### DEFERRED ON 28th July 2010 FOR FURTHER INFORMATION .

The application was deferred from the 13th July 2010 Central and South Planning Committee so that further information and details could be provided as detailed below:

1. Investigate the potential of erecting security gates at the site entrance
2. Clarification of wheelchair accessibility to flat 1 amenity space
3. Defensible space between ground floor windows and communal amenity space
4. Plans showing gates to the side of the amenity space
5. Plans demonstrating that the layout of the maisonettes afford access to the rear
6. Provision of privacy screening between second and third floor windows to prevent internal overlooking
7. Provision of obscure glazing to windows in the flank wall of the proposed unit 20
8. Privacy concerns to be addressed for the top floor flats to prevent overlooking from the amenity space.

Additional information and amended plans have been provided in relation to each of these points, which are addressed in turn below.

## 1. POTENTIAL OF ERECTING SECURITY GATES AT THE SITE ENTRANCE

The applicant has reviewed the potential of providing security gates and provided details of by correspondence dated 27/07/10.

The correspondence outlines four issues which the applicant considers to be prejudicial to the provision of security gates at the site:

a) Rights of Way. The applicant has indicated that all parties with a right of way over the land where the gate were to be installed would have to accept the installation of such a gate via a formal agreement. This would include all existing occupiers at Chartwell Court and any sub-tenants of the garages.

The applicant puts forward that if one party did not accept this, the gates could not be introduced.

Planning Case Officer Comment - Having regard to this it is not considered that the applicant could be reasonably required to provide such a gate. It is also considered that the provision of such gates may make the use of the Chartwell Court garages for parking less convenient for existing residents.

b) Cost. The applicant has put forward the installation of such a gate would add cost implications which may prejudice delivery of the scheme. However, it is not considered that the cost of such an installation would be so great as to make the scheme undeliverable.

c) Safety. The applicant has put forward safety concerns due a young girl recently being badly hurt in electric gates and the use of the site for social rented accommodation which would likely include young families.

Planning Case Officer Comment - The applicants concerns are noted; however it is not considered that an access gate would present any substantial safety concerns if properly installed.

d) Precedent. The applicant considers that the provision of security gates is a poor design solution which leads to issues of social exclusion and sets the wrong impression in today's society.

Planning Case Officer Comment - Consideration of social equality is necessary in relation to the current adopted policy context, including PPS1, and it is accepted that the provision of gated developments can in certain circumstances represent a poor design approach in this respect which must be balanced against other material considerations such as security.

The cost and safety implications put forward by the applicant are not accepted by Officers. However, it is not considered that the applicant can be reasonably required to provide an access gate at the entrance given the existing rights of way and the Metropolitan Police Crime Prevention Design Advisor considers that the provision of CCTV to the access/parking area and other aspects of Secure Design adequate in terms of security.

In this instance it is considered that the development will achieve an appropriate level of security in accordance with policy without the provision of an access gate and it is not considered that the scheme could be reasonably refused due to lack of such provision.

## 2. CLARIFICATION OF WHEELCHAIR ACCESSIBILITY TO FLAT 1 AMENITY SPACE

The applicant has submitted amended plans which now clearly show the provision of doors between the units living room and amenity space, which would provide direct and level access to a patio terrace.

This arrangement would provide for direct and convenient access to the amenity space for all potential occupiers of this unit.

## 3. DEFENSIBLE SPACE ADJACENT BETWEEN GROUND FLOOR WINDOWS AND COMMUNAL AMENITY SPACE

The applicant has provided amended plans which clearly demonstrate provision of planting and 1.2m high railings within the communal amenity space and adjacent to ground floor windows. The railings would provide for a 1m deep defensible space adjacent to these windows which would keep users of the amenity space at a reasonable distance from the windows and enhance security.

Similar arrangements have been considered acceptable at other sites, including at Harlington Road Depot (Ref: 4501/APP/2009/535), and it is considered that the proposed amendment would ensure adequate amenity and security for the future occupiers of these units.

## 4. PLANS SHOWING GATES TO THE SIDE OF THE AMENITY SPACE

Amended plans have been provided which demonstrate the provision of railings and access control around the boundaries of the communal amenity areas and children's play area.

All boundaries between communal and private amenity space are appropriately defined by railings and access to the area between the eastern flatted block and existing garages is shown to be controlled by gates.

It is considered that the amended plans adequately demonstrate the provision of boundary treatments and access control to necessary areas of the site.

## 5. PLANS DEMONSTRATING THAT THE LAYOUT OF THE MAISONNETTES AFFORD ACCESS TO THE REAR

Amended plans have been provided which demonstrate that a straight route would be available between the front and rear doors of the maisonettes in order to enable access with ladders etc.

While the internal layout of the units has not been amended, this is considered to demonstrate that appropriate access could be achieved through the hallway and a small area of the living room.

Such arrangements are commonplace within terraces throughout the UK and are considered to provide an appropriate arrangement with regard to maintenance and the amenity of future occupiers.

## 6. PROVISION OF PRIVACY SCREENING BETWEEN SECOND AND THIRD FLOOR WINDOWS TO PREVENT INTERNAL OVERLOOKING

The applicant has submitted amended plans, which demonstrate the introduction of angled bay windows to units 2, 6 and 12 which would ensure that no inter-visibility exists between these units and units 1, 7 and 13 in the south eastern corner of the proposed eastern block.

In relation to overlooking the HDAS - Residential Layouts states that 'As a guide, the distance should not be less than 21m, between facing habitable room windows.'

While there are units located to the northern side of the proposed eastern block with windows at 90 degree angles to each other, these windows are not facing one another. Nonetheless the relationship between these windows has been carefully examined by officers and a clarification plan (First Floor Separation Diagram) has been provided by the applicant.

The First Floor Separation Diagram shows the level of potential overlooking between the habitable rooms which are at 90 degree angles to each other. It is considered that this relationship would not result in an unacceptable level of overlooking.

Overall, it is considered that the level of inter-visibility between habitable internal spaces would be so limited that it would not give rise to any material harm to the amenity of future occupiers. The scheme would therefore comply with Policy BE24 of the Saved Policies UDP and guidance within the HDAS - Residential Layouts.

## 7. PROVISION OF OBSCURE GLAZING TO WINDOWS IN THE FLANK WALL OF THE PROPOSED UNIT 20

The applicant has submitted amended plans which clearly demonstrate the provision of obscure glazing to the secondary bedroom window and bathroom window within the western elevation of the block.

This would prevent any overlooking of neighbouring units in accordance with Policy BE24 of the Saved Policies UDP.

## 8. PRIVACY CONCERNS TO BE ADDRESSED FOR THE TOP FLOOR FLATS TO PREVENT OVERLOOKING FROM THE AMENITY SPACE.

The applicant has submitted amended plans which alter the layout of the roof terrace within the eastern block.

The amended plans demonstrate the provision of soft landscaping around the edge of the communal area, and the subdivision of the space to provide a communal area and two private terraces.

The separation between the communal area and habitable room windows within the top floor is consistent with that secured adjacent to the ground floor amenity spaces and is considered appropriate in terms of both securing the amenity and security of the future occupiers of these units.

### 1. SUMMARY

The proposal seeks the redevelopment of the site to provide a residential development comprising of 32 units within 2 blocks, associated car parking and landscaping. All of the



proposed units are to be provided as affordable housing in the form of the either socially rented or intermediate units.

The application was deferred from the Central and South Planning Committee on the 13th July 2010 for clarification and amendments to address various issues as set out in the Deferred Details Section of this report. Additional information and amendments have been received which are considered to adequately address these issues.

The applicant has submitted a detailed open space assessment and policy review, which are considered to demonstrate that there are adequate open space and recreation facilities available to meet the needs of the area and that there are no feasible alternative open space or recreation uses for the site. Accordingly, no objection is raised to the principle of the development.

There would be limited views of the development from Church Road and the scheme is considered to be of a design which would appropriately harmonise with the character and appearance of the surrounding area. Furthermore, appropriate tree retention and landscaping proposals are indicated which would ensure an appropriate landscape environment within the development and surrounding area.

Adequate amenity areas would be provided, as would play provision for under 5's in the form of a Local Area of Play. Overall, the development would provide a high quality residential environment for future occupiers and it is not considered that it would give rise to any significant detrimental impacts on neighbouring occupiers.

Subject to conditions the proposed development would secure an appropriate outcome in terms of accessibility, security and sustainable design objectives.

In addition the development would make a significant contribution towards the provision of affordable housing within the borough and, subject to a legal agreement, would provide contributions to mitigate its impacts on local facilities.

Accordingly, the application is recommended for approval subject to a legal agreement and conditions.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, 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) Affordable Housing - The provision of 100% of the development as affordable housing by habitable room and securing that the Council must be afforded full nomination rights for the development.**

**ii) Education Contribution - The provision of a contribution of £146,486 towards educational facilities.**

**iii) Healthcare Contribution - The provision of a contribution of £15,745.41 towards healthcare facilities.**

iv) **Community Facilities Contribution** - The provision of a contribution of £20,000 towards community facilities

v) **Libraries Contribution** - The provision of a contribution of £1,671.41 toward local libraries facilities.

vi) **On site construction training** - £2,500 per million of build cost or the provision of onsite training of construction workers.

vii) **Off site recreational and sporting facilities** - £25,095.

viii) **Project Monitoring and Management** - 5% of the total cash contributions.

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 the 24th August 2010, the S106 Agreement has not been finalised, delegated powers be given to the Head of Planning and Enforcement 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 affordable housing provision, educational facilities, healthcare facilities, community facilities, library facilities, construction training, off site recreational & sports facilities and project monitoring & management. 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), Policies 3A.9, 3A.10, 3A.11, 6A.4 and 6A.5 of the London Plan and the Council's Supplementary Planning Document for Planning Obligations (Adopted July 2008).

e) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement 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.

**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 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).

**4 RPD14 Glazing to balconies**

Glazing to balconies shall be glazed with permanently obscured glass for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 M5 Means of Enclosure - details**

Before the development is commenced, details of boundary fencing or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

The means of enclosure shall include gated accesses to the sides of buildings, boundary treatments to communal & private amenity areas and means of enclosure of the Children's play area.

REASON

To safeguard privacy to adjoining properties in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 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).

**7 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

**REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 TL2 Trees to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON**

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

**9 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).

**10 TL5 Landscaping Scheme**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works (including the landscaping of roof terraces) 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: -

- Proposed finishing levels or contours,
- Signs and lighting,
- 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.

The submitted landscaping scheme shall ensure that the private amenity area servicing

units 1 and 5 are secure and only accessible to the occupiers of these units.

**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).

**11 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).

**12 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).

**13 TL19 Play Areas**

No development shall commence until full details of the setting out of the proposed play area (LAP); including the installation of play equipment, boundary treatment and measures to prevent unauthorised access; have been submitted to, and approved in writing by, the Local Planning Authority. The play area shall be implemented in accordance with the approved details prior to the occupation of the development and thereafter retained and maintained for the lifetime of the development.

**REASON**

1) To ensure that the development makes adequate provision for children's play in

accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 3A.19; and

2) To ensure the safety of the play area 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.'

**14 TL20 Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**15 NONSC Defensive Space**

No development shall commence until details of measures to ensure the provision of defensive space adjacent to ground floor windows within communal areas have been submitted to, and approved in writing by, the Local Planning Authority.

**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.

**16 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 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 ensure adequate refuse and recycling facilities are provided, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4B.1 and 4A.22.

**17 NONSC Recycling Facilities for Chartwell Court**

No development shall take place until details of the retention or re-provision of at least one 1100l recycling bin to service the needs of Chartwell Court have been submitted to,

and approved in writing by, the Local Planning Authority. Thereafter the scheme shall be implemented in accordance with the approved details.

**REASON**

In order to ensure adequate recycling facilities are maintained for Chartwell Court in accordance with Policy 4A.22 of the London Plan (February 2008).

**18 H14 Cycle Storage - details to be submitted**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage, changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. 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).

**19 H1 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate) must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

**20 NONSC Car Parking Allocation**

Prior to the commencement of development a scheme for the allocation of parking spaces shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking area shall be marked out in accordance with the approved plans; designated and allocated for the sole use of the occupants of the development in accordance with the approved scheme; constructed prior to occupation of the development; and thereafter be permanently retained and used for no other purpose. The allocation scheme shall ensure that car parking spaces are located within reasonable proximity to the units they will serve.

**REASON**

In order to ensure the development is adequately serviced by car parking spaces and to meet the needs of disabled persons in accordance with Policies AM7, AM13 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).



**21 SUS1 Energy Efficiency Major Applications (full)**

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation contained within the submitted report entitled 'Renewable Energy Statement' reference 'SRP3913 Issue 1' shall be integrated into 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).

**22 SUS4 Code for Sustainable Homes details**

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

**REASON**

To ensure that the objectives of sustainable development identified in policies 4A.1 and 4A.3 of the London Plan (February 2008).

**23 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**24 SUS8 Electric Charging Points**

Before development commences, plans and details of at least 3 electric vehicle charging point(s), serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

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

**25 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.

**26 DIS5 Design to Lifetime Homes Standards & to Wheelchair Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, and shall include within the design of each wheelchair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

**27 NONSC Lift Provision**

Prior to the commencement of the development details of the lift within the eastern block containing 20 units shall be submitted to, and approved in writing by the Local Planning Authority. The lift and lift shaft shall be specified to be suitable for means of escape in the event of a fire and shall service all floors within the block.

**REASON**

To ensure that the development provides adequate means of escape for disabled persons in accordance with Policies 3A.5, 3A.17 and 4B.5 of the London Plan and the Hillingdon Design and Accessibility Statement - Accessible Hillingdon

**28 NONSC Sound Insulation Scheme**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise from Hayes Football Ground has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria of 30-40dBA in accordance with requirement under BS82331999. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise football ground in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

**29 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 and verification information submitted to, and approved in writing by, the Local Planning Authority before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

Any imported material, such as soil, shall be tested for contamination levels therein to the satisfaction of the Council.

**REASON**

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**30 NONSC CCTV System**

No development shall commence until details of a CCTV system and associated lighting to service the development have been submitted to and approved in writing by the Local Planning Authority. The approved CCTV system and associated lighting shall be implemented in accordance with the approved details prior to occupation of the development and thereafter permanently retained and maintained.

**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.

**31 RPD2 Obscured Glazing and Non-Opening Windows (a)**

The windows facing west within unit 20 shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 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 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.

BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
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.
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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            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).

**5**            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.

**6**            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.

**7**            123            **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

**8**            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).

**9**            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).

## **10            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](http://www.aoa.org.uk/publications/safeguarding.asp))

## **11**

You are encouraged to ensure that all flats and houses provided as part of this development must have a food waste grinder included as standard as part of the kitchen sink unit to allow residents to indirectly recycle their food wastes by grinding it and washing it down into the waste water system for composting by the relevant water company.

## **12            149            Secured by Design**

The Council has identified the specific security needs of the application site to be:

- (i) CCTV surveillance of parking along the access road;
- (ii) Secure design for cycle parking provision;
- (iii) Defensible space adjacent to ground floor windows (see condition 15);
- (iv) Appropriate boundary treatments;
- (v) All other aspects of buildings/lighting design to comply with Secured by Design objectives; and
- (vi) access control to the amenity areas and children's play space.

You are advised to submit details to overcome the specified security needs in order to comply with condition 25 of this planning permission.

## **13**

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Councils central CCTV system.

### **3.            CONSIDERATIONS**

#### **3.1           Site and Locality**

The site is that of the Hayes Social and Sport Club on Church Road in Hayes, which is located in proximity to other sports, community and retail facilities including at Barra Hall Park (approximately 380m away) and Hayes Town Centre (approximately 480m away) and Botwell Leisure Centre (approximately 740m away).

The site is irregular in shape, consisting of a square area to the west of the existing garages serving Chartwell Court, on which the Social Club building and bowls green are located. To the south of Chartwell Court is a relatively wide access route from Church road which is largely covered with hardstanding with the exception of a small landscape strip adjacent Church Road. The existing social club building is a part two and part single

storey structure which sits tight against the western boundary with the rear gardens of nos. 6a and 36 Evergreen Way and has a dominant impact on these properties.

Use of the site as a bowl club ceased three years ago when the Bowls Club merged with the nearby bowls club on Botwell Lane (adjacent to the Botwell Leisure Centre) to form the Hayes Bowling Club (and now utilise that facility). The current use of the site as a children's day nursery, although the planning history indicates that planning permission has not been granted for a change of use (D1 - D2).

Church road is a residential street with the built form consisting primarily of 2 storey houses generally of pitch roof design, however Chartwell Court is a 3 storey flatted block directly to the east of the application site and there are some other examples of 3 storey buildings in the locality. The area is considered to be suburban in character having regard to the predominant built form, the type of road and the significant level of street planting and frontage landscaping.

To the north of the application site is the Hayes Football Club, which is currently subject to an application for residential redevelopment. To the east and south are residential properties on Evergreen Road and Compton Road, respectively.

### **3.2 Proposed Scheme**

The proposal seeks the redevelopment of the site to provide a residential development comprising of 32 units, associated car parking and landscaping. All of the proposed units are to be provided as affordable housing in the form of either socially rented or intermediate units.

The proposed development would be provided in the form of two blocks.

The first block (eastern block), located to the west of the Chartwell Court garages, has a footprint which roughly approximates a cross and would be part 3 and part 4 storeys in height containing 20 units. The fourth floor would be set in by between 1.2m and 8m to reduce its visual bulk. A landscaped amenity deck and two private terraces would be provided on the roof.

The second block (western block) would be three storey block in the form of a staggered terrace of 8 maisonettes and 4 flats located to the west of the site. This block would principally have a mono-pitched roof, reducing in height towards the west and residential properties on Evergreen Way, and each of the staggered terraces would be approximately 20m long. Each of the maisonettes would have a private garden and the flats would rely on the communal amenity space provision.

Car parking, consisting of 36 spaces, is to be provided along the southern edge of the access road and to the front of the proposed blocks. This parking area is indicated to be largely of a home zone design with distinction provided within the hard surfacing materials, although a footpath would be provided along the northern side of the access road. A large proportion of the landscaping and tree the two trees adjacent to Church Road are to be maintained and tree planting and other soft landscaping is to be provided within key locations to soften the appearance of the car parking area.

Both of the proposed blocks would have landscaping provided to their frontages and a communal play amenity space, including a Local Area of Play, is proposed to the north of the site.

Bicycle and Refuse storage are provided within the built form of the eastern block, with additional facilities located within the central area of the site adjacent to soft landscaping.

### 3.3 Relevant Planning History

4327/APP/2008/3227 Hayes Football Club Church Road Hayes

Erection of 282 dwellings, comprising a mixture of 64 one-bedroom, 142 two-bedroom, 49 three-bedroom, 16 four-bedroom and 9 five-bedroom properties, along with a community hall and associated parking, landscaping, open space and new access arrangements.

**Decision:**

4327/APP/2009/2737 Hayes Football Club Church Road Hayes

Redevelopment of the site to provide 183 residential dwellings, comprising a mix of housing and flats including 1 studio unit, 25 one-bedroom units, 54 two-bedroom units, 92 three-bedroom units, 10 four-bedroom units and 1 five-bedroom unit, with associated amenity space, landscaping, new access road and car parking (AMENDED PLANS RECEIVED & AMENDED DESCRIPTION)

**Decision:**

65797/APP/2010/445 Hayes Social & Sports Club Church Road Hayes

Demolition of existing Sports and Social Club and erection of 24 apartments and 8 maisonettes, with associated landscaping and parking.

**Decision:** 21-05-2010 Withdrawn

### 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:

- |        |   |
|--------|---|
| PT1.10 | 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.                    |
| PT1.16 | To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.  |
| PT1.17 | To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing.  |
| PT1.21 | To seek publicly accessible recreational open space in association with proposals for development where appropriate to help reduce deficiencies in recreational |



open space or to ensure that provision does not fall below accepted standards.

- PT1.22 To seek the retention of existing recreation open space where there is an identified demand for such a facility or it makes a significant contribution to the visual amenity of the built up area.
- 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.
- BE14 Development of sites in isolation
- 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.
- 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
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- R4 Proposals that would involve the loss of recreational open space
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- 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:- **16th June 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application was advertised as a major development and 280 nearby owner/occupiers were consulted, including the Hayes Town Centre Residents Association and the Townfield Residents Association.

8 letters of objection have been received in relation to the scheme raising the following concerns:

- (i) Inadequate parking for the proposed development and for Chartwell Court;
- (ii) Traffic Generation;
- (iii) Highways Safety (Access Point);
- (iv) Loss of privacy to Chartwell Court;
- (v) Loss of light;
- (vi) Loss of views;
- (vii) Overcrowding and excessive density in the area;
- (viii) Pressure on local service including Council facilities, schools and GP's;
- (ix) Increase risks of crime;
- (x) Construction impacts;
- (xi) Loss of recreation use;
- (xii) Loss of nursery; and
- (xiii) Loss of recycling facility for Chartwell Court.

### SPORT ENGLAND

Sport England raise no objection to the loss of the Bowling Green and other facilities at 143 Church Road, this is on the basis that there could be a capacity enhancement (necessary to cope with additional future population) within existing areas of recreational open space. This could be secured via planning obligations, and thereby the impacts arising from future developments would be able to be mitigated.

We apply the sports facility calculator and recommend its use in such cases. We would expect such a procedure to be applied to all housing developments in Hillingdon given the scale and numbers of new housing proposed across the borough.

No objection.

BAA

No objection.

NATS

No objection.

MOD

No objection.

### Internal Consultees

#### POLICY

The application site is that of an existing Sport and Social Club (Bowls Club). As such the site is considered to have a lawful Use Class of D2 (Assembly and Leisure) and provides 'Outdoor sports

provision' in accordance with guidance within PPG17.

The change of use of the site to housing is therefore only acceptable subject to fulfilling the relevant tests contained within PPG17 (including its companion guide) and Policies R4 and R5 of the Council's Saved Policies UDP.

The tests contained within PPG17 and Policies R4 and R5 of the Council's Saved Policies UDP will be addressed in more detail by the Case Officer.

Main policy issues:

- (i) whether there are any alternative open land, recreational or leisure uses that the site could be utilised for
- (ii) whether the public open space is surplus to requirements
- (iii) whether the loss of the existing use would lead to a deficiency of these facilities within the local area (3.2km)
- (iv) whether users of the facility can be satisfactorily accommodated elsewhere in the vicinity.

The applicant for the above site has followed Council and Sport England advice by submitting a detailed Open Space Assessment, including a local supply and demand analysis, a R4 and R5 Policy Statement and they have carried out a community-wide consultation on the loss of the open space and the loss of the sport/leisure facility.

The two detailed reports are considered to demonstrate that no other appropriate uses (which could be feasibly introduced on the site) and that the loss of the existing facility will not lead to a deficiency in the level of open land, recreational or leisure facilities in within the Local Area.

The applicant has undertaken a thorough assessment of the provision of public open space in the study catchment area. The applicant concludes that the provision of open and recreation space in the catchment area is surplus to requirements. Paragraph 10 of PPG17 says that it should be demonstrated that developers have consulted the community and that their proposals are widely supported by that community.

The applicant has undertaken an independent public consultation on the loss of the open space and sport/leisure facility in accordance with guidance contained within the PPG17 Companion Guide. The outcome of this consultation is considered to demonstrate that the loss of the open space and sport/leisure facility is not a contentious issue with the community in the local area. As such, the local community did not raise a significant objection to the proposal on these grounds.

The information also confirms that the former users of the facility (Hayes Social and Sports Club) have amalgamated with Hayes Bowling Club in Botwell Lane, which provides alternative Bowling Green and club facilities in the locality (approximately 480m from the application site).

Conclusion:

On the basis of the information submitted (in particular the Open Space Assessment, R4 and R5 Policy Statement and the Sport England letter (attached)), it is considered that the proposal satisfies the relevant policy tests in relation to the loss of an open space and sport/leisure facility.

Accordingly, no objection is raised to the principle of the development in this case. However, the case officer would also need to be satisfied that the proposal accords with all other relevant provisions within the development plan, including meeting the recreational open space needs of future residents.

HIGHWAYS

The proposed housing is all in the affordable category and in order to represent a robust

assessment the trip generation from the TRICS database is based on normal unrestricted privately owned housing.

The traffic generated by the development is not considered to be significant to warrant any off site highway mitigation works.

No objections are raised on highway grounds.

#### URBAN DESIGN

The application site is situated along Church Road, in a predominantly residential area. The scheme proposes the demolition of the existing Sports and Social Club, and the development of the site for residential use. The application site abuts the Hayes Football ground to the north, low rise residential development in Evergreen Way to the west and Compton Road to the south, and an existing flatted development at the adjacent Chartwell Court which fronts Church Road to the east. The site is situated approximately 100 meters south of the Hayes Village Conservation Area.

The principal layout consists of three storey terraces with rear gardens along the western boundary. The terraces have been staggered slightly in order to reduce the bulk, scale and massing. Communal green spaces separate the terraces from the flatted block which is situated in the north east part of the site, next to the existing garages belonging to the adjacent Chartwell Court. Access to the site is through the existing access point from Church Road. Smaller amenity areas have been provided to the front of the flatted block, whilst a local area of play has been integrated in the green zone between the two major built elements, in accordance with pre-application advice. The scheme benefits from proposed additional planting along the access drive, as well as in front of the two new built elements. The vegetation is considered an important tool to enhance the spatial experience as one accesses the site from Church Road. Furthermore, it also creates a stronger sense of place, as well as an appropriate setting for the new development. The building design benefits from a plain contemporary approach, with a strong influence of glazed elements, which creates a light, transparent character, which assists in reducing the scale and massing. The scheme has been carefully considered in relation to the existing built context in terms of layout, position, height and scale, resulting in a redesign of the initial scheme. From an urban design point of view, the final submission is considered to fully overcome previous issues relating to layout, scale, height, massing, built character, design and quality of the open spaces.

#### TREES & LANDSCAPE

The submitted Arboricultural Implications Assessment and Arboricultural Method Statement set out an assessment of existing trees on site and proposals for tree retentions and removals. There is no reason to disagree with the conclusion and recommendations of these reports and the tree removal, retention and replacement proposals are considered acceptable.

The amended site layout (Revision D) addresses previous concerns relating to the feasibility of certain aspects of the proposed landscaping. No objection is raised to the proposed layout, subject to conditions TL1, TL2, TL3, TL5, TL6 and TL7.

#### ACCESS OFFICER

No objection subject to conditions to secure the implementation of the disabled units, implementation of Lifetime Homes standards and to ensure that the lift services all floor within the eastern block.

#### SUSTAINABILITY OFFICER

Ecology: No objections to the proposals as submitted.

Energy: No objections to the proposals as submitted.

Code for Sustainable Homes: The applicant has confirmed that the units will be built to Code Level 3. This will require a design stage certificate as well as a completion certificate.

#### WASTE STRATEGY

The 8 proposed maisonettes could be appropriately serviced by individual refuse/recycling storage within their curtilage.

For the proposed 24 flats it is recommended that a minimum of six 1100 litre eurobins be provided to provide for the storage of waste and recycling.

#### ENVIRONMENTAL PROTECTION UNIT - CONTAMINATION

There are no recorded former potentially contaminating land uses at the site. However, considering a residential development which includes houses with gardens is being proposed the development is vulnerable to contamination.

Based on the advice of PPS23, EPU advise that a contaminated land condition be attached to any permission that may be given.

#### ENVIRONMENTAL PROTECTION UNIT - NOISE

As the proposed development is sited within predominant resident area road traffic noise is unlikely to be an issue of consideration due to possibility of noise levels falling with below NEC A in accordance of PPG 24. However concerns exist in respect of noise from Hayes football ground adjacent the proposed development. A condition should be imposed to ensure a sound mitigation scheme is submitted and implemented.

#### ENVIRONMENTAL PROTECTION UNIT - AIR QUALITY

##### Air Quality

The proposed development is within the declared AQMA however, based on monitoring data from 800 metres away, it is in an area which is currently not exceeding the European Union limit value for annual mean nitrogen dioxide. The draft air quality assessment only looked at the impact on the new development at six receptor locations based on ADMS-Roads v.2.3 dispersion modelling for 2012, using projected traffic data for 2012. The report suggest that the new development will generate fewer vehicle movements than the previous use (not permitted uses based on Transport Statement), without being specific about the reasons, and therefore the assessment of the impact of the development on surrounding receptors was not considered. It also appears the cumulative impacts of committed developments were not taken into consideration in the assessment. The report concludes the background nitrogen dioxide levels calculated for the area will remain a little below the European Union limit value in 2012, with the levels at the six receptor locations falling well below this, as they are located at least 50 metres away from Church Road. PM10 levels are also calculated to be below the annual mean limit. The report could have been more thorough in its assessment, however given the projections there is no requirement for s106 for air quality

##### Energy Proposals

The Renewable Energy Statement indicates the use of biomass community heating would be too expensive to use and maintain at the proposed development. It was also indicated there was a lack of space at the development site for such an option. Air source heat pumps were put forward as a feasible option. As the current planning application does not include a proposal for biomass heating, no conditions are suggested.

##### Construction and Demolition

The air quality assessment considers the impact on the surrounding area of the development works (demolition/construction) at the site to be moderate. It states significant dust-soiling could occur within a distance of 50 metres, and a number of receptors, including 24 houses, a block of flats and a day nursery have been identified within this distance. PM10 impacts from development activities

could impact up to 15 metres from the site, and could potentially impact six houses and the day nursery. These potential impacts need to be considered within a construction management plan, submitted to the LPA for approval prior to any works commencing. The plan should follow the risk assessment approach as outlined in the GLA Best Practice guide and ensure all appropriate mitigation measures are employed to protect existing sensitive receptors, including a dust monitoring regime due to the proximity of the site to sensitive receptors. A condition is recommended to address this.

#### SECTION 106 OFFICER

See section 7.20 of the report.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

The site is currently occupied by a club house and bowling green, accordingly the proposed development would result in the loss of these facilities.

Part of the club house and land is currently being utilised as a children's day nursery, which falls within use class D1 (Non-residential institutions) and does not appear to benefit from planning permission. The current presence of this facility on site is therefore not considered relevant to consideration of the principle of the current proposal.

PPG17 defines bowling greens as 'Outdoor sports provision' and the lawful uses on site are considered to fall within class D2 (Assembly and Leisure) of the Use Classes Order.

London Plan Policy 3A.18 Protection and Enhancement of Social Infrastructure and Community Facilities seeks to resist the net loss of such facilities and increase provision.

PPG17 and its companion guide set out a number of issues which need to be addressed in relation to proposals which would involve the loss of such sites including:

- \* Community wide consultation on proposals; and
- \* a local supply & demand analysis.

The applicant has undertaken an independent consultation exercise on the application (this is in addition to the Council's own consultation) consisting of the dispatch of letters requesting comments to 350 residents and relevant groups and a public consultation event held at the Social Club. Only 8 people attended the consultation event and only 2 letters of were received. The comments of these letters included:

- \* Suggestions for alternative uses including supervised social club for teenagers, public park, remain a sports facility or a facility for older persons;
- \* The need to ensure the site is secured and prevent it being utilised by unsupervised youths; and
- \* A view that it would be preferable for the site to be developed for housing than remain an unsupervised area.

In relation to the Council's own consultation only 8 comments were received and of these only 1 raised concern in relation to the loss of sports facilities.

Given the significant number of people consulted, the limited response to the consultations is considered to indicate that, while neighbouring residents may have concerns about other aspects of the scheme, the loss of the sports and recreation use on this site is not a contentious issue within the local community. In addition it demonstrates that there are some problems with anti-social behaviour due to the unsupervised nature of the site at the moment, furthermore there would be some support for a proposal which would address these issues.

The applicant has also undertaken a detailed open space assessment which provides a detailed assessment of all relevant open space and sports facilities within 3.2km of the site. The Assessment concludes that there is adequate provision to meet the needs of the population.

It is worth noting that Sport England has raised no objection to the loss of facilities at 143 Church Road, this is on the basis that capacity enhancements (necessary to cope with additional future populations from development schemes) within existing areas of recreational open space could be secured via planning obligations.

Policy R5 of the UDP Saved Policies (2007) seeks to protect community land and facilities and provides the main policy context. It states:

'The Local Planning Authority will not grant planning permission for proposals which involve the loss of land or buildings used (or where the last authorised use was for) a sports stadium, outdoor or indoor sports and leisure facilities, public or community meeting halls, or religious, cultural and entertainment activities, unless adequate, accessible, alternative facilities are available.'

The subtext to policy R5 sets out that consideration of such proposals will have regard to:

- a) the suitability of the potential premises to serve the recreational and leisure needs of people living within walking distance, and also within 3.2km;
- b) the availability, location and accessibility of other existing or proposed alternatives for people who use the premises;
- c) the alternative uses suitable for any existing building which is architecturally worthy of retention.

In relation to part (a) of the policy the applicant has also submitted a separate planning statement in relation to policies R4 and R5 of the UDP. Read in conjunction with the open space assessment this demonstrates that there is no need for the continued use of the site as a Bowls Club as this use is being met by the Hayes Bowl Club (adjacent Botwell Green).

Furthermore, it demonstrates that having regard to the size of the site the only alternative sports uses would be as a MUGA or tennis court facility. Sport England have commented that 'Given the circumstances we concede that this is not likely to be possible on the site. Given the absence of a locally defined needs assessment it is difficult to advocate the provision of either facility type.' In addition Officers consider that either of these uses would generate significantly more noise than the existing use which would likely be detrimental to the amenity of neighbouring occupiers.

In relation to other community uses it is clear that the social club, despite being present has not been utilised for such purposes in a significant period of time, and there is an existing Conservative Club on the adjacent site which provides a similar type of community facility. There are also various community facilities, including a library, available nearby at Bar Hall Park and Botwell Leisure Centre. On the basis of the information available it does not appear that there is an alternative type of community facility which would be feasible, viable and appropriate on the application site. Subject to a Section 106 contribution to ensure that nearby community facilities are improved to meet the needs of the future occupiers it is not considered the site could be put to a more appropriate community use.

Part (b) of this policy is considered to be suitably addressed by the Open Space Assessment referenced above, and there are no buildings of architectural merit on site

which would be worthy of retention under part (c).

The proposal is therefore considered to comply with Policy R5 of the Saved Policies UDP.

Policy R4 of the Council's Saved Policies UDP seeks to resist the loss of land used as recreational open space (including those previously in private use), it states:

'The Local Planning authority will not normally grant planning permission for proposals which involve the loss of land use (or where the last authorised use was) for recreational open space, (including publicly accessible open space for playing fields, private or school playing fields, private or public allotments), particularly if there is (or would be) a local deficiency in accessible open space.'

The subtext to policy R4 sets out that consideration of such proposals will have regard to:

- (a) any local deficiency of accessible open space in terms of hierarchy in Table 9.1;
- (b) the suitability of the site for other types of open land uses in the light of advice from those departments providing leisure and recreational facilities, the London Council for Sport and Recreation, and other representative bodies;
- (c) the ecological, structural and other functions of the open space and the extent to which these are compatible with the proposed development; and
- (d) whether the users of the facility can be satisfactorily accommodated elsewhere in the vicinity.

In relation to parts (a) and (b) it is considered that the submitted documentation, as detailed above, demonstrates that there is sufficient existing open space provision and that there are no more suitable uses to which the site could be put.

In relation to part (c) the site is not considered to provide any of the ecological benefits or other functions which are generally met by other types of open space.

Additionally, it has been evidenced that the former use of the bowls club has been relocated to Hayes Bowls Club at Botwell Green, which is considered to be accessible at a distance of 750m from the site, this is considered to satisfy part (d) of the Policy.

The proposal is therefore considered to comply with Policy R4 of the Saved Policies UDP.

On the basis of the substantial information provided by the applicant neither Sports England nor the Council's Policy team have raised any objection to the loss of the proposed site and its redevelopment for affordable housing purposes.

It is considered that the applicant has demonstrated that there is adequate open space and recreation facilities elsewhere to meet the needs of the local community; that there is no alternative open space, recreation or community use to which the site could be realistically put; and that the loss of sports/recreation use on the site is not contentious within the local community and that the proposal has satisfied the tests to justify the loss of the existing use on this site in accordance with Policies R4 and R5 of the Saved Policies UDP, PPG17 and the PPG17 Companion Guide.

## **7.02 Density of the proposed development**

The application site is located on Church Road in Hayes and has an area of 0.38ha and has a Public Transport Accessibility Level (PTAL) of 2. Despite being located within 800m of a Town Centre it is considered that the characteristics of the surrounding area clearly



represent a suburban context as set out within paragraph 3.23 of the London Plan.

Policy 3A.3 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context and having regard to the design principles in Policy 4B.1 of the London Plan. Table 3A.2 of the London Plan recommends that a density of 35-95u/ha (dependant on size) or 150-250 hr/ha be achieved on the application site.

The proposal seeks to achieve 32 units (106 habitable rooms) on a site of 0.39 ha equating to development at a density of 82 u/ha or 271hr/ha. The units per hectare are within London Plan guidelines. Although the habitable rooms per hectare marginally exceeds London Plan guidelines this is because of the large size of the maisonettes. It is not considered that this should be considered as a negative issue as these family units are something which it is felt should be encouraged.

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

The application site does not lie within an archaeological priority area, a Conservation Area, an Area of Special Local Character or in proximity to any listed buildings.

#### **7.04 Airport safeguarding**

All relevant airport and aerodrome safeguarding authorities have been consulted on, and raise no objection to, the proposed scheme. Accordingly, it is not considered that the scheme would not have any detrimental impacts on the safe operation of aircraft.

#### **7.05 Impact on the green belt**

The application site does not lie within or in proximity to the any designated Green Belt land.

#### **7.07 Impact on the character & appearance of the area**

The application site is an irregular shape with a roughly square portion, largely situated behind Chartwell Court accessed via a relatively wide access road.

The proposal would seek to provide 2 blocks on the site.

The eastern block comprises a part 3 and part 4 storeys building with a flat roof and would be located directly to the west of Chartwell Court. The fourth storey of the building is inset from the facades to reduce the bulk and impact of this storey and the building as a whole.

The proposed height of the eastern block is such that it would not be visible above the ridge height of 3 storey Chartwell Court when viewed from Church Road, and having regard to existing buildings, landscaping (including significant trees on the sites northern boundary with Hayes football Club) and street planting within the vicinity, there would be a very limited number of glimpsed views of this block available from Church Road.

Properties on Church Road are mixed in terms of design, character and materials and while they primarily have pitched roofs there are examples of flat roofs, such as the existing social club building and neighbouring conservative club. Subject to an appropriate choice of materials it is considered that the design of the building would appropriately harmonise with its surroundings, particularly having regard to the limited and distant glimpse views of the building which would be available from Church Road.

The western block would be provided in the form of a 3 storey high staggered terrace with maisonettes on the ground floor and flats above and would be located 98m from the site's boundary with Church Road. The principle roof form is that of a mono pitched roof sloping towards Evergreen Way, however a smaller pitched roof faces towards Church Road and

would to serve to visually reduce the height of the front elevation.

Having regard to the distance of the building from Church Road and the location of surrounding buildings and landscaping, particularly during spring and summer, it is considered that only a small part of the southern side of the block would be visible from Church Road when viewed directly down the access road. A view that would be softened by the retained trees to either side of the access road and proposed/retained planting within the proposed parking area. Subject to an appropriate choice of materials, which could be secured by condition, the visual appearance of the development is considered acceptable.

The northern aspect of the western block would be visible from the end of Evergreen Way, from this vantage point the building would have a pitched roof and at 10.5m in height would be slightly taller than other properties in Evergreen Way, however given the setback of the building from the terminus of the close, it is not considered that this aspect of the development would appear significantly taller than the existing buildings.

The detailing of the rear fenestration does not seek to mimic the appearance of properties within Evergreen Way. Evergreen Way is a cul-de-sac which terminates in an area of landscaping outside the application site it is not considered that the development would visually read as part of the cul-de-sac and the variation in design would not detract from the character of Evergreen Way. In addition two new trees are proposed to be planted in this corner of the application site which would serve to further visually separate and soften the appearance of the proposed block.

The scheme also benefits from strategically positioned landscaping and additional planting along the access drive, as well as to the front of the two new blocks elements, which would serve to create a strong sense of place and appropriate setting within the development softening the parking areas and softening views of the development from Church Road.

The Council's Urban Design Officer has reviewed the scheme, which now incorporates amendments to address concerns with the previously withdrawn application, and considers that the proposal is acceptable in terms of design.

Overall, it is considered that the scheme would provide for a series of well laid out areas of open space, landscaping and built form which would create a strong sense of place within the development (and where visible from Church Road or Evergreen Way). The proposal would appropriately harmonise and integrate with the existing character and appearance of the area in accordance with Policies BE13 and BE19 of the Saved Policies UDP.

#### **7.08 Impact on neighbours**

The closest existing residential properties to the application site are those at 6a & 36 Evergreen Way to the west and at Chartwell Court to the east.

With reference to the properties on Evergreen Way it should be noted that these properties are sited at slight angles to the application site and therefore the terrace of maisonettes and flats to the rear of the site.

6a Evergreen Way is angled so that the rear elevation faces slightly towards the application site whereas 36 Evergreen Way is angled so that the rear elevation faces slightly away from the application site. The side elevations of both properties are blank

containing no windows.

The existing bowls club building is also located tight to the side boundary of the rear gardens of the properties at 6a and 36 Evergreen Way and is a mixture of two storey and single storey aspects. This means that the existing bowls club building has a highly dominant impact on these properties.

Policy BE24 the Saved Policies UDP and guidance within the adopted Hillingdon Design and Accessibility Statement (HDAS): Residential Layouts require that the design of new buildings protects the privacy of occupiers and their neighbours. Guidance within the HDAS: Residential Layouts seeks to ensure a distance of at least 21m is retained between facing habitable room windows.

In relation to nos. 6a and 36 Evergreen Way the applicant has designed the scheme to ensure the glazing of habitable room windows above ground floor level within the proposed terrace of units is at an oblique angle so that they are not within 21m of windows on neighbouring properties and there are no instances where a proposed habitable room window would give rise to overlooking of these neighbouring properties.

While the proposed windows would face the rear gardens of these neighbouring properties, the most sensitive areas of the gardens (adjacent to rear doors) would not be within 21m of the windows and the level of separation of the proposed windows from the garden is not considered uncommon. Any increase in glazing facing these gardens also needs to be balanced against the improvement to the amenity of these residents that the proposal would create through removal of the existing single/two storey structure immediately on their boundary, as this structure has an overly dominant impact on their outlook in the existing situation.

The appropriateness of the angled glazing solution also needs to be considered in the light of recent appeal decisions at 70 Station Road (APP/R5510/A/10/2120328) and Knights of Hillingdon (APP/R5510/A/09/2119085) both of which clearly indicate that the Planning Inspectorate consider innovative glazing solutions as an appropriate way to mitigate potential overlooking, so long as the solution ensure no facing habitable room windows are within 21m. The Inspector with regard to the 70 Station Road appeal considered the utilisation of glazing at oblique angles to reduce overlooking to a neighbouring property and the most sensitive part of its garden as an acceptable design solution.

Overall, it is not considered that the proposal would give rise to a level of overlooking to the occupiers of nos. 6a or 36 Evergreen Way which would be detrimental to their amenity.

In relation to the residents of Chartwell Court, the proposed western block is over 30m away and as such does not give rise to any concerns regarding overlooking.

It is noted that there are two secondary habitable room windows serving living/dining rooms at ground floor level within Chartwell Court facing the access road. The proposal would introduce a pedestrian footpath which would be separated from these windows by a landscape strip of 0.8m.

While this footpath is close to these windows it needs to be considered having regard to the existing situation were the existing use to be re-instated. In this situation pedestrian areas and vehicular areas within the access road are unidentified which means in this

existing situation not only do pedestrians have the ability to access the space immediately adjacent to the windows, but that the space immediately adjacent to the windows is utilised as car parking by a number of vehicles. In the existing situation the habitable rooms are therefore equally susceptible to persons who may look through windows, but would also be subject to noise and nuisance associated within the movement and parking of vehicles.

The proposal, would only enable parking to occur on the opposite side of the access road, thereby reducing the impact of noise arising from parking vehicles on these occupiers. In relation to privacy, while the footpath is close to the windows it is not considered to represent a significant alteration to the level of access which can be gained to the windows in the existing situation. Further, given that the windows in question are secondary glazing to rooms, the occupiers of these units could reasonably secure privacy without loss of light through the use of curtains.

On balance it is not considered that the development would result in an unacceptable level of overlooking to neighbouring occupiers.

The HDAS: Residential Layouts and Policy BE20 of the UDP seek to ensure that all new developments maintain appropriate provision of daylight and sunlight to neighbouring properties and avoid overshadowing.

Policy BE21 of the UDP and guidance within HDAS: Residential Layouts requires that proposals for new buildings would not result in a significant loss of residential amenity by reason of their, siting, bulk or proximity. It goes on to say that where a two or more storey building abuts a garden a minimum separation of 15m will be required to avoid possible overdomination.

The proposed development is located to the west of Chartwell Court with a separation distance of 19m (across the existing garages) to the boundary of its amenity space and 30m to the its rear facade from the proposed eastern block. Accordingly, it is not considered that the proposal would have a detrimental impact on the occupiers of Chartwell Court by way of dominance or loss of daylight/sunlight.

In relation to the proposed terrace of units to the west of the site this has been staggered to achieve a set back of 15m from the flank elevations of nos. 6a and 36 Evergreen Way in accordance with the recommendations of the HDAS: Residential Layouts and the proposed separation distance represents a significant increase from the existing situation which has a two-storey building hard against the boundary for the entire depth of the garden of no.6a and for approximately half the depth of the garden of no. 36 (with a tall single storey building against the boundary for the remainder of the depth).

Having regard to the existing situation, it is considered that the proposal would result in a significant reduction in the level of dominant built form and loss of light to the gardens of nos. 6a and 36 Evergreen Way. The proposal would therefore a significant improvement to the amenity of the existing occupiers in this regard.

In summary, it is considered that the proposed development would have a satisfactory relationship with, and maintain an appropriate level of residential amenity to, neighbouring residential properties.

#### **7.09 Living conditions for future occupiers**

Overall, the scheme is considered to comply with all relevant guidance within the HDAS -

Residential Occupiers with regard to providing appropriate living conditions for future occupiers. While there is a small shortfall in communal amenity space of 5.9 sq.m, this is considered to be mitigated by the overprovision of private amenity space for some units and the proximity of the site to recreation facilities at Barra Hall Park and Botwell Green. These considerations are discussed in greater detail below.

Issues relating to the potential impact of noise on the future occupiers have been addressed in the Noise and Air Quality Issues section below.

Policy BE24 the Saved Policies UDP and guidance within the adopted HDAS: Residential Layouts require that the design of new buildings protects the privacy of occupiers and their neighbours. Policy BE20 seeks to ensure that all residential developments achieve an adequate level of daylight and sunlight.

The application was deferred from the Central and South Planning Committee on the 13/07/2010 in order to obtain further information in regarding the relationship between certain windows on site. A full comment on these particular relationships is provided within the Deferred Details section of this report. However, overall the design and layout of buildings, balconies and roof top amenity space within the scheme is such that it is not considered there are any instances of overlooking to habitable windows internal to the scheme which would be a cause of concern with regard to privacy. Furthermore, all habitable rooms within the development benefit from a clear glazed window and the buildings are set out such that it is considered the proposed units would receive appropriate levels of daylight.

The HDAS: Residential Layouts seeks to ensure that an appropriate living environment is ensured for future occupiers through the provision of adequate internal floorspace within residential units. As such, for one-bedroom, two-bedroom, three-bedroom and four-bedroom maisonettes it seeks a minimum internal floorspace provision of 50sq.m, 63sq.m, 79sq.m and 90sq.m respectively.

Within the proposed scheme the only one bedroom units is greater than 50sq.m, the smallest two-bedroom unit is 63 sq.m, the smallest three-bedroom unit 88 sq.m and the smallest four-bedroom maisonette 109 sq.m with 21 of the units exceeding the minimum recommended floorspace requirements by between 9% and 21%. All of the proposed units therefore have an internal floorspace provision in full compliance with the requirements of the HDAS: Residential Layouts.

The HDAS: Residential Layouts sets out recommendations for minimum levels of private and communal external amenity space to accord with Policy BE23 of the Saved Policies UDP. For flatted developments communal provision equating to 20sq.m is sought for one-bedroom units, 25sq.m is sought for two-bedroom units and 30sq.m is sought for three-bedroom units.

The 8 maisonettes (Units 1M-8M) within the scheme are each serviced by private amenity areas of between 53sq.m and 99sq.m, which is considered to significantly exceed the 30sq.m of communal space recommended by the HDAS in terms of size, type and quality.

Units 1 and 5 in the block of flats also benefit from large private amenity areas of approximately 35 sq.m and 6 sq.m, respectively. Which would satisfy the amenity space requirements for unit 1 and partially for unit 5.

The communal amenity space required to service the remaining 22 two-bedroom units

and the additional space required to service unit 5 would therefore require 570 sq.m of communal amenity space to comply with the recommendations within the HDAS: Residential Layouts.

The level of communal amenity space servicing units 1-24 (main amenity area north 429 sq.m) and 1-19 (third floor amenity deck 101.0 sq.m) equates to a total of 530 sq.m of communal amenity space and a number of units also benefit from private balconies. Excluding inset balconies which have been counted towards internal floorspace in accordance with the HDAS: Residential Layouts the remaining balcony amenity provision totals 14.6 sq.m and it is considered this can be deducted from the communal amenity space requirements.

It should be noted that officers have excluded an amenity area adjacent to the parking which is about 50sq.m which would provide visual amenity.

The level of communal amenity space would therefore fall 35.4 sq.m below the recommendations set out within the HDAS: Residential Layouts. This shortfall is not considered to be significant, especially when considered against the overprovision of private amenity space for 9 of the units and the proximity of a high level of public open space and recreational facilities at Barra Hall Park within 380m walking distance.

The layout of the proposed amenity space is considered acceptable, and it is noted that the amenity area would contain a Local Area of Play which would accommodate children under 5 in accordance with the Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation. The proposed children's play area would be in a location which would be subject to natural surveillance arising from a number of the proposed units and access control could be secured by condition.

Overall, it is considered that the proposal would achieve an appropriate residential environment and living conditions for future occupiers.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

##### **TRAFFIC IMPACT, ACCESS ARRANGEMENTS AND GENERAL HIGHWAY/PEDESTRIAN SAFETY**

The application is supported by a transport statement which indicates that the proposed development will not give rise to any significant increase to traffic generation along Church Road, above the lawful use of the site. It concludes that the development would result in a reduction in traffic generation when compared to that arising from the unauthorised nursery currently operating on the site.

The proposal would be serviced by the existing access from Church Road, and given the findings with regard to traffic generation this is considered acceptable in regard to pedestrian and highways safety.

The Council's Highways Engineer has reviewed the Transport Statement and access proposals and considers the development acceptable in terms of traffic generation and vehicular access.

##### **PROPOSED CAR PARKING & INTERNAL LAYOUT**

In terms of the internal highways and parking layout of the development 36 parking spaces (4 of which are disabled standard) are proposed and would be located principally along the southern edge of the access road and around a courtyard feature between the two blocks. The parking layout would enable vehicles to appropriately manoeuvre in and

out of the spaces.

The Council's adopted parking standards require a maximum of 1.5 spaces for units with curtilage parking, whereas the London Plan standards require 1 space per unit for flatted developments. The level of parking proposed is sufficient to ensure the provision of 1 space for each of the two-bedroom units and 1.5 spaces for each of the three and four bedroom maisonettes.

The site is also in proximity to the Town Centre (approximately 480m away) which provides both shops and recreational facilities and existing parking restrictions are in place along Church Road.

The proposal would comply with the Council's adopted parking standards and no objection is therefore raised in relation to car parking provision.

A pedestrian footpath is provided to northern side of the access road and the courtyard would provide adequate turning space for a refuse vehicle to enter and manoeuvre within the site.

The Council's Highways Engineer raises no objection to the proposed level of car parking, and considers that the proposed internal layout will provide a safe environment for both vehicles and pedestrians.

#### LOSS OF CAR PARKING

It is noted from site visits that residents of Chartwell Court have become accustomed to parking within the access drive of the Sports Club and objections have been received from neighbouring occupiers in relation to the potential loss of this parking.

In relation to this issue, it is important to recognise that when planning permission for Chartwell Court was granted (PP: 4327/Y/81/0653 (outline) and 4327/AB/81/1965 (reserved matters)) the only parking provision shown to serve the units were the 18 garage spaces and this level of parking was considered adequate. The proposal does not impact on access to these 18 spaces.

The level of parking maintained for Chartwell Court would therefore remain in accordance with the original intentions and requirements in 1981 and the retention of 1 space for each unit within Chartwell Court would also comply with current parking standards.

It should be noted that the landowner could remove unauthorised parking on their land.

Accordingly, the proposal is not considered to give rise to any concerns in this regards.

#### CYCLE PARKING

The Council's Cycle Parking Standards require the provision of 1 cycle parking space for dwellings with up to 2 bedrooms and 2 cycle parking spaces for dwellings with more than 2 bedrooms.

An integral cycle store with a capacity of 20 cycles would be provided within the eastern block to service the occupiers of the 20 two-bedroom units within this block.

In addition 3 external cycle storage areas (with capacity for 22 cycles) would be located around the courtyard and would serve the 6 three-bedroom and 2 four-bedroom maisonettes and 4 two-bedroom flats within the western block.

The level of cycle storage demonstrated therefore equates to 1 space for each two-bedroom unit and 2 spaces for each three/four bedroom unit in accordance with the Council's standards, with 2 spare spaces. In addition, each of the 8 maisonette units has an internal storage space within the hallway at ground floor level which could accommodate a cycle and benefits from a private garden area within which storage could take place.

Accordingly, the scheme would provide sufficient cycle storage provision for future occupiers.

#### HIGHWAYS CONCLUSION

Overall, the proposal does not give rise to any concerns relating to traffic generation, highway safety, car parking or cycle parking and would comply with the provisions of Policies AM2, AM7, AM9 AM14 and AM15 of the Saved Policies UDP.

### **7.11 Urban design, access and security**

#### URBAN DESIGN AND ACCESS

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

#### SECURITY

It is apparent from some of the comments received that the application site in its current situation is left open at night and is not subject to any natural surveillance or used in the evening. This has caused concerns raised by neighbouring residents in relation to anti-social behaviour and loitering. The proposal to introduce residential accommodation to the site would improve natural surveillance and reduce such problems in the future.

In relation to the proposed scheme the Metropolitan Police Crime Prevention Design Adviser has reviewed the scheme and raises no objection subject to the following issues being addressed by conditions:

- i) CCTV surveillance of parking along the access road;
- ii) Defensible space for ground floor units adjacent to communal amenity space;
- iii) More detailed information on the design of refuse and recycling stores;
- iv) Ensuring the detail design meets Secured By Design standards.
- v) All other aspects of building/lighting design to comply with Secured by Design objectives; and
- vi) access control to the amenity areas and children's play space.

Amended plans have been received which demonstrate the provision of access controlled boundary treatments for the communal amenity space, childrens play space and to the side of the the eastern block have been provided. As have details of defensible space adjacent to ground floor units. These are discussed in more detail within the Deferred Details section of the report.

The applicant has also provided a justification for why the site cannot be subject to access control by way of a vehicular access gate which is addressed further within the Deferred Details section of this report. Officers remain of the view that CCTV coverage of the access road/parking area in addition to the level of boundary treatment provided will ensure an appropriate level of security for the site and this view is in accordance with the comments of the Metropolitan Police Crime Prevention Design Advisor.

Subject to the imposition of appropriate conditions, which would be reasonable and necessary, the scheme would provide for an adequate layout in terms of security and



would serve to reduce some of the existing issues arising from the open and unused nature of the site.

#### **7.12 Disabled access**

Policy 3A.5 of the London Plan requires that all residential units within new developments meet Lifetime Homes Standards and that 10% of the units be designed so that they are easily adaptable for wheelchair users. The HDAS: Accessible Hillingdon sets out the same standards and provides additional guidance.

The submitted scheme confirms that all of the proposed units have been designed to comply with Lifetime Homes standards. In addition the eastern block contains a Part M compliant lift which is shown to service all floors and 3 of the ground floor units within this block have been designed so that they are easily adaptable for wheelchair users. Given that all of the adaptable units are located within the ground floor of this block it is not considered that a second lift is necessary in this instance.

The Council's Access Officer has reviewed the proposal and raises no objections, subject to conditions to ensure that the proposed lift services all floors and that the Lifetime Homes and wheelchair units are appropriately implemented on site.

Overall, the application is considered satisfactory in terms of disabled access.

#### **7.13 Provision of affordable & special needs housing**

The London Plan Policy 3A.9 seeks for 50 per cent of housing provision should be affordable and, within that, the London wide objective of 70 per cent social housing and 30 per cent intermediate provision. The Council's Planning Obligations SPD provides further guidance on affordable housing requirements.

The application seeks the provision of a 100% affordable housing, which is significantly above the policy requirements. The proposed mix of affordable housing types is approximately 59% intermediate housing and 41% socially rented housing by unit numbers, or 47% intermediate housing and 53% socially rented housing by habitable room.

While this mix differs from the London wide target, the Council's Housing Team have indicated that they consider the proposed housing mix to be acceptable.

Subject to a S106 agreement to ensure an appropriate level of affordable housing is actually delivered on site the proposal is considered to be acceptable.

The application does not propose any special needs housing.

#### **7.14 Trees, landscaping and Ecology**

##### **TREES & LANDSCAPING**

The application is supported by a tree survey and arboricultural assessment which assesses the existing trees and tree groups. Of the 8 trees and 2 tree groups on or near the site the report concludes that of these 5 are category B (fair and worthy of retention), 2 are category C (poor and not normally a constraint to development, and 1 is category R (of such poor quality removal is recommended). The site is not located within a Conservation Area and none of the trees are subject to Tree Protection Orders.

The report recommends the felling of some off-site trees due to their poor condition, which would need the consent of the relevant landowners. However, these trees do not offer a physical constraint to the development and while their removal may be beneficial the ability, or otherwise, to fell these trees is not considered to represent a constraint to the

development.

The report also recommends the removal and replacement of trees within the group along the northern boundary of the site, which are category C and should not normally represent a constraint to development. The removal of some of these trees, in particular the 3 closest to the eastern block, and replacement with appropriate alternatives would enhance the quality of the proposed communal amenity space in this location and is therefore support. (While undetermined at current it should also be noted that removal or management of these particular trees would likely be necessary were the residential redevelopment of the neighbouring Hayes Football Club site to be granted). Subject to a condition to ensure that the exact tree removals and replacements are agreed by the Local Planning Authority there is no objection to this aspect of the proposal.

The most significant trees on, or close to, the site are a London Plane, 2 Norway Maples, a Lime and a Walnut. The report indicated the provision of tree protection measures to protect these trees during the demolition and development process.

The Council's Trees and Landscape Officer raises no objection to the scheme; either with regard to the proposed tree removals, retentions or replacements, or the quality of the landscaping proposed for the development.

In relation to the proposed landscaping of the site, the application demonstrates the provision of private gardens to the rear of the western block and a communal amenity space to the north of the eastern block.

The planting of 7 trees, alongside other lower level landscaping, strategically sited around the access road, parking area and block frontages would serve to break up the areas of hard standing and soften the built form creating an attractive setting. The Council's Trees and Landscape Officer has reviewed the proposals and considers that all of the areas of planting demonstrated on the most recent plans would be feasible in terms of implementation and long term maintenance, subject to appropriate conditions.

A palette of hard surfacing materials is also proposed in order to provide visual distinction between different function areas and provide visual interest and further belts of landscaping are proposed between the two blocks would serve to enhance the landscape environment within the development and visually separate and soften the built form.

A Local Area of Play would also be provided to the north of the site, within an area subject to natural surveillance, to enhance opportunities for young children to play.

The Council's Trees and Landscape Officer has reviewed the proposals in detail and, subject to conditions, raises no objections to the scheme either with regard to existing tree retention/removal and replacements of the landscape quality of the proposed development.

Overall it is considered that, subject to conditions, the development would achieve a high quality landscape layout which would serve to soften the visual appearance of the areas of hard standing, protect the amenity of the wider area and enhance the amenity of future occupiers in accordance with Policy BE38 of the Saved Policies UDP.

#### ECOLOGY

The application site is not located within, or in proximity to, any designated nature conservation areas. Nevertheless, the applicant has submitted a Habitat & Protected

Species Assessment. The assessment concludes that there are no habitats of ecological importance and is no evidence of any protected species on site.

The Council's Sustainability Officer has reviewed the submission and raises no concerns with regard to the impact of the proposed development.

#### **7.15 Sustainable waste management**

Policy 4A.22 of the London Plan requires that all new developments make adequate provision for the storage of waste and recycling.

The eight maisonettes proposed within the western block have both substantial internal floor areas and private rear gardens, as such they would be able to operate their refuse and recycling storage in the same manner as an individual dwelling and are not considered to require access to communal bin provision. The Council's Waste Strategy Team has confirmed that this approach is acceptable.

The proposed flats would required communal waste storage and the Waste Strategy Team have advised that a provision of six 1100 litre bins (for waste and recycling) would adequately service the development.

In relation to communal refuse/recycling storage eight 1100 litre bins would be provided, 3 within a storage area on the southern boundary of the site adjacent unit 8m (the details of which would be secured by condition) and 5 within an integrated bin store at the base of the eastern block. The overall provision is considered acceptable and while residents would generally utilise their closest facilities, both stores would be available to residents should they be required.

The refuse/recycling stores are considered to be reasonably located within the development for use by future occupiers and provision is made to enable a refuse vehicle to manoeuvre within an acceptable distance for collection.

Overall, subject to conditions to ensure appropriate design and implementation it is considered that the development would provide adequate refuse and recycling facilities in accordance with Policy 4A.22 of the London Plan.

#### **7.16 Renewable energy / Sustainability**

Policies 4A.1, 4A.3, 4A.4, 4A.6 and 4A.7 of the London Plan require all developments to make the fullest contribution to achieving sustainable design and reducing carbon dioxide emissions. Specifically with reference to Major Developments, developments are required to identify energy efficiency savings and the provision of 20% reduction in the buildings carbon dioxide emissions through renewable technology.

The applicant has submitted an energy assessment to accompany the application which demonstrates that the development would incorporate efficiency measures to reduce carbon dioxide emissions by 12.5% and the utilisation of Air Source Heat Pumps to provide 20.5% of the developments energy needs by renewable means.

Subject to a condition to secure the implementation of these measures and accordance with level 3 of the Code for Sustainable Homes (which would also ensure compliance with water efficiency policies) it is considered that the application would comply with policy requirements relating to sustainability and renewable energy.

#### **7.17 Flooding or Drainage Issues**

The application site does not lie within an area at risk from flooding and subject to a condition requiring the utilisation of sustainable drainage techniques it is not considered

that the proposal would have any detrimental impacts in relation to flooding or drainage issues.

## **7.18 Noise or Air Quality Issues**

### **NOISE**

The proposal is for residential development and therefore would not itself generate significant levels of noise.

The Council's Environmental Protection Unit have reviewed the proposal, which is a significant distance from Church Road and within a residential area, and do not consider that the proposed residential units would be subject to an unacceptable level of road noise. However, due to its proximity to Hayes Football Ground and the potential for such uses to generate noise at certain times have recommended the imposition of a condition requiring noise mitigation measures be incorporated into the fabric of the buildings.

It is noted that a planning application is currently under consideration for the residential redevelopment of the Hayes Football Ground, however this is yet to be determined and the acceptability of the scheme should not be pre-determined. Furthermore, were the residential redevelopment of Hayes Football Ground to be approved this would not guarantee that the permission would be implemented and the sports use removed. Accordingly, it is considered that the suggested conditions would be necessary should in relation to the current proposal.

The proposal would not give rise to a level of noise detrimental to existing occupiers and subject to a condition would provide an appropriate noise environment for future occupiers. The proposal would therefore comply with Policies OE1, OE3 and OE5 of the Saved Policies UDP with respect to noise.

### **AIR QUALITY**

The application site is supported by an Air Quality Assessment, which concludes that the proposal will not have any detrimental impacts on the air quality within the area and that the future residents would not be subject to an unacceptable level of airborne pollutants.

The Council's Environmental Protection Unit have reviewed the document and raise no objection to the scheme on the basis of air quality.

## **7.19 Comments on Public Consultations**

Issues (ii), (iii), (iv), (v), (vi), (vii), (ix) and (xi) are addressed in detail within the body of the report.

(i) Inadequate parking for the proposed development and for Chartwell Court. In relation to the adequacy of parking for the proposed development the proposed scheme would be served by adequate parking spaces to serve the development in accordance with the Council's adopted parking standards.

In relation to parking for Chartwell Court, the concern arises from the fact that the residents of Chartwell Court have become used to parking on the access road serving the Social Club. However, when planning permission for Chartwell Court was granted (PP: 4327/Y/81/0653 (outline) and 4327/AB/81/1965 (reserved matters)) the only parking provision shown to serve the units were the 18 garage spaces and this level of parking was considered adequate. The proposal does not impact on access to these spaces.

In addition, confirmation has been received from the Solicitor of the London Diocesan Fund, the freeholder of the land, confirming that the residents of Chartwell Court have no legal right to park in this location. It is considered that the landowner would be within their right to enforce unauthorised parking on their land and the proposal would have no impact on the existing parking situation above that which would occur if they were to exercise this right.

(viii) Pressure on local service including Council facilities, schools and GP's. Officer Comment - The impacts of the development on local infrastructure would be addressed through a suite of planning obligations as addressed in the relevant section of this report.

(x) Construction impacts. Officer Comment - Construction impacts could be adequately addressed by way of an appropriate condition requiring a construction management plan.

(xii) Loss of nursery. Officer Comment - The existing nursery facility on site (a D2 use) does not benefit from planning permission and accordingly there is no in principle objection to the removal of this facility.

(xiii) Loss of recycling facility for Chartwell Court. Officer Comment - It is noted that there are recycling facilities in the form of a 1100 litre bin affixed to the wall adjacent to the amenity space of Chartwell Court. While this is not shown retained on the plan currently under consideration, the standard depth of a eurobin is 990mm and the gap between the wall and the footpath is 1000mm. Accordingly, there is adequate scope within the development for this recycling bin to be retained within the development while being screened by landscaping to either side. A condition is recommended to ensure this outcome.

## **7.20 Planning obligations**

The Council's Section 106 Officer has advised that, in addition to affordable housing which is addressed elsewhere within this report, the obligations set out below would be those which are typically sought for a scheme of this type:

- i) Education - £146,486;
- ii) Health - £15,745;
- iii) Community facilities - £20,000;
- iv) Libraries - £1,671;
- v) Sports and recreational facilities - £25,095;
- vi) Construction training - £2,500 per million of build cost;
- vii) Project management and monitoring - 5% of the total cash contributions;
- viii) Affordable housing.

In total, contributions that would typically be sought for a scheme of this size would equate to £229,947.

It is worth noting that the applicant proposes to provide all of the accommodation as affordable housing (including several large 3 to 4 bedroom dwellings). This level of provision exceeds the minimum level of affordable housing required.

The applicant originally stated that the scheme would not be financially viable if made to meet £229,947 in planning obligations. A Financial Viability Assessment was submitted by the applicant to demonstrate that this is the case. While the financial appraisal indicates that the scheme could afford £173,000 in contributions the shortfall of this is a very small difference which very modest cost savings could absorb.

In this case there is only a marginal deviation between what officers consider to be necessary planning obligations and the indicated financial viability. Financial viability appraisals have built in contingency costs and officers have requested the applicant accept the full £229,947 in contributions. The applicant has agreed to this level of contributions.

#### **7.21 Expediency of enforcement action**

N/A.

#### **7.22 Other Issues**

##### **DEVELOPMENT OF SITES IN ISOLATION**

Policy BE14 of the Saved Policies UDP states that 'permission will not be granted for the redevelopment of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites which have development potential.'

In this respect it is noted that that neighbouring Hayes Football Club site (an existing sports ground) is currently subject to an application for residential redevelopment. While the outcome of the application on this neighbouring site should not be pre-judged it is considered necessary to ensure that were it to be acceptable in principle that the current proposal would not represent an undue constraint.

The outline of building locations contained within the application for redevelopment of the neighbouring site have therefore been indicated on the submitted site plan. This demonstrates that the proposed development would maintain adequate separation from potential buildings on the neighbouring site to avoid overdominance, loss of light or loss of privacy.

Accordingly, it is considered that the proposal has adequate regard to the potential redevelopment of the neighbouring site and would not represent an undue constraint on any such development.

#### **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**

This is not applicable to this application.

#### **10. CONCLUSION**

The proposal seeks the redevelopment of the site to provide a residential development comprising of 32 units within 2 blocks, associated car parking and landscaping. All of the proposed units are to be provided as affordable housing in the form of the either socially rented or intermediate units.

The application was deferred from the Central and South Planning Committee on the 13th July 2010 for clarification and amendments to address various issues as set out in the Deferred Details Section of this report. Additional information and amendments have been received which are considered to adequately address these issues.

The applicant has submitted a detailed open space assessment and policy review, which are considered to demonstrate that there are adequate open space and recreation facilities available to meet the needs of the area and that there are no feasible alternative open space or recreation uses for the site. Accordingly, no objection is raised to the principle of the development.

There would be limited views of the development from Church Road and the scheme is considered to be of a design which would appropriately harmonise with the character and appearance of the surrounding area. Furthermore, appropriate tree retention and landscaping proposals are indicated which would ensure an appropriate landscape environment within the development and surrounding area.

Adequate amenity areas would be provided, as would play provision for under 5's in the form of a Local Area of Play. Overall, the development would provide a high quality residential environment for future occupiers and it is not considered that it would give rise to any significant detrimental impacts on neighbouring occupiers.

Subject to conditions the proposed development would secure an appropriate outcome in terms of accessibility, security and sustainable design objectives.

In addition the development would make a significant contribution towards the provision of affordable housing within the borough and, subject to a legal agreement, would provide contributions to mitigate its impacts on local facilities.

Accordingly, the application is recommended for approval subject to a legal agreement and conditions.

#### **11. Reference Documents**

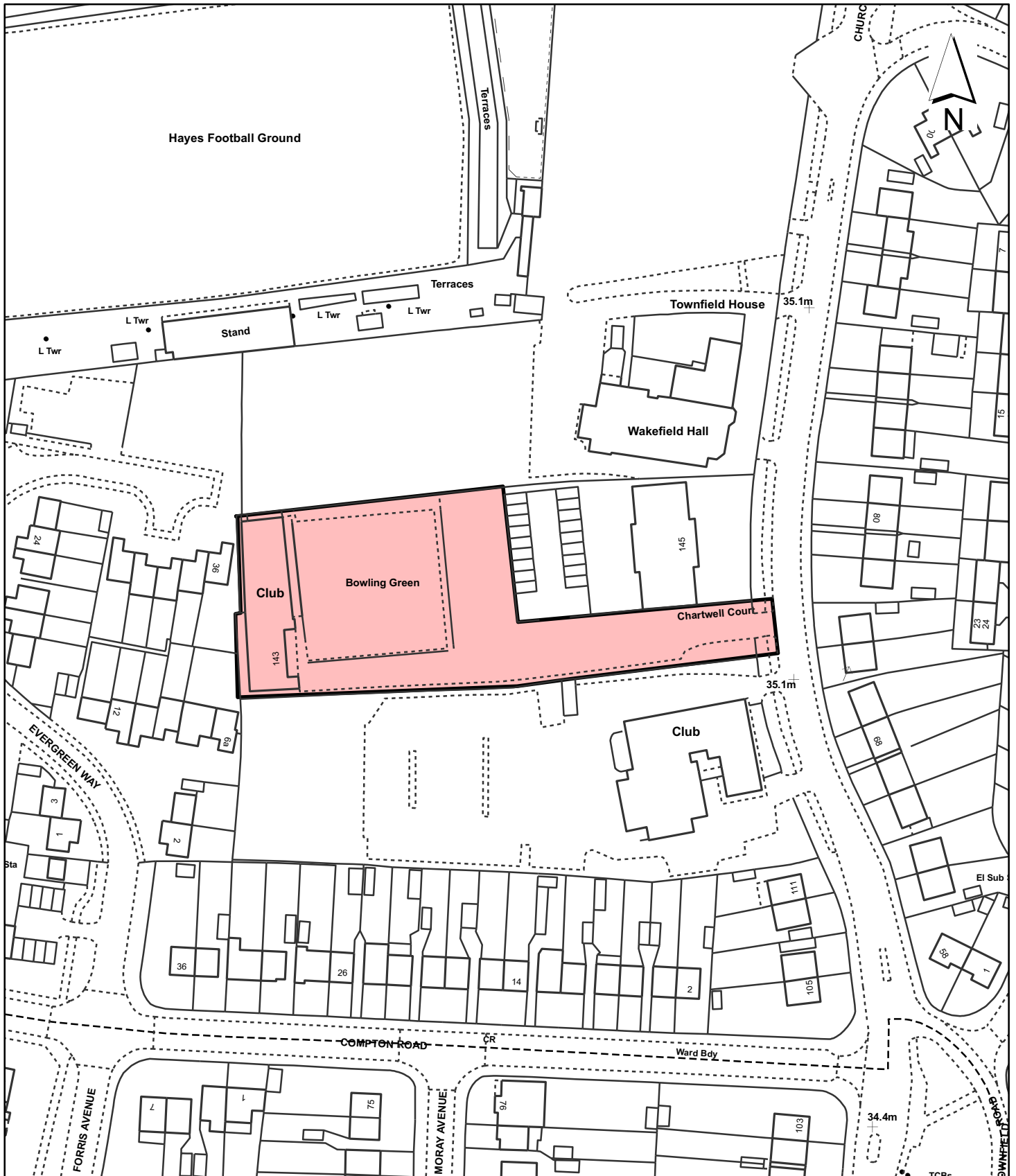
- (a) Planning Policy Statement 1
- (b) Planning Policy Statement 3
- (c) Planning Policy Statement 17

- (d) The London Plan
- (e) The London Plan SPG: Providing for Children and Young People's Play and Informal Recreation
- (f) The London Plan: Interim Housing Supplementary Planning Guidance
- (g) HDAS: Residential Layouts
- (h) HDAS: Accessible Hillingdon
- (i) Supplementary Planning Guidance for Planning Obligations


**Contact Officer:** Adrien Waite

**Telephone No:** 01895 250230





**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Hayes Social &amp; Sports Club 143 Church Road, Hayes</b>	
Planning Application Ref:	Scale
<b>65797/APP/2010/1176</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central And South</b>	<b>July 2010</b>

**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 Head of Planning & Enforcement Services

**Address** UNIT 6,HAYES BRIDGE RETAIL PARK UXBRIDGE ROAD HAYES

**Development:** Section 73 application to amend Condition 10 of outline planning permission ref:1911/BJ/95/0895 dated 26/01/1996: Redevelopment of site to provide 9,290 sq. metres of Class A1 (non-food retail) floor space and 278 sq. metres of Class A3 (Food and Drink) floor space (involving demolition of existing record factory building.)

**LBH Ref Nos:** 51652/APP/2010/1240

**Drawing Nos:** Design & Access Statement  
Planning & Retail Statement  
8782 01

**Date Plans Received:** 27/05/2010                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 27/05/2010

### 1. **SUMMARY**

The application seeks to amend condition 10 of planning permission 1911BJ/95/895 as it relates to unit 6 in order to expand the acceptable range of goods and enable occupation by a catalogue retailer.

It is not considered that the expansion in the range of goods sold at the site would give rise to any significant additional traffic generation which would be detrimental to the operation of the highway network.

It is not considered that sufficient information has been provided to demonstrate that the development would not have a detrimental impact on the vitality or viability of nearby Town Centres in accordance with PPS4.

Accordingly, the application is recommended for refusal.

### 2. **RECOMMENDATION**

**REFUSAL for the following reasons:**

#### 1            NON2            **Impact on Town Centre Vitality and Viability**

Insufficient information has been provided to demonstrate that the proposal would not have a significant adverse impact on the vitality and viability of nearby town centres, including consumer choice and the range and quality of comparison and convenience retail offer. Accordingly, the application is considered to be contrary to Policies 2A.8, 3D.1, 3D.2 and 3D.3 of the London Plan and Planning Policy Statement 4: Planning for Sustainable Economic Growth.

### **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).

## **2 153 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.

LE3	Provision of small units in designated Industrial and Business Areas
LPP 2A.8	London Plan Policy 2A.8 - Town Centre.
LPP 3D.1	London Plan Policy 3D.1 - Supporting Town Centres.
LPP 3D.2	London Plan Policy 3D.2 - Town Centre Development
LPP 3D.3	London Plan Policy 3D.3 - Maintaining and Improving Retail Facilities.

## **3**

The effect of the proposed wording provided within question 6 of the application form would be not only to allow occupation of unit 6 by a Catalogue Showroom Retailer, but also to increase the product range which could be sold from units 1, 3, 4, 5, 7 and 8 to match that currently sold at unit 2 (Halfords). However it is clear that the submitted Planning and Retail Assessment does not assess the impact of such an alteration.

## **4**

Your attention is also drawn to a number of apparent typographical errors within the submitted documentation. Were a subsequent application to be lodged you should ensure that all submitted documentation provides consistency in all respects. In particular, with regard to the scope of the intended variation and the Town Centres which have been assessed.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site is Unit 6 at the Hayes Bridge Retail Park, which has a gross internal floor area of 930 sq.m and is currently vacant.

Hayes Bridge Retail Park is accessed via Uxbridge Road and is located approximately 600m to the east of the Uxbridge Road centre (which is defined as a Minor Town Centre in the Saved Policies UDP). Hayes Town Centre (defined as a Major Town Centre lies approximately 1.2km to the west of the Retail Park. The existing Retail Park is located within the Springfield Road Industrial and Business Area.

As a whole the retail park provides a total retail park contains a total of 12,651 sq.m gross internal floorspace. Currently, both unit 6 and unit 7 are unoccupied bringing the total vacant floorspace to 4,115 sq.m.

Currently the sale of goods from units 1, 3, 4, 5, 6, 7 and 8 are restricted by condition 10 of planning permission 1911BJ/95/895 which stipulates 'The non-food retail development hereby approved shall not be used for any purpose other than the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, furniture and soft furnishings, self-assembly furniture,

carpets, floor coverings, white goods and other electrical goods and accessories, computers, office stationary and equipment, pets and pet products. The premises shall be used for no other purposes, including any other use within Class A1 of the Town and Country Planning (Use Classes) Order 1987, unless prior written consent is obtained from the Local Planning Authority.'

The sale of goods from unit 2 (currently occupied by Halfords) is controlled under planning permission 1911BS/96/1058 which states: 'The non-food retail development hereby approved shall not be used for any purpose other than the sale of the following non-food goods: DIY articles, garden furniture and furnishings, self-assembly furniture, carpets, floor coverings, white goods and other electrical equipment, pets and pet products, products for the maintenance and improvement of the car , bicycles and car and bicycle accessories. The premises shall be used for no purposes, including any other use within Class A1 of the town and Country Planning Use Classes) Order 1987, unless prior written consent is obtained from the Local Planning Authority.'

### **3.2 Proposed Scheme**

The application seeks to amend condition 10 of planning permission 1911BJ/95/895 as it relates to unit 6 in order to expand the acceptable range of goods and enable occupation by a catalogue retailer.

The variation of condition application form requires the applicant to provide details and wording of the variation which is being sought to the condition under question 6. The proposed wording sought by the applicant as stated in question 6 of the application form is:

'The non-food retail development hereby approved shall not be used for any purpose other than the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, furniture and furnishings, self-assembly furniture, carpets, floor coverings, white goods and other electrical goods and accessories, computers, office stationary and equipment, pets and pet products, products for the maintenance and improvements of the car, bicycles and car & bicycle accessories.

In addition to the above, Unit 6 can be used by a catalogue retailer for the sale of all non-food goods within Class A1 with the exception of clothing and footwear; books and newspaper; and pharmaceutical goods. A catalogue showroom retailer in the condition is defined as a retailer selling a wide selection of non-food goods selected by the visiting public from a catalogue and supplied to them fully packaged. If unit 6 is occupied by a catalogue retailer at all times at least 50% of the gross floor area will be used for storage and not open to access by retail customers. The sale of Jewellery and Watches shall take place from a single display of no greater than 50 sq.m.

The premises shall be used for no other purposes, including any other use within Class A1 of the Town and Country Planning (Use Classes) Order 1987, unless prior written consent is obtained from the Local Planning Authority.'

In addition to allowing occupation of unit 6 by a Catalogue Showroom Retailer, the effect of such a wording would be to increase the product range which could be sold from units 1, 3, 4, 5, 7 and 8 to match that currently sold at unit 2 (Halfords). However, it is clear from the submitted Retail Impact Assessment that the impact of such an alteration has not been assessed.

### 3.3 Relevant Planning History

1911/BJ/95/0895 Emi (1-3) Uxbridge Road Hayes

Redevelopment of site to provide 9,290 sq. metres of Class A1 (non-food retail) floorspace and 278 sq. metres of Class A3 (Food and Drink) floorspace plus associated parking and landscaping (involving demolition of existing record factory building) (outline application)

**Decision:** 26-01-1996 Approved

#### Comment on Relevant Planning History

### 4. Planning Policies and Standards

Planning Policy Statement 4 - Planning for Sustainable Economic Growth

#### UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.18 To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough.
- PT1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.

Part 2 Policies:

- LE3 Provision of small units in designated Industrial and Business Areas
- LPP 2A.8 London Plan Policy 2A.8 - Town Centre.
- LPP 3D.1 London Plan Policy 3D.1 - Supporting Town Centres.
- LPP 3D.2 London Plan Policy 3D.2 - Town Centre Development
- LPP 3D.3 London Plan Policy 3D.3 - Maintaining and Improving Retail Facilities.

### 5. Advertisement and Site Notice

**5.1** Advertisement Expiry Date:- **1st July 2010**

**5.2** Site Notice Expiry Date:- Not applicable

### 6. Consultations

#### External Consultees

The proposal has been advertised as a major application, and 7 nearby owner/occupiers have been consulted individually.

No responses have been received in relation to the consultation.

## **Internal Consultees**

### **POLICY**

As part of pre-application advice, the applicant was advised that unless a robust impact assessment demonstrating that the proposal would not have a detrimental impact on neighbouring centres, there would be an in principle objection to an expansion in the range of goods condition.

The retail statement submitted with the application merely states that "there is unlikely to be any impact on Hayes town centre as Argos is already represented in the centre. Argos has confirmed that the existing store will remain trading and this is to enhance the Company's representation within Hillingdon. Furthermore there will be no impact on either Uxbridge Road or Southall centres as there is limited provision in these centres for the range of goods sold by Argos".

This is not enough information to assess the likely impact on Hayes or Uxbridge Road town centres.

### **HIGHWAYS**

The application has been considered with respect to to the variation of goods condition and with reference to a Transport Assessment which has been provided for application 51652/APP/2010/1263, while the transport assessment did not accompany this application it does consider the worst case traffic situation should both applications 51652/APP/2010/1263 and 51652/APP/2010/1240 (this application) be approved.

The Transport Statement considers a worst case scenario with trips generated by retail use of the additional floor area and finds that there would be not significant increase in traffic generation or parking demand. As such no objections are raised on highway grounds.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is an existing retail park within the Springfield Road Industrial and Business Area as designated within the Saved Policies UDP.

Given that the site is an existing retail park and no change of use is proposed there is no objection in terms of Policy LE2 of the Saved Policies UDP.

However, the application does seek to extend the range of goods which can be sold from the retail unit and the existing restriction on the sale of goods is in place in order to ensure that the retail park does not have an unacceptable impact on vitality or viability of local shopping centres and for which Public Transport Accessibility is not a key consideration.

The extension of the range of goods which could be sold from unit 6 has the potential to impact on existing shopping centres and to attract shopping trips by car which could be more sustainably serviced by existing town centre locations. Accordingly, the proposal requires careful consideration with respect to Policies 2A.8, 3D.1 and 3D.2 of the London Plan and Planning Policy Statement 4 - Planning for Sustainable Economic Growth; including the PPS4 Practice guidance on need, impact and the sequential approach.

Policy EC10 of PPS4 sets out considerations which should be applied to all economic development including whether it has been planned to minimise carbon dioxide reductions, the accessibility of the site, whether it achieves a high quality and accessible design, the impact on economic and physical regeneration and the impact on local employment.

Policies EC14, EC15, EC16 and EC17 of PPS4 set out the information which is required

to support applications for Town Centre Uses and the approach to the assessment of applications for such uses in out of centre locations. In particular, Policy EC15 requires that any such application should be subject to a sequential assessment as to whether the proposal could be located within a town centre and Policy EC16 requires an Impact Assessment addressing the following issues:

- 'a. the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal
- b. the impact of the proposal on town centre vitality and viability, including local consumer choice and the range and quality of the comparison and convenience retail offer
- c. the impact of the proposal on allocated sites outside town centres being developed in accordance with the development plan
- d. in the context of a retail or leisure proposal, the impact of the proposal on in-centre trade/turnover and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to five years from the time the application is made, and, where applicable, on the rural economy
- e. if located in or on the edge of a town centre, whether the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres
- f. any locally important impacts on centres under policy EC3.1.e'

In respect of the current application the applicant has submitted a Planning and Retail Assessment, the scope of which is intended to address both the current application and an application for an additional 930 sq.m of mezzanine floorspace within the unit for storage use only (this is being separately considered under application 51652/APP/2010/1263).

The retail assessment contains a sequential assessment of alternative sites within the nearest Town Centres of Hayes, Uxbridge Road and Southall. The assessment indicates that there are no suitable alternative sites which would meet the requirement of the proposed occupier of unit 6 and officers do not currently have any reason to doubt the validity of the assessment in this regard. However, regardless of the indications of the sequential assessment the proposal must also satisfy the impact assessment in accordance with Policies EC16 and EC17 of PPS4.

The Council's Policy Team has raised concerns with regards to the level and adequacy of the impact assessment and information which has been provided to inform the impact assessment.

In particular, the impact assessment in considering part b. of Policy EC16 is predicated on two key assumptions:

- a) That if a Town Centre has an existing Argos store the creation of an additional out of Town Store will have no impact on the Town Centre; and
- b) That if a Town Centre does not currently sell a significant proportion of the same range of goods as the proposed store there will be no impact.

It is considered that these assumptions are over-simplified and do not accurately have regard to issues such as the proximity of the proposed store to retailers who may utilise existing centres, or the reduced viability of introducing such product ranges within vacant units should the out of centre store be approved.

Officers are particularly mindful that there have recently been a number of similar applications to vary 'bulky goods conditions' across the Borough and that if approved such applications can cumulatively result in significant impacts on the vitality and viability of



Town Centres. Accordingly, it is considered imperative that any supporting retail assessments contain sufficient information on which to accurately assess the impact of the proposal.

On the basis of the information provided it is considered that insufficient information has been provided to demonstrate that the proposal would not have a significant adverse impact on the vitality and viability of nearby town centres, including consumer choice and the range and quality of comparison and convenience retail offer.

There is also the issue of the applicants real intentions behind this application (lodged by the owner of the retail park). As explained under paragraph 3.2 on question 6 of the application form the variation of condition 6 actually requested by the applicant would have much wider affects and result in changes to goods sold from units 1, 3, 4, 5, 7 & 8 of the retail park. The submitted planning and retail assessment does not properly consider these units and there is clear potential for such a change in goods sold at the retail park to impact on nearby Town Centres. This further re-enforces officer concerns regarding the failure of the retail impact assessment to properly consider the impacts of the proposal.

The applicant has also put forward that the proposal will bring a vacant unit back into use and therefore provide jobs and benefit local employment. Consideration of the development on Local Employment is relevant under Policy EC10.2 of PPS4, however the applicant has not provided any detailed information to demonstrate that there is no reasonable possibility of the site being occupied subject to the existing condition or with regard to the level of jobs which could be created. On this basis it is not possible to properly balance this consideration against the key issue of impacts on nearby Town Centres.

It is also noted that the applicant has provided a number of references to appeal decisions and decisions by other Council's, however officers do not have access to the detailed circumstances in these cases and given the geographical spread of these applications it is not considered that these decisions are directly applicable to the current application.

#### **7.02 Density of the proposed development**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. Density is not therefore a relevant consideration.

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

The application site is not located within or in proximity to any Conservations Areas, Areas of Special Local Character or Listed Buildings.

The application seeks an alteration to a condition restricting the sale of goods. The proposal would not therefore impact on archaeology.

#### **7.04 Airport safeguarding**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It would not therefore have any implications with regard to airport safeguarding.

#### **7.05 Impact on the green belt**

The application site is not located in proximity to any land designated as Green Belt.

#### **7.07 Impact on the character & appearance of the area**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It would not therefore have any impacts on the character or appearance of the application site.

#### **7.08 Impact on neighbours**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It is not considered that this would result in any impacts detrimental to the amenity of nearby residential occupiers.

#### **7.09 Living conditions for future occupiers**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. Living conditions for future residential occupiers is therefore not relevant to consideration of this proposal.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. No alterations to the existing car parking or access arrangements for the retail park are proposed.

The application has been considered with respect to a Transport Statement which supports a separate application for Unit 6, but which addresses the traffic and parking implications should this be approved alongside the current proposal.

The Council's Highways Engineer has considered the proposal in respect of this assessment and raises no objection the proposal in terms of traffic generation or car parking provision.

#### **7.11 Urban design, access and security**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It would not therefore have any implications with regard to urban design, accessibility or security.

#### **7.12 Disabled access**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It would not therefore have any implications with regard to disabled accessibility.

#### **7.13 Provision of affordable & special needs housing**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. Considerations relating to affordable and special needs housing are therefore not relevant to this proposal.

#### **7.14 Trees, landscaping and Ecology**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It would not therefore have any implications on existing trees, landscaping or ecology.

#### **7.15 Sustainable waste management**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park.

The unit would be served by existing waste and recycling facilities and it is considered

#### **7.16 Renewable energy / Sustainability**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. Accordingly, it does not have any implications with regard to renewable energy or sustainability.

#### **7.17 Flooding or Drainage Issues**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. Accordingly, it would not have any implications with regard to flooding or drainage issues.

#### **7.18 Noise or Air Quality Issues**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. Accordingly, it would not have any implications with regard to noise or air quality.

#### **7.19 Comments on Public Consultations**

No responses received.

#### **7.20 Planning obligations**

The proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. It would not give rise to the need for any 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**

### **10. CONCLUSION**

The application seeks to amend condition 10 of planning permission 1911BJ/95/895 as it relates to unit 6 in order to expand the acceptable range of goods and enable occupation by a catalogue retailer.

It is not considered that the expansion in the range of goods sold at the site would give

rise to any significant additional traffic generation which would be detrimental to the operation of the highway network.

It is not considered that sufficient information has been provided to demonstrate that the development would not have a detrimental impact on the vitality or viability of nearby Town Centres in accordance with PPS4.

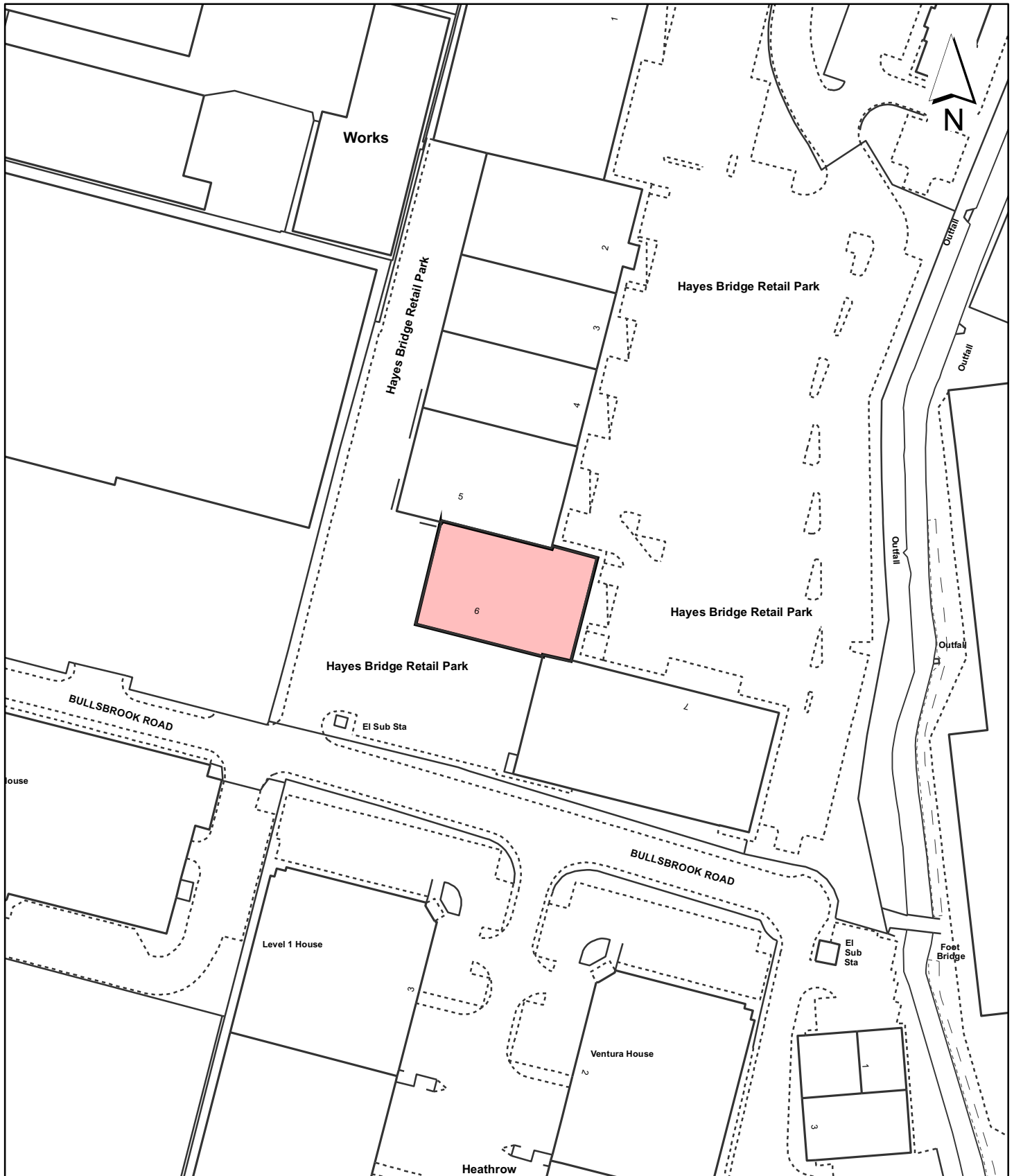
Accordingly, the application is recommended for refusal.

#### **11. Reference Documents**


- (a) The London Plan
- (b) Planning Policy Statement 4 - Planning for Sustainable Economic Growth

**Contact Officer:** Adrien Waite

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Unit 6, Hayes Bridge Retail Park Uxbridge Road Hayes</b>	
Planning Application Ref:	Scale
<b>51652/APP/2010/1240</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>July 2010</b>

**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 Head of Planning & Enforcement Services

**Address** 43 - 47 AND REAR OF 35 - 43 YEADING LANE HAYES

**Development:** 2 three-bedroom two storey semi-detached dwellings and 3 three-bedroom two storey terraced dwellings with amenity and parking space, involving the demolition of outbuildings to rear of existing dwelling No.47 and rear extensions from No.43 and installation of new crossover.

**LBH Ref Nos:** 34799/APP/2009/2800

**Drawing Nos:** 2498-2-105  
2498-2-106  
2498-2-107  
2498-2-109  
2498-2-101  
2498-2-103 Existing Site Layout  
2498-2-104 Proposed Site Layout  
2498-2-T112  
2498-2-T113  
2498-2-T110  
2498-2-T111

**Date Plans Received:** 23/12/2009                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 18/01/2010

### 1. **SUMMARY**

The proposed development seeks full planning permission for the erection of 5 dwellinghouses, in the form of a terrace of three houses and a pair of semi detached dwellings, at the land to the rear of 35-47 Yeading Lane. An outline planning application, ref: 34799/APP/2009/2800 for a very similar scheme comprising 5 dwellinghouses was refused permission on 23/12/2009. In 1984 permission was granted for 3 residential units which has long since lapsed.

The subject application is for 5 dwellings in a layout which avoids overlooking and privacy impacts on neighbouring properties and which accords with relevant saved development plan policies. The proposed development also provides for adequate amenity space and living standards for the future occupiers of the development. The proposal would utilise a former commercial nursery site and the scale and design of the dwellings is in context with the surrounding area, therefore the proposal is recommended for approval.

### 2. **RECOMMENDATION**

**Approval subject to following conditions.**

**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 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).

**4 OM5 Provision of Bin Stores**

No development shall take place until details of facilities to be provided for the screened storage of refuse bins within the site 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**

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 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, including security gates and fencing to the access way leading to the rear of unit 2, 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.



**6 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).

**7 DRC6 Contaminated Land - survey and remedial works**

Development shall not begin until a site survey to assess contamination levels has been carried out to the satisfaction of the Local Planning Authority. The survey shall be undertaken at such points and to such depth as the Local Planning Authority may stipulate. A scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved in writing by the Local Planning Authority and all works that form part of this scheme shall be completed before any part of the development is occupied.

**REASON**

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy A.33 of the London Plan (February 2008).

**8 DRC7 Contaminated land - remedial works**

Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the [occupants of the development /future users of the site/local environment].

**REASON**

To ensure that the occupants of the development are not subjected to any risks from land contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy Policy A.33 of the

London Plan (February 2008).

**9 N1 Noise-sensitive Buildings - use of specified measures**

Development shall not begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**10 SUS4 Code for Sustainable Homes details**

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

**REASON**

To ensure that the objectives of sustainable development identified in policies 4A.1 and 4A.3 of the London Plan (February 2008).

**11 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**12 DIS5 Design to Lifetime Homes Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, and shall include within the design of each wheelchair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

**13 H1 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

**14 H11A Visibility Splays**

Unobstructed sight lines above a height of 1 metre shall be maintained where possible on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**15 H12 Closure of Existing Access**

The existing vehicular access at the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**16 H16 Cycle Storage - details to be submitted**

No part of the development hereby permitted shall be commenced until details of 10 covered and secure cycle storage have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**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 H17 Washing of Construction Vehicles**

Provision shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

**REASON**

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policy AM7 of the Hillingdon Unitary Development Plan.

**18 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

**REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 TL2 Trees to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of

Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **20 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: -

- Proposed finishing levels or contours,
- Means of enclosure, including enclosure of the access way leading to the rear of unit 2.
- 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 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. \*

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).

**22 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).

**23 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).

**24 TL20 Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**25 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).

**26 M5 Means of Enclosure - details**

Before the development is commenced, details of boundary fencing or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

**REASON**

To safeguard privacy to adjoining properties in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**27 MRD7 Dustbin Siting**

No dustbins shall be sited more than a distance of 23 metres from an adoptable highway and more than 25 metres from any dwelling.

**REASON**

To comply with the Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document: "Residential Layouts" (May 2006) and for the convenience of residents.

**28 OM20 Grampian Planning Obligations**

Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how additional or improved educational facilities in the vicinity of the site arising from the needs of the proposed development will be provided. The approved means and timescale of providing the proposed improvements shall then be implemented in accordance with the agreed scheme.

**REASON**

To ensure the development provides an appropriate contribution to the improvement of /insert appropriate/ within the surrounding area, arising from the proposed development, in accordance with Policy R17 of the adopted Hillingdon Unitary Development Plan and the Council's Planning Obligations Supplementary Planning Document.

**29 NONSC Accessway security measures**

Prior to the commencement of development a scheme to ensure the access way leading to the rear of Unit 2 is maintained and kept secure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme and the access way secured and maintained for the life of the development.

**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**

**1 152 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.

AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
H12	Tandem development of backland in residential areas
H5	Dwellings suitable for large families
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
HDAS	'Residential Developments'
PPS3	Housing
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

### **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            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).

### **5            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.

### **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            14                    Neighbourly Consideration - include on all residential exts**

You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours

and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

## **8            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.

## **9            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.

## **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 I23A Re-instatement of a Vehicle Access.**

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site comprises one detached and one semi-detached two storey dwellinghouses, together with a grassed open area of land at the rear and is located on the western side of Yeading Lane. The detached house, No 43 Yeading Lane, has a rear conservatory and single storey rear extension. No. 47 Yeading Lane has also been extended with a single storey side and rear extension and various outbuildings. Both dwellings have existing parking to the front of the site. This portion of Yeading Lane is characterised by a mixture of maisonettes, bungalows, semi-detached and detached dwellings. The site lies within the 'developed area' as identified in the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The application site has a Public Accessibility Transport Level of 2 (where 1 is the lowest and 6 is the highest).

#### **3.2 Proposed Scheme**

Full planning permission is sought for the erection of three two storey terraced and a pair of semi-detached three bedroom dwellinghouses, with amenity space and parking space, involving the demolition of existing outbuildings to the rear of no. 47 Yeading Lane and rear extensions to no. 43 and installation of new crossover.

The proposal would be situated to the rear of Nos. 35-47 (odd) Yeading Lane and the proposed flank walls would be located more than 18m from the nearest dwellinghouses at Yeading Lane and Bedford Avenue. For the 4 new dwellings a total of 10 car parking spaces would be provided (2 spaces per dwelling). 2 spaces for both no.43 and no.47 would be provided to the front of each of these dwellings. Each dwellinghouse would have their own private amenity space by a way of private gardens to the rear.

The scheme is an amended submission to a previously refused outline planning application ref: 34799/APP/2009/534 determined on 17/12/2009. The scheme has been amended to address the reason for refusal. The main changes include:

- i) The creation of a 'pinch point' to the section of the access way between nos. 43 and 47 Yeading Lane.
- ii) Widening of defensible space between the access way and the properties at nos. 43 and 47 Yeading Lane; including a laurel hedge and close boarded fence.
- iii) Removal of all openings in side elevations of nos. 43 and 47 Yeading Lane.
- iv) Addition of a speed bump along the access way.
- v) Reconfiguration of the layout of the terrace of 3 dwellings to allow the middle property

an external access to the rear.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Application ref: 34799/APP/2009/534 sought outline permission for the erection of 3 two storey three-bedroom terraced dwellings and 2 two storey three-bedroom semi-detached dwellings with associated parking and bin stores and installation of new vehicular crossover, involving demolition of existing outbuildings at no.47 (Outline application for approval of access, appearance, layout and scale). The application was refused on residential amenity grounds on 17/12/2009.

Application with reference 34799/APP/2008/3053 was an outline application which the applicant withdrew the application prior to determination.

Application 34799/B/99/0695 was a materially different scheme to that currently under determination.

### **4. Planning Policies and Standards**

London Plan (February 2008)

Hillingdon Unitary Development Plan Saved Policies (September 2007)

HDAS Supplementary Planning Document: Residential Layouts

#### **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:

AM14 New development and car parking standards.

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

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.
H12	Tandem development of backland in residential areas
H5	Dwellings suitable for large families
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
HDAS	'Residential Developments'
PPS3	Housing
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

A total of 68 neighbouring occupiers/owners were initially consulted and 29 objections and 1 petition with 46 signatures. The issues raised are:-

- a) Noise and disturbance caused by future occupants of the scheme.
- b) Loss of trees and landscaping leading to a degradation of visual amenity.
- c) The road access is a 'Private Right of Way'. The proposal would increase the traffic using the access.
- d) Layout and density of building - area is being over developed.
- e) Over looking and privacy.
- f) Lack of parking/loading and turning area.
- g) Design, appearance and materials considered to be inappropriate.
- h) Traffic generation.
- i) Increase in antisocial behaviour.
- j) Parking would become unusable because it is already tight
- k) Loss of sunlight.
- l) There are enough houses in Hayes.
- m) Cramped development.
- n) Proposal for 5 houses were refused in 1999.
- o) 3 three storey and 2 two storey houses with private gardens are over development.
- p) Loss of open space.
- q) Planning condition required to ensure that there is tree protection & loss of trees.
- r) Encourages backland development.
- s) Local infrastructure (including drainage, water supply, gas, educational facilities, and health care facilities) won't cope with additional usage.
- t) There is a lack of off street parking proposed. On street parking would become under further pressure and people would park inappropriately.
- u) Increased traffic congestion.
- w) Noise, air and light pollution (caused during construction and once dwellings are occupied).
- v) Design, appearance and materials would be out of keeping with the area.

- w) Loss of outlook from existing dwellings.
- x) The site may be potentially contaminated.
- y) The access way would be too narrow for emergency vehicles to access.

#### CRIME PREVENTION DESIGN ADVISOR

An access way is proposed to provide access to the rear of unit 2. Such access ways are only acceptable if over very short distances and adequately maintained and secured. Relevant conditions should be imposed to address maintenance and security (namely gates).

#### Internal Consultees

##### POLICY ADVISOR

The site comprises a vacant plot and garden in a residential area. Part of the site is potentially contaminated. The key issue is the use of the site for residential purposes. There is an established need for residential accommodation. The scheme would need to comply with HDAS guidelines for room space, amenity space and impact on the amenities of adjoining properties. This is particularly pertinent due to the Backland nature of the development and Saved Policy H12. The housing mix would appear appropriate. Whilst the proposed density would appear low for a suburban area with a PTAL of 2, at 23u/ha and 140 hr/ha (compared with an indicative standard of 150-200hr/ha and 40-80 u/ha), officers may consider that this is the maximum achievable given local circumstances and the scale of the scheme. Highways would need to be consulted. Particular attention should be made on the impact on the streetscape and character of the area.

##### ENVIRONMENT PROTECTION UNIT

No objections subject to planning conditions controlling noise impact and minimising risk of contamination.

##### LANDSCAPING & TREES

The removal of the hedge, while removing a dominant landscape feature and potential screening, will also remove the likely over-shadowing of the new development. I note that a few individual specimens are indicated to be retained on submitted plans in the rear garden of unit 3 and on the north-west boundary of the cul-de-sac.

The same layout indicates that there are areas available for soft landscape detailing (planting) within the private and shared amenity spaces, in accordance with saved policy BE38. A high quality landscape scheme, including new tree planting, should be secured through conditions. Provision for the management and maintenance of the communal areas should also be planned.

No objections to the proposal subject to conditions TL1, TL2, TL4, TL5, TL6 & TL7.

##### HIGHWAYS

No objections, the proposal would provide sufficient access width and appropriate turning area of refuse and larger vehicles including emergency vehicles. The proposal also provides adequate onsite parking spaces for the proposed dwellinghouse. There should be appropriately worded conditions to ensure that visibility lines are maintained, and the access road and parking areas are appropriately constructed and laid out.

##### EDUCATION

For the proposed development in Barnhill Ward, the requested amount towards education contribution would be £58,908.

## 7. MAIN PLANNING ISSUES

## 7.01 The principle of the development

The site is located within an established residential area and forms part of the 'developed area' as defined in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

Key changes in the policy context, since the adoption of the UDP, includes the adoption of The London Plan, the Letter to Chief Planning Officers: Development on Garden Land dated 19/01/2010, The London Plan Interim Housing Supplementary Planning Guidance adopted April 2010, and new Planning Policy Statement 3: Housing adopted June 2010 (PPS 3).

In relation to National Policy the Letter to Chief Planning Officers clarifies that "there is no presumption that previously developed land is necessarily suitable for housing, nor that all of the curtilage should be developed" and commits to move this clarification to a more prominent position within PPS 3. It further clarifies that "the main focus of the Government's position therefore is that local authorities are best placed to develop policies and take decisions on the most suitable locations for housing and they can, if appropriate, resist development on existing gardens". This guidance was published prior to submission of the application and should be given appropriate weight in the assessment of the application.

The London Plan Interim Housing Supplementary Planning Guidance (April 2010) was published following the national advice above and represents the Mayor of London's guidance on how applications for development on garden land should be treated within the London Region. The thrust of the guidance is that back gardens contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments.

The guidance requires that "In implementing London Plan housing policies and especially Policy 3A.3, the Mayor will, and Boroughs and other partners are advised when considering development proposals which entail the loss of garden land, to take full account of the contribution of gardens to achievement of London Plan policies on:

- \* local context and character including the historic and built environment;
  - \* safe, secure and sustainable environments;
  - \* bio diversity;
  - \* trees;
  - \* green corridors and networks;
  - \* flood risk;
  - \* climate change including the heat island effect, and
  - \* enhancing the distinct character of suburban London,
- and carefully balance these policy objectives against the generally limited contribution such developments can make toward achieving housing targets."

Following on from this, Policy 4B.8 of the London Plan emphasises the importance of local distinctiveness, and ensuring proposed developments preserve or enhance local social, physical, cultural, historical, environmental and economic characteristics.

Revised PPS 3, was published in April 2010 and, as advised in the Letter to Chief Planning Officers, discussed above, clearly clarifies that not all developed land is necessarily suitable for housing, nor that all of the curtilage should be developed. It also makes it clear that well thought out design and layout which integrates with and complements existing buildings and the surrounding local context is a key consideration

which needs to be taken into account when assessing proposals for residential development.

Although the London Plan Interim Housing supplementary Planning Guidance, and revised PPS3 were both published following submission of this application they represent part of the adopted policy framework at the current time. In addition they do not introduce additional policy but instead provide clarity on the interpretation of existing policies within the London Plan. Accordingly, it is considered that significant weight should be given to this guidance in determination of the current application.

The site comprises an open area of land, a former commercial nursery, as well as a small part of the rear garden of No. 47 Yeading Lane. The proposed buildings will be erected within the curtilage of what is currently the open land, with the portion of the site currently forming part of the rear garden of no. 47 remaining as garden area for the proposed semi detached dwellings. Given this, whilst the rear garden of no. 47 has been subdivided, it will remain as private amenity space (or garden area), so there is no loss of residential private amenity space. As such the scheme accords with Policies 3A.3, 4B.1 and 4B.8 of the London Plan, guidance within The London Plan Interim Housing Supplementary Planning Guidance and Planning Policy Statement 3: Housing.

## **7.02 Density of the proposed development**

Policy 3A.3 of the London Plan advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with the local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

Table 3A.2 recommends that developments of dwellinghouses on suburban residential sites with a PTAL score of 2 should be within the ranges of 35-65u/ha and 150-250u/ha. The proposed density for the site is 23u/ha or 140hr/ha which would be in the lower or below London Plan thresholds. Whilst the proposed density would be below the recommended threshold by London Plan, the proposed density is considered to be acceptable having regard to the housing type and the character of the surrounding area. Accordingly, no objection is raised to the proposal in respect to the density being below that recommended in the London Plan.

Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere, according to the local needs.

The proposal provides 5 x three bedroom houses. The proposed housing is considered appropriate to the character of the surrounding area, which comprises maisonette flats, bungalows, semi-detached and detached houses. It is therefore considered that the development provides an acceptable dwelling mix in compliance with Policies H4 and H5 of the Hillingdon UDP Saved Policies (September 2007) and the London Plan (February 2008).

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

Not applicable.

## **7.04 Airport safeguarding**

Not applicable.

## **7.05 Impact on the green belt**

Not applicable.



## **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies September 2007 highlights the importance of designing new development to harmonise with the existing streetscene while Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area. Policy BE22 seeks to ensure that all buildings of two or more storeys of the height are setback a minimum of 1m from the side boundaries.

Planning Policy Statement 1 (PPS1) and London Plan state that the appropriate density of development depends on a balance between the full and effective use of available housing land and the following important considerations; the quality of the housing layout and design, its compatibility within the density, form and spacing surrounding development and the location, configuration and characteristics of the site.

The principle visual impact of the development when viewed from Yeading Lane would be minimal as the proposed dwellings would be sited over 50m from the road, set behind Nos. 35 to 47 (odd) Yeading Lane. Furthermore, the proposed semi-detached and terraced dwellings would maintain a minimum 1m set-in from the side boundaries. It is considered that the development would not intrude in the streetscene given its siting, would maintain adequate gaps to break up the built form and would be of similar bulk and scale to neighbouring properties. Overall, the development is considered to have an appropriate appearance that would respect and harmonise with the existing character of the streetscene.

## **7.08 Impact on neighbours**

The proposed houses would be sited over 18m from surrounding properties so that they would not result in a loss of residential amenity to the occupiers of these properties by reason of loss of sunlight or appear unduly dominant. The Council's Hillingdon Design and Access Statement (HDAS) Supplementary Planning Document (SPD) 'Residential Layouts' also state that the distance provided will be dependant on the bulk and size of the building, but generally, 15m will be the minimum acceptable distance. As such, the proposal would comply with Policies BE20 and BE21 of the adopted Unitary Development Plan (Saved Policies, September 2007).

Given the limited number of dwellings and anticipated trip generation, it is not considered that vehicles accessing the site would cause such noise or air quality issues so as to harm residential amenity of near by occupiers. Nor is it considered that the scheme would cause harm to amenity through light spillage.

There is an existing right of way between 43 and 47 Yeading Lane. This provides access to the rear of a number of properties. Whilst it acknowledged that there will be an increase in traffic along this access way resulting from the development it is considered that it would not unacceptably increase noise or cause unacceptable air quality issues for occupiers of these dwellings. It is considered that the applicant has adequately addressed the reason for refusal by employing the following measures in the amended design:

i) Creation of a pinch point, adjacent to nos. 43 and 47 Yeading Lane, in the access way. This serves to narrow the width of the access way, create a one way traffic route at the level of the dwellings to slow down traffic and to create defensible space between the existing dwellings.

ii) Addition of a hedge and 1.2m high close boarded fence, positioned approximately 1.1m

from the flank wall of both 43 and 47 Yeading Lane. This has resulted in defensible space and an acoustic/visual barrier at ground floor level.

iii) All of the ground and first floor flank wall windows on nos. 43 and 47 Yeading Lane will be bricked up. This will reduce the level of noise disturbance to these properties. It should be noted that whilst some habitable room windows are among those to be bricked, they are all secondary windows, as a result of which it is considered that the level of light and outlook afforded to these existing properties will not be compromised significantly.

It is considered that these measures have, on balance, addressed the reason for refusal and that, on balance, the scheme would not result in such a demonstrable increase in traffic movements, levels of noise, fumes or overlooking of the residential dwellings, as to result in harm to the amenity of occupiers of 43 and 47 Yeading Lane.

Policy BE24 states that the development should be designed to protect the privacy of future occupiers and their neighbours. HDAS SPD 'Residential Layout' also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The proposed houses would be sited on 90 degree angle to the surrounding properties so that there would be no facing habitable room windows and therefore would have direct outlook to adjoining houses. The proposed dwellinghouses would also maintain the 21m minimum facing habitable room window distance and therefore there would not be any significant impact of overlooking and privacy between the future occupiers of the proposed development.

#### **7.09 Living conditions for future occupiers**

HDAS SPD 'Residential Layouts' specifies minimum internal floorspace standards of 81sq.m for a three bedroom houses. The proposed development would provide internal areas of approximately 114sq.m plus for each dwellinghouse and therefore the proposed dwellinghouses would provide an adequate standard of residential amenity for future occupiers.

Policy BE23 of the Unitary Development Plan requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings, and which is usable in terms of their shape and siting. In addition, the HDAS SPD 'Residential Layouts' seeks to ensure that an adequate amount of conveniently located amenity space is provided in new residential development with a suggested minimum provision of 60sq.m for two and three bedroom houses.

The proposed scheme would adequately provide more than 60sq.m of private amenity space for each proposed dwellinghouse and retain more than the minimum requirement for the existing dwellinghouses at Nos 43 and 47 Yeading Lane. The proposal would therefore provide appropriate living conditions for the existing and future occupiers. The proposal therefore accords with the Policy BE23 of the Hillingdon Unitary Development Plan Saved Policies 2007.

The proposed houses would also provide Lifetime Homes standards in accordance with Policy 3A.5 of the London Plan and the Council's HDAS 'Accessible Hillingdon'.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policies AM2, AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) are concerned with traffic generation, road capacity, on-site parking and access to public transport.

The Council's Highway Engineer has stated that 2 spaces on-site for each proposed dwellinghouses would satisfy the Council's Parking Standards. All parking spaces and manoeuvring areas on the proposed plans meet the Council's minimum requirements. The amended scheme's proposed access is 3.0m wide at it's narrowest in the pinch point, with an additional 1.2m for pedestrian access. The proposed width together with the proposed turning area would allow for refuse and emergency vehicles to enter and exit the site in a forward gear. The applicant has demonstrated through swept path diagrams that the proposed turning area would be adequate. This area would need to be marked 'no parking' or 'keep clear', therefore an appropriate worded condition would ensure the turning area is unimpeded at all times.

The Council's Highway Engineer has raised no objection to the design and location of entrance/exit to the site from Yeading Lane.

It is considered that the proposal complies with Policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **7.11 Urban design, access and security**

This had addressed elsewhere in the report. In terms of security a condition is recommended to ensure the proposed dwellings achieve secure by design standards.

##### **Security**

An access way is proposed to provide access to the rear of unit 2. The scheme was referred to the Metropolitan Police Crime Prevention Design Advisor who advised that such access ways are only acceptable if over very short distances and adequately maintained and secured. Relevant conditions are recommended to address this issue.

#### **7.12 Disabled access**

The proposed houses would also provide Lifetime Homes standards in accordance with Policy 3A.5 of the London Plan and the Council's HDAS 'Accessible Hillingdon'.

#### **7.13 Provision of affordable & special needs housing**

No affordable housing provision is sought from the proposed development.

#### **7.14 Trees, landscaping and Ecology**

The Council's Tree and Landscape officer has indicated that the proposed removal of the high conifer hedge could reduce over-shadowing but will nonetheless reduce screening. However, given that there would be areas available for soft landscaping and planting within the private and shared amenity spaces, the proposal would be in accordance with BE38 of the Unitary Development Plan Saved Policies 2007.

#### **7.15 Sustainable waste management**

Each dwellinghouse would provide appropriate refuse and recycling provision within the curtilage. An appropriately worded condition will ensure that these facilities are constructed and retained throughout the lifetime of the development.

#### **7.16 Renewable energy / Sustainability**

The proposal development does not include any renewable technologies. However an appropriately worded condition will ensure that each dwelling is designed to achieve Code Level 3 for Code for Sustainable Homes to ensure that the proposed development is in line with the objectives of sustainable development identified in policies 4A.1 and 4A.3 of the London Plan (February 2008).

### **7.17 Flooding or Drainage Issues**

There are no flooding issues relating to the site. An appropriately worded condition would ensure that details of the incorporation of sustainable urban drainage has to be implemented on site to ensure that surface water run off is handled as close to its source as possible.

### **7.18 Noise or Air Quality Issues**

This has been discussed in other sections of the report. It is not considered that the scheme would result in an unacceptable increase in noise or worsen air quality.

### **7.19 Comments on Public Consultations**

The issue of access for emergency vehicles has been discussed with the Council's Highway Engineer who does not object to the scheme.

There is no evidence to suggest that the proposals would result in anti social behaviour.

The other matters raised in submissions have either been addressed in the body of the report or through the imposition of relevant conditions to address concerns.

### **7.20 Planning obligations**

Policy R17 of the UDP 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 activities and other community, social and education facilities through planning obligations in conjunction with other development proposals. The Director of Education has advised that a contribution of £58,908 towards school places is required. This can be secured by an appropriate planning condition.

### **7.21 Expediency of enforcement action**

Not applicable.

### **7.22 Other Issues**

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

The amended scheme would provide for additional residential accommodation on a brownfield site in accordance with current housing objectives. The proposal is now considered to be acceptable with regard to highway safety and the proposals for car and cycle parking are in accordance with the Council's Standards. The scheme would provide an appropriate residential environment for future occupiers in terms of all requirements set out within the Hillingdon Design and Accessibility Statement while maintaining an appropriate environment for neighbouring occupiers.

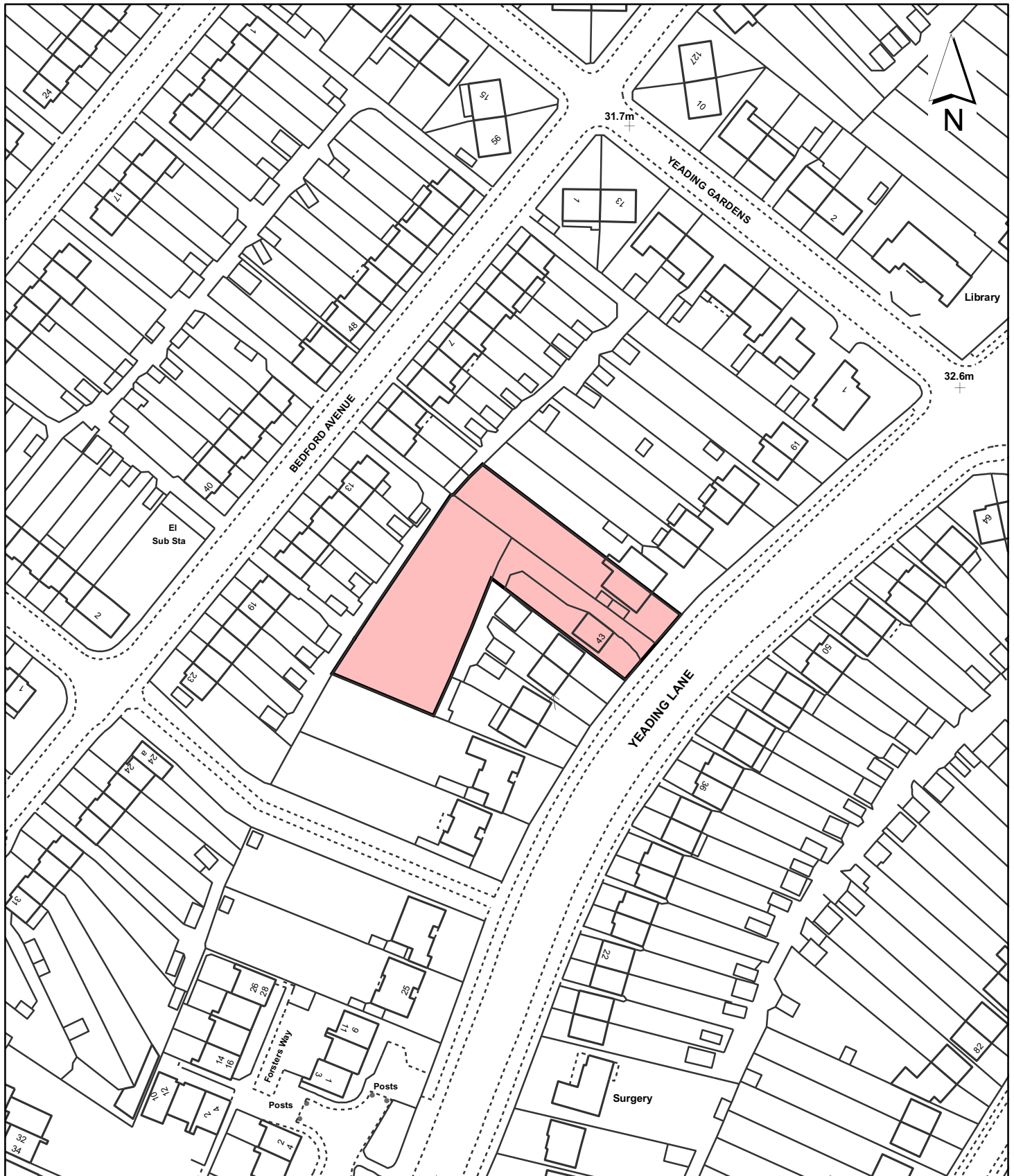
The proposal accords with all relevant saved policies within the Unitary Development Plan and the London Plan, and accordingly the proposal is recommended for approval, subject to conditions.

## 11. Reference Documents


Hillingdon Unitary Development Plan Saved Policies September 2007  
London Plan February 2008  
Hillingdon Accessibility Design Statement SPD 'Residential Layouts'  
Hillingdon Accessibility Design Statement SPD 'Accessible Hillingdon'

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**43 - 47 and rear of  
35 - 43 Yeading Lane  
Hayes**

Planning Application Ref:

**34799/APP/2009/2800**

Planning Committee

**Central and South**

Scale

**1:1,250**

Date

**August 2010**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement Services

- Address** WHITEHALL SCHOOL PLAYING FIELDS (OFF WHITEHALL ROAD)  
WHITEHALL SCHOOL COWLEY ROAD UXBRIDGE
- Development:** Variation of conditions 2 (development in accordance with approved plans) and 7 (tree survey) of planning permission ref: 4341/APP/2009/879 dated 15/02/10 (Single storey building for use as children's and adults centre, with associated parking, play area, new vehicular crossover and new pedestrian access from Whitehall Road), to relocate approved building and accessway from Whitehall Road, alter internal layout and external elevations of approved Children's Centre, relocate car parking space, refuse bin, cycle and pram storage, relocate play area to the north west of the building and remove one car parking space
- LBH Ref Nos:** 4341/APP/2010/781
- Drawing Nos:** 05/202 Rev: C  
05/204 Rev: B  
05/205 Rev: B  
05/201 Rev. H  
Tree Survey, Arboricultural Implication Assessment & Method Statement revised 12 July 2010  
05/600 Rev. A  
1764.D.A  
200 Rev A
- Date Plans Received:** 09/04/2010                      **Date(s) of Amendment(s):**
- Date Application Valid:** 15/06/2010

### 1. SUMMARY

The application seeks a variation of conditions 2 (development in accordance with approved plans) and 7 (tree survey) of full planning permission Ref 3441/APP/2009/879 dated 15-2-2010 for the erection of a single-storey building with associated parking, access and landscaping, on land belonging to Whitehall Junior School in Uxbridge. The variation of condition application arises from a need to reposition the approved building. The building will be used as previously agreed as a centre primarily to provide pre-school activities for very young children, and post-natal care and advice for new parents. The centre would also provide a meeting place for new parents to meet and IT facilities to help with issues such as job seeking.

The variation of conditions 2 and 7 would involve a small repositioning of the proposed building, in turn necessitating a minor alteration in the plan of the building to make a symmetrical form and the relocation of an external soft play area which in turn would involve some alterations in the landscape scheme and an increase in the number of trees retained on the Whitehall Road boundary of the site. It is not considered these amendments would have an adverse impact on the design of the centre, on the sports playing fields, the local ecology, on the residential amenity of nearby properties, or on highway safety. The proposal in respect of variation of condition 2 and 8 complies with relevant UDP and London Plan policies and, as such, approval of the variation of conditions 2 and 7 is recommended.

## 2. **RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 HH-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).

#### **2 HLC3 Hours of Use**

No persons other than staff shall be permitted to be on the premises between the hours of 08:00 and 18:00 Monday to Friday only.

#### **REASON**

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **INFORMATIVES**

#### **1 152 Compulsory Informative (1)**

You are reminded that only Conditions 2 and 7 of planning permission ref 4341/APP2009/879 have been varied by this permission. All the other condition attached to the aforementioned permission remain in force so far as the same are still subsisting and capable of taking effect.

## 3. **CONSIDERATIONS**

### 3.1 **Site and Locality**

The application site comprises an approximately 0.2 hectare, roughly triangular shaped plot of land at the southern end of Whitehall Junior School's playing fields. The southern most part of the site is currently fenced off from the main playing field and is overgrown with vegetation. The site is bounded to the west and south by residential properties in Derby Road and Walford Road respectively, and to the east by Whitehall Road, beyond which are residential properties. The site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map.

### 3.2 **Proposed Scheme**

The existing approved scheme is to erect a single-storey building in the centre of the site, to be used as a children's and adult's centre, with associated play area, parking and landscaping. The centre would provide pre-school facilities for very young children between the ages of approximately 0 and 5, pre-natal care and advice for new parents, a general meeting area, and IT equipment to provide learning facilities to adults and aid job seeking, etc. Three full-time staff would be employed and it is anticipated that the building would operate between approximately 8am and 6pm to provide before and after-school clubs.



The building would have maximum dimensions of approximately 30m by 15.5m by 6.5m high and would have a floorspace of 218m<sup>2</sup>. It would comprise a family/children room, an adult learning room, a consulting room, an office, a reception/lobby area and WC facilities. Externally a children's play area would be provided towards the southern end of the building.

Separate pedestrian and vehicular accesses would be provided to the site off Whitehall Road, and 4 parking spaces, including 2 disability standard spaces, would be provided to the east of the building, towards the northern side of the site.

The proposal to reposition the proposed building, necessitates a minor alteration in the plan of the building and also involves the relocation of an external soft play area towards the western side of the site which, in turn, would involve some alterations in the landscape scheme and the number of trees retained on site.

On the Whitehall Road boundary the proposed repositioning of both the pedestrian and the vehicular access gates would involve trimming 2 trees (T002 and T003 on plan ref: 1764.D.A) for vehicular access and 2 trees (T004 and T006) over the pedestrian entrance. Tree T005 would be removed. None of the trees on site are protected trees.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Whitehall Junior School has an extensive planning history. However, given the location of the application site on the edge of the playing fields, the only previous proposals considered to be relevant to this scheme is the original approval for the single storey building for use as a children's and adults centre to which this variation of condition application directly relates to (Ref 4341/APP/2009/879) approved 15-2-2010.

4341/APP/2010/940 A current undetermined application is with the Council to discharge conditions 3,4,5,6,9,10,13,16,17,18,19,21,22 and 23 to the approved scheme (Ref 4341/APP/2009/879).

## **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.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion

- and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
  - AM15 Provision of reserved parking spaces for disabled persons
  - 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.
  - 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
  - R10 Proposals for new meeting halls and buildings for education, social, community and health services
  - R12 Use of premises to provide child care facilities
  - R16 Accessibility for elderly people, people with disabilities, women and children

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **5th August 2010**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

#### EXTERNAL CONSULTEES

Consultation letters were sent to 65 local owner/occupiers on 17 June 2010. The same residents as were notified of the previous application were notified of this application.

Six letters of objection were received which expressed the following concerns:

- I) consultation process with neighbours not receiving the consultation letter with an inaccurate address given for the site (Cowley Road) leading to an inaccurate impression of where the proposed building would be located and a lack of site notices;
- II) concerns about the scheme itself namely the precise intended use of the building;
- III) concerns regarding the hours of operation;
- IV) concerns about the potential loss of privacy including through the potential loss of trees;
- V) a concern regarding the streets surrounding the site already suffering from noise, rubbish and gangs of youth created by the proximity of a park, also disruption caused from students walking by and parking problems resulting from Council employees unable to find a place to park in the Civic Centre car park and the scheme appears to be another youth centre that will exacerbate these existing neighbourhood problems of disruption;
- VI) an objection the scheme will involve a loss of visual amenity and the loss of mature trees of ecological importance that provide a screening and green canopy at eye level to the rear of the residential properties adjoining the site;
- VII) a query whether the merits of such scheme given the spending cuts facing the Borough;
- VIII) an objection that the revised proposals are too close to the boundary fence and as a result will have an adverse impact in terms of noise, loss of privacy and visual impact to occupants of

neighbouring properties compared to this existing section of the school site that is not occupied by school buildings.

IX) Seek a tightening in the terms of usage and the hours of operation to exclude evenings and weekends and for a restriction so the centre can be used by adults only associated with childcare thereby aiding control of noise from loud music and parties.

X) Objection to size and scale of the building and its proximity to neighbours homes

XI) Loss of security with public access to the back of neighbours gardens.

XII) The proposal would degrade the streetscene.

XIII) Concern regarding proximity of a public building to residences.

XIV) Future users would engage in anti-social behaviour.

XV) Loss of hedge.

To address concerns raised by residents that the scheme was not widely notified and site notices erected, the scheme was re-advertised to a wider area and six site notices erected on 15 July. The site address and description were amended to provide clarification on the scheme and to address resident's concerns on this matter.

In response to the 2nd round of consultation 5 responses were received raising the following issues:

- separation of playing fields and the site is issued
- operating hours need to be controlled
- users of pathways close to residents would cause noise and nuisance
- position of the building is not clear
- loss of residential amenity due to noise
- notification inadequate including the description of the development
- objection to loss of trees, impact on wildlife
- parking pressures
- hours of use and noise

The applicant has amended plans to address concerns raised by the planning authority. The amended plans were re-notified to public on 29 July 2010. In response to this 3rd round notification 4 responses were received raising the following concerns

- increased density/overdevelopment
- loss of trees
- increase in noise
- loss of habitat and ecology
- loss of privacy
- Visual amenity
- Notification and application, description inaccurate
- Loss of property value
- What public access there will be via the footpath
- As the playing field backs directly onto Stanley Close any public access would be a security risk
- a footpath will attract anti-social behaviour
- Concerns over type of boundary fence to the rear of the site and a need for it to provide good security and be discrete in contrast to the existing fencing along Whitehall Road
- traffic
- clarification of the location of the centre and the vehicular access to the site
- the proximity to residents gardens of the centre with the resultant loss of amenity
- anti-social behaviour

Two petitions were received.

The first petition raised the following concerns:

"We object to planning application 4341/APP/2010/781 for the following reasons:

Loss of amenity to the area in the removal of the trees on the site (the replacements indicated are not a similar size and density to those already there) and in moving the centre closer to the boundary fence. Increase in noise from the centre (through moving Increase in traffic and parking congestion from the building of a new entrance on Whitehall Road. That the development sets as precedent for the land to be used as an additional footpath as shown in the plans and described in the associated documents.

Desired Outcome:

That the permission is not granted in consideration of the views of the residents. That if such a centre is to go ahead, the developer should look at other options to preserve the area such as reducing the size of the building to fit the approved site, making the play areas an appropriate distance from the housing, changing the external design to reduce noise and keeping or replacing [like for like the current trees.

The petition is signed by 29 residents.

The second petition refers to the original application 4341/APP/2009/879 and states

"We ask Hillingdon Council to reconsider the planned development of the site as the local residents feel that the Council did not clearly communicate the location of the development to the residents who are most affected by it and this meant that their views were not taken into consideration in the planning process. In particular

1) The wording of the location of Whitehall Junior School, Cowley Road on the planning Application suggests that the development will take place at the School, on the Cowley Road rather than the clearer location description now used which is "Whitehall School Playing Fields (off Whitehall Road)".

2) The description on the application does not give any mention to the creation of a new entrance from Whitehall Road implying that the new centre will be at the other end of the site, and somehow attached to the school.

3) No planning notices were put up on Derby Road despite there being several suitable sites accessible to those affected with a clear view of the (currently green) site where the centre will be and of the trees which will be removed to build the centre

Desired Outcome:

That Hillingdon Council re-consider the original planning application and consult residents on issues relating to the development of the site (such as the removal of the trees and its impact on the neighbourhood, the increase of noise related to the centre, the size of the centre, the type and times of usage, related traffic and parking)."

The petition is signed by 29 residents.

A letter was received from John Randall the local Member of Parliament relaying the concerns of two constituents of his regarding the consultation process with neighbours not receiving the consultation letter with the address given on the consultation letter for the site possibly leading to an inaccurate impression of where the proposed building would be located and relaying concerns

about the scheme itself namely the precise intended use of the building; the hours of its operation; and concerns about potential loss of privacy through potential loss of trees.

A submission was also received from Cllr Cooper who raised concerns regarding the consultation process specifically the site address provided on the consultation letters issued, alongside residents concerns over the loss of hedgerow, the loss of mature trees, the location of the play area in the context of the understanding hedgerow will be lost.

## SPORTS ENGLAND

It is understood that the site forms part of or constitutes a playing field as defined in Article 10(2) of the Town and Country Planning Act (General Development Procedure) Order 1996 (as amended by SI 1996/1817 and SI 2009/453), in that it is on land that has been used as a playing fields within the last 5 years, and the field encompasses at least one playing pitch of 0.2ha or more, or that it is on land that is allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sports England has therefore considered the application in the light of its playing field policy. The aim of this policy is to ensure that there is an adequate supply of pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that:

Sports England will oppose the granting of planning permission for any development that would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in adopted or draft deposit local plan, unless in the judgement of Sports England, one of the Specific circumstances applies.

REASON: Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of Sports England have recognised the importance of such activities to the social and economic well being of the country.

This being the case, Sports England does not wish to raise any objection to this application and considered that the changes made by this application made by this variation of condition application significantly improve the development and render the application as meeting exception 3 of our playing fields policy. The development is taking place on land that cannot form part of the overall playing pitch provision of the site owing to the shape of the development land.

If this application is to be presented to a Planning committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would be grateful if you would advise of the outcome of the application by sending us a copy of the decision notice.

### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT

No objection in respect of variation of condition 2.

LANDSCAPE OFFICER

Further to the receipt of the revised (12 July 2010) Tree Survey, Hayden drawing No. 1764.D.4, amended PMT drawing Nos.05/201 Rev H and 600 Rev A, I confirm that the new information has addressed my previous comments.

## THE CURRENT PROPOSAL

Drawing No. 201 Rev H indicates the retained hedge on the west boundary, supplemented by additional tree planting which will compensate for the removal of the poorer quality trees on this part of the site. The external play areas have also been re-sited away from the boundary to provide more space to safeguard the hedge retention and provide space for the new tree screen. The pram storage and cycle storage area have been re-sited on the northern boundary, well away from retained trees.

Drawing No. 600 Rev A shows the temporary site access and temporary contractors yard situated to the north of tree ref. T001 which will utilise the open space at the southern end of the playing field. Temporary protective fencing is shown around all retained trees (including the Ash tree, to be coppiced) and the retained hedge.

Hayden's tree survey drawing includes the recommended alignment of tree protection and areas of 'no dig' construction - including the area formerly to be occupied by the pram and cycle storage, which has now been superseded.

## LANDSCAPE CONSIDERATIONS

The current application site remains tight, given the proximity of trees and the shape of the site. However, the current application indicates that the best trees can be retained and safeguarded during construction, provided that the recommendations of the tree report are adhered to. Construction details and levels information should be conditioned to ensure that the 'no dig' construction details are appropriate and in accordance with the tree expert's advice. No information has been submitted regarding the boundary fencing along Whitehall Road (currently unsightly chain link). Similarly hard and soft landscape enhancements in compliance with saved policy BE38 should be secured through the [existing] conditions. Details of landscape management and maintenance will also be dealt with by the [existing] conditions.

## RECOMMENDATION

No objection subject to discharge of the tree and landscape conditions [attached to the original approval].

## ACCESS OFFICER

The Access Officer has no comment in respect of the variation of conditions 2 and 7.

## ENVIRONMENTAL PROTECTION UNIT

No objection in respect of variation of condition 2.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of the development was established with the approved scheme (4341/APP/2009/879). It was considered that the proposed development would not be out of keeping with the character or appearance of the surrounding area and the impact on the amenity of adjoining properties is considered to be acceptable. The car parking provision and access arrangements were considered to be acceptable and there would be no significant adverse impacts associated with the development. As such, it was considered that the proposed development complies with the relevant UDP and London Plan policies.

The four main planning considerations this variation of conditions application raises is firstly whether the relocation presents any new and adverse amenity issues to neighbours,

secondly whether the relocation will have any undue adverse impact in terms of the landscaping and tree retention, and thirdly does the alteration raise any new concerns from Sport England in respect of the loss of school playing fields. Finally the fourth planning consideration is whether the alterations to the vehicular access and the car parking arrangements are adequate. The principle of the development more generally in terms of design grounds and the intended use of the site in the context of the surrounding area was considered and agreed with the original approved application and can not be the subject of re-consideration with this application. Sports England have raised no objection to this variation of condition application and indeed they responded by stating this variation of condition represents an improvement to the original approved scheme.

#### **7.02 Density of the proposed development**

This was a matter for consideration with the original approved scheme and is not applicable for re-consideration in respect of this application dealing principally with a relative minor repositioning of the approved building.

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

The site is not in a designated conservation area, area of archaeological interest or area of special local character.

#### **7.04 Airport safeguarding**

This matter of airport safeguarding is not pertinent in this application that relates to the variation of conditions 2 and 7 to the approved scheme.

#### **7.05 Impact on the green belt**

The site does not lie in or adjoining designated Green Belt land.

#### **7.07 Impact on the character & appearance of the area**

The proposal which involves the repositioning of the approved building so that it is set 1.5 metres further back into the school site is not considered to present any detrimental impact on the appearance of the new building and its associated car parking and landscaping in the context of the wider area.

With the exception of the school playing fields, which run alongside Whitehall Road for a distance of approximately 180m, the surrounding area is largely characterised by a mix of terraced, semi-detached and detached residential properties.

Whilst views of the building would be available from Whitehall Road, the proposed building would sit well within the centre of the site and be well screened by existing mature trees around the eastern, western and southern site boundaries. The bulk, scale, mass and design of the existing approved scheme are considered to be appropriate for this location and would not detract from the visual amenities of the area. The proposed new pedestrian access would be bounded by trees on both sides, and the vehicular access would be relatively small, serving only 4 cars. The revision to create a more symmetrical form to the building is considered acceptable from an urban design perspective.

#### **7.08 Impact on neighbours**

The rear gardens of properties in Derby Road border the site to the west and south, and the site is overlooked by residential properties at the opposite side of Whitehall Road to the east. However, given the single-storey nature of the building proposed, and extensive tree screening and planting around the site boundaries, it was not considered that the approved scheme would have any significant detrimental impact on residential amenity in terms of overlooking or loss of outlook.

Accompanying this application to seek to vary condition 2 and 7 the applicant has agreed to provide additional tree planting beyond the soft play area along the western boundary

of the school site and these additional planting measures, alongside the retention and thickening of the existing hedging on the western boundary, is considered will further reduce any potential visual imposition and noise impact the approved scheme and the associated play area may have to adjoining neighbours

#### **7.09 Living conditions for future occupiers**

The original approved scheme dealt with this matter and were considered acceptable subject to discharge of the appropriate conditions attached to the approved scheme.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

In considering the original approved scheme it was not considered the scheme would lead to a significant increase in traffic movements in the surrounding area sufficient to justify refusal. The centre would serve the local community, and it is likely that the majority of users would walk or cycle to the site. The site is located within the Uxbridge South parking management area and, as such, the development would not lead to a significant increase in on-street parking. Only 3 parking spaces are now proposed with this revised scheme. The Council's Highway Engineer confirmed that the approved proposal would not lead to a significant impact on the free-flow of traffic in the area or on highway or pedestrian safety and, accordingly, raised no objections.

The approved scheme provides four car parking spaces, including two disability standard spaces, would be provided for staff and disabled visitors to the site. The site is within walking distance of Uxbridge Town Centre which is well served by public transport. In addition it is within easy walking distance of Cowley Road and Hillingdon Road, which are both main roads, well served by local buses. Given the site's moderate accessibility to public transport, and that the centre would attract many people from the local area, mostly of which would live within walking distance of the site, the proposed parking provision is considered to be acceptable. The Council's Highway Engineer has raised no objections to the altered access arrangements or the reduction in car parking.

The approved plans indicate that cycle parking facilities will be made available in front of the building and a planning condition is attached to the approved scheme that would require full details of the cycle provision to be submitted at a standard of 1 cycle space to be provided per 20m<sup>2</sup> of floorspace. Whilst the building would provide pre-school play and nursery provision it would also provide various facilities for adults and, as such, it is considered reasonable that the UDP standards for cycle provision for community centres should apply. As such, 11 spaces should be provided.

#### **7.11 Urban design, access and security**

The proposed building would have a maximum length of 29.3m, a maximum width of 15.6m and a maximum height of 6.5m. It would be single-storey with a pitched roof. Its size, height, scale and mass are considered to be acceptable in this location, and it is not considered that the proposed building would have any significant detrimental impact on the character or appearance of the street scene or surrounding area.

#### **7.12 Disabled access**

The applicant confirms that the proposal would be fully compliant with the requirements of the Disability Discrimination Act 1995 (DDA) and Part M of the Building Regulations. The Access Officer raised no objection to the substance of the scheme. To the existing approved scheme conditions were attached to ensure the development is fully accessible and meets all relevant DDA and Building Regulations criteria.

#### **7.13 Provision of affordable & special needs housing**

Not applicable as not a residential scheme.

#### **7.14 Trees, landscaping and Ecology**



Landscaping and tree protection measures were considered in the original approved scheme and was considered acceptable including the loss of a number of trees.

The current proposed scheme which is subject to the variation of condition would retain the hedge on the western boundary, supplemented by additional tree planting. The best quality trees of the site found on the Whitehall Road boundary will be retained. As the consideration from Tree Officer makes evident the proposed landscaping amendments to the original scheme will compensate for the removal of the poorer quality trees on the western boundary part of the site. As such this proposed variation of condition scheme represents an improvement on the original approved scheme in respect of the landscaping and the visual screening the trees and hedging (retained and proposed) would provide to neighbours and comply with Policy BE 38 and OE1.

#### **7.15 Sustainable waste management**

These matters were dealt with the original approved scheme and this variation of condition application does not raise any new concerns in respect of waste management.

#### **7.16 Renewable energy / Sustainability**

These matters were dealt with the original approved scheme and this variation of condition application does not present any new planning consideration in respect of these matters.

The applicant has indicated sustainable measures will be incorporated into the scheme, such as the inclusion of natural ventilation and solar screening, in order to achieve an appropriate BREEAM rating. Further details towards these ends will be submitted to the local planning authority pursuant to conditions attached to the existing approved scheme.

#### **7.17 Flooding or Drainage Issues**

These matters were dealt with the original approved scheme and this variation of condition application does not present any new planning consideration in respect of these matters.

The site does not lie within a Flood Risk Zone.

#### **7.18 Noise or Air Quality Issues**

This was a matter for consideration with the original approved scheme and it is considered this application dealing with a relative minor repositioning of the approved building and the relocation of a soft play area young children introduces any significant new noise or air quality issues.

#### **7.19 Comments on Public Consultations**

In relation to concerns regarding consultation the scheme was notified to the public on 3 occasions. Site notices were erected the vicinity of the site. It is considered that consultation has been carried out in accordance with required standards.

Points II and IV, V, VI, VIII, X1I, XIII, XIV, XV are dealt with in the report and also in the report accompanying the original approved scheme.

Point (III) Regarding the hours of operation this is not a matter for consideration with this variation of condition application it relates to the original approval.

Point VII is not a material planning consideration.

Point IX - In respect of the hours of operation it is proposed that this is dealt with a condition restricting the public hours of operation of the centre from 08:00 to 18:00 Monday - to Friday.

Point X - was considered with the original approval and the minor repositioning proposed with this variation does not materially effect this previous conclusion reached.

Point XI - In respect of security a condition relating to the achievement of 'Security by Design' accreditation for the centre is attached to the existing approval.

The letters of objection received following the 3rd round of consultation raised many of the same concerns as raised during the first 2 rounds of consultation but also raised new objections regarding the type of boundary treatment and loss of property values that will result from the development. The latter matter is not a planning consideration in regard to the type of fence this is not a matter for this current application but is dealt with under Conditions 10 (landscape scheme) and 17 (Secure by Design) of the existing approved scheme.

The concerns raised by the ward Councillor and the MP are a reiteration of comments received directly from neighbours and are addressed in the above comments responding to direct comments made by neighbours to the public consultation.

#### **7.20 Planning obligations**

Not applicable to this variation of condition application.

#### **7.21 Expediency of enforcement action**

Not applicable

#### **7.22 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**

The main planning issues concerning the children and adults centre were dealt with the original approved scheme and are not subject to re-consideration with this application to vary conditions 2 and 7.

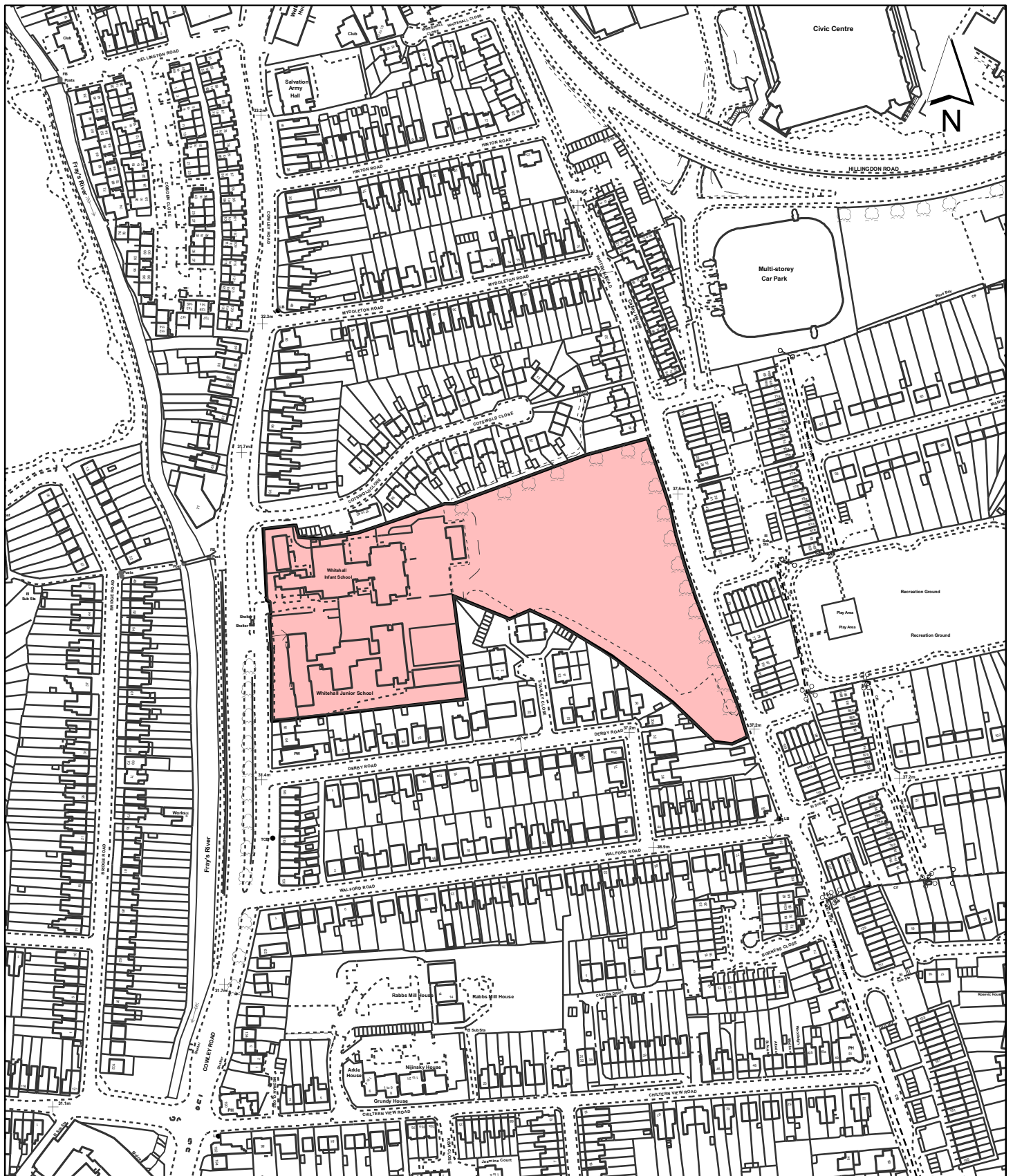
This scheme relating to the variation of condition 2 and 7 is not considered to introduce any new elements to the scheme that would introduce any significant adverse impact to adjoining neighbours either in terms of visual amenity or resulting from potential noise. Sports England consider this proposed repositioning a significant improvement from the original approved scheme. Furthermore the applicant has provided with this revised scheme details of additional tree planting on the western boundary which would provide a greater degree of visual and acoustic screening to adjoining neighbours. The application to vary conditions 2 and 7 accords with the relevant adopted planning policy and accordingly is hereby recommended for approval.

**11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies September 2007  
London Plan (consolidated with Alterations since 2004)  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon

**Contact Officer:** Gareth Gwynne

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Whitehall School  
Cowley Road  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**4341/APP/2010/781**

Scale

**1:3,000**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement Services

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** Removal of 4 existing antennas, installation of 5 replacement antennas and ancillary development.

**LBH Ref Nos:** 11623/APP/2010/1252

**Drawing Nos:**

- 100 Rev B
- 200 Rev B
- 300 Rev B
- 400 Rev A
- 500 Rev B
- Technical Information (500 Rev B)
- Design & Access Statement

**Date Plans Received:** 28/05/2010                      **Date(s) of Amendment(s):**

**Date Application Valid:** 28/05/2010

### 1. **SUMMARY**

Planning permission is sought for the removal of four existing telecom antennas and replacing them with 5 antennas, which will be attached to the sides of the concrete water tower, as with the existing equipment. The proposal is consistent with Policy BE37 of the Unitary Development Plan and Planning Policy Guidance Note 8 and visual impacts are minimal. As such, approval is recommended subject to a condition regarding the colour of the installation.

### 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**

When the installation is no longer required for the purposes of telecommunications, it shall be removed and the site restored to its original state.

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**            NONSC            **Non Standard Condition**

The dishes shall be painted grey to match the existing antennas attached to the side of the water tower and permanently maintained in this colour.

**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 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).

**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.

BE37	Telecommunications developments - siting and design
BE8	Planning applications for alteration or extension of listed buildings
BE4	New development within or on the fringes of conservation areas
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building

**3 I60 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](http://www.aoa.org.uk/publications/safeguarding.asp))

**3. CONSIDERATIONS**

### **3.1 Site and Locality**

Enterprise House is a six-storey industrial building, with a large and prominent water tower on its flat roof that projects partly forward of the building façade. There are existing Vodafone antennas attached to the sides of the tower. The building is bounded by Blyth Road to the south, the other side of which are more industrial buildings. Industrial buildings also lie to the west, north and east. The nearest residential properties are approximately 45m away from the nearest part of the building, to the east along Blyth Road. The building is Grade II Listed and a Listed Building Consent application accompanies this application (ref: 11623/APP/2006/289), which is also reported on this agenda. Enterprise House falls within the Botwell Conservation Area and an Industrial and Business Area, as designated in the Hillingdon Unitary Development Plan.

The application premises are located within an industrial area, characterised by large warehouses and factory units. A small isolated residential area, characterised by two-storey terraced houses lies to the east of the site, the nearest property being approximately 80m from the nearest side of the water tower.

### **3.2 Proposed Scheme**

This application seeks full planning permission because permitted development rights do not apply to listed buildings. The proposal has been submitted by Vodafone in order to facilitate the upgrade of their network to that of a wireless link. Given the existing antennas on the building the applicant has concluded that this is the most suitable location available. In support of the application Vodafone have provided justification for their site selection.

The application proposes removal of four existing antennas and their replacement with five transmission antennas on each of the four corners of the concrete water tower on the roof of the building (over 30m above ground level). The four replacement antenna will be positioned in the same location as the existing and the one new antenna be screened by an antenna shroud. These would be cabled to Vodafone's existing equipment cabinets already located on the roof of the building. The applicant has stated antennas would be grey in colour.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

There are a series of historical telecoms related applications relating to this site. The most relevant to the current application is:

11623/APP/2006/289 - installation of mobile phone radio base station comprising six transmission dishes and ancillary development on roof of building (application for listed building consent). Permission Granted

11623/APP/2006/288 - Installation of mobile phone radio base station comprising six transmission dishes and ancillary development on roof of building.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

Part 2 Policies:

BE37	Telecommunications developments - siting and design
BE8	Planning applications for alteration or extension of listed buildings
BE4	New development within or on the fringes of conservation areas
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th July 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

ENGLISH HERITAGE

We do not consider that it is necessary for this application to be notified to English Heritage.

NATS

No Safeguarding objections.

### Internal Consultees

The Council's Urban Design & Conservation Officer does not wish to support any further antennas on the listed building.

### OFFICER COMMENT:

The replacement 4no antennas are to be located in the exact same position as the same 4no existing antennas. The new antenna to be located within a redundant GRP shroud from a previous telecommunications installation was consulted. Following initial concerns regarding the shrouding of the proposed antennas a revised plan was submitted demonstrating how they would be shrouded. This was deemed acceptable by The Conservation officer.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The application has been assessed against policy BE37 of the Unitary Development Plan 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. Policies BE8, BE9 and BE10, which relate to Listed Buildings, and policy BE4, which seeks to preserve or enhance the appearance and character of conservation areas, are also relevant.

The application premises are located within an industrial area, characterised by large warehouses and factory units. A small isolated residential area, characterised by two-storey terraced houses lies to the east of the site, the nearest property being approximately 80m from the nearest side of the water tower.



Planning policy seeks to minimise the visual impact of telecommunications installations by locating them in less sensitive locations including existing telecommunications sites and on buildings, particularly large commercial or industrial buildings. Given the existing telecoms equipment already located on the roof of Enterprise House, officers are satisfied that this building offers the most appropriate option within the area, compliant with current planning policy.

#### **7.02 Density of the proposed development**

Not applicable.

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

Enterprise House site falls within the Botwell Conservation Area. However, the proposed antennas are relatively discreetly located and it is considered that the proposal will blend in with the existing building. They could be coloured to match the building. Four are replacements of existing antennas. Although it could be argued that the redundant GRP shroud should have been removed it is unobtrusive and did benefit from a previous planning permission. It is therefore difficult to sustain any objection to.

Overall it is not considered that the antennas will have any detrimental impact upon either the appearance or the setting of the Listed Building or upon the character and appearance of the Conservation Area.

#### **7.04 Airport safeguarding**

Not applicable.

#### **7.05 Impact on the green belt**

Not applicable.

#### **7.07 Impact on the character & appearance of the area**

Refer to paragraph 7.3.

#### **7.08 Impact on neighbours**

The application premises are located within an industrial area, characterised by large warehouses and factory units. A small isolated residential area, characterised by two-storey terraced houses lies to the east of the site, the nearest property being approximately 80m from the nearest side of the water tower. None of the existing antenna are visible from this residential area and given that the proposed 4no. replacement antenna and 1 no. new antenna will be located in the same locations as those existing. It is not considered that the proposal would have any greater impact than currently exists. In relation to potential health concerns arising from telecommunication equipment, refer to section 7.22 of this report.

#### **7.09 Living conditions for future occupiers**

Not applicable.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Not applicable.

#### **7.11 Urban design, access and security**

For Urban Design analysis please see paragraph 7.3.

**7.12 Disabled access**

Not applicable.

**7.13 Provision of affordable & special needs housing**

Not applicable.

**7.14 Trees, landscaping and Ecology**

Not applicable.

**7.15 Sustainable waste management**

Not applicable.

**7.16 Renewable energy / Sustainability**

Not applicable.

**7.17 Flooding or Drainage Issues**

Not applicable.

**7.18 Noise or Air Quality Issues**

Not applicable.

**7.19 Comments on Public Consultations**

No comments received.

**7.20 Planning obligations**

Not applicable.

**7.21 Expediency of enforcement action**

There are no outstanding enforcement issues relating to this site.

**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, 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.

**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**

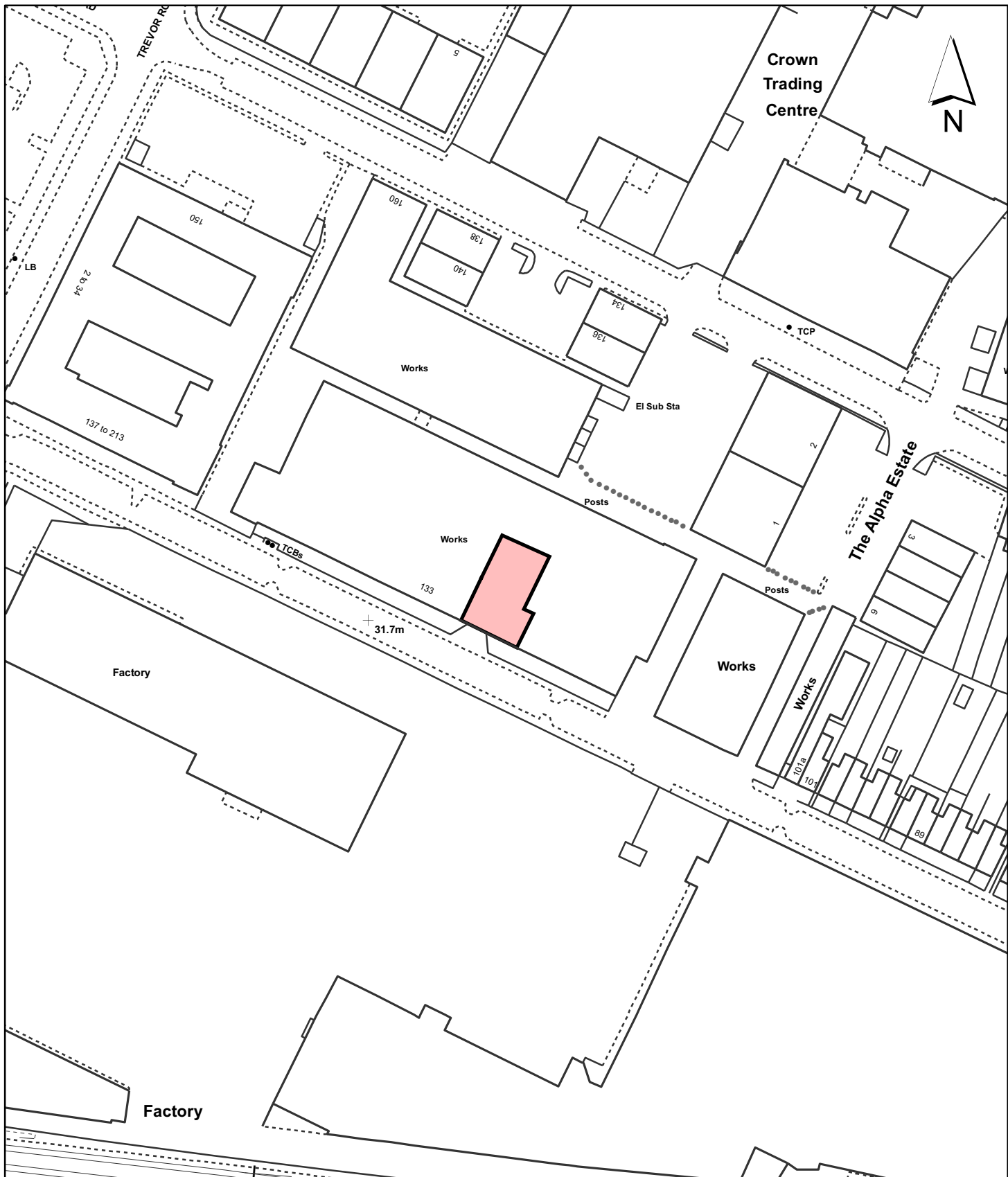
The proposal is consistent with Policy BE37 of the Unitary Development Plan and Planning Policy Guidance Note 8 and visual impacts are minimal. As such, approval is recommended subject to a condition regarding the colour of the installation.

## **11. Reference Documents**


Hillingdon Unitary Development Plan Saved Policies (September 2007).  
PPS 8.

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address	
<b>Enterprise House Blyth Road Hayes</b>	
Planning Application Ref:	Scale
<b>11623/APP/2010/1252</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>July 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

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



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement Services

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** Installation of 1 300mm diameter dish fixed to the roof of the water tower via a tripod support and development ancillary thereto.

**LBH Ref Nos:** 11623/APP/2010/1575

**Drawing Nos:** MTR109-GA-02C  
MTR109-GA-03C  
Design and Access Statement  
Supplementary Information Template  
MTR109-GA-01

**Date Plans Received:** 07/07/2010      **Date(s) of Amendment(s):**

**Date Application Valid:** 07/07/2010

### 1. SUMMARY

This application is to install a 300mm dish on a tripod on top of the water tower on Enterprise House, a Grade II listed building within the Botwell: Thorn EMI Conservation Area. It is considered that the proposed dish would be in a prominent position, on top of the water tower structure and would add to the proliferation of telecommunications equipment on the building. This, together with the accompanying application for listed building consent, are recommended for refusal.

### 2. RECOMMENDATION

**Subject to no additional responses being received, which raise new planning considerations that have not already been considered in this report, the application be refused for the following reason:-**

#### 1          NON2          **Non Standard reason for refusal**

The proposed development would not replace any existing telecommunications equipment on the tower and would be sited in a prominent position on the top of the structure. As such, the proposal would be visually intrusive and in addition to existing and permitted telecommunications equipment, would cumulatively result in a cluttered and incongruous form of development which would have an unacceptable visual impact upon the character and appearance of this Grade II Listed Building. The proposal is therefore contrary to policies Pt1.8, Pt1.9, Pt1.11, BE4, BE8, BE9, BE10, BE13, BE15, BE37 and OE1 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.

BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE13	New development must harmonise with the existing street scene.
BE37	Telecommunications developments - siting and design
PPG8	Telecommunications
BE10	Proposals detrimental to the setting of a listed building
OE1	Protection of the character and amenities of surrounding properties and the local area

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

Enterprise House is an imposing six-storey industrial building, sited to the north of Blyth Road, some 55m to the east of its junction with Trevor Road. It has a large and prominent water tower centrally sited on its flat roof, which partially projects forward of the building façade. There are existing Vodafone antennas attached to the sides of this tower. The building is Grade II Listed and a Listed Building Consent application accompanies this application (ref: 11623/APP/2010/1576), which is also reported on this agenda.

The building is generally surrounded by industrial buildings, although on Blyth Road, approximately 70m to the west of the water tower are two storey terraced residential properties, whereas approximately 65m to the west is a three storey residential block.

Enterprise House is located within the Botwell: Thorn EMI Conservation Area and an Industrial and Business Area, as identified in the Hillingdon Unitary Development Plan.

#### **3.2 Proposed Scheme**

This application seeks full planning permission because permitted development rights do not apply to listed buildings. The proposal has been submitted by The Airwave service which is a dedicated system for the exclusive use of the emergency services, including the Police, Fire and Rescue and Ambulance Services, as well as other public safety organisations. The service operates during times of major planned and unplanned events; recent examples include the 2008 floods and G20 event and the service is designed to operate during major incidents when conventional mobile and fixed telephony

networks may become overloaded and/or fail. Airwave has been tasked by the London Organising Committee of the Olympic Games and Paralympic Games (LOCOG) to provide a similar secure and robust service to all LOCOG game venues.

Planning permission is sought to install a 300mm diameter dish on the top of the water tower by means of a tripod support. The centre of the dish would be 1.8m above the height of the water tower roof (33.8m), with the top of the tripod being approximately 2.8m above the height of the roof. The dish would be coloured grey with a steel tripod support.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

There are numerous telecommunications applications that relate to this site.

The most relevant to these applications are 11623/APP/2010/575 and 576 submitted in March 2010 for planning permission and listed building consent for a similar scheme by the same operator for a dish to be installed on the side of the water tower. These were later withdrawn as Airwaves radio planning department advised that the height of the mast needed to be amended in order for the site to provide an effective link with an existing installation at Heathrow Airport.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.8 To preserve or enhance those features of Conservation Areas which contribute to their special architectural and visual qualities.
- PT1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.
- 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:

- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions
- BE13 New development must harmonise with the existing street scene.
- BE37 Telecommunications developments - siting and design
- PPG8 Telecommunications
- BE10 Proposals detrimental to the setting of a listed building
- OE1 Protection of the character and amenities of surrounding properties and the local

area

**5. Advertisement and Site Notice**

**5.1 Advertisement Expiry Date:- 11th August 2010**

**5.2 Site Notice Expiry Date:- Not applicable**



30th July 2010

## 6. Consultations

### External Consultees

57 neighbouring properties have been consulted, the applications have been advertised and a site notice has been displayed on site. No responses have been received to date.

Hayes Town Centre Residents' Association: No response received.

Botwell House Primary School: No response received.

BAA Airports: The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objections to this proposal.

We would, however, make the following observation:

#### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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](http://www.aoa.org.uk/publications/safeguarding.asp)).

NATS: The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

### Internal Consultees

Conservation and Urban Design Officer:

COMMENTS: This is a grade II listed property located within the Botwell Thorn EMI CA.

CONSIDERATION: There is considerable concern re the installation of any further antenna on this building, as those already installed are considered to detract from its appearance.

Any new antenna should be carefully located to 'merge' with the design of the water tower, they should not unduly project beyond the existing structure and where possible should be screened using appropriately designed and coloured shrouding so that they merge with the detailed design of the structure.

The dish does not replace any aerial or antenna already existing on the tower; it is positioned on top of the structure, towards the street frontage on a prominently located tripod. It is, therefore, considered to detract from the appearance of the structure.

CONCLUSION: Unacceptable

## 7. MAIN PLANNING ISSUES

#### **7.01 The principle of the development**

The application has been assessed against policy BE37 of the Unitary Development Plan 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. Policies BE8, BE9 and BE10, which relate to Listed Buildings, and policy BE4, which seeks to preserve or enhance the appearance and character of conservation areas, are also relevant.

The application premises are located within a predominantly industrial area, characterised by large warehouses and factory units.

Planning policy seeks to minimise the visual impact of telecommunications installations by locating them in less sensitive locations including existing telecommunications sites and on buildings, particularly large commercial or industrial buildings. Although there is existing telecoms equipment already located on the roof of Enterprise House, officers consider that the siting of this equipment would be more prominent, and add to an already prolific assemblage of telecommunications equipment.

#### **7.02 Density of the proposed development**

Not applicable to this development.

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

Enterprise House is a grade II listed property and is sited within the Botwell: Thorn EMI Conservation Area. The proposed dish would be sited on top of the water tower, at the front of the structure. The roof area of the water tower has been kept relatively clear of telecommunications equipment. Given the prominent position of the mast, being sited on a tripod, it is considered that it will appear visually intrusive in a prominent forward position, above the height of the water tower. The installation will be visible from street level. The proposal would add to the proliferation of existing telecommunications equipment, detrimental to the appearance of the Listed Building and harmful to the character and appearance of the Conservation Area. The Council's Urban Design and Conservation Officer raises an objection to the proposed installation on this ground.

#### **7.04 Airport safeguarding**

BAA and NATS have not raised any safeguarding objections to the proposal.

#### **7.05 Impact on the green belt**

Not applicable to the application site.

#### **7.07 Impact on the character & appearance of the area**

See Section 7.03 above.

#### **7.08 Impact on neighbours**

Enterprise House is located within an industrial area, characterised by large warehouses and factory units. Two small isolated residential areas lie to the east and west of the site, the nearest property being approximately 75m from the nearest side of the water tower. The proposal would not be visible from any of these residential properties.

#### **7.09 Living conditions for future occupiers**

Not applicable to this development.

- 7.10 Traffic impact, Car/cycle parking, pedestrian safety**  
Not applicable to this development.
- 7.11 Urban design, access and security**  
This has been dealt with in Section 7.03 above.
- 7.12 Disabled access**  
Not applicable to this development.
- 7.13 Provision of affordable & special needs housing**  
Not applicable to this development.
- 7.14 Trees, landscaping and Ecology**  
Not applicable to this development.
- 7.15 Sustainable waste management**  
Not applicable to this development.
- 7.16 Renewable energy / Sustainability**  
Not applicable to this development.
- 7.17 Flooding or Drainage Issues**  
Not applicable to this development.
- 7.18 Noise or Air Quality Issues**  
Not applicable to this development.
- 7.19 Comments on Public Consultations**  
No public responses have been received to date.
- 7.20 Planning obligations**  
Not applicable to this development.
- 7.21 Expediency of enforcement action**  
There are no outstanding enforcement issues relating to this site.
- 7.22 Other Issues**  
There are no other issues relevant to the consideration of 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**

## **10. CONCLUSION**

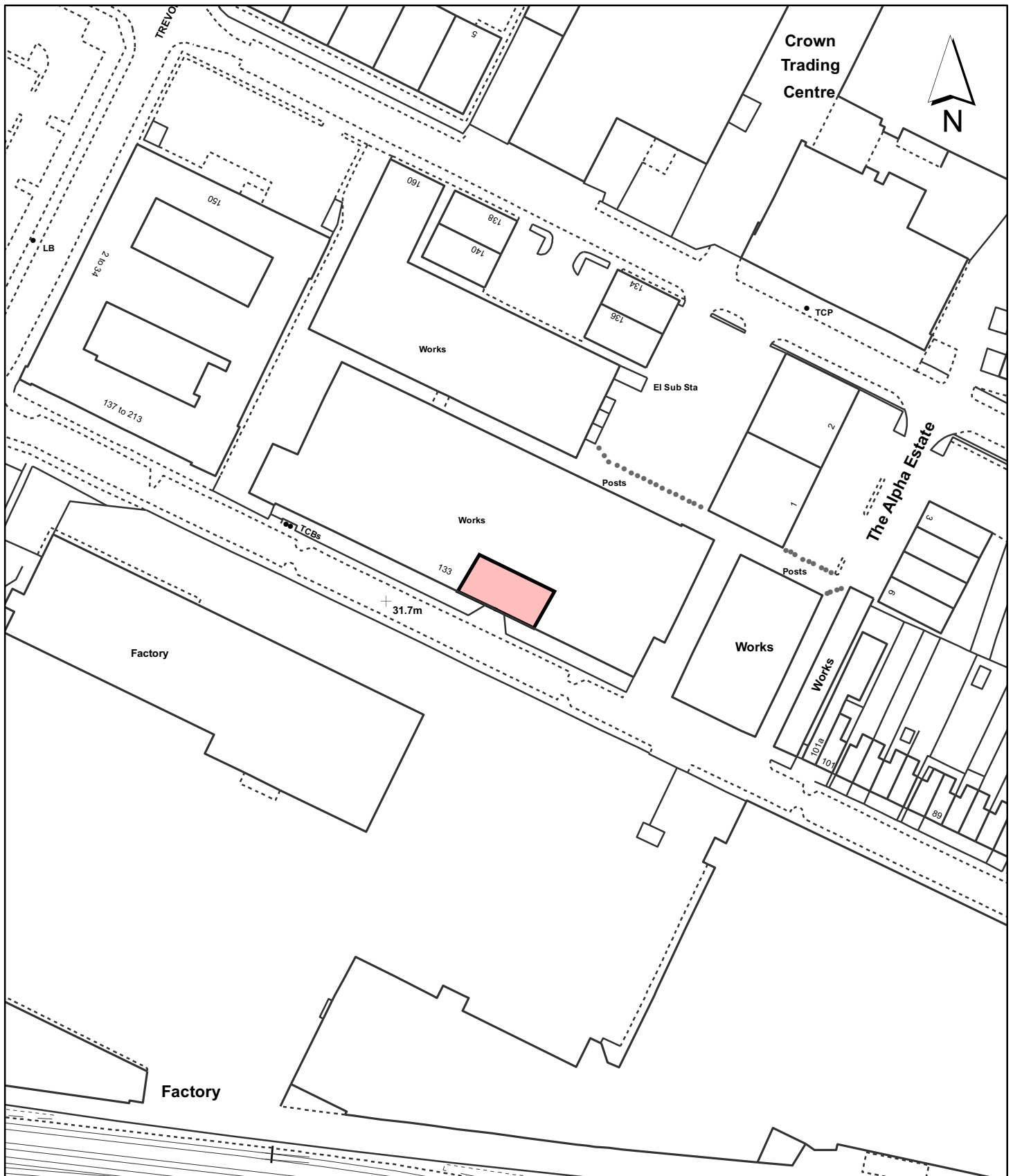
The proposal is for additional telecommunications equipment on this listed building, sited in a prominent position on top of the water tower. It is considered that it would add to the proliferation of telecommunications on this building with a prominent and visually obtrusive siting. It is recommended for refusal.



## **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies (September 2007).  
PPG8: Telecommunications.

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p align="center"><b>Enterprise House Blyth Road Hayes</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Planning &amp; Community Services</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>11623/APP/2010/1575</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	 <p align="center"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>Central and South</b></p>	<p>Date</p> <p align="center"><b>July 2010</b></p>	

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## Report of the Head of Planning & Enforcement Services

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** Installation of 1 300mm diameter dish fixed to the roof of the water tower via a tripod support and development ancillary thereto (Application for Listed Building Consent.)

**LBH Ref Nos:** 11623/APP/2010/1576

**Drawing Nos:** MTR109-GA-01  
MTR109-GA-02C  
MTR109-GA-03C  
Design and Access Statement  
Supplementary Information Template

**Date Plans Received:** 07/07/2010      **Date(s) of Amendment(s):**

**Date Application Valid:** 07/07/2010

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

See Section 7.01 of 11623/APP/2020/1575.

#### 1.2 Proposed Scheme

This application is for listed building consent to install a 300mm diameter dish on the top of the water tower by means of a tripod support. The centre of the dish would be 1.8m above the height of the water tower roof (33.8m), with the top of the tripod being approximately 2.8m above the height of the roof. The dish would be coloured grey with a steel tripod support.

The proposal has been submitted by The Airwave service which is a dedicated system for the exclusive use of the emergency services, including the Police, Fire and Rescue and Ambulance Services, as well as other public safety organisations. The service operates during times of major planned and unplanned events; recent examples include the 2008 floods and G20 event and the service is designed to operate during major incidents when conventional mobile and fixed telephony networks may become overloaded and/or fail. Airwave has been tasked by the London Organising Committee of the Olympic Games and Paralympic Games (LOCOG) to provide a similar secure and robust service to all LOCOG game venues.

### **1.3 Relevant Planning History Comment on Planning History**

There are numerous telecommunications applications that relate to this site.

The most relevant to these applications are 11623/APP/2010/575 and 576 submitted in March 2010 for planning permission and listed building consent for a similar scheme by the same operator for a dish to be installed on the side of the water tower. These were later withdrawn as Airwaves radio planning department advised that the height of the mast needed to be amended in order for the site to provide an effective link with an existing installation at Heathrow Airport.

## **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- 2nd August 2010

**2.2** Site Notice Expiry Date:- Not applicable

## **3. Comments on Public Consultations**

### **EXTERNAL CONSULTEES**

57 neighbouring properties have been consulted, the applications have been advertised and a site notice has been displayed on site. No responses have been received to date.

Hayes Town Centre Residents' Association: No response received.

Botwell House Primary School: No response received.

BAA Airports: The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objections to this proposal.

We would, however, make the following observation:

#### **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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](http://www.aoa.org.uk/publications/safeguarding.asp)).

NATS: The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

English Heritage: No response received.

### **INTERNAL CONSULTEES**

Conservation and Urban Design Officer:



COMMENTS: This is a grade II listed property located within the Botwell Thorn EMI CA.

CONSIDERATION: There is considerable concern re the installation of any further antenna on this building, as those already installed are considered to detract from its appearance.

Any new antenna should be carefully located to 'merge' with the design of the water tower, they should not unduly project beyond the existing structure and where possible should be screened using appropriately designed and coloured shrouding so that they merge with the detailed design of the structure.

The dish does not replace any aerial or antenna already existing on the tower; it is positioned on top of the structure, towards the street frontage on a prominently located tripod. It is, therefore, considered to detract from the appearance of the structure.

CONCLUSION: Unacceptable

#### **4. UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.8 To preserve or enhance those features of Conservation Areas which contribute to their special architectural and visual qualities.

PT1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.

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:

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE37 Telecommunications developments - siting and design

#### **5. MAIN PLANNING ISSUES**

Enterprise House is a grade II listed property and is sited within the Botwell: Thorn EMI Conservation Area. The proposed dish would be sited on top of the water tower, at the front of the structure. The roof area of the water tower has been kept relatively clear of telecommunications equipment. Given the prominent position of the mast, being sited on a tripod, it is considered that it will appear visually intrusive in a prominent forward

position, above the height of the water tower. The installation will be visible from street level. The proposal would add to the proliferation of existing telecommunications equipment, detrimental to the appearance of the Listed Building and harmful to the character and appearance of the Conservation Area. The Council's Urban Design and Conservation Officer raises an objection to the proposed installation on this ground.

## 6. RECOMMENDATION

**Subject to no additional responses being received, which raise new planning considerations that have not already been considered in this report, the application be refused for the following reason:-**

**1 NON2 Non Standard reason for refusal**

The proposed development would not replace any existing telecommunications equipment on the tower and would be sited in a prominent position on the top of the structure. As such, the proposal would be visually intrusive and in addition to existing and permitted telecommunications equipment, would cumulatively result in a cluttered and incongruous form of development which would have an unacceptable visual impact upon the character and appearance of this Grade II Listed Building. The proposal is therefore contrary to policies Pt1.8, Pt1.9, Pt1.11, BE4, BE8, BE9, BE10, BE13, BE15, BE37 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## INFORMATIVES

**1** The decision to REFUSE listed building consent 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).

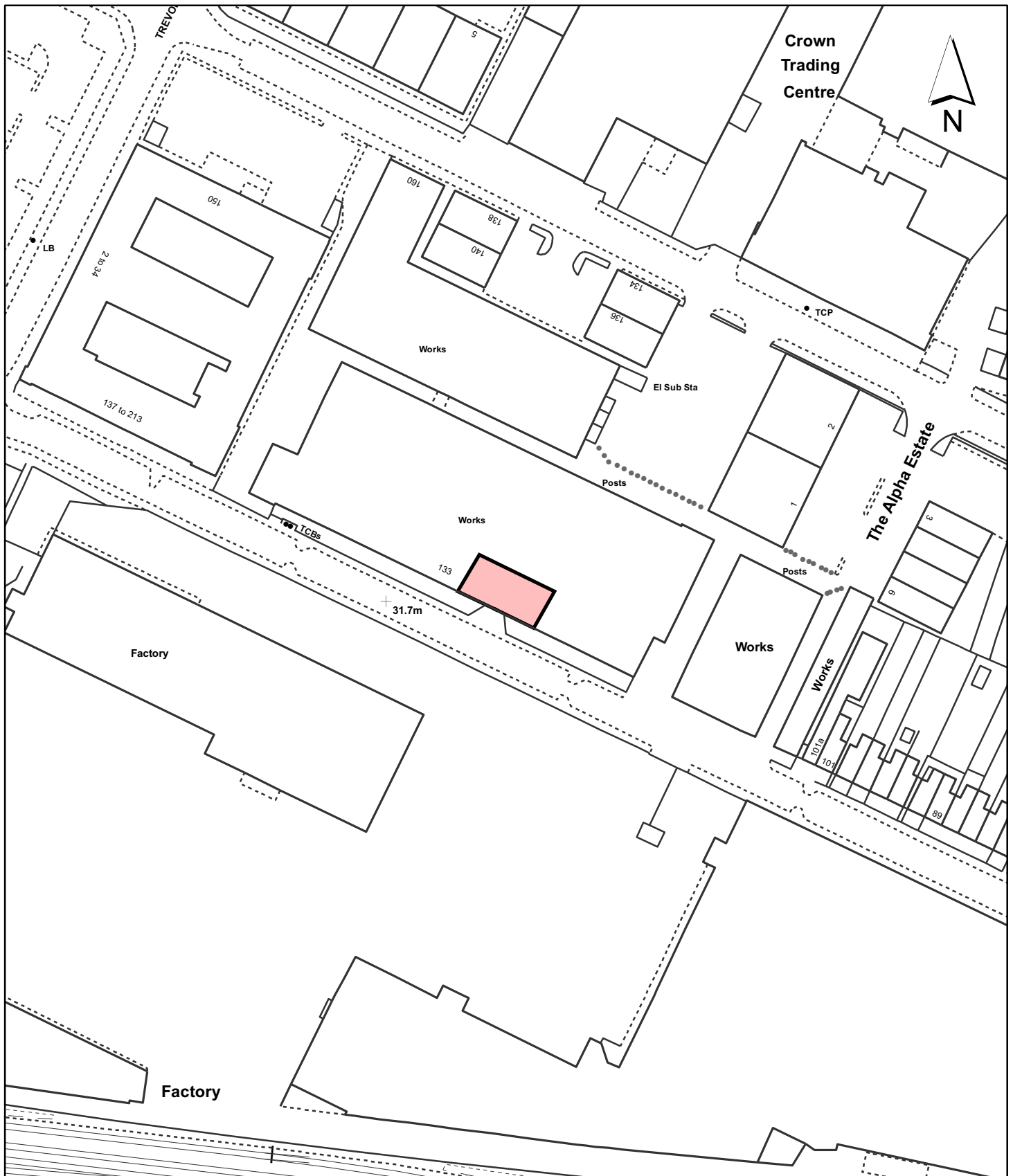
**2** The decision to REFUSE listed building consent has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the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



BE4 New development within or on the fringes of conservation areas

- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE37 Telecommunications developments - siting and design

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



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	<p>Planning Committee</p> <p align="center"><b>Central and South</b></p>	<p>Date</p> <p align="center"><b>July 2010</b></p>	

## Report of the Head of Planning & Enforcement Services

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** The removal of 4 existing atennas, installation of 5 replacement atennas and ancillary development (Application for Listed Building Consent)

**LBH Ref Nos:** 11623/APP/2010/1580

**Drawing Nos:** 100 Rev B  
200 Rev B  
300 Rev B  
400 Rev A  
Technical Information (500)  
Design and Access Statement  
Description of Proposed Works  
500 Rev B

**Date Plans Received:** 08/07/2010      **Date(s) of Amendment(s):**

**Date Application Valid:** 08/07/2010

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

Enterprise House, a former gramophone factory dating from 1912, is a Grade II Listed Building located on the north side of Blyth Road. It is a six-storey industrial building with a large and prominent water tank on a flat roof, which already houses some existing telecommunications equipment. It is bounded by Blyth Road to the south, the other side of which are more industrial buildings. Industrial buildings also adjoin all other boundaries. Enterprise House falls within the Botwell Conservation Area and an Industrial and Business Area, as designated in the Hillingdon Unitary Development Plan.

#### 1.2 Proposed Scheme

Listed Building Consent is sought for the removal of four existing antennas and their replacement with five transmission antennas on the concrete water tank on the roof of the building (over 30m above ground level). The four replacement antenna will be positioned in the same location as the existing and the one new antenna be screened by an antenna shroud. These would be cabled to Vodafone's existing equipment cabinets already located on the roof of the building. The applicant has stated antennas would be grey in colour.

#### 1.3 Relevant Planning History Comment on Planning History

There are a series of historical telecoms related applications relating to this site. The most relevant to the current application is:

11623/APP/2006/289 - installation of mobile phone radio base station comprising six transmission dishes and ancillary development on roof of building (application for listed building consent). Permission Granted

11623/APP/2006/288 - Installation of mobile phone radio base station comprising six transmission dishes and ancillary development on roof of building.

There is also a concurrent planning application for full planning permission for this proposal ref: 11623/APP/2010/1252, which is also being heard at this committee.

## **2. Advertisement and Site Notice**

2.1 Advertisement Expiry Date:- 2nd August 2010

2.2 Site Notice Expiry Date:- 11th August 2010

## **3. Comments on Public Consultations**

External consultations were carried out however no responses were received.

## **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.

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:

BE10 Proposals detrimental to the setting of a listed building

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

## **5. MAIN PLANNING ISSUES**

The water tank is prominent in size and design and already houses a number of existing antennae, wall mounted to its sides. These are grey/white in colour with a matt finish and are not readily visible. It is considered that the proposed antennas will be similarly discreet and it is not considered that they will detract from the appearance of the listed

building. As the proposed equipment cabinets are located within the building they would not have any effect on the appearance of the listed building.

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, 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.

It is not considered that the proposed development would harm the visual interest of the listed building or the character or appearance of the Conservation Area. Furthermore, the Urban Design and Conservation Officer raises no objections. As such the proposal complies with policies BE4, BE8, BE9 and BE10 of the Hillingdon Unitary Development Plan and it is recommended that Listed Building Consent be granted.

## **6. RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 CAC1 Time Limit (5 years) - Conservation Area Consent**

The works hereby permitted shall be begun before the expiration of five years from the date of this consent.

#### **REASON**

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

#### **2 CAC4 Making good of any damage**

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within [ ] months of the works being completed.

#### **REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **3 NONSC Non Standard Condition**

There hereby approved antennas and equipment cabinet shall be coloured to match the existing mast, antennas and cabinets at the site.

#### **REASON**

In the interests of visual amenity in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **4 NONSC Non Standard Condition**

When the equipment hereby approved is no longer required for telecommunications purposes it shall be removed and the site restored to its original state.

#### REASON

In the interests of visual amenity in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### INFORMATIVES

- 1 The decision to GRANT listed building consent 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 GRANT listed building consent 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.

- BE10 Proposals detrimental to the setting of a listed building
- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions

**Contact Officer:** Matt Kolaszewski

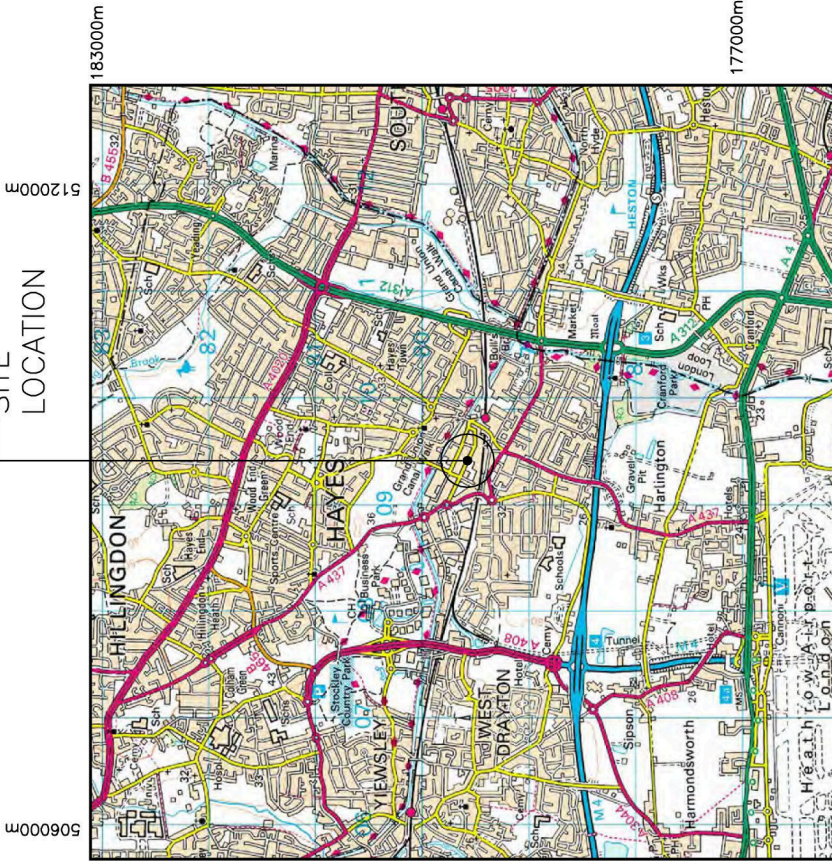
**Telephone No:** 01895 250230





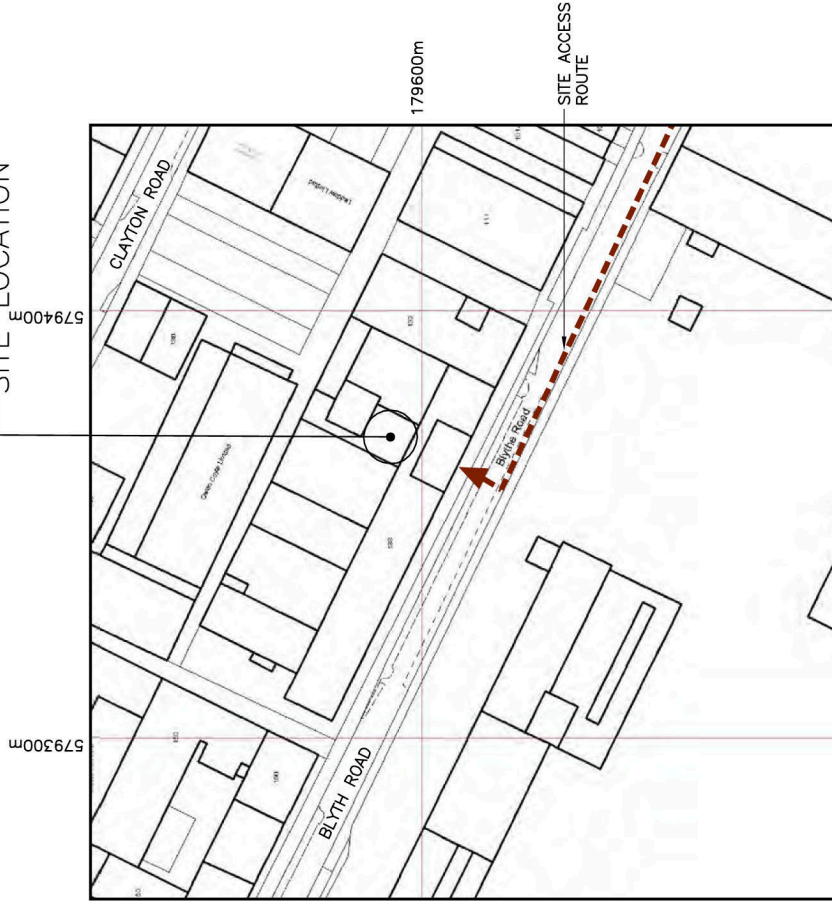
NORTH

SITE LOCATION



SITE GRID REFERENCE 509366E 179594N  
SCALE 1:50000

SITE LOCATION



SITE GRID REFERENCE 509366E 179594N  
SCALE 1:1250



SITE PHOTOGRAPH

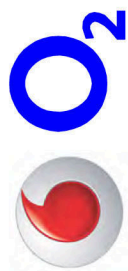
NOTES:

1. SITE ACCESS: EXIT THE M4 JUNCTION 3. HEAD NORTH ON THE A312. AFTER ABOUT 0.4 MILES TAKE THE FIRST EXIT OFF THE ROUNDABOUT ONTO THE A437 (HYDE ROAD). AFTER 0.7 MILES TURN RIGHT AT THE STATION. AFTER 0.3 MILES TAKE THE FIRST EXIT OFF THE ROUNDABOUT ONTO CLAYTON ROAD. TURN LEFT ONTO BLYTH ROAD. THE SITE CAN BE LOCATED ON THE LEFT HAND SIDE ON TOP OF ENTERPRISE HOUSE.
2. SURROUNDING AREA IS COMMERCIAL.
3. DISTANCE TO PUBLIC HIGHWAY APPROX. 10m

REPRODUCED FROM ORDINANCE SURVEY WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONARY OFFICE.  
© CROWN COPYRIGHT. LICENCE NO. AL100034583

CELL NAME	ENTERPRISE HOUSE		OPTION	-	DRAWN	WGR	CHECKED	AKCESS	APPROVED	SY	DATE	SCALE
SITE ADDRESS	BLYTHE ROAD HAYES UB3 1DD		CORNERSTONE ID	CS - 10448	HOST ID	VF - 6802	SHARER ID	02 - 44596				
DRAWING TITLE	SITE LOCATION MAPS		PURPOSE OF ISSUE	CONSTRUCTION	DRAWING No.	100	REVISION	B				
CONSULTANT REF No.	1293/031											

Tyco Electronics UK Infrastructure Ltd.  
Herold House  
Herold Road  
Chertsey, Surrey  
KT16 9DT  
Telephone 01932 575 900 Fax 01932 575 901

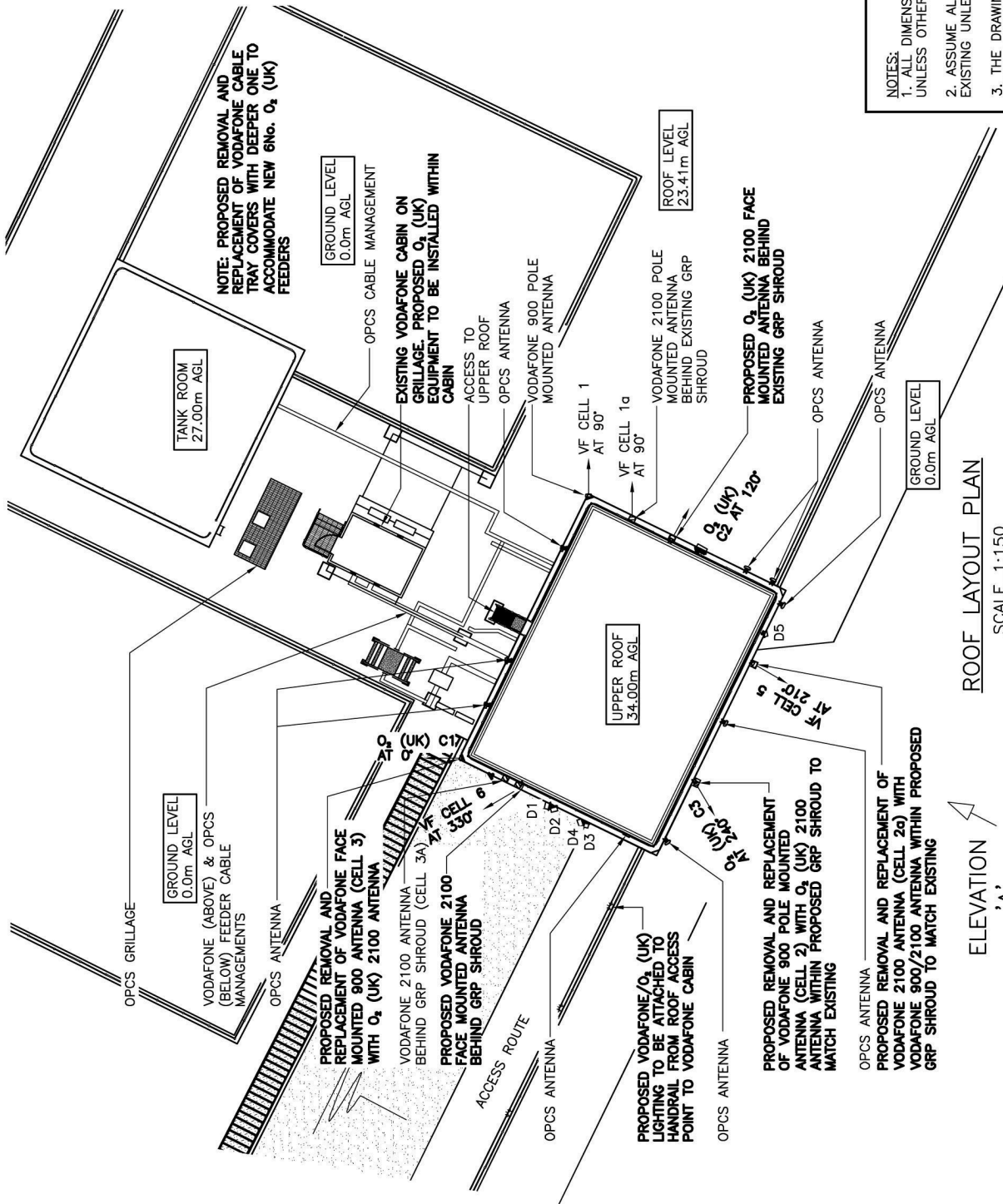


CORNERSTONE PROJECT

REV.	DATE	REMARKS	BY	CHK.
B	28.07.10	NOTATION CHANGES	BJ	AKCESS
A	22.07.10	CONSTRUCTION ISSUE	WGR	AKCESS



NORTH



- NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED
  2. ASSUME ALL SITE DETAILS ARE EXISTING UNLESS OTHERWISE NOTED.
  3. THE DRAWINGS COMPLY WITH O<sub>2</sub> (UK) & VODAFONE STANDARD ICNIRP GUIDELINES.

ROOF LAYOUT PLAN  
SCALE 1:150

ELEVATION 'A'

OPTION	DRAWN	CHECKED	APPROVED	DATE	SCALE
-	WGR	AK/SS	SY	19.04.10	AS SHOWN
CORNERSTONE ID		HOST ID	SHARER ID		
CS - 10448		VF - 6802	O2 - 44596		
CONSULTANT REF No.		DRAWING No.			
1293/031		CONSTRUCTION 200			
PURPOSE OF ISSUE		REVISION			
CONSTRUCTION		B			

CELL NAME	ENTERPRISE HOUSE
SITE ADDRESS	BLYTE ROAD HAYES UB3 1DD
DRAWING TITLE	ROOF LAYOUT PLAN

**Tyco Electronics**  
Tyco Electronics UK Infrastructure Ltd.  
Heriot House  
Heriot Road  
Chertsey, Surrey  
KT16 9DT  
Telephone 01932 575 900 Fax 01932 575 901

CORNERSTONE PROJECT

REV.	DATE	REMARKS	BY	CHK.
B	28.07.10	NOTATION CHANGES	BJ	AK/SS
A	22.07.10	CONSTRUCTION ISSUE	WGR	AK/SS

**REPLACEMENT ANTENNA  
ELECTRICAL INSTALLATION NOTES**

- ANTENNAS, TRANSMISSION DISHES AND FEEDER CABLES SHALL BE EARTHED AT TOP OF TOWER. FEEDER CABLES SHALL BE EARTHED AT BOTTOM OF FEEDER RUN BEFORE FEEDER CABLES TURN TO HORIZONTAL.
- FEEDER CABLES SHALL BE TESTED IN ACCORDANCE WITH PROCEDURES LISTED IN VODAFONE DOC. REF. RT/ARB/0013
- FEEDER CABLES SHALL BE LABELLED IN ACCORDANCE WITH VODAFONE DOC. REF. ED/RB/RK/2332 USING CRITCHLEY TYPE K65 MARKERS AND CARRIER STRIPS
- THE CONTRACTOR IS TO ENSURE ALL ANTENNA ARE ALIGNED TO THE CORRECT BEARINGS AND DOWNTILTS IN ACCORDANCE WITH SPECIFICATION FOR THE INSTALLATION OF ANTENNA AND FEEDER SYSTEMS IN THE VODAFONE DOC. REF. NO. ED/RB/RK/2332
- THE FEEDER CABLE SHALL BE INSTALLED SO FAR AS TO FALL AWAY FROM THE CABIN, PREVENTING WATER RUNNING ALONG THE FEEDER CABLES ONTO THE FEEDER GLAND ENTRY IN ACCORDANCE WITH VODAFONE DOC. REF. ED/RB/RK/2332

ROOF LEVEL  
23.41m AGL

0.0m AGL

- PROPOSED REMOVAL AND REPLACEMENT OF VODAFONE 900 POLE MOUNTED ANTENNA (CELL 2) WITH O<sub>2</sub> (UK) 2100 ANTENNA WITHIN PROPOSED GRP SHROUD TO MATCH EXISTING ANTENNA WITHIN PROPOSED GRP SHROUD TO MATCH EXISTING
- PROPOSED REMOVAL AND REPLACEMENT OF VODAFONE 2100 ANTENNA (CELL 2A) WITH VODAFONE 900/2100 ANTENNA WITHIN PROPOSED GRP SHROUD TO MATCH EXISTING

TOP OF VODAFONE/O<sub>2</sub> (UK) ANTENNAS 32.71m AGL

U/S OF ANTENNAS O<sub>2</sub> (UK) 30.41m AGL

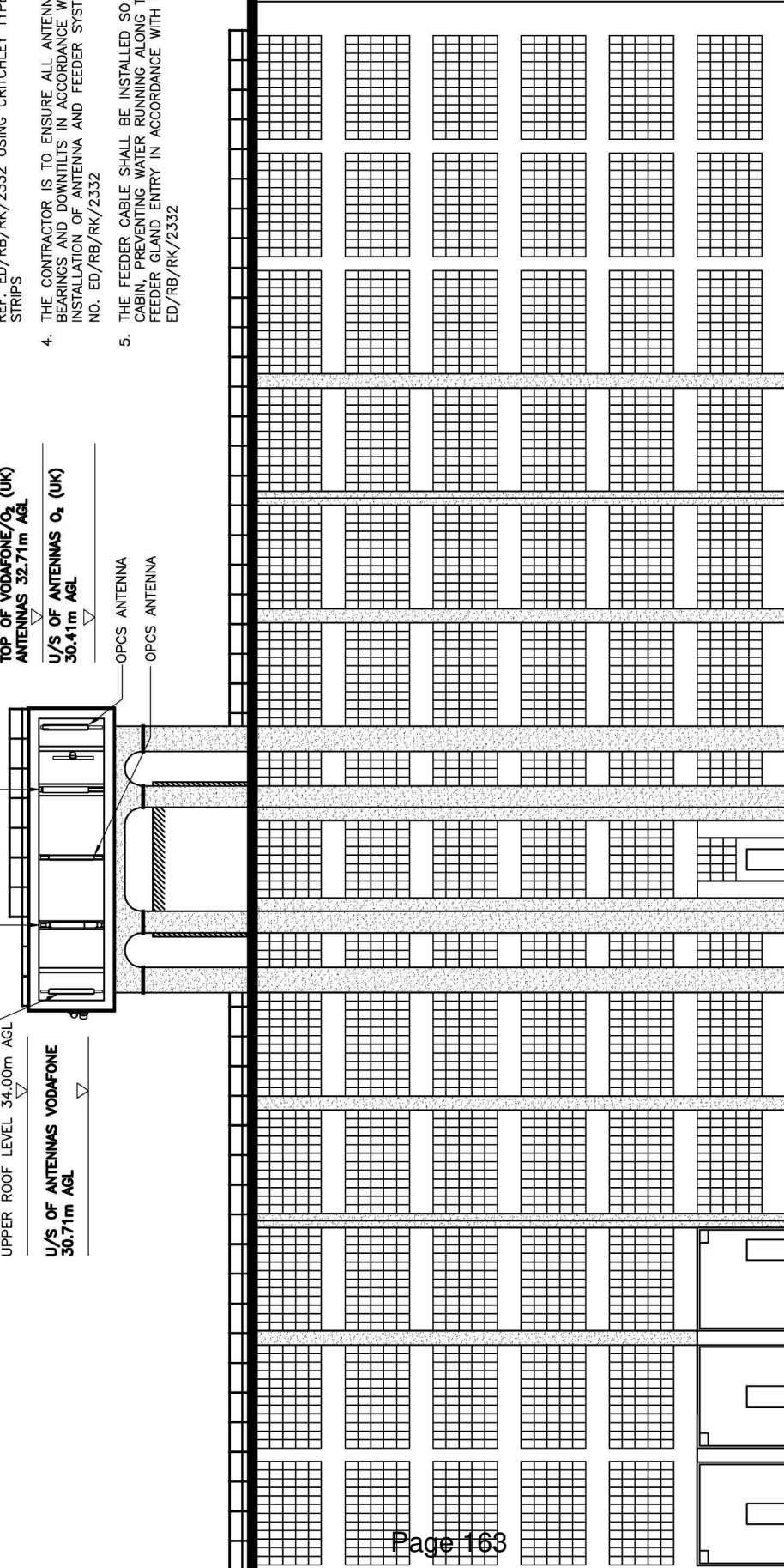
OPCS ANTENNA

OPCS ANTENNA

UPPER ROOF LEVEL 34.00m AGL

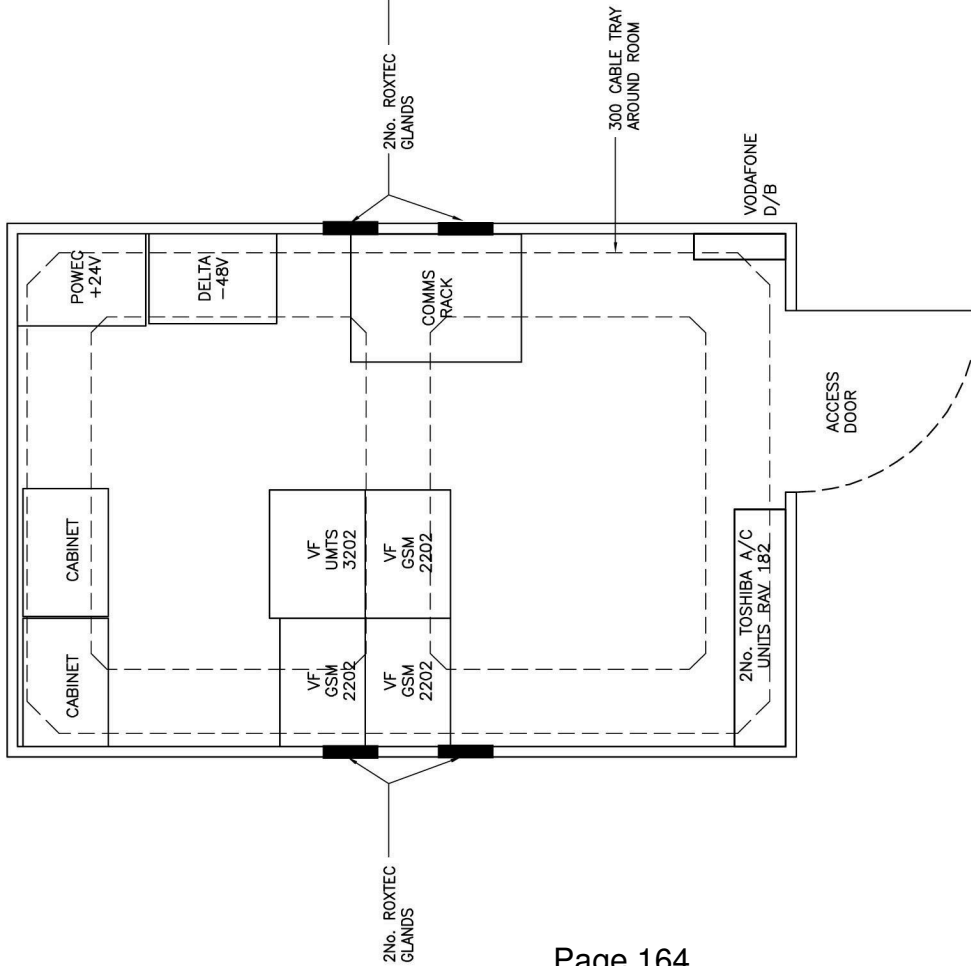
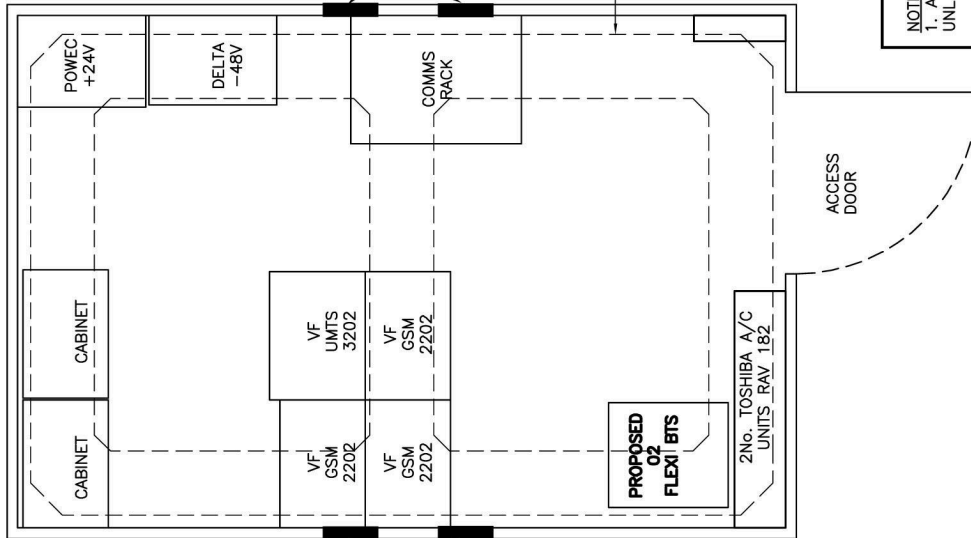
U/S OF ANTENNAS VODAFONE 30.71m AGL

- NOTES:  
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED  
2. ASSUME ALL SITE DETAILS ARE EXISTING UNLESS OTHERWISE NOTED.  
3. THE DRAWINGS COMPLY WITH O<sub>2</sub> (UK) & VODAFONE STANDARD IONIRP GUIDELINES.



**ELEVATION 'A'**  
SCALE 1:200

<p><b>Tyco Electronics</b> Tyco Electronics UK Infrastructure Ltd. Henri House Henri Road Chertsey, Surrey KT16 9DT Telephone 01932 575 900 Fax 01932 575 901</p>		<p><b>CORNERSTONE PROJECT</b></p>	
<p>CELL NAME <b>ENTERPRISE HOUSE</b></p>		<p>OPTION -</p>	
<p>DRAWN WGR</p>	<p>CHECKED AKSESS</p>	<p>APPROVED SY</p>	<p>DATE 19.04.10</p>
<p>CORNERSTONE ID CS - 10448</p>		<p>HOST ID VF - 6802</p>	<p>SCALE AS SHOWN</p>
<p>CONSULTANT REF No. 1293/031</p>		<p>SHAPER ID 02 - 44596</p>	
<p>REV. DATE</p>	<p>BY</p>	<p>CHK.</p>	<p>REVISION</p>
<p>B 28.07.10 NOTATION CHANGES</p>	<p>WGR</p>	<p>AKSESS</p>	<p>300</p>
<p>A 22.07.10 CONSTRUCTION ISSUE</p>	<p>BY</p>	<p>AKSESS</p>	<p>B</p>
<p>REV. DATE</p>		<p>REMARKS</p>	



NOTES:  
 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED  
 2. ASSUME ALL SITE DETAILS ARE EXISTING UNLESS OTHERWISE NOTED.

THE DRAWINGS COMPLY WITH O<sub>2</sub> (UK) & VODAFONE STANDARD ICNIRP GUIDELINES.  
 DESIGNED IN ACCORDANCE WITH CORNERSTONE DOCUMENT: CORN/09/013  
 CERTIFIED BY CORNERSTONE RADIO PLANNER

NAME	SIGNATURE	DATE
WGR	AKCESS	SY
DATE	19.04.10	AS SHOWN
CORNERSTONE ID	HOST ID	SHARER ID
CS - 10448	VF - 6802	O2 - 44596
CONSULTANT REF No. 1293/031		
PURPOSE OF ISSUE	DRAWING No.	REVISION
CONSTRUCTION	400	A

**PROPOSED EQUIPMENT CABIN LAYOUT**  
 SCALE 1:25

**EXISTING EQUIPMENT CABIN LAYOUT**  
 SCALE 1:25

CELL NAME ENTERPRISE HOUSE		DRAWN		CHECKED		APPROVED		DATE		SCALE	
SITE ADDRESS BLYTHE ROAD HAYES UB3 1DD		WGR		AKCESS		SY		19.04.10		AS SHOWN	
DRAWING TITLE CABIN LAYOUT PLANS		CORNERSTONE ID		HOST ID		SHARER ID		CS - 10448		VF - 6802	
		CONSULTANT REF No. 1293/031		PURPOSE OF ISSUE		DRAWING No.		CONSTRUCTION		400	
		REV.		DATE		REMARKS		BY		CHK.	
A		22.07.10		CONSTRUCTION ISSUE				WGR		AKCESS	

CORNERSTONE PROJECT

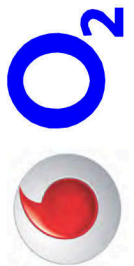
Tyco Electronics UK Infrastructure Ltd.  
 Herold House  
 Herold Road  
 Chertsey, Surrey  
 KT16 9DT  
 Telephone 01932 575 900 Fax 01932 575 901

EXISTING ANTENNAS										FEEDERS			
OPERATOR	CELL	TYPE	DESCRIPTION	PART NO.	ORIENTATION	MECHANICAL DOWNTILT	HEIGHT TO UNDERSIDE	LOCATION	COLOUR	COMMENTS	FEEDER TYPE	FEEDER LENGTH (m)	RET CABLE LENGTH (m)
EXISTING	VODAFONE	CELL 1	2G PANEL	305-017	90°	-	29.55m	FACE MOUNTED	GREY	TO REMAIN	LDF 5-50	33.0m	-
	VODAFONE	CELL 2	2G PANEL	305-017	210°	-	29.55m	FACE MOUNTED	GREY	TO BE REPLACED	LDF 5-50	45.0m	-
	VODAFONE	CELL 3	2G PANEL	305-017	330°	-	29.55m	FACE MOUNTED	GREY	TO BE REPLACED	LDF 5-50	30.0m	-
	VODAFONE	CELL 1a	3G PANEL	305-364	90°	-	29.55m	WITHIN GRP SHROUD	GREY	TO REMAIN	LDF 5-50	35.0m	-
	VODAFONE	CELL 2a	3G PANEL	305-364	210°	-	29.55m	FACE MOUNTED	GREY	TO BE REPLACED	LDF 5-50	42.0m	-
	VODAFONE	CELL 3a	3G PANEL	305-364	330°	-	29.55m	WITHIN GRP SHROUD	GREY	NOT TO BE USED	LDF 5-50	30.0m	-
PROPOSED	VODAFONE	CELL 5	DUAL BAND	802-056	210°	-	30.71m	WITHIN GRP SHROUD	GREY AS SUPPLIED	RE-USE EXISTING FEEDERS	LDF 5-50	42.0m	-
	VODAFONE	CELL 6	DUAL BAND	802-056	330°	-	30.71m	WITHIN GRP SHROUD	GREY AS SUPPLIED	RE-USE EXISTING FEEDERS	LDF 5-50	30.0m	-
	O <sub>2</sub> (UK)	C1	3G PANEL	802-053	0°	-	30.41m	FACE MOUNTED	GREY AS SUPPLIED	NEW FEEDERS REQUIRED	LDF 5-50	35.0m	-
	O <sub>2</sub> (UK)	C2	3G PANEL	802-053	120°	-	30.41m	WITHIN GRP SHROUD	GREY AS SUPPLIED	NEW FEEDERS REQUIRED	LDF 5-50	38.0m	-
	O <sub>2</sub> (UK)	C3	3G PANEL	802-053	240°	-	30.41m	WITHIN GRP SHROUD	GREY AS SUPPLIED	NEW FEEDERS REQUIRED	LDF 5-50	45.0m	-

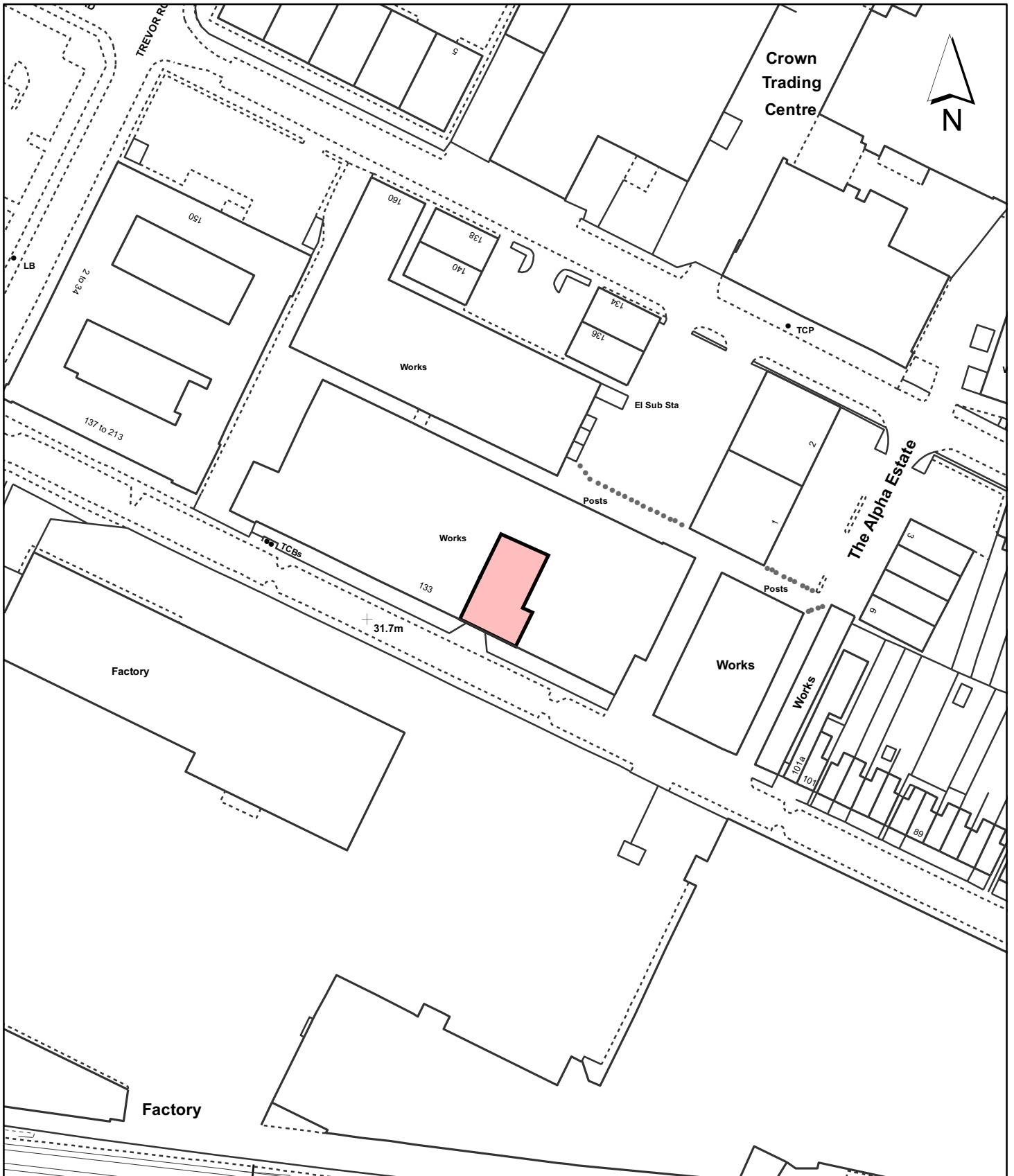
TRANSMISSION DISHES						
OPERATOR	REFERENCE	SIZE (DIA.)	ORIENTATION	HEIGHT	LOCATION	COMMENTS
EXISTING	VODAFONE	D1	15°	31.0m	POLE MOUNTED	50546
	VODAFONE	D2	252°	30.4m	POLE MOUNTED	10685
	VODAFONE	D3	280°	30.4m	POLE MOUNTED	6390
	VODAFONE	D4	340°	31.0m	POLE MOUNTED	2318
	VODAFONE	D5	134°	31.0m	POLE MOUNTED	7273

EQUIPMENT						
OPERATOR	MAIN EQUIPMENT SUPPLIER	TYPE	SIZE	COLOUR	COMMENTS	
EXISTING	VODAFONE	EQUIPMENT CABIN	3.60 x 2.40 x 2.5m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	3No. RBS 2202 INDOOR CABINETS	0.60 x 0.40 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	RBS 3202 INDOOR CABINETS	0.60 x 0.40 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	-24V PSU	0.60 x 0.42 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	-48V PSU	0.60 x 0.42 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	NETWORK RACK	0.80 x 0.60 x 1.80m	GREY	WITHIN VODAFONE CABIN	
PROPOSED	O <sub>2</sub> (UK)	FLEXI BTS UNIT(S)	0.49 x 0.56 x 1.13m	GREY (AS SUPPLIED)	WITHIN VODAFONE CABIN	


CONCESSIONS		N/A		CONFIRMATIONS		N/A	
CELL NAME	ENTERPRISE HOUSE			OPTION	-		
SITE ADDRESS	BLYTHE ROAD HAYES UB3 1DD			WGR	HOST ID	DATE	SCALE
				CS - 10448	VF - 6802	19.04.10	N/A
				CORNERSTONE ID	SHARER ID		
				CONSULTANT REF No.	02 - 44596		
				1293/031			
REV.	DATE	REMARKS	BY	CHK.	DRAWING No.	REVISION	B
B	28.07.10	NOTATION CHANGES			500		
A	22.07.10	CONSTRUCTION ISSUE					



CORNERSTONE PROJECT



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Enterprise House  
Blyth Road  
Hayes**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**11623/APP/2010/1580**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement Services

**Address** 103 HAIG ROAD HILLINGDON

**Development:** Erection of a part two storey, part single storey rear extension with 1 rooflight (involving demolition of existing attached shed).

**LBH Ref Nos:** 66648/APP/2009/2793

**Drawing Nos:** 156/099/01  
156/099/L01  
156/099/02  
156/099/03  
156/099/04  
156/099/11  
Payment Details  
156/099/10 Rev B  
156/099/12 Rev A  
156/099/13 Rev A  
156/099/14 Rev A  
156/099/15 Rev A

**Date Plans Received:** 29/12/2009      **Date(s) of Amendment(s):** 29/12/2009  
**Date Application Valid:** 15/01/2010      18/01/2010  
06/04/2010

### DEFERRED ON 29th July 2010 FOR SITE VISIT ON 18th February 2010

The application was deferred from the Central and South Planning Committee on the 03/06/2010 in order for a member site visit to take place to clarify:

- a) car parking arrangements and the local parking situation;
- b) identify the relationship of the proposal to the neighbouring conservatory and the construction of the conservatory;
- c) observe the levels on site; and
- d) to review or obtain additional information with regard to levels and potential overshadowing.

A Member's site visit has now been undertaken, which allowed members to observe the site with respect of the issues highlighted at under points a - d above.

Officers remain of the view that the application is acceptable and accordingly the application is recommended for approval.

## **1. CONSIDERATIONS**

### **1.1 Site and Locality**

The application site is located on the south west side of Haig Road, on the bend in the road, and comprises a two storey semi-detached house with a gable end half hipped roof. The attached house, 101 Haig Road lies to the south east and has a part single storey rear porch extension. To the north west lies 105 Haig Road, a two storey semi-detached house with a rear conservatory. The street scene is residential in character and appearance, comprising similarly designed two storey semi-detached houses, 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 erection of a part two storey, part single storey rear extension.

The ground floor element would measure 5.2m wide, for the full width of the application property, and 3.6m deep. The proposed part two storey rear element would be set flush with the flank wall facing 105 Haig Road and would measure 3.2m wide, 3.6m deep and finished with a hipped roof set 1.2m below the roof ridge of the original house. The remainder of the part single storey rear extension would be finished with a flat roof measuring 3m high with a coxdome rooflight above.

A new ground floor side window is shown in the original wall facing 105 Haig Road, which would provide natural light to the new enlarged kitchen/dining room.

### **1.3 Relevant Planning History Comment on Planning History**

There is no planning history relating to this application site.

## **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**

15 adjoining owner/occupiers have been consulted. 1 letter of support, 2 letters of objection from the same objector and a petition with 24 signatures have been received.

Letters of objection:

- (i) The height of the rear extension is too high - should be reduced to 3m
- (ii) The proposal has the potential to provide a 5 bedroom house. This should be prevented.
- (iii) The foundations should be on 103 Haig Road side to prevent boundary fence being taken down
- (iv) How will drainage be maintained?

Letter of support:



1 letter of support has been received from Hillingdon Homes, supporting the proposal on the basis that it would provide additional space for families in need.

Petition:

The petition raises the issues set out below.

(i) Property feature description incorrect: Attached shed; This is an outhouse extension built by the local Authority in the 1970 for covered entrance/porch to the then outside toilet and entrance to back door.

(ii) By reason of the overall design and appearance, would fail to harmonise with the character and appearance of the original houses - it would be detrimental to the appearance of the original houses and the street scene and surrounding area generally....

(iii) By reason of its excessive height and width in relation to the original house would represent a visually intrusive and over dominant development.

(iv) The proposed by reason to its overall size, design and proximity to the side boundary would result in a closing of the visually open gap between it and the side boundary with the neighbouring property.

(v) It would also impose on the privacy of the neighbouring properties. It would stop light and cast shadows on neighbouring property causing disruption to their quiet enjoyment of their property - also causing a lack of light to the inside of the neighbouring property. It would obstruct light and / or views and could have the same anti-social effect/affect as high hedges/trees.

(vi) Detrimental to sale of neighbouring properties.

(vii) Although it is not showing extra parking on the frontage at this moment in time, any associated parking is limited and any parking or extra parking on the property in the foreseeable future would cause pollution and the leaching of exhaust fumes through open doors/windows would serve to cause anti social behaviour. Any excessive parking on the frontage in the foreseeable future would fail to provide safe pedestrian access out of the guiding to the front of the property if 3 cars are parked - this could result in a safety hazard in an emergency, and be detrimental to pedestrian and highway safety.

(viii) The proposed development seems to be inadequate by reason of the size of the bedrooms - taking into account the potential cost - it appears to provide inadequate accommodation for all persons, now and in the future - taking into account that by the time the development is complete or in the not too distant future, more space would be required for the same amount of people.

(ix) We are at a loss as to why these plans have been submitted when there are clearly 4 bedroom properties available through Hillingdon Homes for a family of this size.

#### **4. UDP / LDF Designation and London Plan**

##### **Standard Informatives**

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

Part 1 Policies:

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.
- HDAS Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents):
  - 3.0 Rear Extensions and Conservatories: Single Storey
  - 6.0 Rear and First Floor Rear Extensions: Two Storey

LPP 4A.3 London Plan Policy 4A.3 - Sustainable Design and Construction.

## 5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the proposal on the character and appearance of the original house, on the surrounding area generally, and on residential amenity.

The proposed part two storey, part single storey rear extension, by reason of its overall size, siting, design and appearance, would harmonise with the character and proportions of the original house. It would appear subordinate as the part two storey rear element would be set below the main roof ridge and would maintain a sufficient proportion of the original rear wall of the house. Furthermore, the proposed part single storey rear extension would be set sufficiently below the cill of the first floor rear window.

There are no other part two storey, part single storey rear extension to houses along this part of Haig Road, however, it is considered that given the subordinate nature of the proposal, it would not harm the character and appearance of the surrounding area generally. Therefore, the proposal would comply with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and sections 3.0 and 6.0 of the Hillingdon Design & Accessibility Statement(HDAS):Residential Extensions.

The proposed part single storey rear extension would not be more that 3.6m deep and 3.4m high, in accordance with paragraphs 3.3 and 3.7 of the Hillingdon Design & Accessibility Statement(HDAS):Residential Extensions. Furthermore, the proposed part two storey rear element would not breach a 45 degree line of sight taken from the habitable room rear windows at 101 and 105 Haig Road. No windows are proposed facing the adjoining properties and the existing side boundary between the application property and 105 Haig Road would prevent overlooking from the new ground floor side window.

It is therefore considered that given the above, the proposal will not harm the residential amenities of the adjoining properties through overdominance, visual intrusion, overshadowing and overlooking, in accordance with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007). The new windows would provide an adequate outlook and natural light to the rooms they would serve, in accordance with London Plan Policy 4A.3 and BE20 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

The proposal does not generate the need for additional parking and does not affect the existing off-street parking arrangement. Over 100sq.m of private amenity space would be retained and this is considered to be sufficient for the enlarged property, in accordance with policy BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

With regards to the third party comments, on point (i), the proposed part single storey rear extension has been reduced in height to 3m. Points (ii) and (iv) are not a material planning considerations, and on point (iii) there would be no material harm to adjoining occupiers should the application property provide 5 bedrooms.

With regards to the comments of the petitioner, matters relating to property sales and tenancy are not material planning considerations. The proposed extension does not reduce the visual open gap between the side boundaries. The remaining points are addressed in the report.

In conclusion, the proposal would not have a detrimental impact on the character and appearance of the surrounding area and would not harm the residential amenities of adjoining occupiers. As such, this application is recommended for approval.

## **6. RECOMMENDATION**

### **APPROVAL subject to the following:**

**1**            HH-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**            HH-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**            HH-MRD4        Single Dwellings Occupation

The development hereby approved shall not be sub-divided to form additional dwelling units or used in multiple occupation.

**REASON**

To ensure that the premises remain as a single dwelling until such time as the Local Planning Authority may be satisfied that conversion would be in accordance with Policy H7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 HH-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 HH-RPD1 No Additional Windows or Doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 101 and 105 Haig Road.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 HH-RPD4 Prevention of Balconies / Roof Gardens**

The roof area of the part single storey rear extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 HH-RPD2 Obscured Glazing and Non-Opening Windows (a)**

The rear first floor bathroom window shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

- 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 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, 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.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 3.0 Rear Extensions and Conservatories: Single Storey 6.0 Rear and First Floor Rear Extensions: Two Storey
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
  
- 3 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 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 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, Environment and Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

7 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, Environment and Community Services Reception, Civic Centre, Uxbridge, UB8 1UW.

8 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.

9 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.


- 10 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.
- 11 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 (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 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).

**Contact Officer:** Sonia Bowen

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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London Borough of Hillingdon  
100019283 2009

Site Address	
<b>103 Haig Road, Hillingdon</b>	
Planning Application Ref:	Scale
<b>66648/APP/2009/2793</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>March 2010</b>

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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





## Report of the Head of Planning & Enforcement Services

**Address** 3RD FLOOR, CARDINAL POINT NEWALL ROAD HEATHROW AIRPORT

**Development:** Change of use of third floor from Class B1 office to further education college (Class D1) and variation of planning permission ref: 30796/W/86/1382 to permit only 1,597m2 of remaining floorspace to be occupied without compliance with condition 2 of planning permission ref: 30796/81/119 dated 0903/1982.

**LBH Ref Nos:** 35374/APP/2010/1242

**Drawing Nos:** Location Plan  
Cardinal Point Carpark Layout - College Allocated Parking  
CSBM/PK/001 Rev: C  
CSBM/PK/002 Rev: C

**Date Plans Received:** 28/05/2010                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 03/06/2010

### 1. SUMMARY

Planning permission is sought for the part change of use of the third floor of the existing Cardinal Point building (1,310sqm gross internal area) of the 3rd floor from Class B1 office to use as a further education college (Use Class D1 - Non-residential Institutions) including variation of planning permission ref: 30796/W/86/1382 to enable only 1,597m2 of remaining floorspace to be occupied without compliance with Condition No. 2 of planning permission ref: 30796/81/119 granted 9 March 1982.

The information submitted fails to demonstrate that the proposed change of use would not prejudice airport related development within the airport boundary. As such, the proposed change of use is considered to be contrary to Policy A4 of the Unitary Development Plan.

Accordingly, refusal is recommended.

### 2. RECOMMENDATION

**REFUSAL for the following reasons:**

#### 1 NON2 Non Standard reason for refusal

The applicant has failed to adequately demonstrate that there is sufficient land available to accommodate additional educational facilities within the airport boundary and to provide a sequential assessment of sites that lie outside the designated airport boundary, where demand for additional educational space could be met. As such the proposal fails to demonstrate that the proposed educational use would not prejudice airport related development within the airport boundary, now or in the future. As such, the proposed development would be contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

## INFORMATIVES

## 1 152 **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).

## 2 153 **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.

R10	Proposals for new meeting halls and buildings for education, social, community and health services
A4	New development directly related to Heathrow Airport
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

### 3. **CONSIDERATIONS**

#### 3.1 **Site and Locality**

The site comprises an area of 0.6ha located within the airport boundary on the south side of A4 Bath Road, Heathrow Airport. The building located on the site, known as Cardinal Point, comprises part four, part five storey brick built, flat roofed purpose built office block constructed in the 1980s with a gross external floor space of 6,457sqm (approximately 6,100sqm gross internal). The building comprises wings and has been multi-let to a number of office occupiers. A range of telecommunications equipment is located on the roof.

Internally the building comprises standard open plan office accommodation including varying amounts of partitioning that has been inserted over the years to suit various tenant requirements. There is a main reception on the ground floor with 3 lifts and a main staircase providing a vertical circulation core at the centre of the building. Fire exit stairs are external to the building and are sited at the far end of each of the wings.

The applicant notes that significant amounts of floorspace have been vacant for a number of years and tenant retention is a major problem given the outdated condition of the building which does not compare well with more modern, Grade A, office floorspace.

The third floor (subject floor) is currently vacant following the departure of Shell who previously occupied the South Wing. The fourth floor is also vacant and there is vacant floorspace on the ground and first floor.

At present, 2,907sqm of floorspace in the building is permitted to be used for any B1 use. Additionally, 537sqm is used by Barclays Bank. The remaining 2,656sqm is restricted by condition to be used by businesses engaged in activities directly related to the airport

operations. It is worth noting that if Barclays vacate Cardinal Point, the 537sqm is required by Condition to be used only by businesses engaged in airport related operations.

The site is accessed from two airport roads, Neptune Road (ingress) and Newall Road (egress), both which are under the control of the airport operator and both which are accessed via the Northern Perimeter Road. Each access is controlled by an entry/exit barrier to restrict access. A total of 182 car parking spaces are provided in the surface level car park around the building.

A low boundary wall surrounds the site and there is a landscaping strip along the frontage to Bath Road that incorporates some mature trees.

To the north, the site directly fronts the A4 Bath Road onto which there is pedestrian access but not vehicular access. On the opposite side of this dual carriageway road is the large Marriott Hotel. To the east, the site adjoins the northern part of the BAA Taxi Feeder Park. To the south, the site fronts onto Newall Road beyond which is the southern part of the BAA Taxi Feeder Park. To the west, the site fronts onto Neptune Road and a vacant plot with consent for Phase 4 of the World Business Centre office buildings.

### **3.2 Proposed Scheme**

Temporary planning permission is sought for the part change of use of the third floor of the existing Cardinal Point building (1,310sqm gross internal area) from Class B1 office to use as a further education college (Use Class D1 - Non-residential Institutions) for 5 years. The proposal includes a variation of planning permission ref: 30796/W/86/1382 to enable only 1,597sqm of remaining floorspace to be occupied without compliance with Condition No. 2 of planning permission ref: 30796/81/119 granted 9 March 1982.

The proposal would result in having a mix of uses comprising 1,310sqm of D1 (non-residential institution) and 1,597 B1 office space (i.e. 2,907sqm of space not related to airport operations). Barclays Bank 537sqm and remaining 2,656sqm being restricted by condition to be used by businesses engaged by in activities directly related to airports.

The applicant seeks a temporary permission for 5 years to use 1,310sqm of the 2,907sqm of space (i.e.45% of the 2,907sqm), which is not subject to a restriction, as Class D1 non-residential institution.

The applicant has agreed that should permission be granted, conditions would be imposed to limit the approval to 5 years and to ensure that at the end of this period the space becomes designated for use by businesses engaged in activities directly related to airport operations.

No external alterations are proposed to the building or site apart from alterations to some internal partitions. Existing toilets would be retained and no canteen is proposed.

Access to the site would remain from Newall Road. Of the 182 car parking spaces on site, 19 spaces would be allocated to the college, of which three would be disability car parking spaces. A total of 30 cycle parking spaces would be provided, as well as provision for motorcycles. No physical alterations to the existing traffic and parking arrangements are proposed, with the exception of:

- Conversion of 3 existing parking spaces (numbered 155, 156 and 157 on drawing No. CSBM/PK/001 Rev C) into 2 disability standard spaces,
- Conversion of 2 existing parking spaces (Numbered 164 and 165 on drawing No.

CSBM/PK/001 Rev C) into 20 covered cycle parking spaces.

The proposed college would be a new commercial project by a new entrant to the further education market, to be named Capital School of Business and Management (CSBM). As it is a new entrant into the further education market, the applicant notes that they are not able to demonstrate how it would operate by reference to an existing facility which they operate.

The proposed college has been designed to cater for a maximum of 543 students. The college would have one full time teacher and 15 part time teachers, as well as five full time and four part time administrative staff. The applicant notes that students and staff would not all be in attendance at the same time as a result of staggered teaching / study times, and that no more than 150 students would be likely to attend the college at any one time. Students aged 21+ would be the target age group with courses running from a minimum of 3 months to a maximum of 3 years.

The proposed college intends to offer some courses in aviation, tourism and international education.

Given the range of intended educational courses, the applicant anticipates that it is likely that many students would be existing Heathrow employees undertaking further study to enhance their aviation job related qualifications.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Approval for Cardinal Point was given in 1982 (ref: 30796/81/1192) and was subject to Class II of the Town & Country Planning (Use Classes) Order 1972, which restricted activity in connection to supporting airport activity. Cardinal Point is now subject to Part 18 of the Town & Country Planning (General Permitted Development) Order 1995 (the GDPO). Part 18 restricts office development within the airport to directly related airport office users only.

There are two planning site reference numbers that relate to the Cardinal Point site and this application, 30796 relates to the Cardinal Point building as a whole, and 35374 relates specifically to the third floor of the building (floor relevant to this application).

When assessing the planning history, the planning history of both site references has been considered. The following planning history is considered relevant:

35374: 3RD FLOOR CARDINAL POINT

35374/84/1616 - Laying out of staff car park (Consultation under Circular 55/68): No Objection (31/10/1984)

30796: CARDINAL POINT (WHOLE BUILDING)

30796/81/1192: Planning permission was granted for the erection of a 5 storey 6,100sqm (gross internal) office block. Permission was granted, in accordance with the Council's approved office location policies to the operational requirements of the Airport. An occupier condition was imposed:

'The use of the premises herein permitted as offices shall be restricted to those firms of

businesses who require accommodation on the Airport exclusively in order to support any activity in connection with the movement or maintenance of aircraft or with the embarking, disembarking, loading, discharge, or transport of passengers, livestock or goods and for no other purpose, including any other purpose within Class II of the Town & Country Planning (Use Classes) Order 1972'.

The reason for this condition was to ensure that the premises would be used for the benefit of the Airport and to prevent the establishment of general office use (Approved 9 March 1982).

Various personal planning permissions have subsequently been granted, which allow for the relaxing of the occupancy condition with specific reference to a company:

#### GROUND & FIRST FLOOR OF WEST WING

30796D/83/1539: Use of ground and first floor of west wing (970sqm) by Barclays Bank Plc as a branch bank in non-compliance with Condition 2 of planning permission ref: 30796/81/1192 dated 9 March 1982 at Cardinal Point, Newall Road, Heathrow Airport (Approved 20/12/1983).

In 2004 the Job Centre Plus took over occupation of the ground floor of the west wing from Barclays.

30796/APP/2004/9 - Use of ground floor of west wing (433sqm) by Jobcentre Plus, a recruitment centre, in non-compliance with Condition 2 (use of building is restricted for use to airport related businesses only) of planning permission reference 30796/81/1192 dated 9 March 1982 (Consultation under circular 18/84 procedure) - Approved 16/02/2004.

50498/APP/2010/1058: Barclays Bank intend to move from Cardinal Point to WBC1 (programmed for August 2010) and have recently gained personal planning permission for a part change of use of the World Business Centre 1 building from airport related office use to non-airport related office use, as they. The 537msqm of B1 office use at Cardinal Point would revert back to airport related office space upon their departure.

#### REST OF THE BUILDING

30796/J/84/1208: Removal of the airport user restriction from the whole building (Refused 1984).

30796/M/85/0485: Relaxation of condition 2 of planning permission ref. 30796/81/1192 for the top 2 floors of the building (Approved).

30796/W/86/1382: Subsequently, planning permission was approved in 1986 to allow a more flexible occupation of 2,907sqm, to include anywhere within the building without complying with Condition 2 of planning permission ref. 30796/81/1192. This release of floor space was in addition to the above mentioned Barclays floor space. The permission allows for unrestricted B1 use (Approved 12/09/1986).

#### NET RESULT

The net result is that, of the total 6,100sqm of internal floor space, 2,907sqm of the building is permitted for unrestricted B1 use, 433sqm is in use by Job Centre Plus on the ground floor west wing, and 537sqm is currently in use by Barclays Bank, but upon their move to new office space in August 2010 this space would revert back to airport related office space (total 3,340sqm). The remaining floor space, 2,223sqm is subject to condition No. 2 on the original permission.

#### 4. Planning Policies and Standards

##### UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

R10 Proposals for new meeting halls and buildings for education, social, community and health services

A4 New development directly related to Heathrow Airport

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

#### 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th June 2010**

5.2 Site Notice Expiry Date:- Not applicable

#### 6. Consultations

##### External Consultees

Consultation letters were sent to 71 local occupiers, including the Harlington Village Residents Association and the Harmondsworth & Sipson Residents Association. No responses have been received.

##### EXTERNAL CONSULTS

BAA - No objection raised.

Transport for London - No objection, subject to the following comments:

1. The development site is situated on Newall Road, Heathrow Airport, which would need to be accessed via the TLRN of A4 Bath Road.

2. TfL acknowledges that the application site has a PTAL rating of 3, which represents a Fair level of public transport accessibility.

3. TfL recommends that cycle parking facilities should be provided in accordance or exceed the TfL Cycle Parking Standards of 1 space per 8 staff/ students. It is also requested that shower facilities should be provided on site.

4. A total of 19 car parking spaces on site would be allocated to the proposed college; while it is understood that these spaces form part of the on-site car parking with over 100 spaces; TfL considers that the applicant has not fully justified on why 19 spaces would be required. TfL concerns that the any excess provision of parking spaces would encourage prospective students travelling to the site by private cars; which would add to extra traffic pressure to the highway network in and around Heathrow Airport; and to encourage further growth in car ownership and other vehicular based trips. TfL requests that the applicant seek to minimise car parking provision on site.

5. The disabled parking bays proposed for the development do not appear to comply with the

Disability Discrimination Act (DDA) 1995 Standards, which require a 1200mm width access aisle be provided on Both Sides of the bays as well as the end of the space to allow boot access or for use of a rear hoist. It is therefore recommended that the design of the Disabled bays be revised accordingly. TfL requests that at minimum of two disabled bays should be provided. It must be noted that disabled parking should be allocated out from the existing allocation of spaces.

6. TfL does not believe that the proposed development would result in a significant impact to the public transport infrastructure and public transport services in the vicinity.

7. The intention to produce a Travel Plan is welcomed by TfL; it is recommended that the finalised Travel Plan should be submitted and approved by the local planning authority (LPA) prior to the occupation of the site. It is recommended that the Plan be assessed by LPA officer assisted with online Travel Plan assessment tool ATTRIBUTE; where a Passd score should be obtained.

## **Internal Consultees**

### **INTERNAL CONSULTS**

Highways - No objection raised and has the following comments:

- The peak hours for the airport traffic do not coincide with the college traffic.
- On street parking is prohibited in the vicinity of the site.
- The site has a PTAL of 3. Provided there are footpath links from Bath Road towards the site for those using buses there are no objections to the proposal on highway grounds.

Access - The Council's Accessibility Officer has reviewed the application with the following comments:

Part IV of the Disability Discrimination Act 1995 legally entitles disabled pupils and students to learn in an environment which is barrier free and where discriminatory practices have been eliminated.

A well-designed environment greatly assists with developing policies, practices and procedures that encourage inclusion of disabled people and reduce the possibility of inadvertent discrimination.

Given that no building work requiring planning consent is proposed, a suitable planning condition and informative should be attached to any planning permission to ensure that suitably designed accessible parking is provided, and the space accommodating the Class D1 use are in accordance with BS 8300: 2009.

Policy - The application has been reviewed by the Council's Policy team, who note that Policy A4 of the UPD applies, which states that 'development not directly related to the operation of the airport will not be permitted within its boundary.' The Policy team considers that the proposal is not directly related to the operation of the airport, and as such would therefore be contrary to Policy A4.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Condition 2 of the original planning permission for Cardinal Point in 1982 (ref: 30796/81/1192) restricts the use to directly related airport users.

Condition 2 states:

'The use of the premises hereby permitted as offices shall be restricted to those firms or businesses who require accommodation on the airport exclusively in order to support any

activity in connection with the movement or maintenance of aircraft or with embarking, disembarking, loading, discharge or transport of passengers, livestock or goods and for no other purpose, including any other purpose within Class II of the Town & Country Planning Use Classes Order 1972'.

Cardinal Point, located within the airport boundary, is subject to Part 18 of the Town & Country Planning (General Permitted Development) Order 1995 (the GDPO). Part 18 restricts office development within the airport to directly related airport office users only.

Planning Policy A4, is also relevant to the site, which requires development directly related to the operation of the airport to be located within the airport, and development not directly related to operation of the airport to be located outside the boundary. This ensures that activities not directly related to the operation of the airport do not preclude opportunities at the airport for activities directly related to its operation, that could result in pressures for development on Green Belt and other off airport sites to cater for directly related needs. The policy identifies directly related development as passenger and cargo terminals, maintenance facilities, oil storage depots, administrative offices, warehousing, storage and distribution facilities, car parking and catering facilities. The supporting text (paragraph 11.17) states that:

'the Local Planning Authority would be concerned if activities not directly related to the operation of the airport precluded opportunities for activities which are directly related to its operation and resulted in pressures for development on Green belt and other off-airport sites to cater for directly related needs.'

Notwithstanding the provisions of paragraph 11.18, which states that 'conference facilities may be appropriate if suitable land is available inside the airport boundary', Officers must be satisfied that the proposed use would not prejudice airport related development within the boundary, now or in the future. The proposed D1 education use is contrary to the principle of the policy and accordingly exceptional circumstances are necessary to justify an exception to Policy A4. It is considered that the information submitted by the applicant fails to demonstrate that exceptional circumstances exist.

The applicant's supporting document quotes the information in BAA's submission relating to condition A77 - Airport Related Development of the Terminal 5 planning permission (ref: 47853/APP/2002/1882 dated 27/01/2003). This condition requires that BAA submit various details in relation to land and accommodation within the airport boundary, including demand and supply of office space. The BAA submission was prepared for the purposes of identifying sites within the airport boundary that could be used for airport related development and for assessing the future demands for the six categories of use identified by the Inspector (Offices, Air Cargo Transit Sheds, Car Hire Facilities, Flight Catering, Freight Forwarding and Airport Industry & Warehousing) that could be generated by a five terminal Heathrow.

In the submission BAA state that this information is provided three months after the Government announcement supporting the additional capacity provision at Heathrow, together with changes to the existing operating procedures at the airport, such as the ending of the Cranford Agreement.

Officers consider that the High Court decision to 'refuse' the Third Runway (additional capacity provision) places a greater burden on BAA and indeed the Local Planning Authority to ensure that on-airport land is not eroded to non-airport related uses.



The BAA submission provides details of sites at Heathrow identified as being available for airport related development and details of sites at Heathrow which were identified in the previous A80 submission in 2002 and have since been developed for airport related development. Details are provided of the area of each site and a commentary on existing land uses as well as an assessment of the land/floorspace effective capacity of each site based on standard ratios for potential site coverage for the specific land use identified. The 2009 submission stated that in total, 20.5ha of land has been identified as being available for airport related development. This compares to 29.82ha identified in the previous A80 submission, and 34.2ha identified at the T5 Inquiry. Also, 1.46ha of land that was previously identified as being available for airport related development within the airport boundary is no longer within BAA ownership. Based on the above, it shows that over time land availability is being reduced, particularly where BAA have sold land off.

The High Court decision in relation to the Third Runway is a material consideration, which places further constraints on Airport expansion. There is clearly a trend for land sold by BAA being developed for non-airport related activities and as such the Council raises an in principle objection to this form of development.

The applicant proposes that the consent be limited to 5 years. In relation to the imposition of a condition requiring an occupant to vacate a site after 5 years, the Council must consider the key matters of reasonableness and enforceability.

No evidence has been submitted to demonstrate how the educational facility would step down activities and vacate within 5 years. There is no evidence to show that the business model used by the proposed educational operator is suited to a 5 year maximum term. Advice from the Council's Legal Advisor is that there is considerable uncertainty whether the reverting of the proposal from the D1 use to a restricted B1 use after 5 years would be viable.

The applicant has failed to demonstrate any justification in policy terms to allow the proposed Class D1 use at the subject site (within the airport boundary). Additionally, there is considerable uncertainty that proposals to revert an approved Class D1 use to a Class B1 use (restricted to businesses engaged in airport operations) would be viable.

In summary, the information submitted by the applicant on the proposed change of use fails to demonstrate that the proposed change of use would not prejudice airport related development within the boundary, now or in the future. As such the proposed change of use is considered to be contrary to Policy A4 of the Unitary Development Plan.

#### **7.02 Density of the proposed development**

Not applicable to this change of use application.

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

Not applicable to this application, as the site is not located within an archaeological area, Conservation Area or Area of Special Character, nor is Cardinal Point a Listed Building.

#### **7.04 Airport safeguarding**

Not applicable to this change of use application.

#### **7.05 Impact on the green belt**

Not applicable to this application as Cardinal Point is not located in the Green Belt.

#### **7.07 Impact on the character & appearance of the area**

Not applicable to this change of use application.

#### **7.08 Impact on neighbours**

The application site is located over 200m from the nearest residential property and it is not considered that the proposal would have any detrimental impacts on residential properties.

#### **7.09 Living conditions for future occupiers**

Not applicable to this change of use application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The site is accessed from two airport roads, Neptune Road (ingress) and Newall Road (egress), both which are under the control of the airport operator and both which are accessed via the Northern Perimeter Road. Each access is controlled by an entry/exit barrier to restrict access. A total of 182 car parking spaces are provided in the surface level car park around the building.

The existing site has adequate car parking and servicing provision including appropriate accesses to the airport road network. The proposed college would operate in a similar manner to the existing office use. The existing access route within the site provides a route around the building with car parking spaces accessed from this. Deliveries will be through the front door via main reception as with deliveries to the office users.

No physical alterations to the existing traffic and parking arrangements are proposed with the exception of:

- conversion of 3 existing parking spaces (numbered 155, 156 and 157 on drawing No. CSBM/PK/001 Rev C) into 2 disability standard spaces,
- conversion of 2 existing parking spaces (Numbered 164 and 165 on drawing No. CSBM/PK/001 Rev C) into 20 covered cycle parking spaces.

#### **CAR PARKING**

The 19 car parking spaces for the college use would accommodate staff and visiting lecturers. There would also be other ad hoc visitors such as servicing contractors etc. All such visits would be scheduled in advance. All car parking spaces are numbered and allocated to users within this multi-let building as part of their lease agreement. 9 existing spaces are allocated to visitors to the whole building.

The application has also been reviewed by the Council's Highways Officer who notes that the peak hours for the airport traffic would not coincide with the college traffic. On street parking is prohibited in the vicinity of the site.

The site has a PTAL of 3. Provided there are footpath links from Bath Road towards the site for those using buses there are no objections to the proposal on highway grounds.

Transport for London have reviewed the application and raises no objection subject to finalising a Travel Plan, ensuring that suitably designed accessible parking is provided, seeking to minimise car parking provision on site and requests provision of shower facilities on site.

#### **CYCLE SPACES**

5 Sheffield type cycle hoops are sited adjacent to the building entrance providing space for 10 cycles with space available for further provision if required. A further 10 Sheffield hoops are proposed in adjacent parking spaces nos. 164 and 165 to accommodate 20 cycles under cover. A draft green travel plan notes that the level of cycle use would be monitored and additional hoops installed as required. The applicant notes that the building has 1 shower on the 4th floor which is available to all users of the building although it is rarely used, with any regular cyclists currently using the building.

## DISABLED ACCESS

No-step, pedestrian access into the building is provided via a purpose built ramp at building's main entrance from where level no-step access is provided by 3 lifts to all floors of the building.

It is proposed that 2 new disability standard spaces (i.e.10%) would be allocated for college use to accommodate students, staff and visiting lecturers. There is also 1 existing disability space allocated to visitors to the whole building. The applicant notes that at this stage it is not clear how many students may require a disability standard space but the parking allocation allows further disability standard spaces to be created subject to demand.

The application has been reviewed by the Council's Accessibility Officer who notes that given that no building work requiring planning consent is proposed. A suitable planning condition should be attached to any grant planning permission to ensure that suitably designed accessible parking is provided, in accordance with BS 8300: 2009.

Accordingly there are not considered to be any adverse highway or accessibility issues.

### **7.11 Urban design, access and security**

Disabled access is addressed in 7.10 of the report.

### **7.12 Disabled access**

Disabled access is addressed in 7.10 of the report.

### **7.13 Provision of affordable & special needs housing**

Not applicable to this change of use application.

### **7.14 Trees, landscaping and Ecology**

Not applicable to this change of use application.

### **7.15 Sustainable waste management**

Recycling of waste materials will take place in the same way as the existing office use with recycling materials and waste collected by private contractors.

### **7.16 Renewable energy / Sustainability**

Not applicable to this change of use application.

### **7.17 Flooding or Drainage Issues**

Not applicable to this change of use application. Cardinal Point is not located within a Flood Risk Zone.

### **7.18 Noise or Air Quality Issues**

#### Noise Environment

Although the building is near to Heathrow Airport's northern runway, it is not overflown by aircraft. The building benefits from purpose built noise attenuation, sealed unit glazing, full air conditioning and has been designed and built for office use. The applicant notes that the suitability of the site for further education purposes is subject to separate authorisation. The necessary application has been made.

#### Air Quality

The site is within the Hillingdon Air Quality Management Area where current exceedencies of EU air quality limit levels are predicted to gradually continue improve over time. No persons will be resident at the site and the length of study for students will be a maximum of 3 years. It is considered that there is no policy basis for treating a further education college any differently from other employment or non-residential uses located in the

AQMA which covers the south of the Borough.

#### **7.19 Comments on Public Consultations**

None received.

#### **7.20 Planning obligations**

Not applicable to this change of use application.

#### **7.21 Expediency of enforcement action**

Not applicable to this change of use application.

#### **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**

### **10. CONCLUSION**

Planning permission is sought for the part change of use of the third floor of the existing Cardinal Point building (1,310sqm gross internal area) of the 3rd floor from Class B1 office to use as a further education college (Use Class D1 - Non-residential Institutions) including variation of planning permission ref: 30796/W/86/1382 to enable only 1,597sqm of remaining floorspace to be occupied without compliance with Condition No. 2 of planning permission ref: 30796/81/119 granted 9 March 1982.

The information submitted by the applicant on the proposed education facility fails to

demonstrate that the proposed change of use would not prejudice airport related development within the boundary, now or in the future. As such, the proposed change of use is considered to be contrary to Policy A4 of the Unitary Development Plan.

Accordingly, refusal is recommended.

#### **11. Reference Documents**

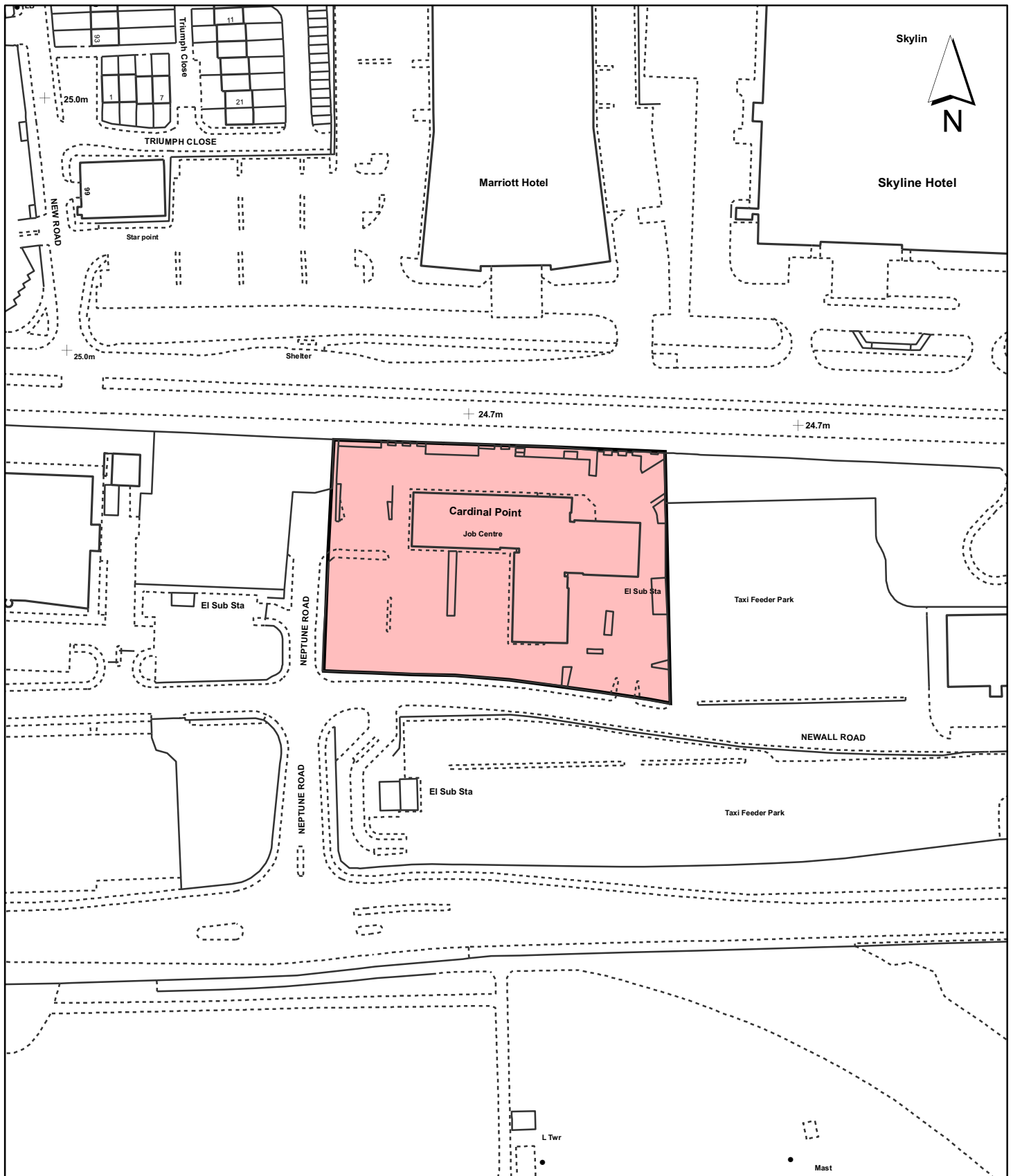
Hillingdon Unitary Development Plan Saved Policies 2007

London Plan 2008


Part 18 of the Town & Country Planning (General Permitted Development) Order 1995

**Contact Officer:** Tabitha Knowles

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**3rd Floor Cardinal Point  
Newall Road  
Heathrow**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:  
**3574/APP/2010/1242**

Scale  
**1:1,500**

Planning Committee  
**Central and South**

Date  
**July 2010**



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement Services

**Address** CONTROL POST 18, NORTH WEST OF TERMINAL 5 HEATHROW AIRPORT HOUNSLOW

**Development:** Alterations to Control Post 18 including the provision of a canopy, a control booth and reversing the flow of one lane from outbound to inbound (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

**LBH Ref Nos:** 67148/APP/2010/1636

**Drawing Nos:** 15603-00-GA-200-000005 Version 6.0  
15603-XX-SE-200-000001 Version 3.0  
15603-XX-SE-200-000002 Version 4.0  
15603-00-GA-212-000001 Version 3.0  
15603-00-GA-214-000002 Version 3.0  
10000-00-GA-XXX-000088 Version 1.1  
Design and Access Statement  
Construction Control Posts Control Post 18 Planning Submission Existing Images  
15603-00-GA-200-000002 Version 3.0  
15603-XX-GA-200-000003 Version 1.0  
15603-00-GA-200-000003 Version 4.0

**Date Plans Received:** 02/07/2010                      **Date(s) of Amendment(s):**

**Date Application Valid:** 02/07/2010

### 1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) relating to alterations to the existing Control Post 18, located close to Terminal 5, Heathrow Airport.

The proposed works include provision of a canopy, a control booth and reversing the flow of one lane from outbound to inbound.

The application would maintain an appropriate visual appearance having regard to the surrounding built context of the airport and screening/separation from the public realm. Furthermore, it would not result in the loss of any landscape features of merit.

The proposal is considered to provide for an appropriate level of accessibility.

Responses from a number of consultees are still outstanding, including BAA and NATS Safeguarding and the Environment Agency. Subject to there raising no safeguarding or environmental concerns, the proposal does not give rise to any material planning concerns and it is recommended that no objection is raised subject to the considerations set out in this report.

### 2. RECOMMENDATION

**That subject to no objections being received from BAA Safeguarding, NATS Safeguarding and the Environment Agency, that delegated powers be given to the Head of Planning and Enforcement to raise no objection to the Consultation,**

**subject to the following considerations, and any additional considerations and/or informatives which may be required by BAA Safeguarding, NATS Safeguarding and the Environment Agency:**

**1 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).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to raise NO OBJECTION 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 raise NO OBJECTION 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.
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
OE10	Phasing of development in areas of potential flooding or inadequate sewerage capacity
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
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
A6	Development proposals within the public safety zones around



- Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.

**3            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).

**4            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.

**5            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.

**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            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](http://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](http://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](http://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](http://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.

## **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 (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

## **9 158 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 has an area of 0.049ha and is located to the north of Terminal 5 (T5A), Heathrow Airport.

The existing Control Post 18 was constructed as part of the Terminal 5 development and it sits on the airside / landside boundary approximately 80 metres to the northwest of the terminal building.

The current facility provides a processing booth with ancillary facilities, two vehicle entrance lanes and one vehicle exit lane.

The entire site is located within the Heathrow Airport boundary, is designated Green Belt and falls within a flood zone 2, as shown on the Hillingdon Unitary Development Plan Proposals Map. The airside/landside boundary lies within the application site.

#### **3.2 Proposed Scheme**

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order, relating to an extension to the existing Control Post 18 (CP18), located close to Terminal 5.

The proposed development would consist of:

- Converting the existing exit lane to an entrance lane;
- The addition of a new processing booth;
- An extension of the weather canopy;
- Alterations to the approach and exit roads to accommodate the change to the existing lane; and
- Alterations to an adjacent landside cycle and pedestrian path.

The proposed development would result in an amendment to the airside/landside boundary to suit the amended lane and new booth. The control post approach road and exit road would undergo amendments required by the change of traffic direction to the converted lane. The additional access point into the airport would utilise the Airside Road

Tunnel which connects the T5 campus to the CTA.

New signage would be required to cater for the amended lane and there would also be realignment of vehicle barrier control points, the airside security fence and existing lane fence.

The processing booth itself comprises only those elements required to carry out the search process. Staff would use the welfare facilities provided in the existing CP18 building.

The proposed new booth would extend 10.8m long x 4.8m wide x 4.0m high. The canopy extension would extend 5.4m long x 23.2m wide, with a 5.1m clearance from road way to the canopy soffit. The total area affected by the development is approximately 490m<sup>2</sup> (0.0490 hectares). The footprint of the new single-storey processing booth is approximately 52m<sup>2</sup>.

The alterations to CP18 arise from the need to increase the capacity available for vehicles, their drivers and passengers to go through the necessary security checks as they pass from landside to airside areas of the airport. The applicant notes that the form and layout of the proposed control post extension has evolved to meet the requirements of vehicle and pedestrian search when entering the airfield environment, DfT requirements and to capture lessons learnt during the design and construction of previous control posts - such as the requirement for wider vehicle lanes.

This application forms part of a wider package, rationalising existing Control Post facilities throughout the airport, particularly having regard to the increased demand for vehicle access to the airside of Heathrow which will be required for construction of various committed building projects including T2A. CP18 would provide an entrance route into airside areas with exit routes being provided by alternative control posts. It is anticipated that when all the control post works are complete, for 95% of the time, the queuing times to clear security will be less than 10 minutes.

The applicant considers that given the small scale of this proposed development, no technical reports are necessary.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

There is an extensive planning history for the airport, however none is considered directly relevant to the current application.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

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

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.
- 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
- OE10 Phasing of development in areas of potential flooding or inadequate sewerage capacity
- 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
- 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
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.

#### **5. Advertisement and Site Notice**

**5.1 Advertisement Expiry Date:- 10th August 2010**

**5.2 Site Notice Expiry Date:- Not applicable**

#### **6. Consultations**

##### **External Consultees**

##### **ENVIRONMENT AGENCY**

No response received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

##### **BAA SAFEGUARDING**

No response received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

## NATS SAFEGUARDING

No response received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

The applicant notes that the design of the control post has been developed in consultation with a number of stakeholders including Control Post Integration, BAA Technical leadership, Heathrow Security, the security staff, their union representatives and the Department for Transport (DfT).

### Internal Consultees

#### ENVIRONMENT PROTECTION UNIT

No objection raised.

#### ACCESS

No objection raised.

#### HIGHWAYS

No objection raised. The proposal would not result in any significant impacts in terms of traffic generation and the design of the highways layout is considered to be acceptable.

#### TREES & LANDSCAPING

No objection raised.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The proposal is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order).

The proposed development would provide improved search facilities for vehicles travelling into the restricted zone and is therefore required for purposes directly related to the operation of the airport.

The proposal represents permitted development and accordingly, there is no objection to the principle of the development.

### 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

The application site is not located in a Conservation Area, Area of Special Local Character or in proximity to any Listed Buildings.

### 7.04 Airport safeguarding

The application is currently being assessed by both NATS and BAA Safeguarding, both which assess whether the proposal would conflict with technical safeguarding criteria.

No response has been received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

### 7.05 Impact on the green belt

The location of proposed extension to CP18 is currently designated as Green Belt.

The principle of developing Terminal 5 within the Green Belt and other designated areas was thoroughly tested at the Terminal 5 Inquiry and found, by the Secretary of State, to be acceptable due to a range of very special circumstances.

Given that Terminal 5 is over 75% complete and that CP18 is located near to Terminal 5, Green Belt policy has nominal relevance to the Control Post extension. This is largely on the basis that the Terminal 5 site, is now incorporated into Heathrow Airport and no longer fulfils a Green Belt function.

In addition, the security measures associated with the proposal are considered to be sufficient to demonstrate a case of very special circumstances to justify an exception to Green Belt policy in this instance.

#### **7.07 Impact on the character & appearance of the area**

The proposed development is located within the operational area of Heathrow Airport to the north of Terminal 5, and would be partially screened from public vantages by existing buildings to the north and east of the control post and the Wayfarer Road overpass to the west. The restricted airside is located to the south of the control post.

The design and built form of the development, including the proposed materials palette, are considered to be consistent with the design rational of other operational buildings within the airport.

Accordingly, it is considered that the proposed development would appropriately harmonise with the character of the surrounding Airport development in accordance with Policy BE13 of the Saved Policies UDP.

#### **7.08 Impact on neighbours**

The application site is located over 500m from the nearest residential property and it is not considered that the proposal would have any detrimental impacts on residential properties.

#### **7.09 Living conditions for future occupiers**

Not applicable to this type of development.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The control post approach road and exit road will undergo amendments required by the change of traffic direction to the converted lane. Vehicles will access the proposed extended control post via the existing approach road. The additional access point into the airport would utilise the Airside Road Tunnel which connects the T5 campus to the CTA. CP18 would provide an entrance route into airside areas with exit route being provided by alternative control posts.

The proposed control post would not in itself generate any additional vehicular trips to the airport.

The proposed development and alterations to roads lie entirely within the boundary of the airport, roads that are under the control of the airport authority. The applicant notes that in advance of submitted this Consultation to the Council, Heathrow Airport Ltd have consulted with engineers and highways experts to ensure all proposed road layouts meet the Local Authority and BAA standards.

The Council's Highways Engineer has reviewed the proposal and raises no objection on grounds of either traffic generation or highways safety.

#### **7.11 Urban design, access and security**

##### **SECURITY**

The application seeks permission for a security check point within Heathrow Airport and as such both the proposed layout and buildings have been designed having regard to

security requirements. It is therefore not considered that the proposal gives rise to any concerns relating to security.

## ACCESS

The new control post is not required to accommodate disabled security operatives however the applicant note that it does accommodate disabled users and will meet necessary disabled access requirements in accordance with the BAA Design and Implementation Standard: Accessible and Inclusive Airports Issue 05 July 2007, BS 8300 and Approved Document M - Access to and Use of Buildings 2004.

The Council's Accessibility Officer has reviewed the application and raises no objection.

## DESIGN

The design of the CP18 extension has been developed to comply with the Terminal 5 Campus Design Guidelines:

- The new processing booth envelope would be a combination of metal and glass.
- Both the building and the canopy extension would have flat roofs in common with the adjacent airside ancillary buildings. The design of the fencing and barriers are governed by DfT standards, which would be met.
- The building would be coloured silver grey (RAL 9006) to reflect the surrounding buildings and structures and to ensure the design integrates with the existing Control Post 18.
- The new search booth would sit to the south-west of the amended vehicle lane and has been sized to accommodate 6 persons without hold luggage. It would be a single volume prefabricated steel framed building with the south, east and west facades clad in sinusoidal profiled metal sheet.
- The north facade facing into the vehicle lane would have strip glazing to allow good visibility of vehicle lanes with doors at either end to allow driver entrance and exit from the vehicle lane. Aluminium framed, glazed pedestrian entrance and exit doors would be provided in the east and west facades. The building would be set above the surrounding roadway to ensure positive drainage. - The approaches to the building would be inclined at no greater than 1:20. Each door would be provided with areas of barrier mat set into recessed mat wells.

The weather protection canopy extension which would cover the external processing area would have a clearance above the vehicle lanes of 5.1m, to align with the existing canopy. The construction would consist of a painted steel frame covered by a roof deck formed of profiled roof sheets. The canopy roof would have a recessed gutter above the new line of columns, with galvanized steel down pipes recessed into the columns. The canopy soffit would be clad with white trapezoidal profile sheet to match the existing soffit, and the canopy edges feature 800mm high silver metal finish flat fascia panels to match the existing canopy. The new canopy light fittings would match the existing and would be positioned parallel with the edges of the search lane in order to achieve uniformity of illumination.

Accordingly, it is considered that the design of the proposed new processing booth and extension to the weather canopy would complement the existing control post and be in accordance with the T5 Campus Design Guidelines.

### **7.12 Disabled access**

This has been addressed in section 7.11 of the report.

### **7.13 Provision of affordable & special needs housing**

The proposal relates to operational airport development and consideration of affordable or special needs housing is not relevant to the application.



#### **7.14 Trees, landscaping and Ecology**

The existing site plan and photographs indicate that there are planted areas (monoculture of groundcover shrubs) to the south-west of the control post and access roads. This planting was implemented as part of the approved package of landscape works in association with Terminal 5. Otherwise there are no trees, protected or otherwise, associated with this part of the site.

In order to accommodate proposed extension and alterations to CP18, a relatively narrow strip of planting would be removed. There is no proposal for replacement planting.

Saved policy BE 38 seeks landscape enhancement in association with development. In this case most of the established 'structure' planting will be retained. However, due to the operational requirements of the airport there is no opportunity for new soft landscaping.

The consultation has been reviewed by the Council's Landscape Officer, who raises no objection and considers that no landscape considerations are necessary in this instance.

#### **7.15 Sustainable waste management**

Not applicable to this application.

#### **7.16 Renewable energy / Sustainability**

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability. Nevertheless, the scheme would utilise modern design techniques such as high levels of insulation to minimise the buildings energy use.

It is also noted that the proposal would serve to rationalise the existing Control Post infrastructure at Heathrow, thereby serving to minimise the number of vehicle movements required to transport staff to Control Post facilities and reducing associated emissions.

No objection is therefore raised to the proposal in terms of sustainability.

#### **7.17 Flooding or Drainage Issues**

The site falls within a flood zone 2. The application is currently being assessed by the Environment Agency, to assess whether the proposal would result in increased impacts on flooding or drainage issues.

No response has been received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

#### **7.18 Noise or Air Quality Issues**

It is not considered that the proposal would result in noise, air quality or contamination issues.

No response has been received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

#### **7.19 Comments on Public Consultations**

None received.

#### **7.20 Planning obligations**

Not applicable to this type of development.

#### **7.21 Expediency of enforcement action**

Not applicable.

## **7.22 Other Issues**

Not applicable.

## **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 application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) relating to the extension of security control post (CP18) to the north of Terminal 5, including converting the existing exit lane to an entrance lane, the addition of a new processing booth, the extension of the weather canopy, amendments to the approach and exit roads to accommodate the change to the existing lane, and amendments to an adjacent landside cycle and pedestrian path.

The application would maintain an appropriate visual appearance having regard to the surrounding built context of the airport and screening/separation from the public realm. Furthermore, it would not result in the loss of any landscape features of merit.

The proposal is considered to provide for an appropriate level of accessibility.

Responses from a number of consultees are still outstanding, including BAA and NATS Safeguarding and the Environment Agency. Subject to this raising no safeguarding or environmental concerns, the proposal does not give rise to any material planning

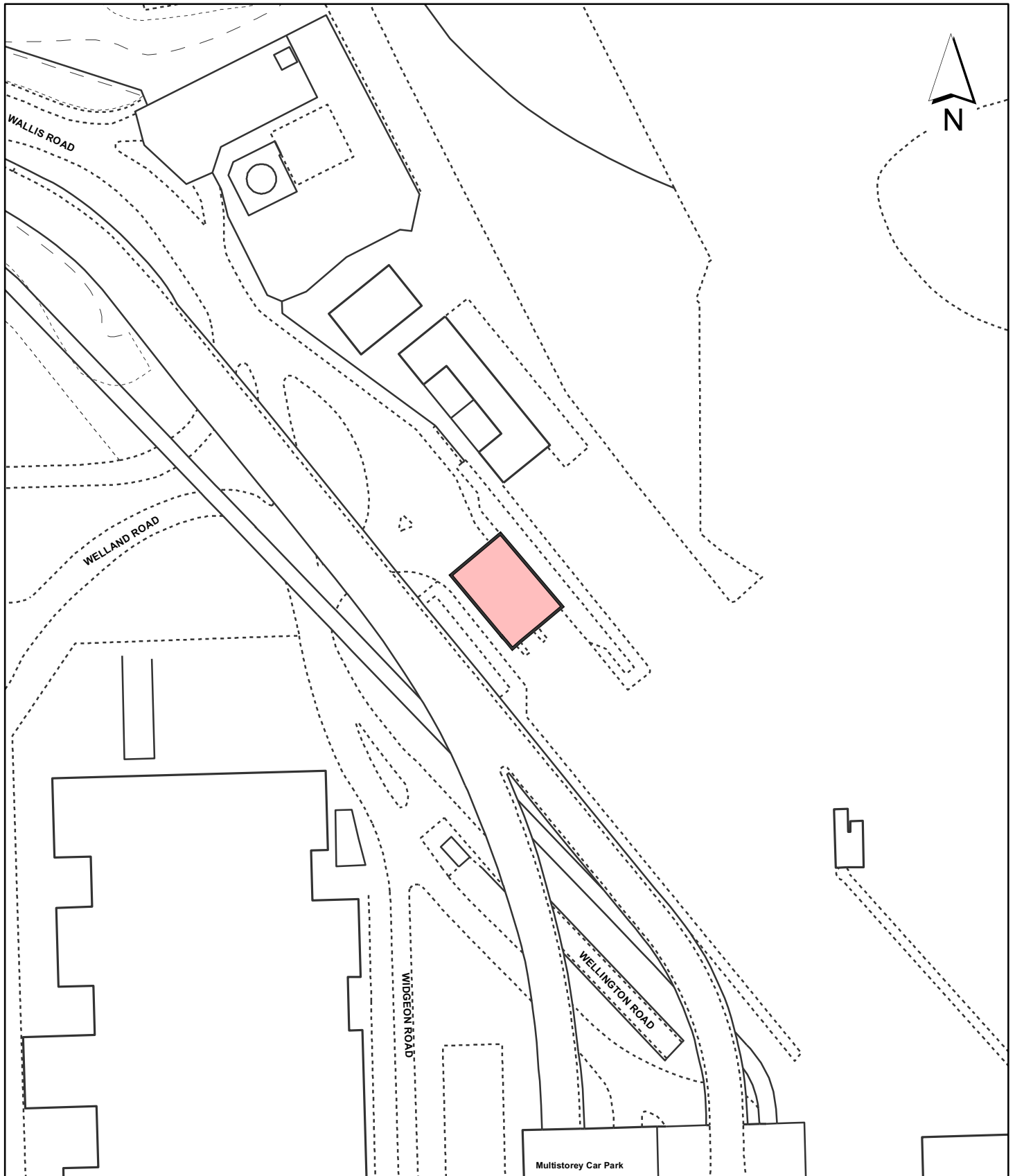
concerns and it is recommended that no objection is raised subject to the considerations set out in this report.

## **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (Consolidated with Alterations since 2004)  
Planning Policy Guidance 13: Transport  
Planning Policy Guidance 24: Planning and Noise  
Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 5: Planning for the Historic Environment  
Planning Policy Statement 22: Renewable Energy  
Planning Policy Statement 25: Development and Flood Risk  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Tabitha Knowles

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Control Post 18  
North West of Terminal 5  
Heathrow Airport**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:  
**67148/APP/2010/1636**

Scale  
**1:1,250**

Planning Committee  
**Central and South**

Date  
**July 2010**



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement Services

**Address** UXBRIDGE COLLEGE PARK ROAD UXBRIDGE

**Development:** Erection of a temporary marquee linked to existing building and installation of temporary parking area (Part retrospective application.)

**LBH Ref Nos:** 1127/APP/2010/1074

**Drawing Nos:** P910  
Design & Access Statement  
P905  
P900

**Date Plans Received:** 11/05/2010      **Date(s) of Amendment(s):**

**Date Application Valid:** 19/05/2010

### 1. **SUMMARY**

Planning permission is sought for the retention of a temporary marquee for use as additional classroom accommodation while building works are carried out. The proposal also involves the construction of a car parking area.

The marquee is not considered to relate satisfactorily with the appearance of the existing buildings on the campus. However given that it is a temporary building required to provide facilities while construction to implement an approved scheme takes place, it is considered to be acceptable for a limited period. Given the applicant's construction timetable and the substantive nature of work already undertaken on site (the sports all superstructure is now completed) it is clear that this will only be a temporary option.

The proposed parking spaces are acceptable on a temporary basis as they would replace parking spaces displaced by the construction works associated with the redevelopment of the campus.

### 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

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

The temporary car parking area 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 NONSC Installation of access control measures**

The use of the car parking area hereby approved shall not commence until a permanent full height barrier arm and 'Dragons Teeth' restricting egress from the college campus (including vehicles exiting via Gatting Way from both the main student and staff car parks) onto Gatting Way shall be installed on site. Once installed both the barrier arm and Dragons Teeth shall be regularly maintained and shall remain in place for as long as the development remains on site.

**REASON**

To maintain the amenity of occupiers of neighbouring premises, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 N11 Control of plant/machinery noise**

No air extraction system shall be used on the marquee until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented 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 surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**5 NONSC Automatic light switch off**

The building hereby approved shall employ devices that automatically turn the lighting off when it is not in use.

**REASON**

In the interests of energy conservation in accordance with policy 4A.3 of the London Plan.

**6 NONSC Removal of marquee and car park**

The marquee and temporary car park hereby approved, shall be removed and the land restored to a condition agreed in writing by the Local Planning Authority within 3 years of the date of this permission.

**REASON**

The building and car park, by reason of their design, appearance and the provision of additional parking spaces, are not considered suitable for permanent retention with reference to Policies BE13, BE38, OL1 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policy 3C.23 of the London Plan and Planning Policy Guidance 13: Transport.

## 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.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
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
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves

### 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.

## **7 146 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 (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

## **8 151 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 Park Road Campus is one of two campuses run by Uxbridge College in the London Borough of Hillingdon. Employing approximately 400 full-time staff, it provides a range of courses primarily serving the young adult market.

The Campus is located in the southwest corner of a triangular piece of land, bounded by Park Road to the west, the A40 corridor in the north, and the Metropolitan Railway Line to the southeast, which historically formed part of Hillingdon House Farm. The campus is immediately bounded by a residential complex known as Darrell Charles Court to the southeast, residential accommodation to the north and northwest comprising Fulmer House, Hyde House, nos. 114-120 Park Road (evens) and private housing in Brearley Close, adjacent to the student's car park. In addition the Brookfield Adult Education



Centre lies to the northwest.

The disused Uxbridge outdoor pool, which is a Grade II listed building and its associated car park is currently undergoing major renovation and is located to the northeast. Residential development has recently been approved on the open land to the east of the campus, while the Metropolitan railway lines run along the southern boundary of the College.

Located between the southeast extent of the campus and Darrell Charles Court is the Uxbridge College Pond, which is classified as a Nature Reserve and a Nature Conservation Site of Borough Grade 1 Importance in the Hillingdon Unitary Development Plan. The pond is of ecological significance as it is identified as containing a good population of Great Crested Newts (*T. cristatus*), a species whose habitat is protected under both UK and European legislation.

To the north of Darrell Charles Court lies a single storey building in the form of a marquee, the subject of this application. It is attached to the southern flank wall of Block G.

Located to the east and southeast of the site is the western extent of the Uxbridge Common Meadows Nature Conservation Site of Borough Grade 2 significance. Most of the interest lies in the old meadows to the east of the Uxbridge Common Sports Ground but also in the vicinity of the southern extent of the Uxbridge College campus, which includes the well vegetated bank of the Metropolitan railway line, including mature Willow and Oak trees.

The main college car park is accessed from the eastern end of Gatting Way, which connects with Park Road, a dual carriageway linking Uxbridge Town Centre with the A40 to the north. There are three detached houses fronting the south side of Gatting Way. Gatting Way also serves 18 dwellings in Brearley Close which is a cul-de-sac located to the west of the car park, the Uxbridge Cricket Ground and the Hillingdon House Farm athletics track, subject of a recently approved scheme for refurbishment.

The existing buildings vary in height from one to four storey and vary in design according to their age. The main entrance to the college buildings is via the recently completed 4 storey Academy building. There are currently 450 parking spaces available within the college grounds.

### **3.2 Proposed Scheme**

The marquee measures 15m wide, 21m deep and finished with a gable end pitched roof 3.4m high at eaves level and 5.6m high at ridge level. It comprises a steel frame in-filled with insulated profiled metal panels and roofed with a twin skin PVC coated fabric all coloured white, with the steel frame coloured grey.

The marquee is connected to and accessed through Block G via a link measuring 2.6m by 2.6m. The structure will provide temporary accommodation to facilitate the implementation of a planning permission granted in May 2009 (ref: 1127/APP/2009/443) for the part refurbishment and part demolition of existing College buildings to provide a total of 25,062m<sup>2</sup> Gross Internal Area (GIA) Class D1 (education) accommodation (of which 10,327m<sup>2</sup> (GIA) comprises new build floorspace), associated sports facilities, ancillary accommodation, access, car parking, servicing and associated landscaping.

The application also proposes 15 car parking spaces located to the west of the building on the opposite side of the access road. The applicant has advised that these spaces are

required for staff and senior management team parking which has been lost in the existing staff/visitor car park as a result of the ongoing wider construction works on the site.

The car park area would measure 16m wide, 17m deep and would be accessed off the existing access road via Park Road. The surface of the car park would comprise grass reinforced mesh and the car park would be enclosed by 900mm high fencing.

Both the marquee and car parking spaces are proposed to be retained for a temporary basis of 3 years.

### 3.3 Relevant Planning History

1127/APP/2009/443 Uxbridge College Park Road Uxbridge

Part refurbishment and part demolition of existing College buildings to provide a total of 25,062m<sup>2</sup> Gross Internal Area (GIA) Class D1 (education) accommodation (of which 10,327m<sup>2</sup> (GIA) comprises new build floorspace), associated sports facilities, ancillary accommodation, access, car parking, servicing and associated landscaping.

**Decision:** 14-05-2010 Approved

1127/APP/2010/1247 Uxbridge College Park Road Uxbridge

Details in compliance with conditions 3 (Materials), 4 (Boundary Treatment), 16 (Energy Efficiency/Sustainability), 17 (Construction Ecological Method Statement), and 29 (Water Efficiency) as they relate to Phase A of planning permission ref: 1127/APP/2009/443 dated 14/05/2010: Part refurbishment and part demolition of existing College buildings to provide a total of 25,062m<sup>2</sup> Gross Internal Area (GIA) Class D1 (education) accommodation (of which 10,327m<sup>2</sup> (GIA) comprises new build floorspace), associated sports facilities, ancillary accommodation, access, car parking, servicing and associated landscaping.

**Decision:** 11-06-2010 Approved

1127/APP/2010/1248 Uxbridge College Park Road Uxbridge

Details in compliance with conditions 5 (Tree Survey), 7 (Tree Protection), 8 (Landscape Scheme), 12 (Wheelchair Disabled Parking), 14 (Traffic arrangement), 15 (Cycle Parking), 21 (Floodlighting), 25 (Details of the MUGA), 26 (Existing and proposed site levels) and 30 (Electric charging points) as they relate to the whole development of planning permission 1127/APP/2009/443 dated 14 May 2010

**Decision:** 24-06-2010 Approved

#### Comment on Relevant Planning History

There is an extensive planning history relating to this site. The most relevant is listed.

### 4. Planning Policies and Standards

#### UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.6 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.

PT1.10 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.
- 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
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

61 adjoining owner/occupiers have been consulted. 1 letter of objection has been received but raising concern that the application is spart retrospective and querying the quality of the teaching space, which is not something officer consider to be a material issue.

Officer Comments: This is addressed in the report.

Friends of Hillingdon House Farm: No comments received

Brearily Close Residents' Association: No comments received

North Uxbridge Residents' Association: No comments received

Uxbridge Common Residents' Association: No comments received

### Internal Consultees

Highways:

No objections on highway grounds provided the agreed access and egress arrangements for the college under application 1127/APP/2009/443 remain the same.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is an established educational institution which has an extensive planning history of permissions for extensions and redevelopment (the most recent of which are referenced within the relevant section of this report). As such, the principle of providing a further building for educational purposes is acceptable subject to compliance with 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**

This is not applicable to this application

### **7.07 Impact on the character & appearance of the area**

The marquee by reason of its overall size, siting, design, appearance and materials does not relate satisfactorily with the predominantly brick built building on the campus is considered to have an adverse impact on the street scene. However, the marquee is required to provide temporary facilities while construction to implement a previously approved scheme takes place. Furthermore, the contemporary design of the building is of a superior quality in terms of design and appearance than a more typical temporary building.

Therefore, on balance, the need for the facility is considered to outweigh the harm caused by the building on the character and appearance of the campus and the street scene generally, particularly given the temporary nature of the proposed structure.

Similarly, while the proposed car park area would not maintain the full quality of the existing landscaped frontage it is considered satisfactory in terms of visual appearance on a temporary basis. The use of grass reinforcement mesh would serve to minimise the impact on the character of this green corner of the campus to some extent.

Subject to a planning condition requiring the removal of the building and associated parking spaces on or before 3 years from the date of the permission, the development would comply with policies BE13 and BE38 of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

### **7.08 Impact on neighbours**

Darrell Charles Court lies some 60m to the south, 173-199 odd Park Road lies some 120m to the west and 114 Park Road lies some 160m to the north west, of the marquee and car parking spaces. These distances are sufficient to ensure that the development does not result in a significant increase in noise and disturbance over and above that from the existing campus.

No windows are proposed in the building and therefore no overlooking will result.

Therefore, the proposal complies with policies BE24 and OE1 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**

With regard to car parking provision, the Council's Revised UDP Maximum Parking Standards for a higher and further education establishment are 1 space per 2 staff, all student parking to be contained within the total permitted 1 cycle space per two students (minimum) and 10% of all spaces to be allocated for wheelchair users or people with disabilities.

The College currently employs approximately 268 total equivalent full time staff and provides a total of 422 car parking spaces, principally on the northern side of the Campus, 16 of which are for disabled users. In accordance with the Council's standards, the existing 268 full-time staff generates a requirement for a maximum of 134 car parking spaces, resulting in a surplus of 288 car parking spaces. The applicants have estimated that staff numbers will fall from the current 268 full time equivalent staff members to 254. However, this would still maintain a surplus.

The applicant has advised that the additional parking are replacement spaces lost due to the construction works. The applicant has advised that it was originally estimated that 35 parking spaces would be lost during the construction of the Phase A development. However, as a result of the required extent of the contractors compounds, the re-aligning of the access road, and the segregation required for health and safety purposes between construction vehicles, other vehicles and pedestrians, a total of 54 spaces have been lost on the site. This has put additional pressure upon on-site parking.

The provision of additional parking spaces, above those previously approved, would be contrary to parking standards set out within the adopted development plan. However, the provision of replacement parking spaces lost to construction compound is considered to be acceptable on a temporary basis.

The Council's Highway Engineer has raised no objection to the additional car parking spaces provided they do not affect the ingress and egress arrangements approved under planning permission 1127/APP/2009/443. Under that permission, a circular routing system was adopted and comprises:

- Main car park - access via Gatting Way/egress via Park Road;
- Staff and Visitors car park - access and egress via Park Road;
- Operational servicing - access and egress via Park Road;
- Construction traffic - access and egress via Park Road;

This is all through a workable one way system. The access arrangements for students gaining access to the main car park off Gatting Way would be controlled through a barrier entrance system which would only allow inward traffic. The positive implication of this is that once traffic has gone through the barrier it prohibits traffic exiting onto Gatting Way. This solution will have the following benefits:

- Reduce the use of Gatting Way by vehicular traffic by in excess of 50%;
- Reduce peak time traffic volume on Gatting Way for the benefit of residents and users of the Lido;
- Minimise potential disruption and traffic congestion on Park Road;
- Minimise contact of students and vehicles in the vicinity of the Park Road entrance.

The proposed parking spaces will not affect the future internal traffic arrangements for the campus. The proposal would comply with policies AM7 and AM14 of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

#### **7.11 Urban design, access and security**

This is addressed elsewhere in the report.

**7.12 Disabled access**

This is not applicable to this application

**7.13 Provision of affordable & special needs housing**

This is not applicable to this application

**7.14 Trees, landscaping and Ecology**

The proposal does not affect Uxbridge College Pond, which is classified as a Nature Reserve and a Nature Conservation Site of Borough Grade 1 Importance in the Hillingdon Unitary Development Plan. Furthermore, no trees will be affected by the development.

The proposal complies with policies BE38 and EC1 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 relevant 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 relevant 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**

This is not applicable to this application

**10. CONCLUSION**

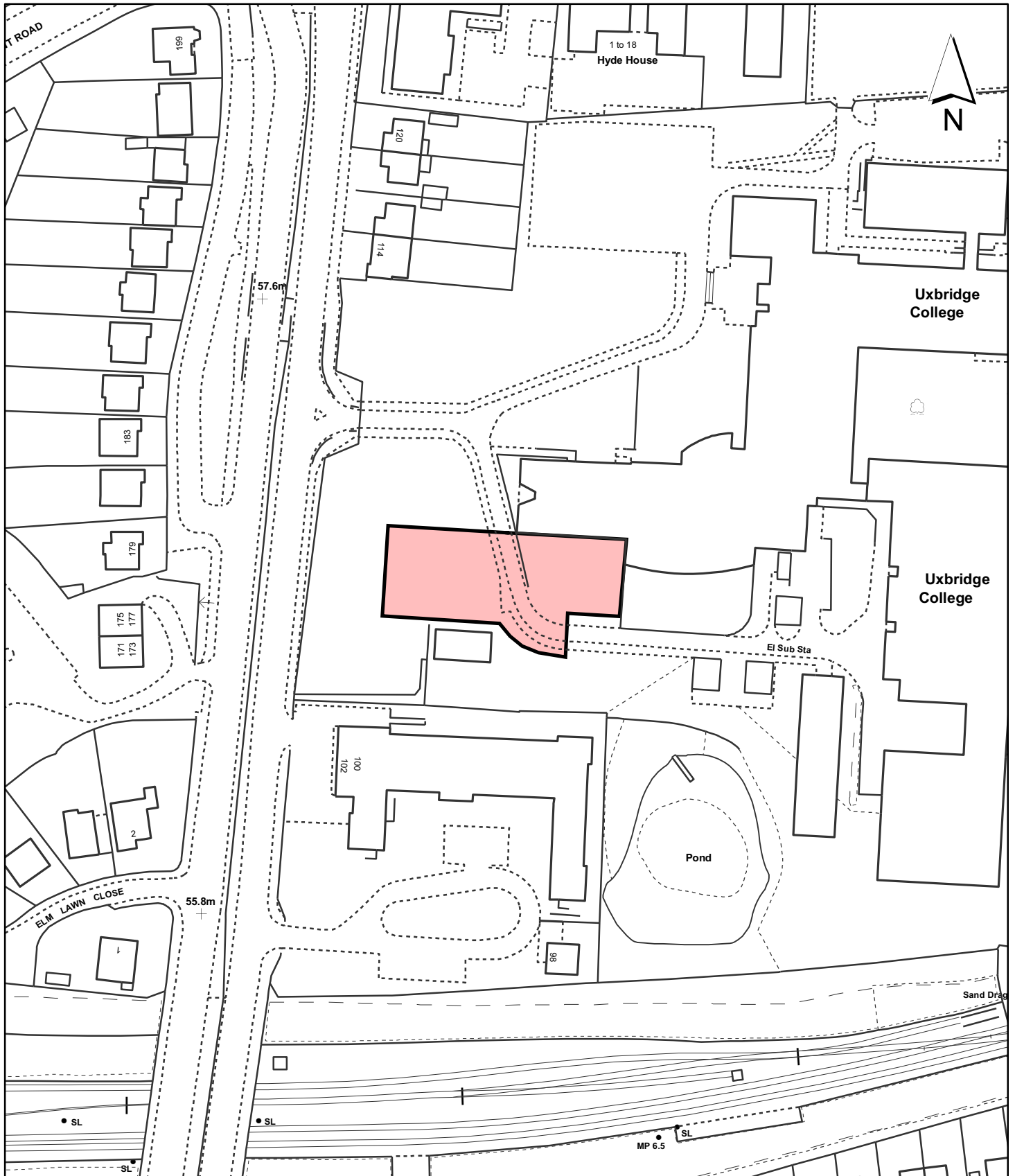
The proposal complies with the aforementioned policies and is therefore recommended for approval for a limited period of 3 years.

**11. Reference Documents**


Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007)  
The London Plan  
Planning Policy Guidance 13: Transport

**Contact Officer:** Sonia Bowen

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Uxbridge College Park Road Uxbridge</b>	
Planning Application Ref:	Scale
<b>1127/APP/2010/1074</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>July 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

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



**HILLINGDON**  
LONDON





## 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 Policies BE13 and BE15 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 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 building is occupied. Development shall be carried out in accordance with the approved details. The submitted details should include 2m high acoustic fencing between the car parking area and the amenity space.

#### REASON

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

#### **5 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 AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

#### **6 DIS5 Design to Lifetime Homes Standards**

Notwithstanding the approved plans, a minimum of 700mm to one side, and 1100mm of clear space in front of the toilet pan, in each residential unit, shall be provided. Furthermore, all residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, and shall include within the design of each wheelchair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

#### REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

#### **7 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: -

- 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).

#### **8 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).

### **9 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).

### **10 TL20 Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

#### REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

### **11 NONSC Cycle storage facilities**

Prior to the commencement of development, details of covered and secure cycle storage provision for at least 6 bicycles for the proposed residential units, and at least 8 bicycles for the existing offices (for use by staff and visitors), shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage areas shall be completed prior to the first occupation of the residential units 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).

### **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 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 H7 Parking Arrangements (Residential)**

The parking areas (including where appropriate, the marking out of parking spaces) including any garages and car ports shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained and used for no other purpose.

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**14 NONSC Parking allocation**

Prior to commencement of development a scheme detailing the designation and allocation of parking spaces for the residential units on the site shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking spaces shall be allocated and provided for the use of those units only in perpetuity.

**REASON**

To ensure the scheme is supported by adequate parking provision in accordance with policy AM14 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**15 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.

**16 NONSC Sound insulation scheme**

Development shall not begin until a sound insulation and ventilation scheme for

protecting the proposed development from road traffic and industrial noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise such combination of sound insulation and ventilation measures as may be approved by the Local Planning Authority, and shall meet acceptable internal noise design criteria. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from road traffic and the neighbouring industrial uses in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**17 NONSC Sound insulation scheme**

The development shall not begin until a sound insulation scheme for the control of noise transmission from the commercial uses on the ground floor of the building to the proposed residential units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the commercial uses on the ground floor of the building in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**18 NONSC Environment Agency condition - buffer zone**

Prior to the commencement of development a scheme for the provision and management of a 4 metre wide buffer zone alongside the Grand Union Canal (GUC) 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;
- removal of non-native planting from the buffer zone and replacement with locally native species, of UK genetic provenance;
- details of the planting scheme (using locally native plant species);
- 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). Domestic gardens and formal landscaping should not be incorporated into the buffer zone.

**REASON**

To mitigate for encroachment into the buffer zone by the development (for example the bin and cycle stores) and enhance the biodiversity of the existing buffer zone in compliance with Policies OE7 and EC2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 NONSC Environment Agency condition - Lighting**

There shall be no light spill into the watercourse or adjacent buffer zone. To achieve this, and to comply with sustainability, artificial lighting should be directional and focused with cowlings to light sources in close proximity to the river corridor.

#### REASON

In accordance with Policy EC2 of the Hillingdon Unitary Development Plan because 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.

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.

#### **20 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 10 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).

#### **21 SUS4 Code for Sustainable Homes**

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

#### REASON

To ensure that the objectives of sustainable development identified in policies 4A.1 and 4A.3 of the London Plan (February 2008).

#### **22 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**23 MRD8 Education Contributions**

Before the development hereby permitted is commenced, a scheme shall be submitted to and approved by the Local Planning Authority detailing how additional or improved education facilities will be provided within a 3 miles radius of the site to accommodate the child yield arising from the proposed development. This shall include a timescale for the provision of the additional/improved facilities. The approved means and timescale of accommodating the child yield arising from the development shall then be implemented in accordance with the agreed scheme.

**REASON**

To ensure the development provides an appropriate contribution to educational facilities within the surrounding area, arising from the proposed development, in accordance with Policy R17 of the Hillingdon Unitary Development plan Saved Policies (September 2007) and the Council's Supplementary Planning Guidance on Educational Facilities.

**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.

- |      |  |
|------|--|
| 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. |
| BE25 | Modernisation and improvement of industrial and business areas               |



BE32	Development proposals adjacent to or affecting the Grand Union Canal
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
OE5	Siting of noise-sensitive developments
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
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
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            I1                    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            I2                    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            I3                    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            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](http://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](http://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](http://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](http://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.

### **13**      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 (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

### **14**      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).

### **15**

In respect of condition 23, the Council considers that one way to ensure compliance with the condition is to enter into an agreement with the Council to make a maximum contribution of £13,048 to ensure the provision of additional/improved educational facilities locally, proportionate to the child yield arising from the development.

### **16**

With regards to condition 18 the Environment Agency have provided the following advice:

Where development is proposed adjacent to a watercourse the Environment Agency normally seeks the inclusion of a green buffer zone alongside the watercourse. Where such a buffer zone does not currently exist, the Environment Agency normally seek that it is established. This is a key way in which it carries out its legal duty to further and promote the ecological and landscape value of rivers and land associated with them.

Development that encroaches on watercourses has a potentially severe impact on their ecological value. This is contrary to government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan. Land alongside

watercourses is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change.

## 17

The Environment Agency have provided the following advice:

### Proximity to the Grand Union Canal:

The Environment Agency would normally ask that there is no new built development within the buffer zone to a watercourse. The existing site does have a buffer zone, though it somewhat limited, and some additional development is proposed. Therefore, the Environment Agency has requested that mitigation for the loss of semi-natural buffer is provided.

The existing paving slabs should be omitted to retain a more natural buffer zone. This area would be suitable for planting up with a meadow grass mix, which should be appropriately managed through a simple landscape management plan.

### Lighting:

External artificial lighting should be kept to the minimum required for safety and security and should be designed specifically to avoid light pollution along the river. 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.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The application site comprises an approximately 900m<sup>2</sup> plot located on the north west side of Rockingham Road in Uxbridge. It currently accommodates a three-storey office building, the second floor set within a mansard roof, providing approximately 685m<sup>2</sup> of floorspace. The applicant advises that the building has been largely vacant for the previous 10-years, the only occupier being a firm of solicitors who occupied approximately two thirds of the building on a three-year lease expiring May 2010. Recent site visits showed that the firm of solicitors appear to be occupying part of the building and the applicant has verbally confirmed that their lease has been renewed for the ground floor. Parking provision for 15 cars is located to the eastern side and rear of the building.

The site is bounded to the south by the Dolphin Public House; to the south east by Rockingham Road, beyond which are residential properties; to the north by an office building currently occupied by Xerox, and two industrial units, one of which is occupied by a lift services company and one of which appears to be currently vacant; and to the west by the Grand Union Canal, beyond which is Dolphin Bridge House, an office building.

The entire site falls within the North Uxbridge Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map, and it falls within a Strategic Industrial Location as designated in the London Plan (2008). The Grand Union Canal, located to the rear of the building, is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. Rockingham Road is designated as a London Distributor Road.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the change of use of existing office accommodation at first and second floor level to two 1-bedroom flats and four 2-bedroom flats. Three units would be provided per floor, two 2-bedroom units and one 1-bedroom unit on each level. Each unit would provide one or two bedrooms, a living/dining room with integrated kitchen unit, and a bathroom. The existing office space would be retained at ground floor level.

Externally, balconies would be provided for each unit at first and second floor levels. Six existing windows in the rear elevation would be replaced with doors to provide access to the balconies and two new obscure glazed windows would be provided in the south elevation. The only other external alteration to the building would be the provision of an access ramp to the front.

A total of 11 car parking spaces would be provided, four adjacent to the building's eastern boundary, and seven towards the rear of the site. Two cycle stores, one for the proposed residential units and one for the remaining offices, and refuse stores would also be provided. A grassed amenity area comprising several trees and shrubs would be provided alongside the canal.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Relevant planning history relating to the site can be summarised as follows:

2460/E/81/1452 - Erection of three industrial units and three storey office block with car parking on land adjoining the Dolphin Public House, Dolphin Wharf, Rockingham Road (outline application) - Approved 08/01/82

Notably condition 10 of that consent restricts the hours of use of the site to 7am to 7pm Monday to Saturday. Condition 11 of that consent confirms that the industrial units shall be used for light industry only in compliance with Use Class III of the Town and Country Planning (Use Classes) Order 1972. This would now be recognised as class B1 use.

The applicant has advised that the building has been largely vacant for approximately 10 years. The property had been let to Deloitte on a 25 year lease since 1985. This expired in May 2010. However, they moved out of the property in 2000 and have since tried to sublet the whole or part of the premises. The only occupier since 2000 has been a firm of solicitors, who have sublet two thirds of the building since 2007 for a period of three years.

The applicant has verbally confirmed that this lease has now been renewed for the ground floor only.

### **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 3: Housing  
Planning Policy Statement 4: Planning for Sustainable Economic Growth  
Planning Policy Guidance 13: Transport  
Planning Policy Guidance 24: Planning & Noise  
Supplementary Planning Document - Noise  
Supplementary Planning Document - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon

## Supplementary Planning Document - Residential Layouts

### 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.
- PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- 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.
- PT1.39 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.
- 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.
- BE25 Modernisation and improvement of industrial and business areas
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- 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
- OE5 Siting of noise-sensitive developments
- 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
- H4 Mix of housing units

H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
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:- **14th April 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 15 local owner/occupiers. One response has been received from the adjoining public house, which raises the following concerns:

- i) Overlooking of private garden space to the rear of the pub from a new side window and the proposed balconies would affect privacy.
- ii) Rooms above the pub have never been let out as suggested in the application documents. They are used by the landlord's family only.

#### - ENVIRONMENT AGENCY

No objection subject to conditions regarding the provision of a 4m wide buffer zone alongside the canal, and light spill into this area and the watercourse.

#### - BRITISH WATERWAYS

British Waterways has no objection in principle to this proposal. However, an unobtrusive low barrier such as a safety kerb, should be placed in the grassed area and not interfering with the six trees and the underplanting on the canal side. The reason for this is safety so that no vehicles will fall into the canal. It was noted on site that vans were parked close to the canal edge. The Design



and Access statement discusses under amenity that a garden area alongside the canal has been planted with trees, having a paved area for seating for residents. The trees and shrubs should be protected from damage or physical disturbance. There is hard lined edging to the canal itself. It should be noted that British Waterways has no right of support in this case.

Should planning permission be granted an informative advising the developer to contact British Waterways in order to ensure necessary consents are obtained and works are compliant with the "Code of Practice for Works affecting British Waterways" should be attached.

#### **Internal Consultees**

##### **- TREES/LANDSCAPE OFFICER**

The Design & Access Statement refers briefly to the amenity space along the canal and the drawings show some of the existing planting along the canalside, but not in the brick planters to the front of the building.

The opportunity should be taken to review the condition and quality of the planting in front of the building and along the canal - and ensure that a management /maintenance plan is in place to ensure that the landscape is maintained and replaced as appropriate.

No objections are raised subject to conditions TL5, TL6 and TL7.

##### **- POLICY AND ENVIRONMENTAL PLANNING (PEP)**

1. The site is designated employment land (North Uxbridge IBA).
2. North Uxbridge IBA is designated a Strategic Industrial Location in the London Plan.
3. The Employment Land Study (London Borough of Hillingdon, 2009) recommends the site remains within the boundary of North Uxbridge IBA as designated industrial land.
4. Officers will need to be satisfied that (i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, (ii) the proposed use does not conflict with other UDP policies, and (iii) the proposal better meets the plan's objectives, particularly in relation to affordable housing and economic regeneration, in accordance with UDP Policy LE2.
5. It is noted that the site is located on the edge of the IBA, adjacent to a Public House and offices, opposite residential properties, and not adjacent to heavy industrial uses.
6. The positioning of sensitive land uses (ie residential) adjacent to neighbouring B1/B2/B8 may affect the ability of the IBA to function effectively by neutralising extant industrial uses. Officers should therefore consider very carefully whether this land should be released given the above considerations.

##### **- ENVIRONMENTAL PROTECTION UNIT (EPU)**

In terms of road traffic noise data has been taken from <http://www.noisemapping.defra.gov.uk> which indicates that the proposed road fronting facade of this site is likely to be exposed to noise levels of the order of Lnight 50.0-54.9 dB(A) and would put the site into the NEC B, PPG 24.

NEC B states that Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.

Conditions regarding sound insulation would be required should approval be granted to ensure the proposed development satisfies the requirements of this Borough's Noise SPD.

Additional information has been provided to lessen concerns about the noise impact on the proposed residential flats from the adjoining industrial units. This new information comprises: the neighbouring industrial units are restricted to Old Class III under the 1972 Order (i.e. Light Industrial only) so that B2 and B8 uses are not permitted; the industrial units are subject to

restrictions on hours of use; and the industrial unit closest to the canal has been converted to 70% offices.

On this basis, no objections are raised subject to imposition of appropriate conditions to ensure the development is suitable mitigated against noise impacts from adjoining uses.

**- ACCESS OFFICER**

Some of the bathrooms do not provide the required 700mm to one side and 1100mm in front of the WC pan.

On the basis that the above recommendations can be incorporated into revised plans, no objections would be raised to the proposed development.

Officer comment: This is conditioned.

**- HIGHWAY ENGINEER**

No objection.

**7. MAIN PLANNING ISSUES**

**7.01 The principle of the development**

The application site falls within the North Uxbridge Industrial and Business Area as designated in the Hillingdon Unitary Development Plan Saved Policies (September 2007) (UDP) and is identified as a Strategic Employment Location in the London Plan. Policy LE2 of the UDP states that such areas are designated for business, industrial and warehousing purposes falling within use classes B1-B8 and for sui generis uses appropriate in an industrial area. It goes on to clarify that other uses will not be permitted unless (i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, (ii) the proposed alternative use does not conflict with the policies of this plan, and (iii) the proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration. Officers in the Council's Planning and Environmental Policy Team have objected to the proposal on the basis that the site is designated as industrial/commercial land and the applicant has failed to adequately address conditions (ii) and (iii) of Policy LE2 to justify an exception to current planning policy.

Nevertheless, in contrast to Policy LE2, UDP Policy H4 encourages the provision of one and two bedroom units in the borough, and Policy H8 states that the change of use from non-residential to residential will be permitted if (i) a satisfactory residential environment can be achieved; (ii) the existing use is unlikely to meet demand for such accommodation in the foreseeable future; and (iii) the proposal is consistent with other objectives of this plan.

The applicant has submitted various pieces of information, including a planning report and marketing history, in support of the application, and full consideration needs to be given to this in considering whether an exception should be made to policy LE2 in this instance.

The Planning Report submitted with the application confirms that it has not been possible to find tenants for the site for a period of 10 years. This is backed up by the marketing history, prepared by Simon Williams Commercial Property Consultants, which explains that the current leaseholders of the site have been trying to sublet/assign the premises either as a whole or in part since 2000, firstly via Vail Williams (real estate agents) and then since 2005 jointly with themselves. The marketing history explains that the site has

been available to let on reduced rental terms and with large rent free periods on offer. Nevertheless, the only occupier that has taken a lease over this period is API Solicitors who agreed to sublease two floors of the building for three years, ending in 2010, at a rate of £15/sq.ft and with a 1.5 year rent free period and other incentives (such as capped service charge, limit on repairing liability, etc). Although the marketing report states that API Solicitors will not be renewing their lease, which ends in 2010, it is understood from the applicant that the lease has now been renewed for the ground floor only.

There is evidence that a number of marketing initiatives have been carried out including production of a full colour marketing brochure which has been extensively mailed; a prominently displayed 'To let' board at the premises; direct marketing to local occupiers and businesses in Uxbridge and the surrounding area on a regular basis; advertising in local papers, property magazines/papers, and on property websites; via Agency Clearing House which is mailed to a list of over 700 property agents for consideration in connection with all the requirements they are handling on behalf of occupiers; and promotion on Simon Williams website.

There is evidence that the property is difficult to let because the premises are situated in a cramped mixed use area not conducive to modern office occupation or image; the adjoining industrial units, although not used for intensive industrial uses, present issues in terms of image; the premises lack modern specification such as air conditioning, under floor trunking and ample natural light; the site is not a suitable headquarters building (for the reasons listed); better specified offices are available nearby at Riverside Way to the south and closer to the town centre along Oxford Road; there is decreased demand across all sizes, but particularly in the size category this premises falls within.

The marketing report goes on to confirm that since the current agents have been involved with the letting of the premises there has always been a good supply of similarly sized but better specified and located offices within the area and that this competing supply has been available at rents which make Sheraton House an unviable alternative for most businesses. It goes on to confirm that even excluding buildings for sale and in other nearby town centres, there are numerous buildings offering similar floorspace available on the agent's own website, and many of these are newer and thus provide better facilities.

In addition to the above the Planning Report argues that the proposal complies with guidance within PPS3: Housing, which states that local planning authorities should have regard to the suitability of sites for housing, taking into consideration their environmental sustainability and use of land in an effective and efficient way. It contends that the limited extent of construction works proposed are relevant to the environmental sustainability of the proposal. It further argues that the site is on the edge of the Industrial and Business Area, opposite residential properties and adjacent to a public house with residential accommodation above. Therefore it lies within a residential context. It goes on to argue that an appropriate form of residential accommodation would be provided, in accordance with principles outlined in PPS3 and that, given the offices have been vacant for 10 years, would result in no loss of employment at the site.

In the supporting information the applicant provides a copy of the original decision notice for the site and the adjacent industrial units. This confirms that, in accordance with that planning permission, the industrial units can be used for light industry only. In addition, a copy of an advertisement advertising one of the units for lease has been provided. This advertises the building as a 'warehouse/industrial unit and offices' and confirms that 232m<sup>2</sup> of the 343m<sup>2</sup> building has been converted to offices. This seeks to put forward the argument that the setting of the application site on the edge of the Industrial and

Business Area is appropriate for residential use. A number of photographs which seek to demonstrate the mixed use nature of the surrounding area have also been provided. Whilst the use of the adjacent industrial units for light industry only, rather than for B8 uses, means they are less likely to produce unacceptable levels of noise at unreasonable hours, careful consideration will need to be given to appropriate conditions to ensure the residential units are appropriately insulated against noise from these units. Issues associated with noise are further discussed in part 7.18 of this report.

The applicant also provides information relating to 69 Rockingham Road, an existing two-storey building located to the north east of the application site on the opposite side of Rockingham Road. That property was used as offices and for light industrial purposes, and was recently granted planning permission for redevelopment into residential use. The applicant argues that both sites are located in a similar location within 25m of each other, that the redevelopment of 69 Rockingham Road requires a total rebuild whereas the appearance of Sheraton House will remain largely unchanged, the ground floor will remain as offices and the proposals would have no impact on the streetscene. Whilst the applicant's arguments relating to the similarity between the location of these two sites is noted, it is nevertheless not considered that the sites are directly comparable. Whilst located in close proximity to the application site, 69 Rockingham Road is not located within the industrial and Business Area. Rockingham Road, a busy distributor road, provides a significant barrier between the largely industrial and commercial area to the north west, and the more residential area to the south east, and 69 Rockingham Road clearly adjoins existing Victorian terraces, whereas Sheraton House clearly adjoins commercial/industrial buildings, the only exception being landlord accommodation within the Dolphin Public House.

The applicant has demonstrated that all or part of the site has been largely vacant for a period of over 10-years despite significant advertising and competitive leases. Given the difficulty the applicant has had in leasing the site in the past combined with the availability of more modern better specified offices within the Uxbridge area it is considered unlikely the offices would be easily let within the near future. Based on the information provided it is considered that the applicant has sufficiently addressed point (i) of UDP Policy LE2.

The proposal complies with Policies H4 and H8 which encourage the provision of residential development in the borough. It also complies with relevant Council standards regarding internal and external living space for future occupiers and complies with relevant UDP policies and planning guidance regarding residential amenity. The main concern regarding the suitability of the site for residential purposes relates to noise from the adjoining uses. However, given that the use of the adjoining units is restricted to light industry and limits the hours of use, it is considered that this could be appropriately dealt with by way of condition. Therefore, it is not considered that the proposal would conflict with other policies or objectives of the UDP and that condition (ii) of Policy LE2 has been addressed.

The use of the site for residential purposes would also ensure that the site would not run into disrepair which could be a risk if the building remains vacant, detracting from the character and appearance of the area. In its current use the site has been largely vacant for a period of 10-years and, as such, it is not considered that the change of use of the site would result in loss of employment in this location or have a detrimental impact on the economy of this part of the borough. Whilst no affordable housing would be provided as part of the scheme, one and two bedroom units are being provided in compliance with UDP Policy H4. Accordingly, it is considered point (iii) of Policy LE2 has been appropriately addressed.

Taking on board the applicant's arguments, relevant planning policy and the marketing history of the site, it is considered that, on balance, sufficient information has been provided to demonstrate that there is no realistic prospect of the land being used for industrial or warehousing purposes in the future and to justify an exception to policy LE2 in this instance.

#### **7.02 Density of the proposed development**

The site has a PTAL of 1b. The London Plan 2008 range for sites with a PTAL of 0-1 in a central area (an area within 800m walking distance of a major town centre) is 150-300 habitable rooms per hectare and 40-100 units per hectare. Given the size of the proposed living rooms at over 20m<sup>2</sup> these would count as the equivalent of 2 habitable rooms in compliance with the Council's Supplementary Planning Document on Residential Layouts.

As such, based on a total site area of 900m<sup>2</sup> the site would have a density of 66.7 units per hectare and 244.5 habitable rooms per hectare. This complies with the London Plan (2008) guidelines.

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

The edge of Uxbridge Moor Conservation Area is located approximately 20m to the south of the site. However, given the minor nature of the changes proposed it is not considered that the proposal would have any detrimental impact on the character or appearance of the conservation area.

Mill House, a locally listed building is located approximately 80m away to the west. However, Dolphin House, opposite the application site, obscures Sheraton House from that building.

The site does not fall within an Archaeological Priority Area and there are no Areas of Special Local Character within the vicinity of the site.

#### **7.04 Airport safeguarding**

Not applicable. There is no requirement to consult with the airport safeguarding authorities in this instance.

#### **7.05 Impact on the green belt**

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

#### **7.07 Impact on the character & appearance of the area**

Only minor alterations are proposed to the external appearance of the existing building. Very limited views of additional windows in the west elevation and balconies to the rear would be visible from the street. Whilst the balconies would be visible from the canal towpath to the rear of the building, given the building's set back from the canal behind the car parking area and amenity space, it is not considered that these would have any significant detrimental impact on the visual amenities of the Grand Union Canal. It is not considered that the addition of a disabled access ramp at the front of the building would have a significant impact on the character or appearance of the building or on the visual amenities of the streetscene.

#### **7.08 Impact on neighbours**

It is not considered that the proposed change of use of the building would have any detrimental impact on surrounding properties. There would be no increase in overlooking to residential properties on the opposite side of Rockingham Road, over that from the existing offices. Concerns have been raised over increased overlooking to the adjacent public house. Two new obscure glazed windows would be provided at first and second floor levels in the south west elevation. These would provide natural light to the kitchen areas in each property. The kitchen from parts of wider living/dining rooms and accordingly these windows would serve as a secondary light source to the larger room.

These windows would overlook the side elevation of the adjacent pub, which does not have any windows. Whilst views of the rear private garden area may be visible from here and from the proposed balconies, it is not considered that this would result in a significant loss of privacy sufficient to justify refusal. Notably, Sheraton House projects further back towards the canal than the adjacent public house. Given this, and the orientation of the building, it is not considered significant overlooking would occur. Should approval be granted a condition could be attached to ensure the windows are retained with obscured glazing.

#### **7.09 Living conditions for future occupiers**

The Council's Supplementary Planning Document on Residential Layouts states that 50m<sup>2</sup> internal floor space should be provided for one-bedroom flats and 63m<sup>2</sup> internal floorspace should be provided for two-bedroom flats. With floor areas of approximately 51.6m<sup>2</sup> and 50.6m<sup>2</sup> for the one-bedroom units and floor areas of approximately 72.9m<sup>2</sup>, 78.2m<sup>2</sup>, 67.8m<sup>2</sup> and 71.1m<sup>2</sup> for the two-bedroom flats respectively, the proposal complies with these standards. All rooms would receive adequate daylight and the privacy of future occupiers would not be prejudiced by the position of adjoining properties. Conditions attached to the original consent for the adjacent industrial units restrict their use to light industry only and to between the hours of 7am and 7pm Monday to Saturday only. The applicant has committed to providing sound attenuation measures and, accordingly, it is not considered that noise associated with the site's location would be an issue, detrimental to the residential amenity of future occupiers. Issues relating to noise are further addressed below in part 7.18 of the report.

The Council's Supplementary Planning Document on Residential Layouts states that 20m<sup>2</sup> amenity space should be provided for one-bedroom units and 25m<sup>2</sup> for two-bedroom units. Accordingly a total of 140m<sup>2</sup> external amenity space should be provided. A communal amenity area of approximately 140m<sup>2</sup> would be provided to the rear of the car parking spaces, alongside the canal. In addition, each flat would have a private balcony area of 6m<sup>2</sup> or 7m<sup>2</sup>. Accordingly, the proposal complies with Council guidelines regarding amenity space. Whilst the amenity area is located to the rear of the car parking area, it is considered that its location adjacent to the canal and existing tree and shrub planting here would provide a pleasant outlook for residents. Further details of this area would be required by way of condition require an acoustic barrier between this area and the car park. In terms of proximity to larger areas of amenity space it should be noted that the site lies within approximately 200m of a large recreation ground to the west, and just over 400m away from the entrance to Fassnidge Park to the north east.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The plans indicate that a total of 11 car parking spaces, including two disability standard spaces, would be provided. Four of these would be located adjacent to the building's north east elevation and the remaining seven would be located towards the rear of the site.

Four spaces, would be allocated to the ground floor offices in compliance with the Council's current Car Parking Standards which require one space to be provided per 50m<sup>2</sup> of A2 office space.

Seven spaces would be allocated to the flats. Whilst this is below the Council's maximum parking provision standards it exceeds London Plan Policy which requires one space or less to be provided for one/two bedroom units. Although the site has a low PTAL it is located within close proximity of Uxbridge Town Centre and less than 800m walking distance from Uxbridge Underground Station and bus station. Accordingly the proposed parking provision is considered to be acceptable in this location. The Council's Highway

Engineer has confirmed that the provision of one space per unit would be acceptable in this location.

Two separate bicycle storage facilities would be provided, one for the residential units and one for the offices. This is considered appropriate and aids security. In compliance with the Council's Cycle Parking Standards for A2 offices one space should be provided per 25m<sup>2</sup>. Accordingly a total of eight spaces should be provided for the offices. At least one space should be provided per residential unit. Accordingly a total of 14 spaces should be provided. Full details of cycle parking allocation would be required by way of condition should approval be granted.

The plans indicate that a bin store would be located toward the front of the site, adjacent to the building's north east elevation. This location is consistent with advice from the Council's Highway Engineer.

No changes would be made to the existing access arrangements to the site. Notably the car parking spaces take up the same space currently allocated for parking for the existing offices at Sheraton House. Whilst larger vehicles, mostly vans, would need to access the site to serve the adjacent industrial units, it is considered that sufficient space would be available for them to manoeuvre, albeit that they would need to enter the application site. The applicant has advised that the site access and majority of the parking/yard area to the rear of Sheraton House is within his ownership and that this situation would be no different to that which would currently occur at the site if Sheraton House was fully occupied. Accordingly, whilst not ideal, given it is an existing situation, and that the proposed use would be likely to generate considerably less traffic than offices at the site if fully occupied, it is not considered that refusal could be justified on these grounds.

#### **7.11 Urban design, access and security**

##### **- Urban Design**

Only limited changes would be made to the external appearance of Sheraton House including the provision of an access ramp in the front elevation, the provision of steel balustrade balconies in the rear elevation and the provision of additional windows in the south west elevation. It is not considered these alterations would have a detrimental impact on the character or appearance of the building or on the visual amenities of the surrounding area.

##### **- Security**

The development should incorporate measures to reduce the risk of crime. Should approval be granted a condition would be required to ensure the development meets the Metropolitan Police's 'Secured by Design' criteria.

#### **7.12 Disabled access**

An access ramp would be provided at the front of the site to ensure level access is provided to both the ground floor offices and the proposed first and second floor residential units. Existing lift access within the building would provide access to the upper floors. The applicant has confirmed that all flats would fully comply with relevant criteria of the the Disability Discrimination Act 1995. The Council's Access Officer has requested additional information to ensure the units fully meet Lifetime Home requirements. However, should approval be granted it is considered that this could be required by way of condition.

#### **7.13 Provision of affordable & special needs housing**

There is no requirement to provide affordable or special needs housing for a development of this size.

#### **7.14 Trees, landscaping and Ecology**

The plans indicate a landscaped amenity area would be provided to the rear of the site alongside the canal. Whilst an existing part grassed, part paved area existing here, this area would be enlarged and entirely grassed with limited addition shrub planting also proposed. It is considered that additional landscaping, in the form of a small hedge would enhance the appearance of this area and provide an appropriate buffer between this area and the adjacent car parking spaces. It is also considered that the opportunity should be taken to enhance the existing landscaping at the front of the site where necessary. Nevertheless, it is considered that these details could appropriately be required by way of condition should approval be granted and notably, the Council's Trees/Landscape Officer has raised no objections.

#### **7.15 Sustainable waste management**

The plans indicate that refuse storage facilities for the proposed residential units would be provided towards the front of the site, where they would be easily accessible to refuse collection vehicles from Rockingham Road. This location is considered to be acceptable and is consistent with advice from the Council's Highway Engineer. Should approval be granted full details of the proposed bin stores would be required by way of condition.

#### **7.16 Renewable energy / Sustainability**

Given the relatively small scale of the proposal there is no requirement for the development to meet a portion of its energy needs through the use of renewable energy sources. Nevertheless, London Plan Policy 4A.1 requires all developments to make the fullest contribution to the mitigation of and adaptation to climate change to minimise emissions of carbon dioxide. Therefore, should approval be granted, a condition would be added to ensure the development achieves Level 3 of the Code for Sustainable Homes.

#### **7.17 Flooding or Drainage Issues**

The application site falls within flood zones 2 and 3. However, the proposal makes use of an existing building and would not increase the level of hardstanding on site. Accordingly, it is not considered that it would increase the risk of flooding in this location. The Environment Agency have been consulted and have raised no objections subject to appropriate conditions relating to protection of the canal.

#### **7.18 Noise or Air Quality Issues**

##### **- Noise**

The application site is located adjacent to, and shares an access with, an adjacent office building and two B1 industrial units. One of these units is used by Freeway Lift Services and the other appears to be currently vacant, although evidence provided by the applicant suggests it has been largely converted to office space. Conditions attached to the original planning permission for those units restricts their use to light industrial only, and to between 7am and 7pm Mondays to Saturdays and not at all on Sundays, Christmas day of Bank Holidays.

Given the restrictions associated with the adjoining uses, Officers in the Council's Environmental Protection Unit have confirmed that, on balance, the proposed development would be acceptable on noise grounds, subject to conditions to ensure appropriate sound insulation and ventilation schemes are provided.

##### **- Air quality**

It is not considered that the proposal would have any impact on air quality over and above the existing use on site. Accordingly, no objections are raised on air quality grounds.

#### **7.19 Comments on Public Consultations**

One letter of objection has been received which raises concerns over loss of privacy and confirms that rooms in the adjacent public house are not let out as suggested by the applicant. Issues relating to privacy and overlooking have been addressed in the report.



It is noted that the adjacent public house is used for landlord accommodation only.

#### **7.20 Planning obligations**

Policy R17 of the UDP states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support the arts, culture and entertainment activities and other community, social and education facilities through planning obligations in conjunction with other development proposals. The Director of Education has advised that a contribution of £13,048 towards school places is required. This can be secured by an appropriate planning permission 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**

Not applicable.

### **10. CONCLUSION**

On balance, it is considered that sufficient information has been submitted to justify an exception to UDP Policy relating to appropriate development within designated Industrial and Business Areas. Therefore, no objections are raised to the principle of the development in this location. The proposed units meet relevant Council standards

associated with internal and external living space and it is considered they would provide an appropriate form of accommodation for future users. The proposed level of parking provision is considered to be acceptable and no objections have been raised on noise grounds, subject to the implementation of appropriate mitigation measures. The application complies with relevant UDP and London Plan policies concerning residential development and, accordingly, approval is recommended, subject to appropriate 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 3: Housing  
Planning Policy Statement 4: Planning for Sustainable Economic Growth  
Planning Policy Guidance 13: Transport  
Planning Policy Guidance 24: Planning & Noise  
Supplementary Planning Document - Noise  
Supplementary Planning Document - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon  
Supplementary Planning Document - Residential Layouts

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Sheraton House  
2 Rockingham Road  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**51647/APP/2010/424**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON

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# Plans for Central & South Planning Committee

10th August 2010



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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Page 283

**Report of the Head of Planning & Enforcement Services**

**Address** HAYES SOCIAL & SPORTS CLUB, 143 CHURCH ROAD HAYES

**Development:** Demolition of existing Sports and Social Club and erection of 24 apartments and 8 maisonettes, with associated landscaping and parking.

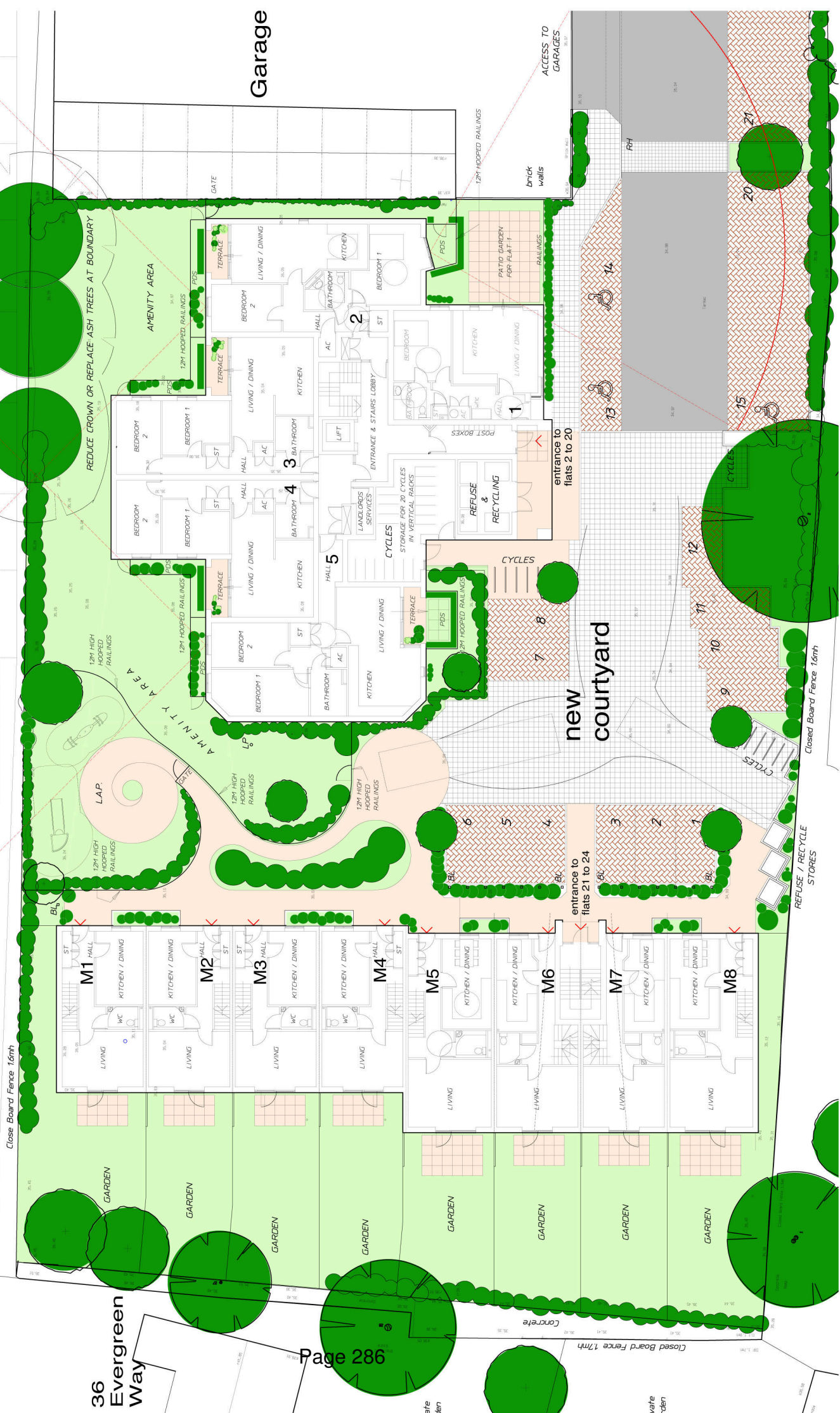
**LBH Ref Nos:** 65797/APP/2010/1176

<b>Date Plans Received:</b>	21/05/2010	<b>Date(s) of Amendment(s):</b>	25/05/2010
<b>Date Application Valid:</b>	25/05/2010		06/06/2010
			10/06/2010
			11/06/2010
			27/07/2010
			28/07/2010



detail from Johnson & Partners drawing 4169/019

ground floor plan, enlarged to 1:100 scale

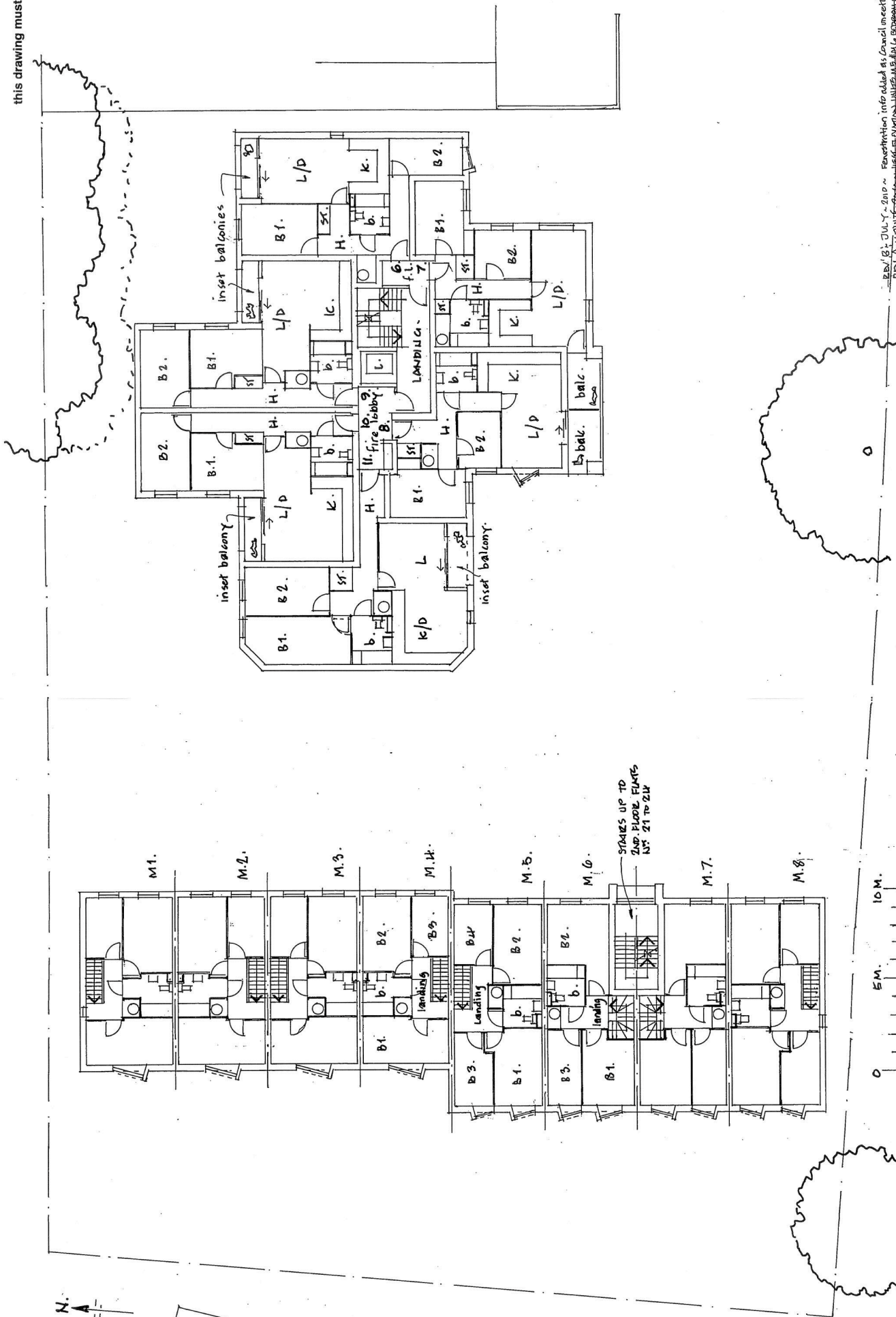


Garage

new courtyard

36 Evergreen Way

this drawing must not be scaled.



REVISED DRAWING - 2010 - REVISION INFORMATION AS CANCELLED 13.07.10  
 REVISED DRAWING - 2010 - REVISION INFORMATION AS CANCELLED 13.07.10

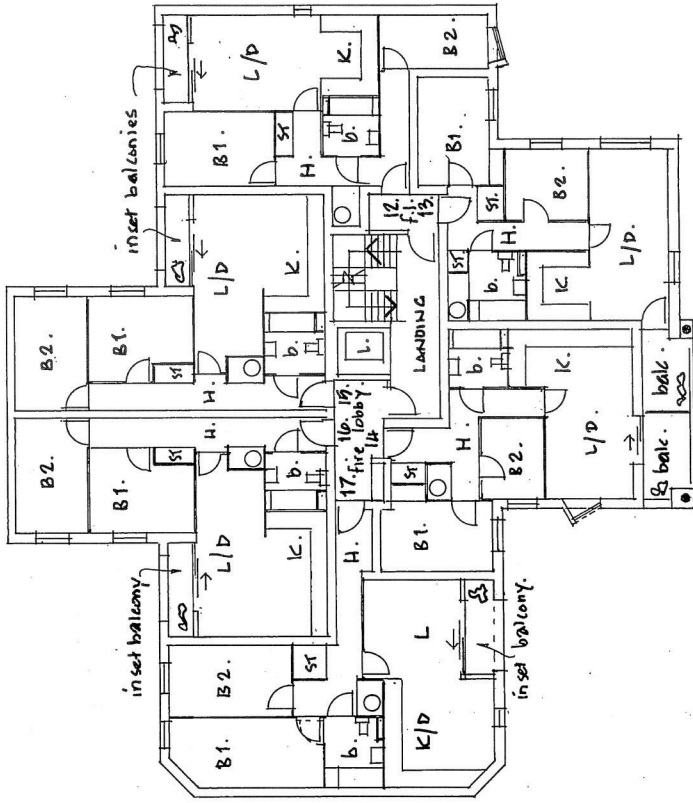
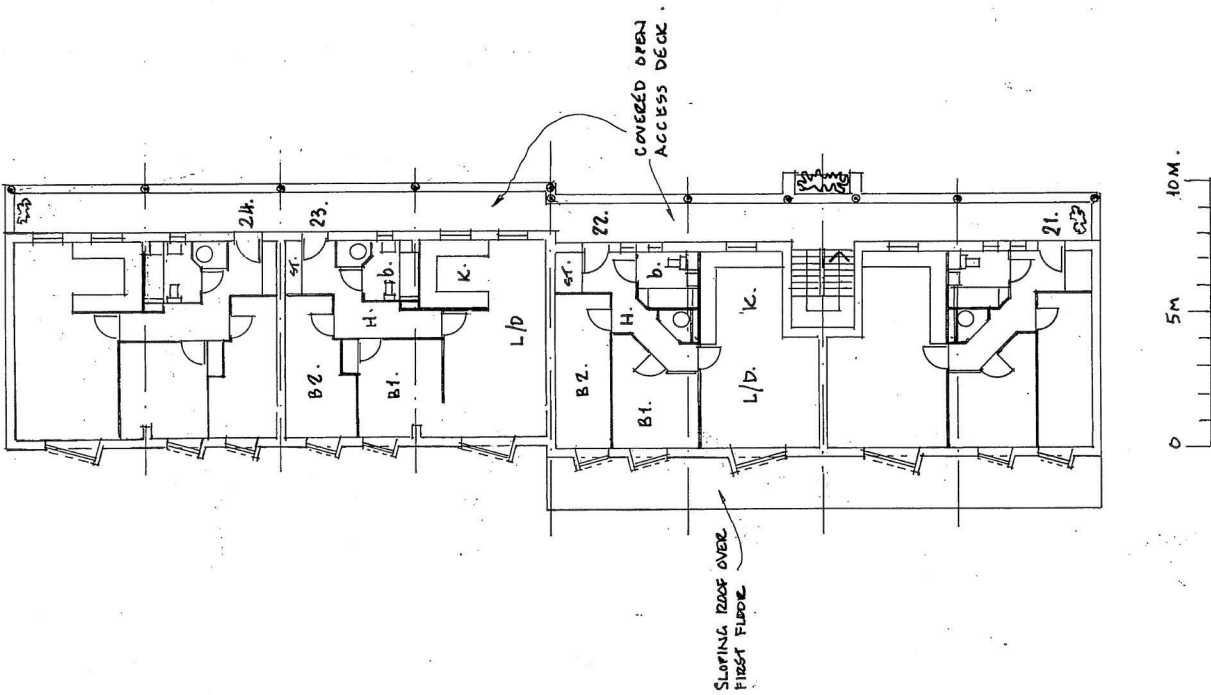
**JOHNSON & PARTNERS**  
 ARCHITECTS & BUILDING SURVEYORS  
 39A HIGH STREET HEMEL HEMPSTEAD HERTS HP1 3AA  
 TEL: (01442) 212755 FAX: (01442) 212759  
 E-MAIL: mailbox@johnsonandpartners.co.uk

drawing no. **4169** / 4.02. / rev. 'B'

drawing title  
**PROPOSED FIRST FLOOR PLANS**

drawn **V.J.E.** approved **date 20.06.2010** scale **1:200**

client & job title  
**BEECHAM DOD HOMES**  
**SITE AT 1155, CHURCH ROAD, HAYES, MIDDLESEX**



client & job title

BEECHWOOD HOMES  
SITE AT 143 · CHURCH ROAD · HATFIELD · MIDDLESEX ·

drawing title

PROPOSED SECOND FLOOR PLANS

drawn V. J. E.

approved

date JUNE 2010

scale 1:200

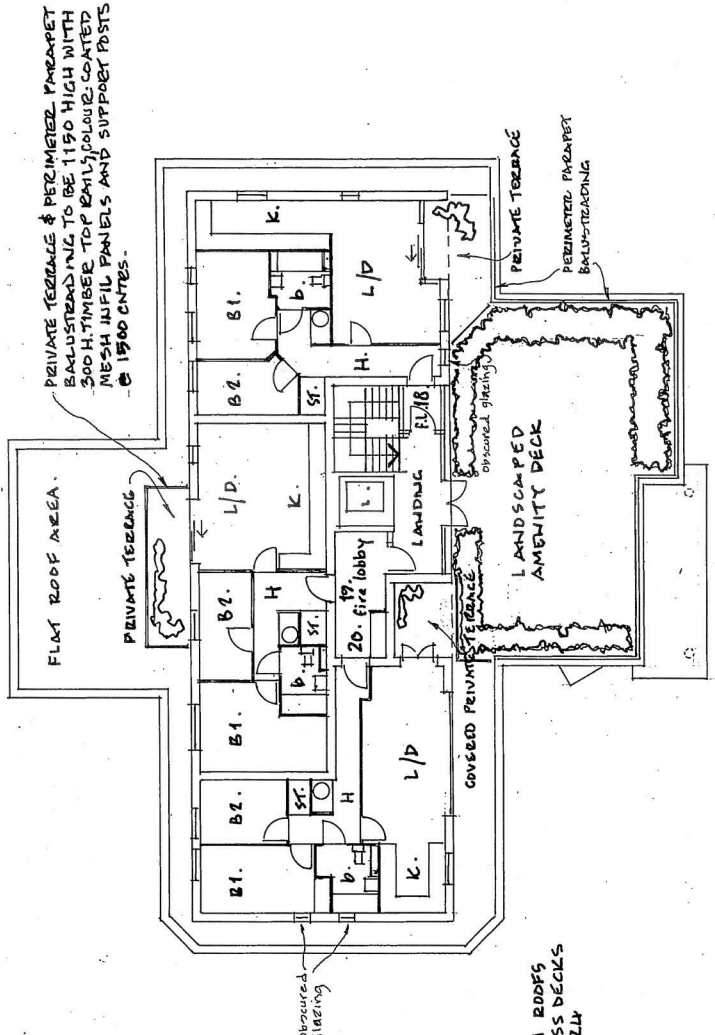
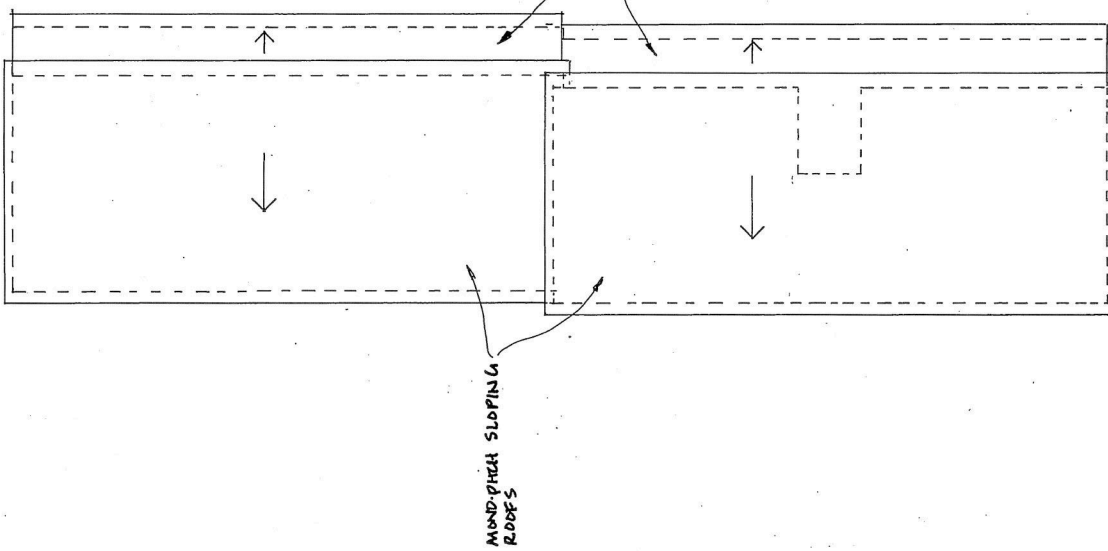
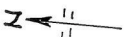
EA3

REV 15 - JULY 2010 - Penetration info added @ Council meeting 15.07.10  
REV 14 - JUNE 2010 - Flats 21, 22, 23, 24 BALCONIES COMPLETED, FLAT 22 LAYOUT  
REV 13 - JUNE 2010 - REVISED DRAWING FOR BALCONIES

**JOHNSON & PARTNERS**  
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E-MAIL: mailbox@johnsonandpartners.co.uk

drawing no. 4169 / 4.03. / rev. 13





0 5M 10M

client & job title

BEECHWOOD HOMES  
SITE AT 143, CHURCH ROAD, HAYES, MIDDLESEX

drawing title

PROPOSED ROOF / THIRD FLOOR PLANS

drawn

V. S. E. approved

date JUNE 2010

scale

1:200

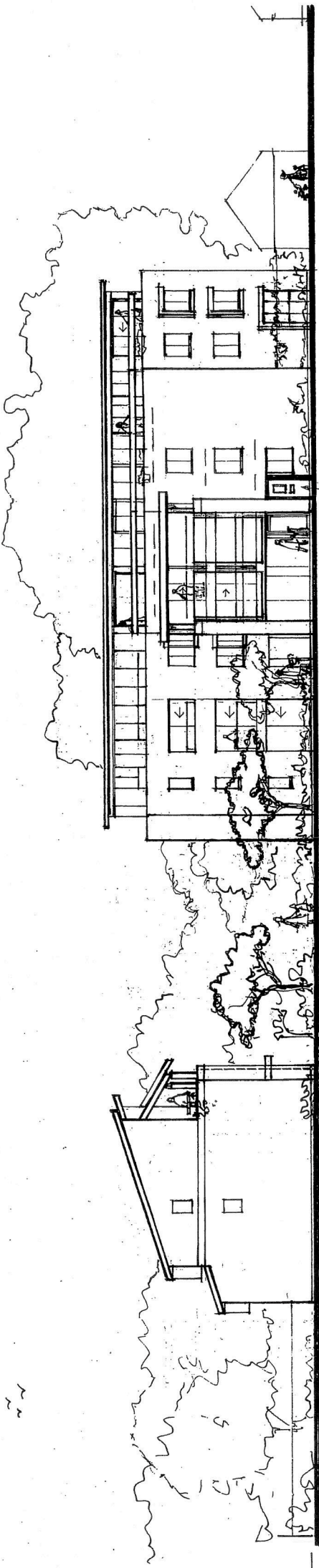
REV/B/24.07.10 - PARAPET DETAIL ON FREQ 4 NOTES ADDED, APTEE OMITTED  
 OBSOLETE GLAZING NOTE ADDED  
 PER/A/20.05/2010 - BALUSTADING DETAIL ADDED, TERRACE FURTHER ENLARGED.

**JOHNSON & PARTNERS**  
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 E-MAIL: mailbox@johnsonandpartners.co.uk

drawing no. 4169 / K.04. / rev. 'B'



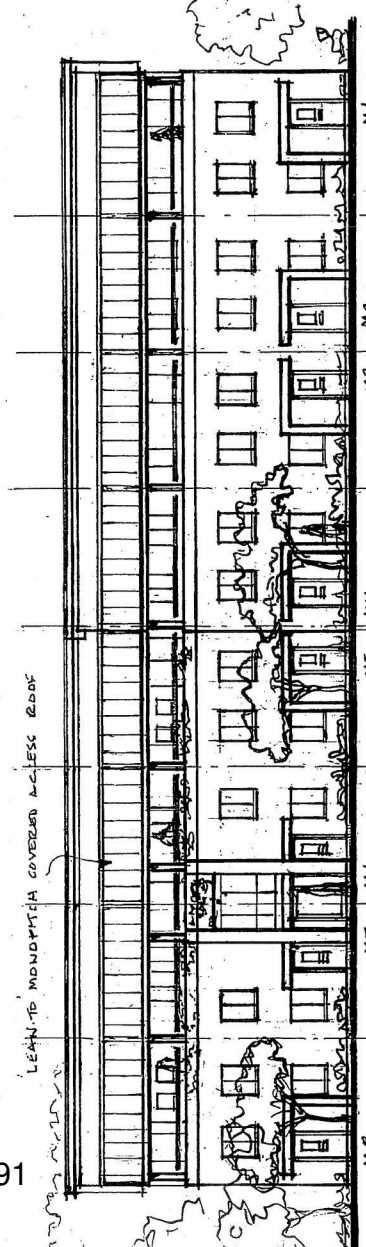
this drawing must not be scaled.



TERRACE OF 3<sup>RD</sup> FLOOR MAISONNETTES WITH  
4<sup>TH</sup> & 2<sup>ND</sup> FLOOR FLATS OVER  
SOUTH ELEVATION

BLOCK OF 20 NO. FLATS

Flat 1 Entrance



EAST ELEVATION OF MAISONNETTES NOS 1108 AND 2<sup>ND</sup> FLOOR FLATS NOS 21 TO 24

LEARN TO MONUMENTAL COVERED ACCESS ROAD

EAST ELEVATION OF BLOCK OF FLATS NOS 1 TO 20  
REFER TO DEC. NO. 14169/1401A FOR INFO. NOTES ABOUT THIRD FLOOR PRIVATE  
TERRACES AND PERIMETER PARAPET BALUSTERING.



REV. 1 - 26.07.2010 - BALUSTERING NOTE AMEND-USED.  
REV. 2 - 26.07.2010 - FENCING/STAIRING INFORMATION. BT. APPROVED MEETING OF 15.07.10.  
REV. 3 - 01.08.2010 - FLATS 1 & 2 - P.E. ELEVATIONS AMENDMENT.

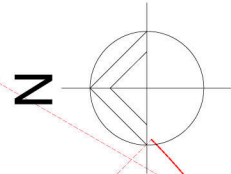
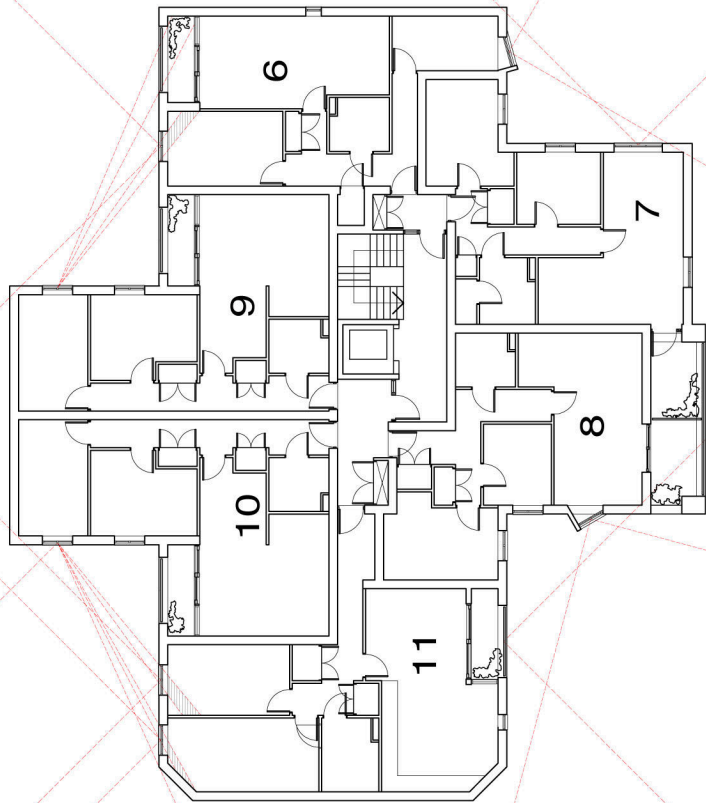
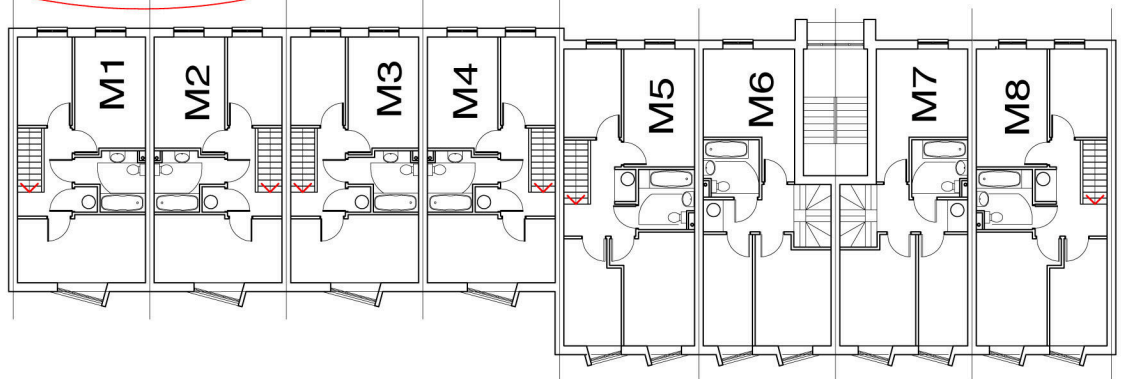
drawing title  
**SOUTH ELEVATION & EAST ELEVATIONS**

drawn: V.P.E. approved: [ ] date: 20.10.2010 scale: 1:200

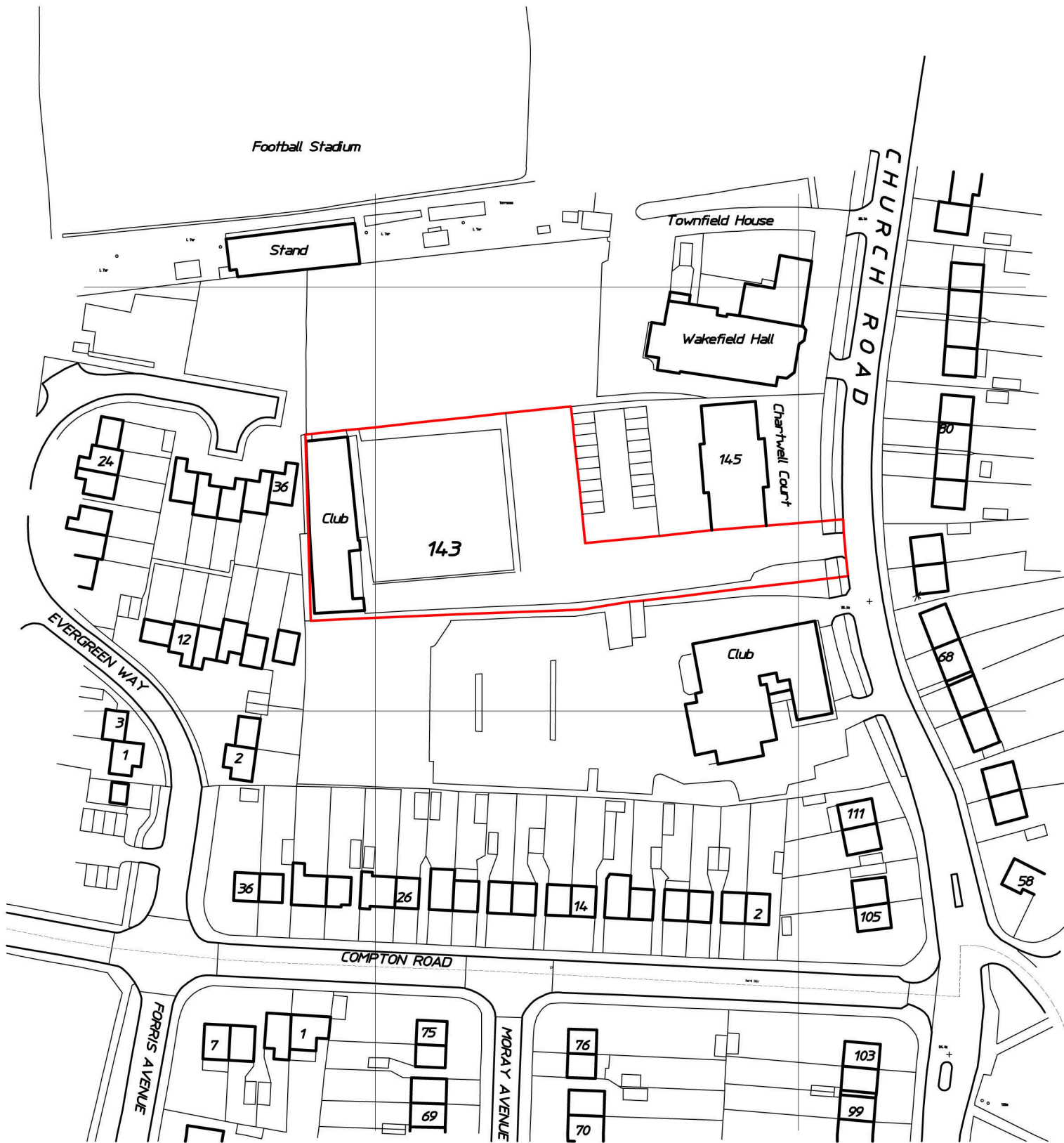
client & job title  
**BEECHWOOD HOMES**  
 SITE AT 143 CHURCH ROAD, DRYES, MIDDLESEX

**JOHNSON & PARTNERS**  
 ARCHITECTS & BUILDING SURVEYORS  
 39A HIGH STREET, HEMEL HEMSTEAD, HERTS HP1 3AA  
 TEL: (01442) 212755 FAX: (01442) 212759  
 E-MAIL: mailbox@johnsonandpartners.co.uk

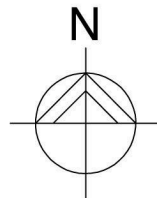
drawing no. 14169 / 14.05 / rev. c 1



FIRST FLOOR  
SEPARATION DIAGRAM  
scale 1:100 @A1



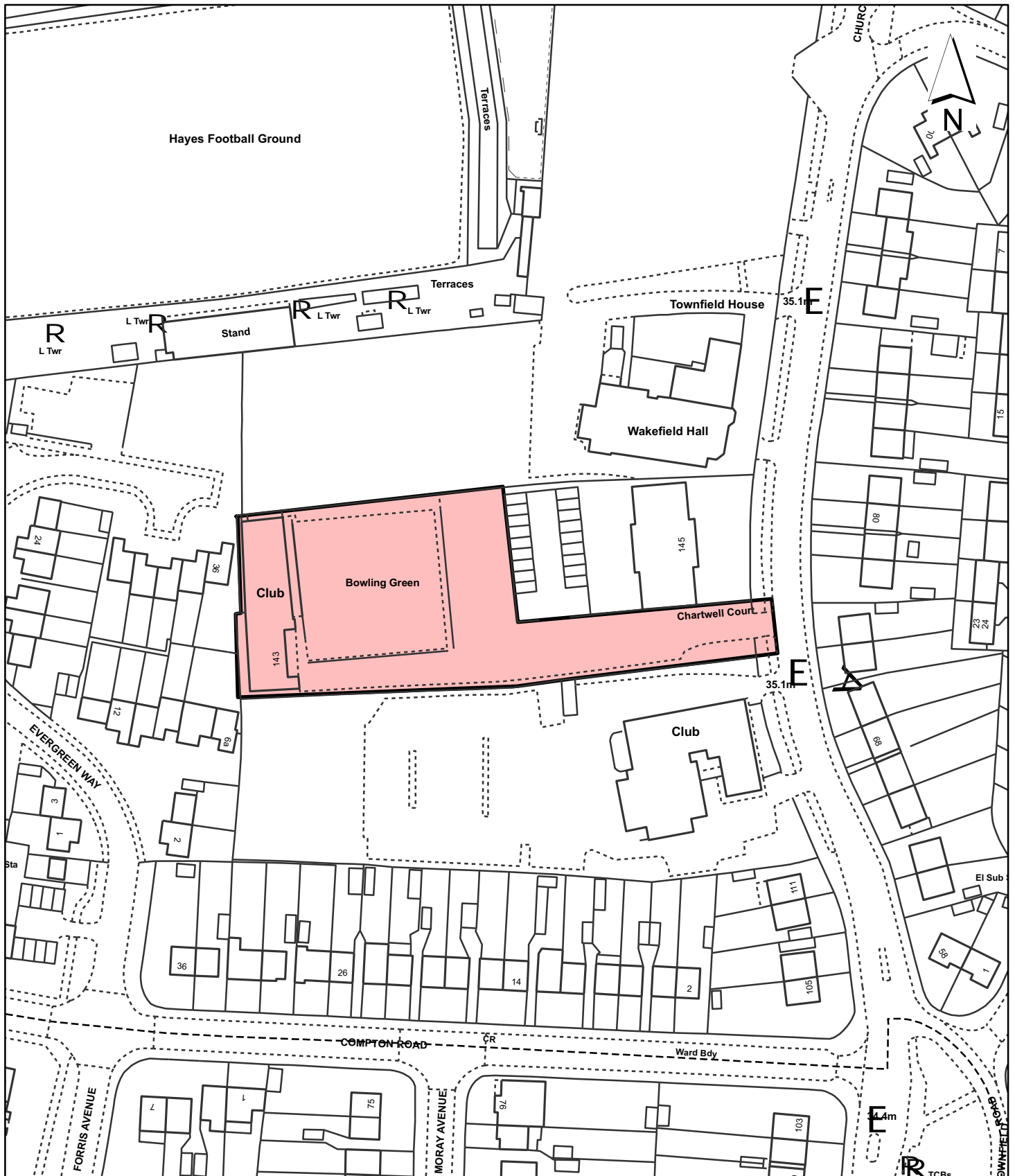
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Beechwood Homes  
 143 Church Road  
 Hayes  
 UB3 2LE  
 Location Plan

Dwg No. 4169LP  
 Scale 1:1250  
 Drwn: 03/02/2009

**JOHNSON & PARTNERS**  
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Site Address

**Hayes Social & Sports Club  
143 Church Road, Hayes**

Planning Application Ref:

**65797/APP/2010/1176**

Planning Committee

**Central And South**

Scale

**1:1,250**

Date

**July 2010**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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



**HILLINGDON**  
LONDON

## **Report of the Head of Planning & Enforcement Services**

**Address** UNIT 6,HAYES BRIDGE RETAIL PARK UXBRIDGE ROAD HAYES

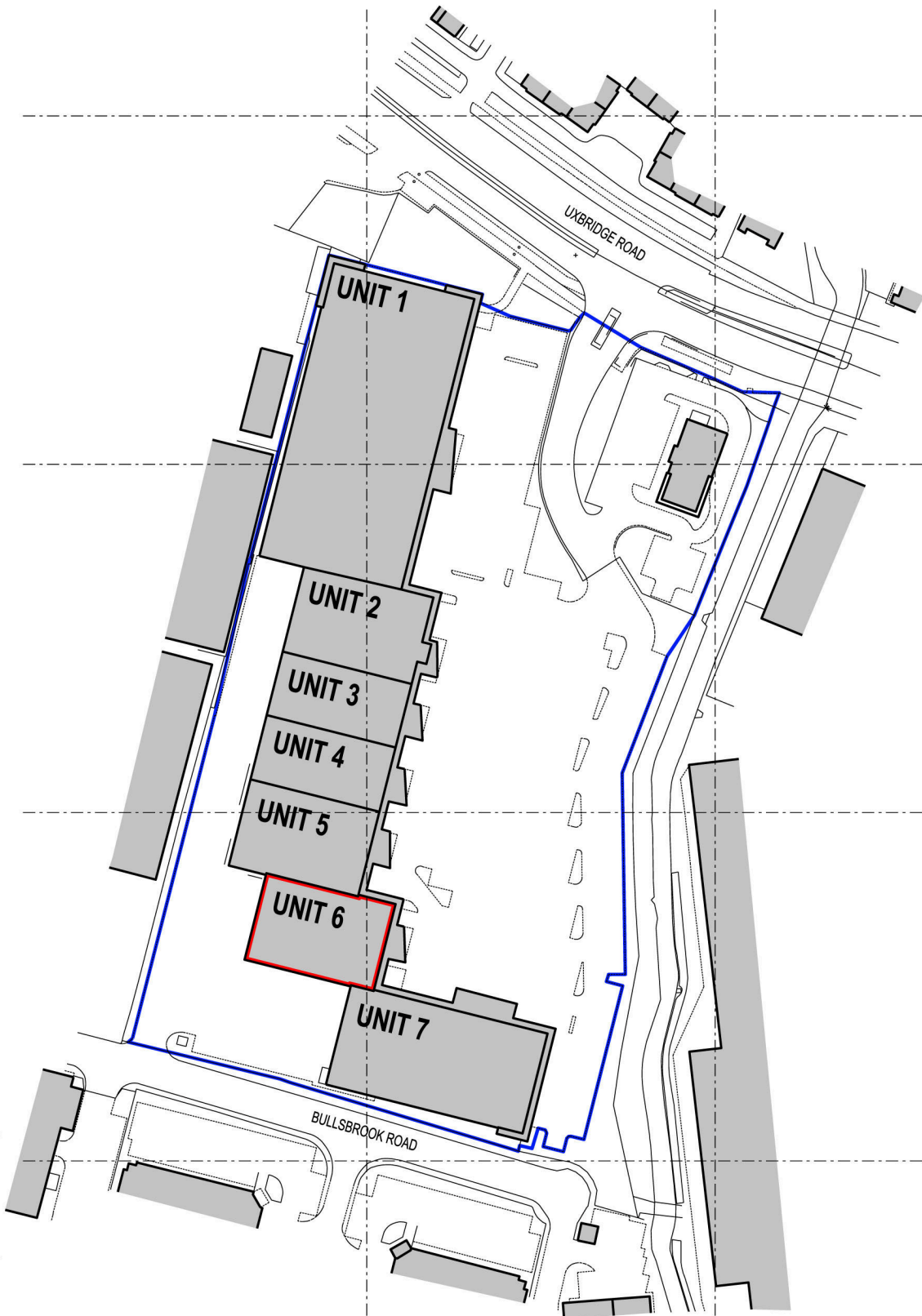
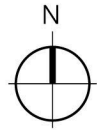
**Development:** Section 73 application to amend Condition 10 of outline planning permission ref:1911/BJ/95/0895 dated 26/01/1996: Redevelopment of site to provide 9,290 sq. metres of Class A1 (non-food retail) floor space and 278 sq. metres of Class A3 (Food and Drink) floor space (involving demolition of existing record factory building.)

**LBH Ref Nos:** 51652/APP/2010/1240

**Date Plans Received:** 27/05/2010                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 27/05/2010

**SITE SPECIFIC HAZARDS**

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CDM REGULATIONS 2007 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING:



REV.	DATE	NOTES	INIT.

CLIENT / PROJECT  
**HENDERSON GLOBAL INVESTORS  
 HAYES BRIDGE RETAIL PARK  
 UXBRIDGE ROAD, HAYES**

DRAWING TITLE  
**LOCATION PLAN**

STATUS **FOR INFORMATION**

DATE	DRAWN	CHECK	SCALE @ A3
27.05.10	AJP	MGC	1:1250

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.	8782	01
-------------	------	----

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix, Colour	C

**MANCHESTER LONDON GLASGOW MACCLESFIELD**

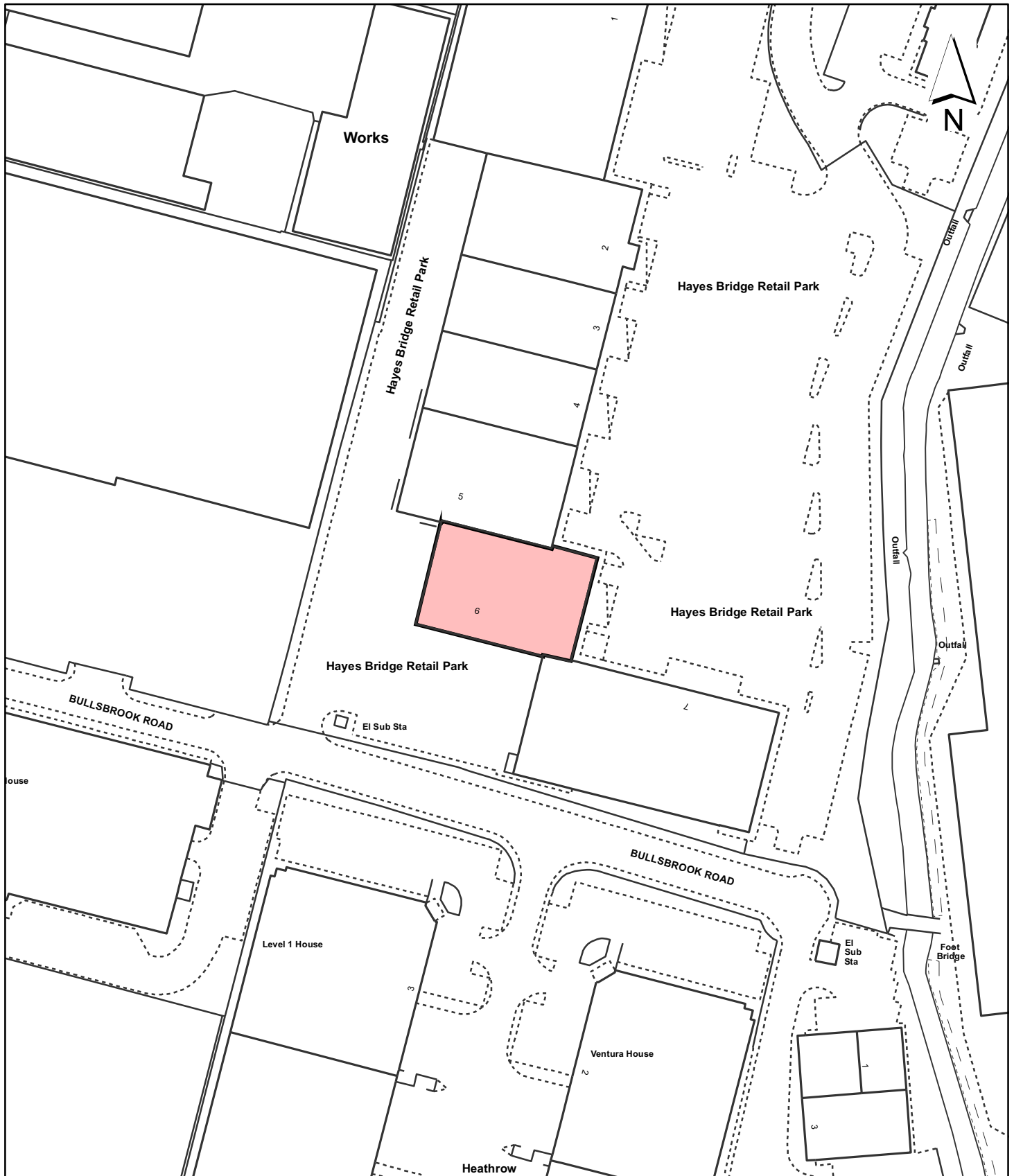
105 MANCHESTER ROAD  
 BURY  
 LANCASHIRE  
 BL9 0TD

T. 0161 797 6000  
 F. 0161 797 5255


W. www.rgp.uk.com  
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Site Address

**Unit 6, Hayes Bridge Retail Park  
Uxbridge Road  
Hayes**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**51652/APP/2010/1240**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON

**Report of the Head of Planning & Enforcement Services**

**Address** 43 - 47 AND REAR OF 35 - 43 YEADING LANE HAYES

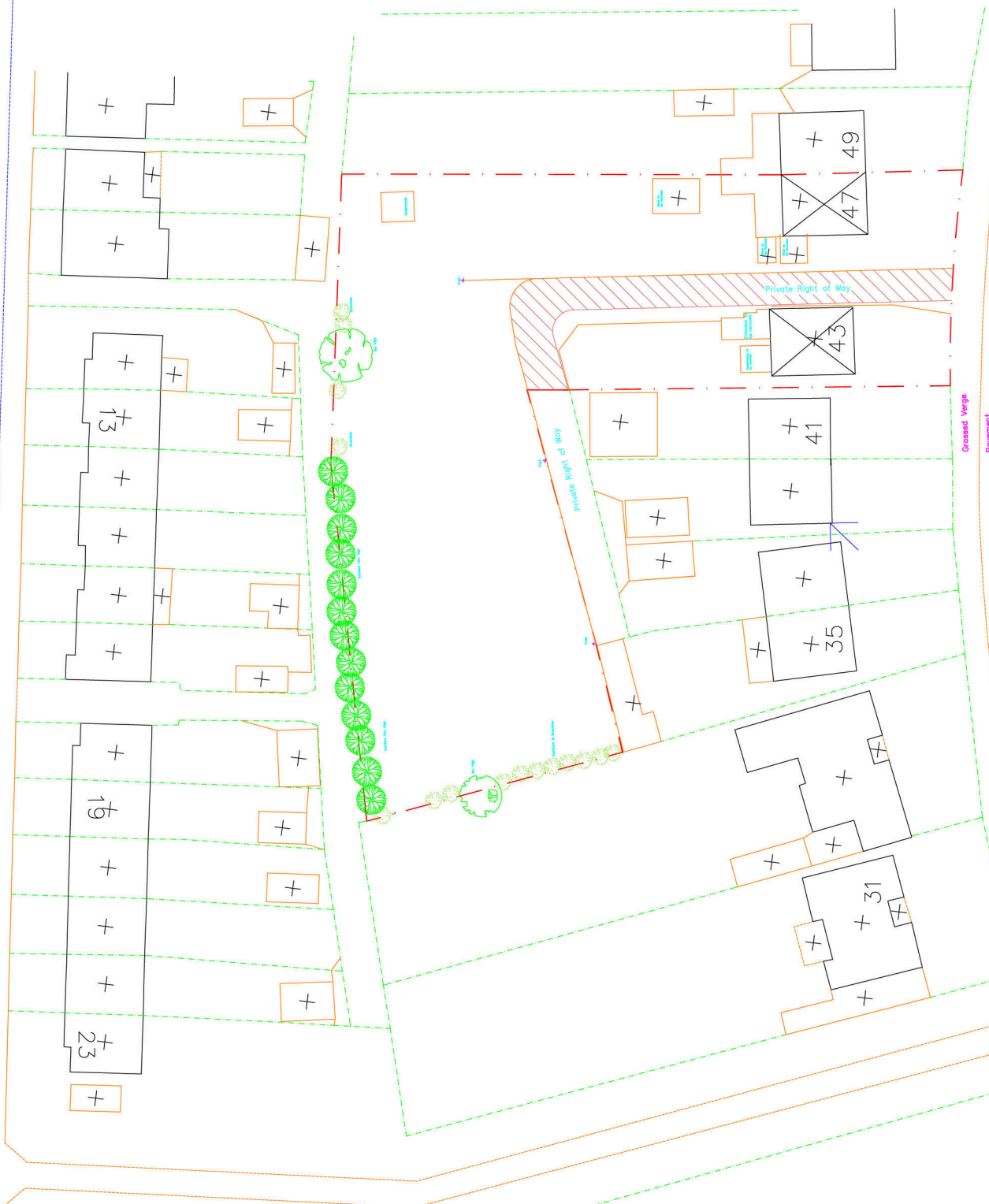
**Development:** 2 three-bedroom two storey semi-detached dwellings and 3 three-bedroom two storey terraced dwellings with amenity and parking space, involving the demolition of outbuildings to rear of existing dwelling No.47 and rear extensions from No.43 and installation of new crossover.

**LBH Ref Nos:** 34799/APP/2009/2800

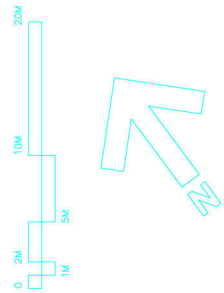
**Date Plans Received:** 23/12/2009                      **Date(s) of Amendment(s):**

**Date Application Valid:** 18/01/2010

BEDFORD AVENUE



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  6. It is the contractors responsibility to ensure that all work is carried out in accordance with the drawings and at all prescribed Surveys satisfaction.
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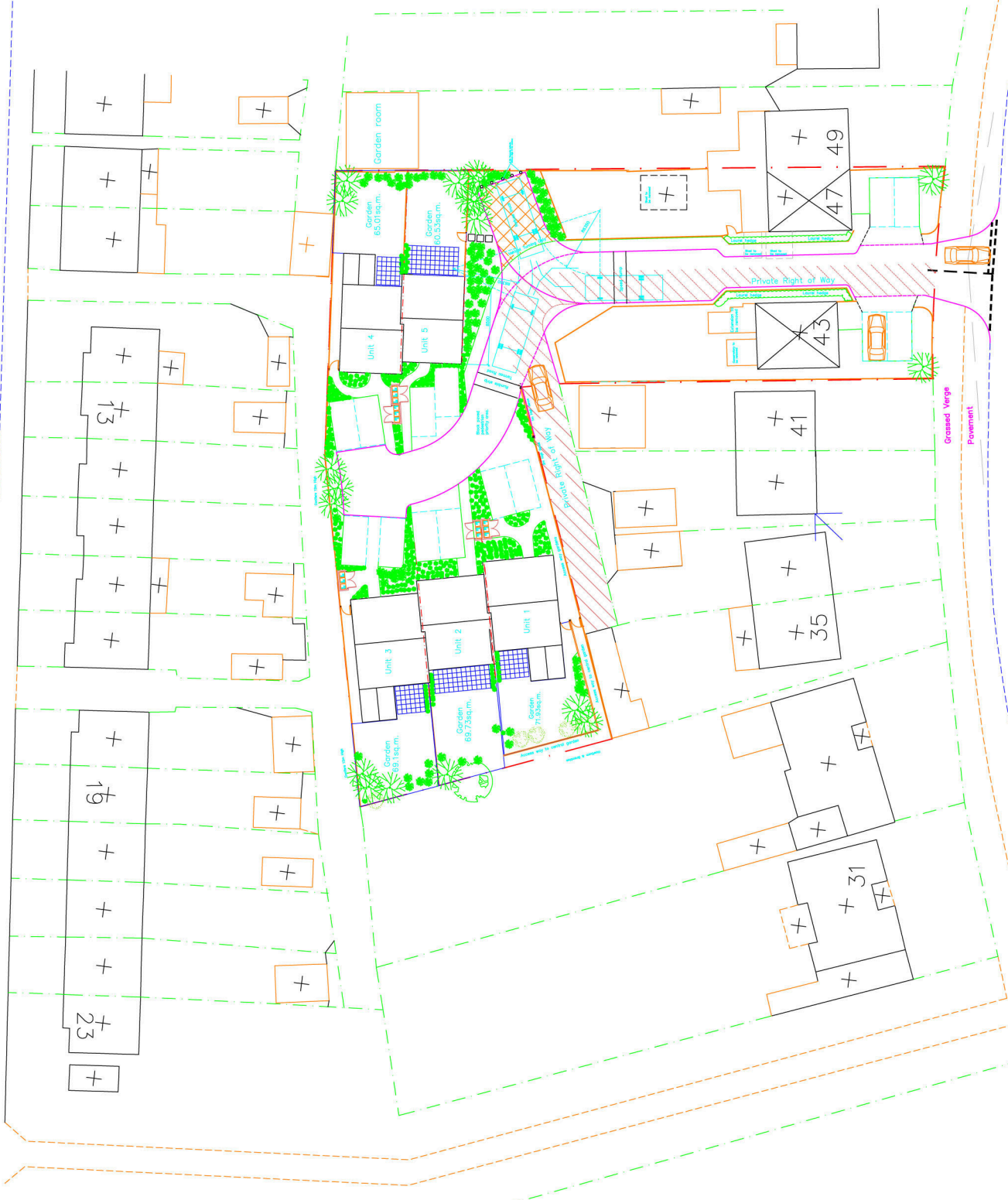
REV.	DATE	DESCRIPTION
JOB		45 Yeading Lane, Hayes
TITLE		Existing Site Layout

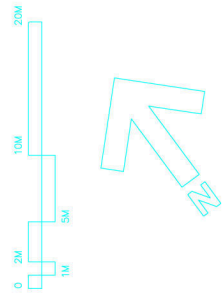
DRG. No. 2498-2-103	REV.
SCALE: 1:200	
DATE BY/PPN	DATE
CHECKED	DATE

**TOWERS ASSOCIATES**  
 Herefield Oil Terminal, Harvil Rd,  
 Herefield, MDDX, UB9 6UL,  
 UK  
 TEL: 01895 461888  
 FAX: 01895 461889  
 MOB: 01895 812822

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5. The contractor must ensure that work is completed in accordance with the requirements of all the working drawings.
6. It is the contractors responsibility to ensure that all work is completed in accordance with the drawings and all agreed decisions by contractors will not be accepted.
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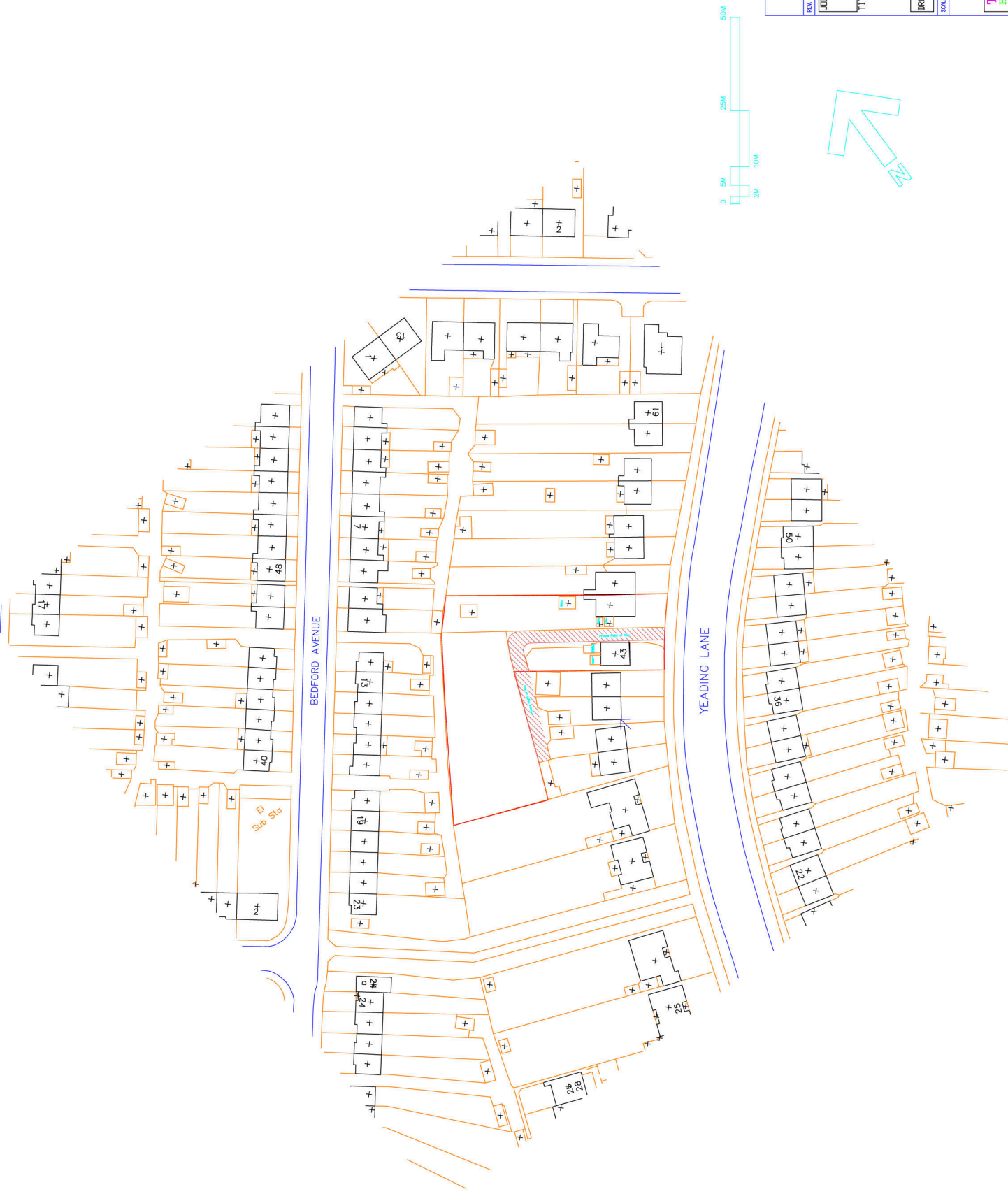


REV.	DATE	DESCRIPTION
JOB		45 Yeading Lane, Hayes
TITLE		Proposed Site Layout
DRG. No.	2498-2-104	REV. -
SCALE:	1:200	
DRN BY/PCN	DATE/DWG. 09	CHECKED
		DATE

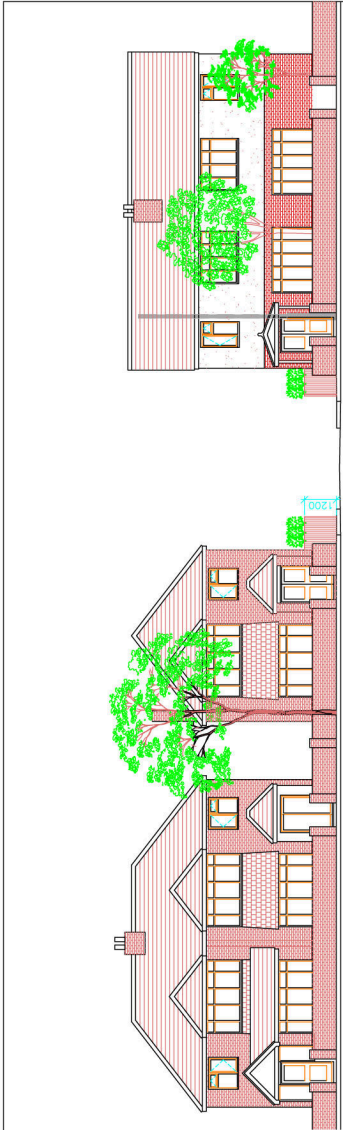
**TOWERS ASSOCIATES**  
 Herefield Oil Terminal, Harvil Rd,  
 Herefield, MDDX, UB9 6UL,  
 UK  
 TEL: 01895 414666  
 FAX: 01895 414662  
 Mob: 01895 812822

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3. In case of discrepancies in drawings, alterations or details refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
4. All dimensions to be checked by the contractor on site before ordering materials or commencing. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is completed in accordance with the drawings and all the working drawings.
6. It is the contractor's responsibility to ensure that the drawings are correct and complete on site, and all of prescribed dimensions and details are followed.
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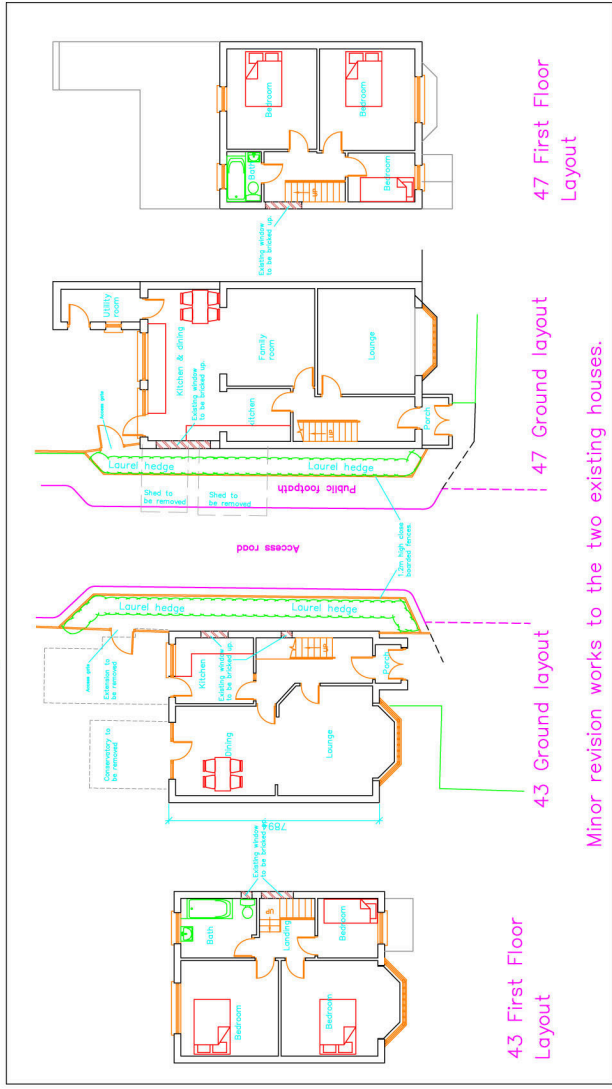
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REV.	DATE	DESCRIPTION
JOB		
TITLE		
45 Yeading Lane, Hayes		
Existing Block Plan		
DRG. No. 2498-2-101 REV.		
SCALE: 1:500	DATE BY P/DN	DATE
	CHECKED	DATE
<b>TOWERS ASSOCIATES</b> Herefield Oil Terminal, Harvil Rd, Herefield, MIDDX, UB9 6UL, UK TEL: 01895 812822 FAX: 01895 812822 MOB: 01895 812822		



Yeading Lane Street Scene.



Minor revision works to the two existing houses.

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  4. For any information not covered by the drawings, the contractor shall refer to TOWERS ASSOCIATES. For confirmation, Unilateral decisions by contractors will not be accepted.
  5. The contractor must ensure that work is completed in accordance with the latest revisions of all the working drawings.
  6. It is the contractor's responsibility to ensure that all work is completed in accordance with all the drawings, specifications, and all other documents of work. All to the DMR/CI.
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REV.	DATE	DESCRIPTION
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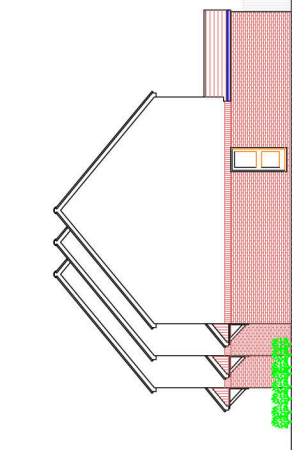
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**TITLE** Site Entrance & 43-47 Yeading Lane.  
**DRG. No.** 2498-2-105 **REV. -**  
**SCALE:** 1:100  
**DATE BY/CDN** 14 Dec 09  
**DATE** 14 Dec 09  
**CHECKED**  
**DATE**

**TOWERS ASSOCIATES**  
 Harefield Oil Terminal, Harvil Rd,  
 Harefield, MDDX, UB9 6UL,  
 UK  
 TEL: 01895 812822  
 FAX: 01895 812822

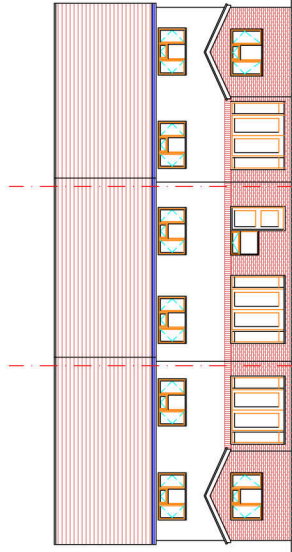




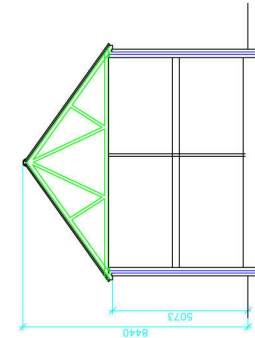
Front Elevation



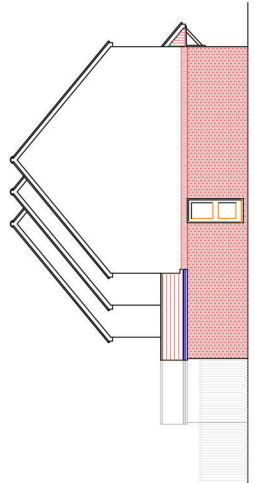
Unit 3 Side Elevation



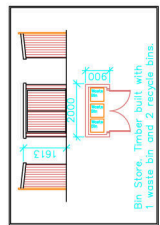
Rear Elevation



Typical Cross Section



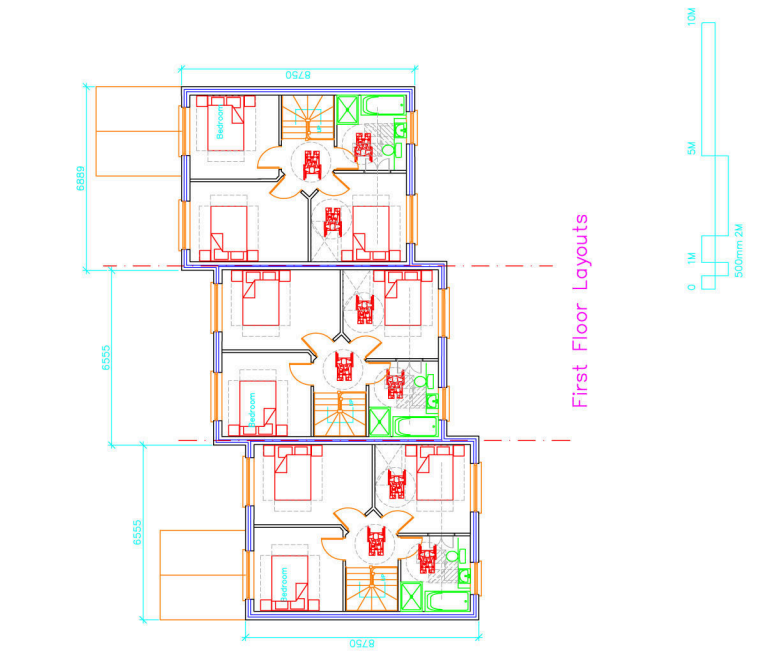
Unit 1 Side Elevation



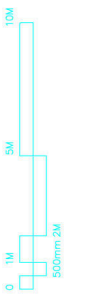
Bin Store - Timber built with a wooden bin door & PVC pipe bins

1. Do not scale from this drawing.
2. All work must be carried out in accordance with the current Building Regulations and any other applicable standards or codes of practice.
3. In order to apply for a building notice or full planning application, the drawings must be submitted to TOWERS ASSOCIATES for certification. Unilateral amendments to the drawings without the written consent of TOWERS ASSOCIATES will not be accepted.
4. For any information not covered by this drawing, refer to the relevant specification or contract documents. Unilateral amendments to the drawings without the written consent of TOWERS ASSOCIATES will not be accepted.
5. The contractor must ensure that work is brought up to the latest revisions of the drawings and specifications. It is the contractor's responsibility to inform the local authority before work commences. All work must be carried out in accordance with the approved plans. Any additional work or materials that the District Surveyor may require.
6. If any work is carried out before full planning approval has been given, TOWERS ASSOCIATES will not be responsible for any additional work or materials that the District Surveyor may require.
7. If any work is carried out before full planning approval has been given, TOWERS ASSOCIATES will not be responsible for any additional work or materials that the District Surveyor may require.
8. The drawings and specifications are the property of TOWERS ASSOCIATES. TOWERS ASSOCIATES and its agents shall retain the right to use the drawings and specifications for any other project without the written consent of the employer. Any third party agreement of the above terms and conditions.

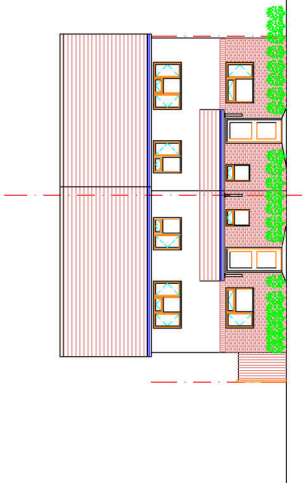
REV.	DATE	DESCRIPTION
JOB	45 Yeading Lane, Hayes, Middx.	
TITLE	Units 1,2,&3 3 Bed Layout.	
DRG. No.	2498-2-107	REV. -
SCALE:	1:100	
DATE BY/POD	DATE Dec 09	CHECKED
DATE		DATE



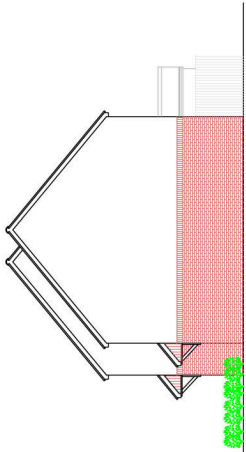
First Floor Layouts



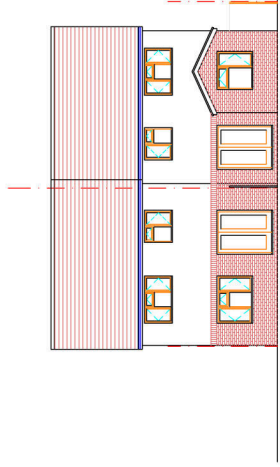
**TOWERS ASSOCIATES**  
 Herefield Oil Terminal, Harvil, Rd,  
 Herefield, MDDX, UB9 6UL,  
 UK  
 TEL: 01895 461566  
 FAX: 01895 461567  
 E-MAIL: info@towers.co.uk  
 Web: www.towers.co.uk  
 Tel: 01895 812822



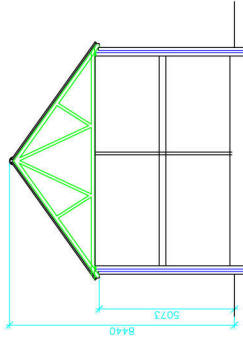
Front Elevation



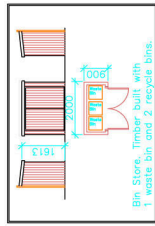
Unit 5 Side Elevation



Rear Elevation

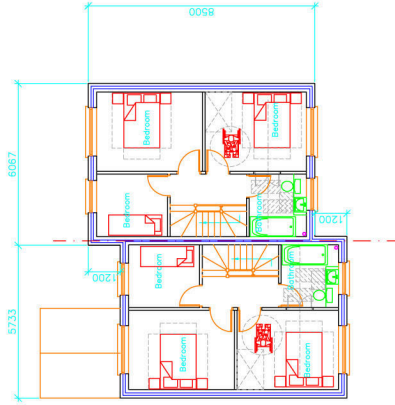
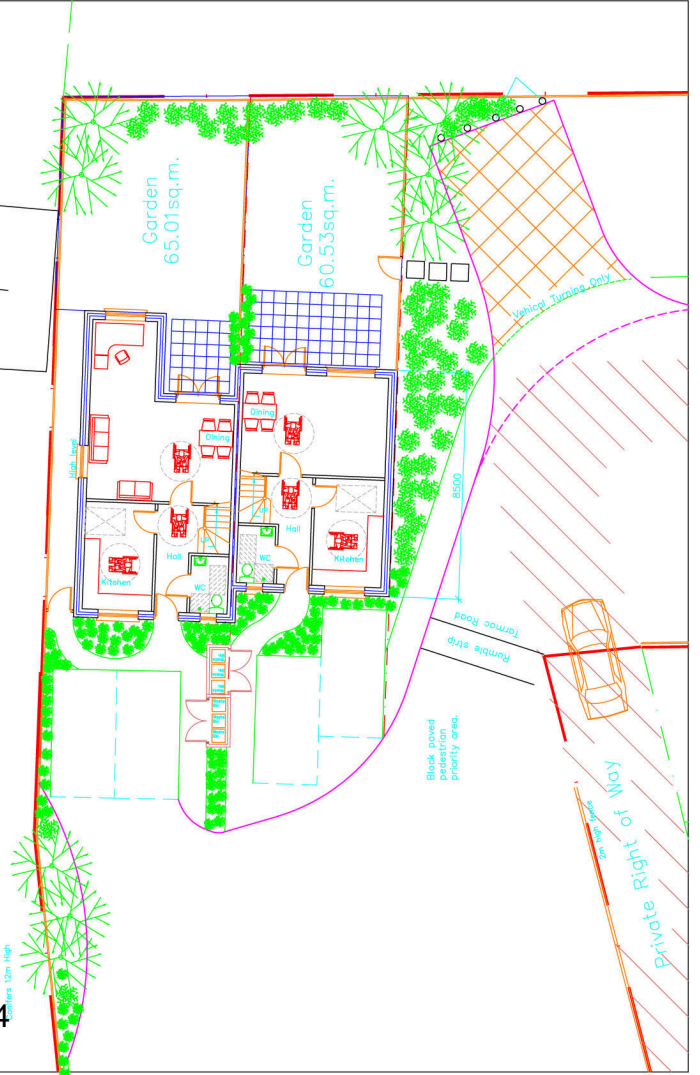
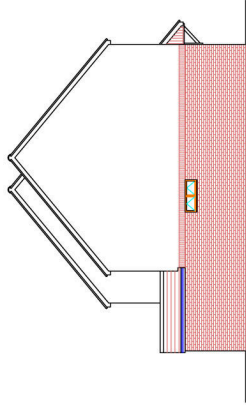


Typical Cross Section

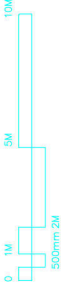


Blk Stone, Timber built with  
1 waste bin and 2 recycle bins.

Unit 4 Side Elevation



First Floor Layouts

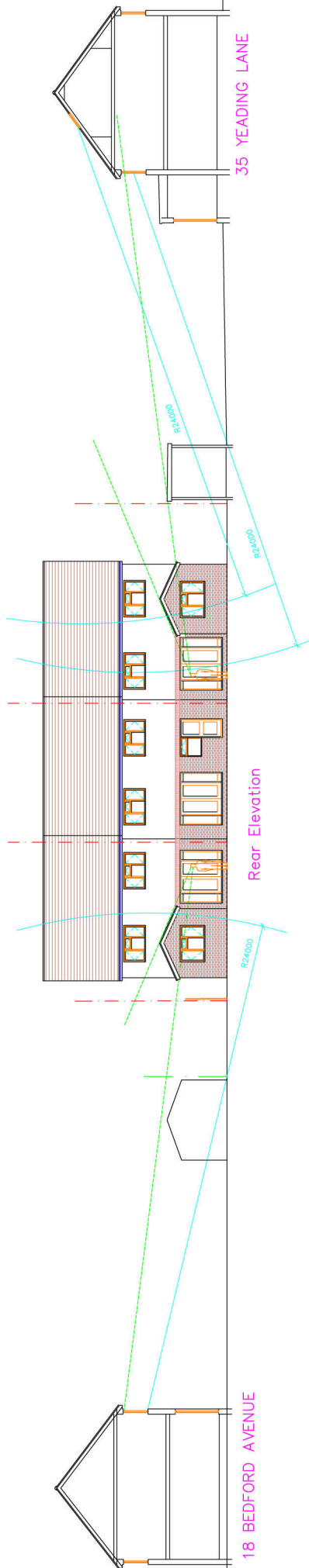


1. Do not scale from this drawing.
2. All dimensions are to be confirmed on site before entering practical or commencing work.
3. The contractor is responsible for ensuring that all work is carried out in accordance with the specifications and standards applicable to the project. TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
4. For any information not covered by the specifications, the contractor shall refer to TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is being carried out to the latest revisions of the specifications.
6. It is the contractor's responsibility to inform the local authority before work commences on site. All work must be carried out in accordance with the specifications and standards applicable to the project. TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
7. If any work is carried out on site before full plans approval has been given, TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
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12. The contractor must ensure that work is being carried out to the latest revisions of the specifications.
13. It is the contractor's responsibility to inform the local authority before work commences on site. All work must be carried out in accordance with the specifications and standards applicable to the project. TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
14. The contractor must ensure that work is being carried out to the latest revisions of the specifications.
15. It is the contractor's responsibility to inform the local authority before work commences on site. All work must be carried out in accordance with the specifications and standards applicable to the project. TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
16. The contractor must ensure that work is being carried out to the latest revisions of the specifications.
17. It is the contractor's responsibility to inform the local authority before work commences on site. All work must be carried out in accordance with the specifications and standards applicable to the project. TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
18. The contractor must ensure that work is being carried out to the latest revisions of the specifications.
19. It is the contractor's responsibility to inform the local authority before work commences on site. All work must be carried out in accordance with the specifications and standards applicable to the project. TOWERS ASSOCIATES, for certification. Unilateral decisions by contractors will not be accepted.
20. The contractor must ensure that work is being carried out to the latest revisions of the specifications.

REV.	DATE	DESCRIPTION
JOB	45 Yeading Lane, Hayes, Middx.	
TITLE	Units 4 & 5 3 Bed Layout.	
DRG. No.	2498-2-106	REV. -
SCALE:	1:100	
DATE BY P.D.N.	DATE Dec 09	CHECKED
		DATE

**TOWERS ASSOCIATES**  
Harefield Oil Terminal, Harvil, Rd,  
Harefield, MIDDX, UB9 6UL,  
UK  
TEL: 01895 414666  
FAX: 01895 414667  
TEL: 01895 812822



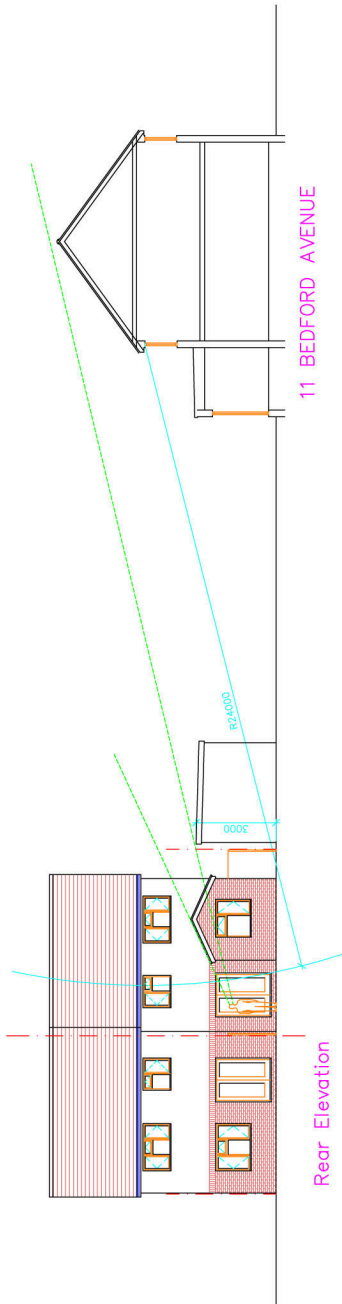


35 YEADING LANE

Rear Elevation

18 BEDFORD AVENUE

1. Do not scale from this drawing.
2. All dimensions are to be finished unless otherwise noted.
3. All work shall be in accordance with the latest editions of the applicable building codes and standards.
4. For any information not covered by the applicable building codes and standards, the contractor shall be responsible for obtaining the necessary permits and approvals from the appropriate authorities.
5. The contractor must ensure that work is being carried out to the latest editions of the applicable building codes and standards.
6. It is the contractor's responsibility to inform the local authority before work commences.
7. If any work is to be carried out on the site before full planning approval has been given, TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
8. For any information not covered by the applicable building codes and standards, the contractor shall be responsible for obtaining the necessary permits and approvals from the appropriate authorities.
9. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
10. The contractor must ensure that work is being carried out to the latest editions of the applicable building codes and standards.
11. It is the contractor's responsibility to inform the local authority before work commences.
12. If any work is to be carried out on the site before full planning approval has been given, TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
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14. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
15. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
16. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
17. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
18. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
19. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.
20. TOWERS ASSOCIATES, for certification, Unilateral decisions by contractors will not be accepted.



11 BEDFORD AVENUE

Rear Elevation

REV.	DATE	DESCRIPTION
JOB	45 Yeading Lane, Hayes, Middx.	
TITLE	Sightlines from existing properties	
DRG. No.	2498-2-109	REV.
SCALE:	1:100	
DATE BY/PDN	DATE	CHECKED
		DATE



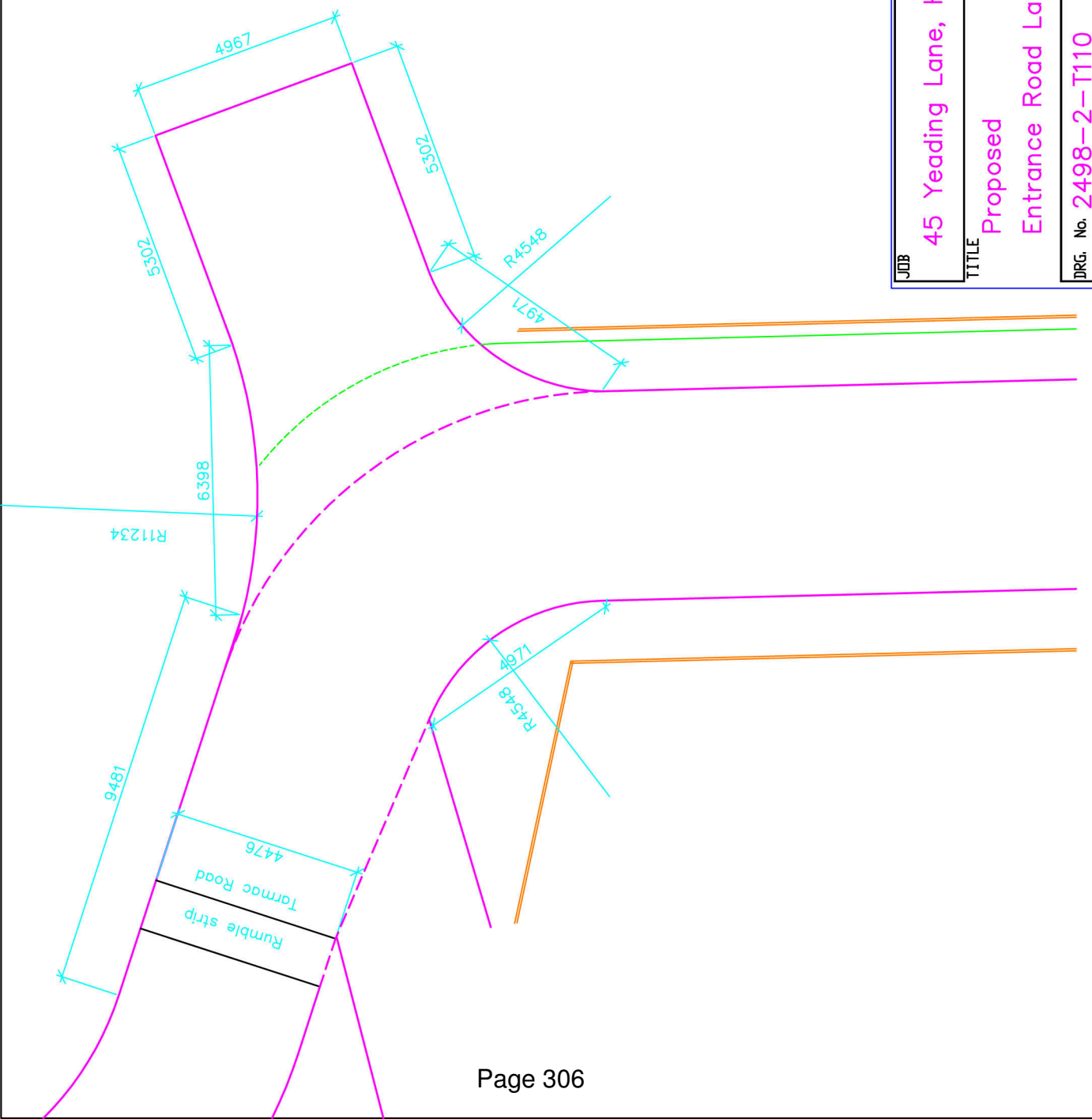
**TOWERS ASSOCIATES**  
 Herefield Oil Terminal, Harvil Rd,  
 Herefield, MDDX, UB9 6UL,  
 U.K.  
 TEL: 01895 416885  
 FAX: 01895 416882  
 E-MAIL: sales@towers.co.uk  
 Web: www.towers.co.uk  
 Tel: 01895 812822

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2. All dimensions to be checked on site before ordering materials or commencing work.
3. In case of discrepancies in drawings, the contractor shall refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
4. For any information not covered by these drawings refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is being carried out to the latest revisions of all the working drawings.
6. It is the contractor's responsibility to form the local authority where work commences on site. All work at all stages of work. All to the District Surveyors satisfaction.
7. If work commences on site before full plans approval has been given, TOWERS ASSOCIATES accept no responsibility for any additional work or materials that the District Surveyor may require.
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Read in connection with drawings 2498-2-T110, T111, T112 & T113

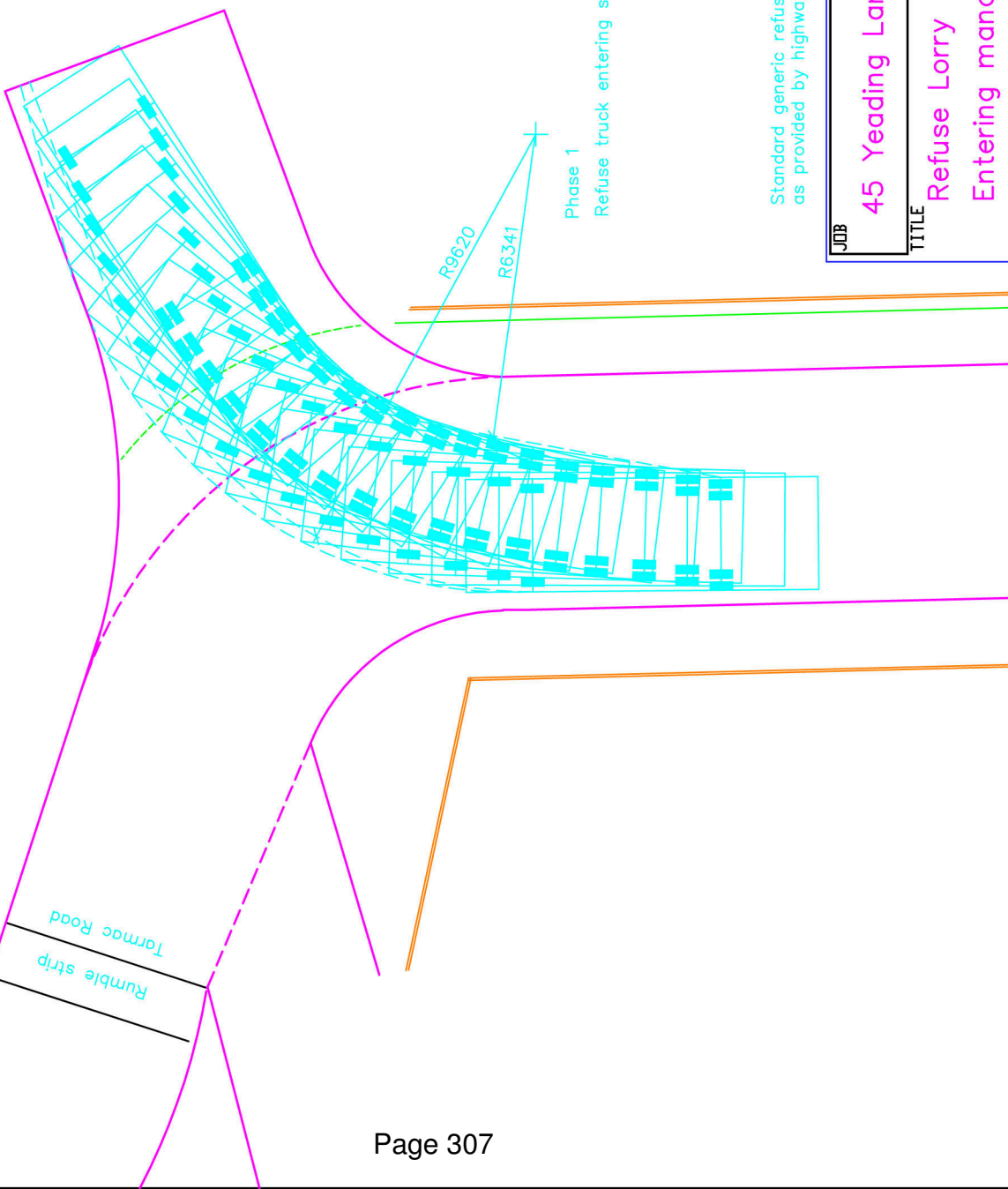


JOB		45 Yeading Lane, Hayes	
TITLE		Proposed Entrance Road Layout	
DRG. No.		2498-2-T110	
REV.		REV.	

REV.	DATE	DESCRIPTION	DRN. BY	PDN	DATE
SCALE	1:100				JUN 09
<p><b>TOWERS ASSOCIATES</b>  Harefield Oil Terminal, Herwil Rd,  Harefield, MIDDX., UB9 6JL.  FAX. 01895 814664  TEL. 01895 812822</p>					

1. Do not scale from this drawing.
2. All dimensions to be checked on site before ordering materials or commencing work.
3. In case of discrepancies in drawings, dimensions or details, the contractor shall refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
4. For any information not covered by these drawings refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is being carried out to the latest revisions of all the working drawings.
6. It is the contractors responsibility to form the location and nature of work commencing at all described stages of work. All to the District Surveyors satisfaction.
7. If work commences on site before full plans approval has been given, TOWERS ASSOCIATES accept no responsibility for any additional work or materials that the District Surveyor may require.
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Read in connection with drawings 2498-2-T110, T111, T112 & T113

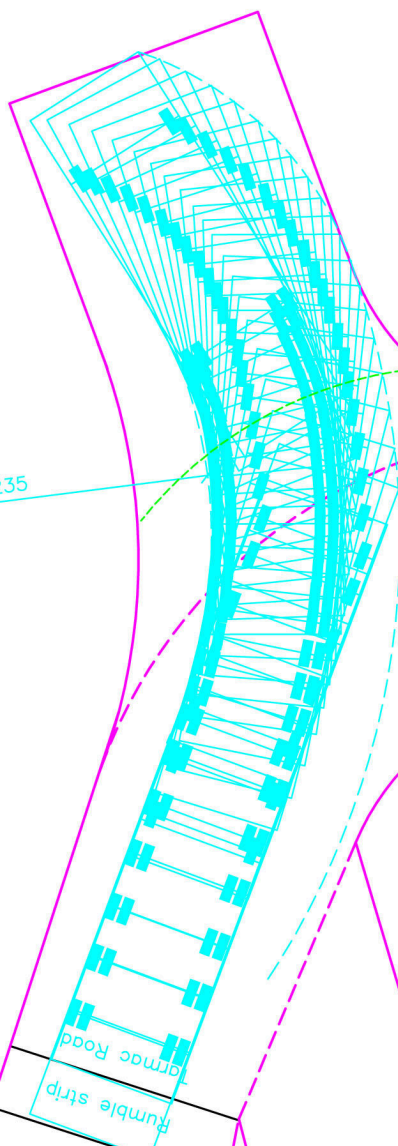
Standard generic refuse truck details as provided by highways department.

JOB		45 Yeading Lane, Hayes	
TITLE		Refuse Lorry Entering manoeuvre	
DRG. No.		2498-2-T111	
REV.			

REV.	DATE	DESCRIPTION	DRN. BY	PDN	DATE
SCALE	1:100				JUN 09
<p><b>TOWERS ASSOCIATES</b>          Harefield Oil Terminal, Hervil Rd,          Harefield, MIDDX, UB9 6JL.          FAX. 01895 814664          TEL. 01895 812822</p>					

1. Do not scale from this drawing.
2. All dimensions to be checked on site before ordering materials or commencing work.
3. In case of discrepancies in drawings, dimensions or details, the contractor shall refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
4. For any information not covered by these drawings refer to TOWERS ASSOCIATES for clarification. Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is being carried out to the latest revisions of all the working drawings.
6. It is the contractors responsibility to inform the local authority where work commences at all described stages of work. All to the District Surveyors satisfaction.
7. If work commences on site before full plans approval has been given, TOWERS ASSOCIATES accept no responsibility for any additional work or materials that the District Surveyor may require.
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By using this drawing the user and his or her employer signify their agreement of the above terms and conditions.



Phase 2  
Refuse truck turning on site.

Standard generic refuse truck details as provided by highways department.

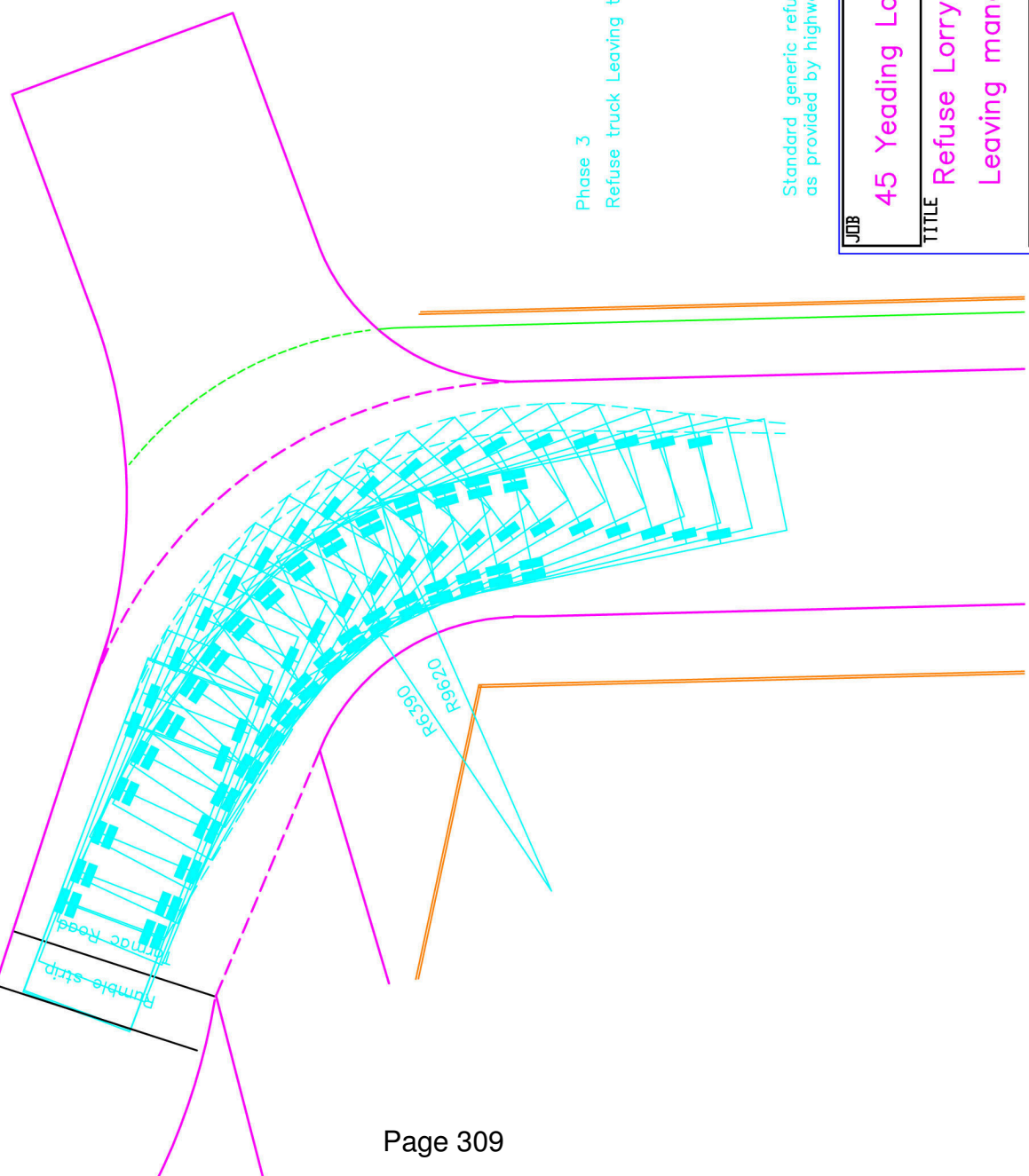
Read in connection with drawings 2498-2-T110, T111, T112 & T113

JOB		45 Yeading Lane, Hayes	
TITLE		Refuse Lorry Turning manoeuvre	
DRG. No.		2498-2-T112	
REV.			

REV.	DATE	DESCRIPTION	DRN. BY	PDN	DATE
SCALE: 1:100					
<p><b>TOWERS ASSOCIATES</b>          Herefield Oil Terminal, Herwil Rd,          Herefield, MIDDX., UB9 6JL.          FAX. 01895 814664          TEL. 01895 812822</p>					

1. Do not scale from this drawing.
2. All dimensions to be checked on site before ordering materials or commencing work.
3. In case of discrepancies in drawings, measurements or calculations, the drawings of TOWERS ASSOCIATES, or clarification, unilateral decisions by contractors will not be accepted.
4. For any information not covered by these drawings refer to TOWERS ASSOCIATES, for clarification: Unilateral decisions by contractors will not be accepted.
5. The contractor must ensure that work is being carried out to the latest revisions of all the working drawings.
6. It is the contractors responsibility to form the local authority where work commences at all described stages of work. All to the District Surveyors satisfaction.
7. If work commences on site before full plans approval has been given, TOWERS ASSOCIATES accept no responsibility for any additional work or materials that the District Surveyor may require.
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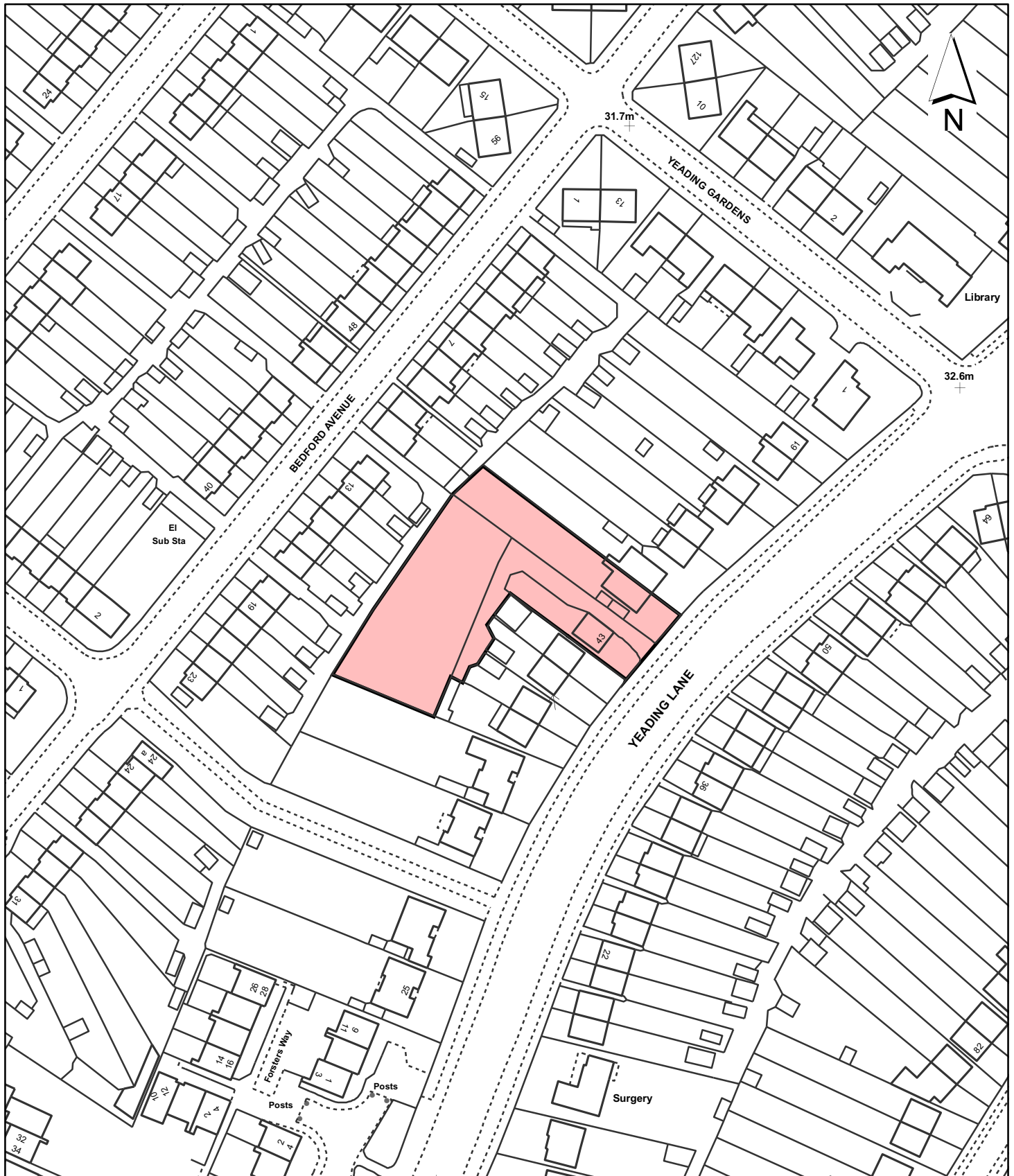
Phase 3  
Refuse truck Leaving the site



Standard generic refuse truck details as provided by highways department.

Read in connection with drawings 2498-2-T110, T111, T112 & T113

JOB		45 Yeading Lane, Hayes	
TITLE		Refuse Lorry Leaving manoeuvre	
DRG. No.		2498-2-T113	
REV.			

REV.	DATE	DESCRIPTION	DRN. BY	PDN	DATE
SCALE: 1:100					
<p><b>TOWERS ASSOCIATES</b>          Harefield Oil Terminal, Hervil Rd,          Harefield, MIDDX, UB9 6JL.          FAX: 01895 814664          TEL: 01895 812822</p>					



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p><b>43 - 47 and rear of 35 - 43 Yeading Lane Hayes</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Planning &amp; Community Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>34799/APP/2009/2800</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p><b>Central and South</b></p>	<p>Date</p> <p><b>July 2010</b></p>	
		 <b>HILLINGDON</b> <small>LONDON</small>	

## **Report of the Head of Planning & Enforcement Services**

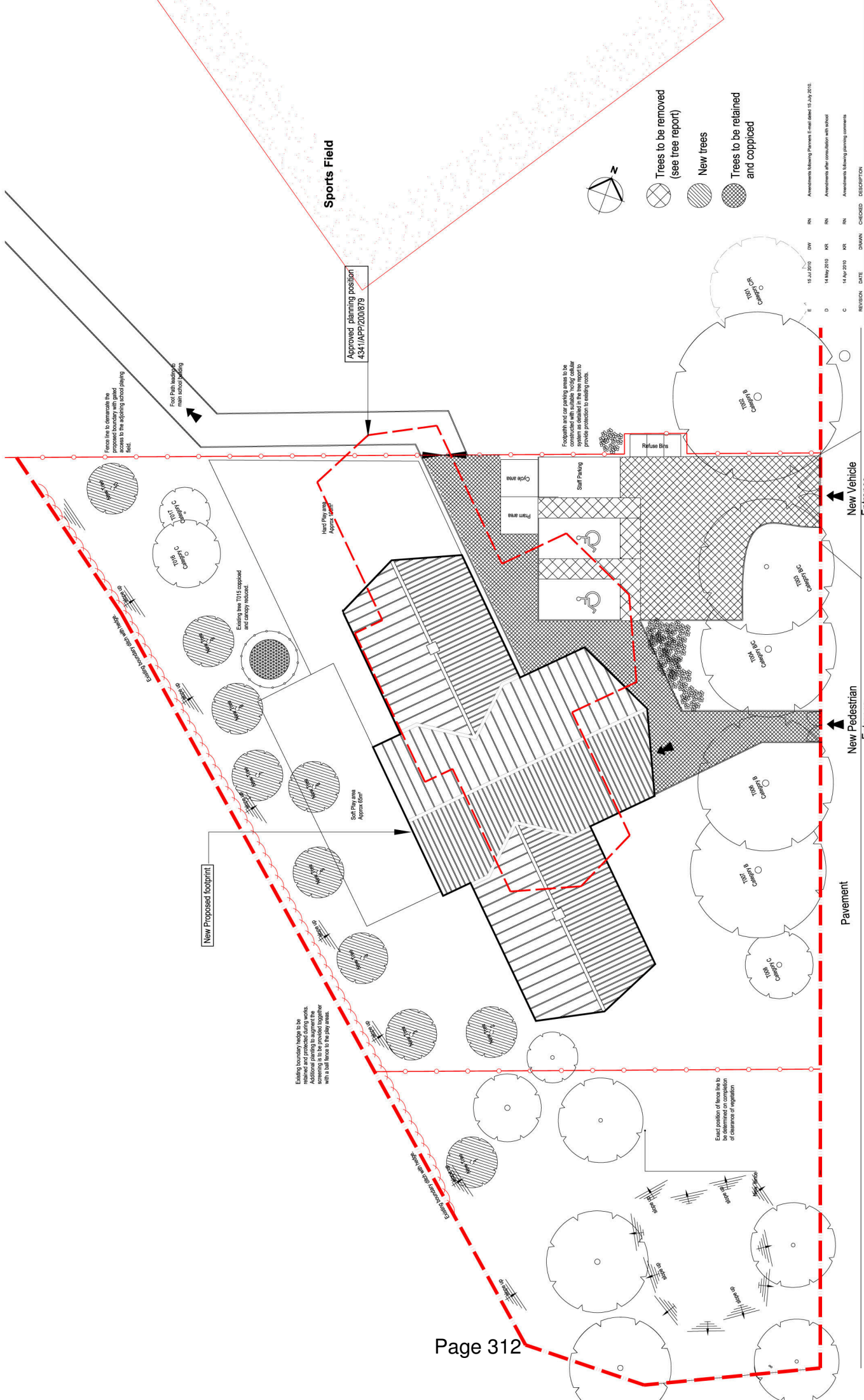
**Address** WHITEHALL SCHOOL PLAYING FIELDS (OFF WHITEHALL ROAD)  
WHITEHALL SCHOOL COWLEY ROAD UXBRIDGE

**Development:** Variation of conditions 2 (development in accordance with approved plans) and 7 (tree survey) of planning permission ref: 4341/APP/2009/879 dated 15/02/10 (Single storey building for use as children's and adults centre, with associated parking, play area, new vehicular crossover and new pedestrian access from Whitehall Road), to relocate approved building and accessway from Whitehall Road, alter internal layout and external elevations of approved Children's Centre, relocate car parking space, refuse bin, cycle and pram storage, relocate play area to the north west of the building and remove one car parking space

**LBH Ref Nos:** 4341/APP/2010/781

**Date Plans Received:** 09/04/2010                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 15/06/2010

---



**PURCHASER**

**WHITEHALL ROAD**

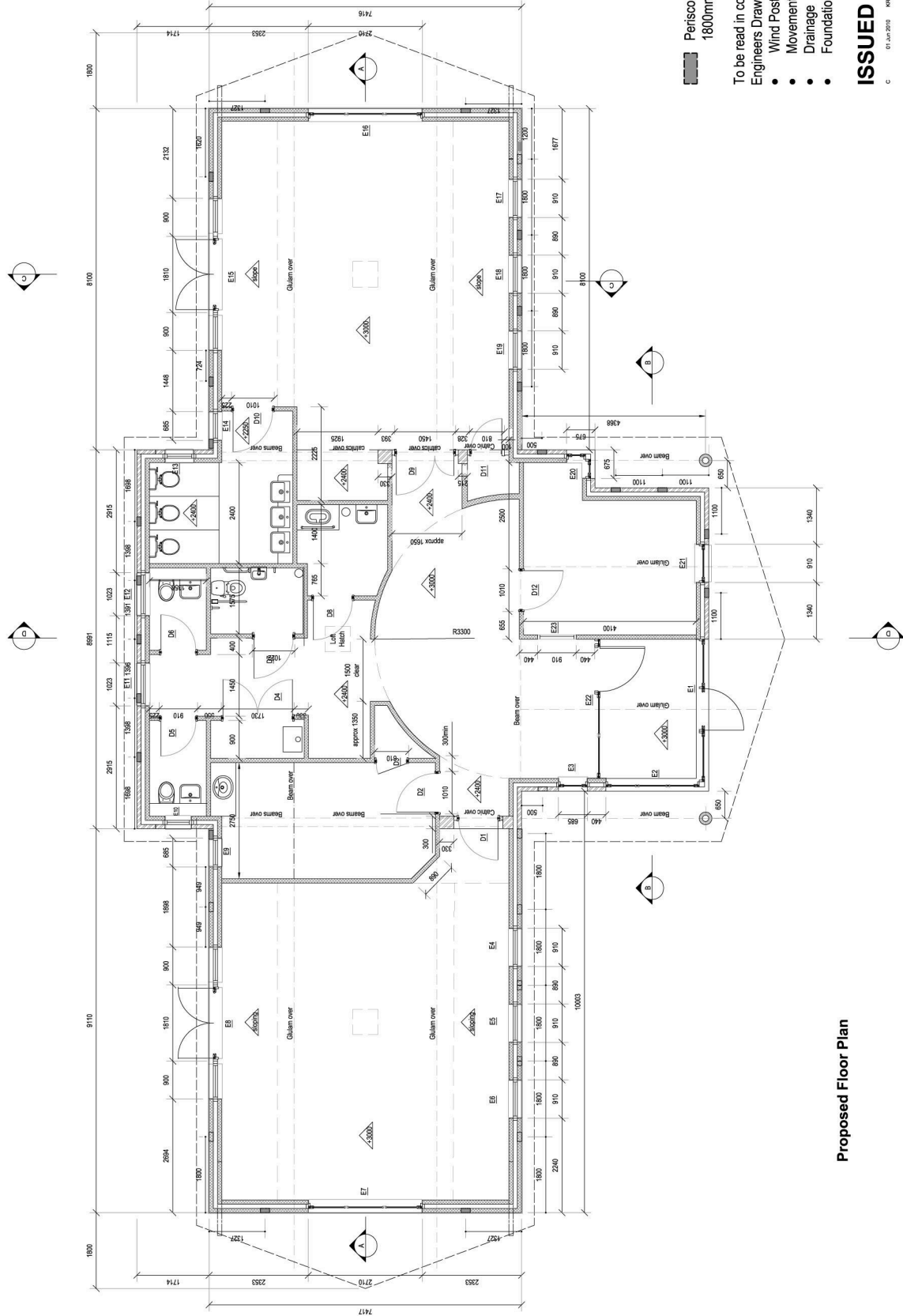
**CHILDREN'S CENTRES**

**Scale: 1:1000**

**Date: 05/2011**

**Drawing No: 231726**





Proposed Floor Plan

Periscope Vents (work to layout - Maximum 1800mm c/c or as manufacturers recommendation )

- To be read in conjunction with Engineers Drawings.
- Wind Posts
  - Movement Joints
  - Drainage
  - Foundations

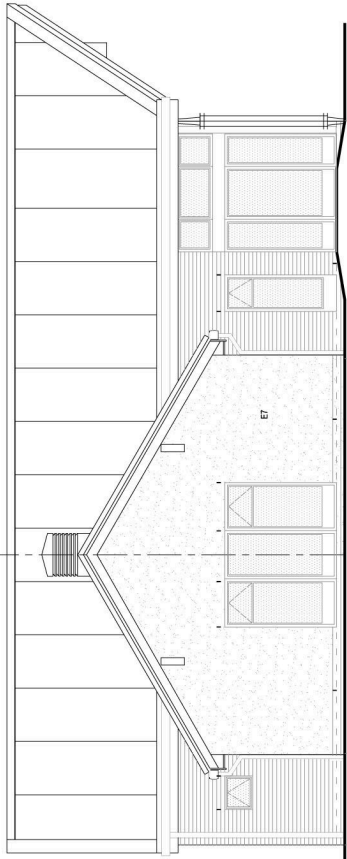
**ISSUED**

REVISION	DATE	DRAWN	CHECKED	DESCRIPTION
C	01 Jul 2010	KR	RN	Building moved and flipped
B	29 Mar 2010	KR	RN	Setting out dimensions for underfloor vents
A	08 Mar 2010	KR	RN	Minor amendments

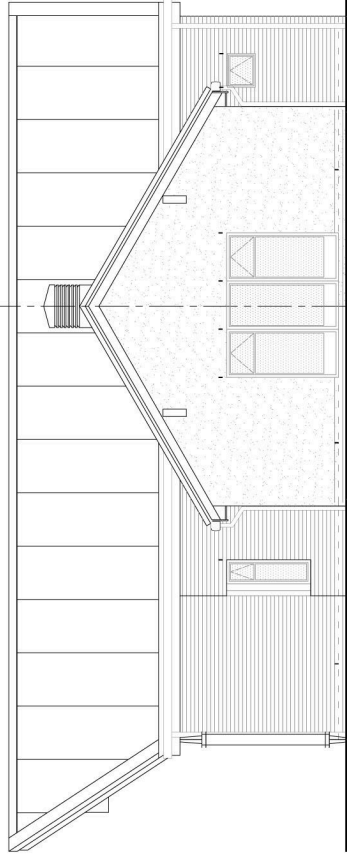
CLIENT	PROJECT	LOCATION	SCALE	DATE
Borough of Hillingdon	Whitehall	Hillingdon	1:500 @ A1	05 Sep 2009
DRAWING TITLE	DRAWING NO.	JOB NUMBER	REVISION	DATE
Proposed Ground Floor plan	231726	05/202	C	05/202

**Whitehall 231726/05 - PLANNING RESUBMISSION**

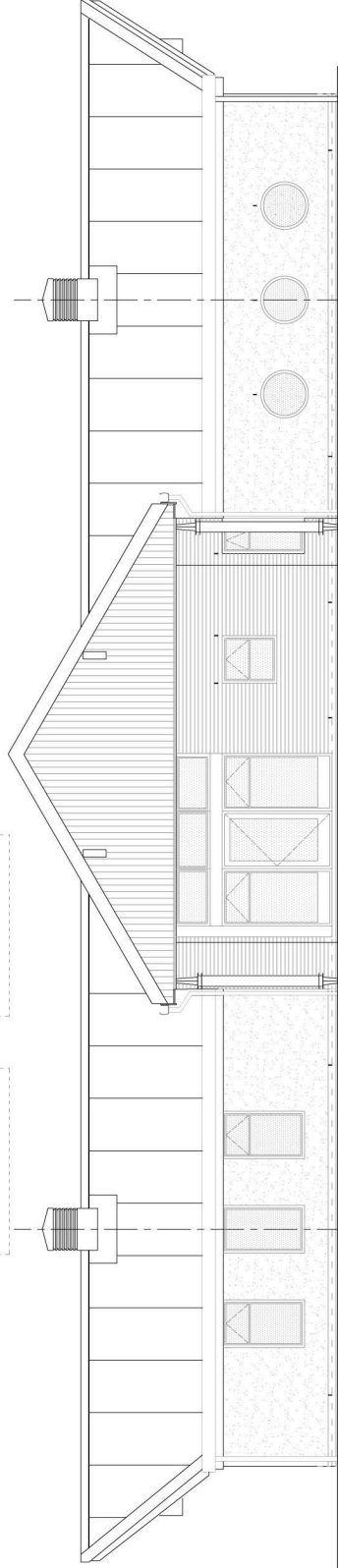




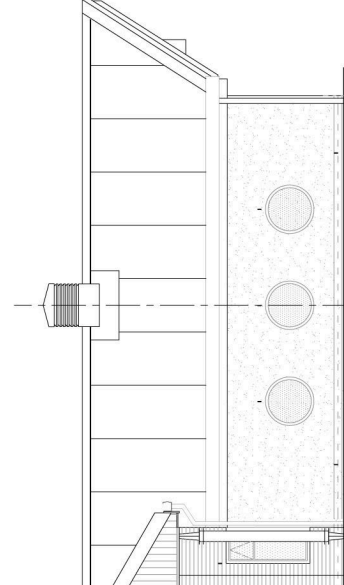
Proposed Side (South) Elevation



Proposed Side (North) Elevation



Proposed Front (West) Elevation



Proposed Side (East) Elevation

**NOTES**

- Roof - Kingspan KS1000ZIP Ecosafe
- Brickwork - brick to match existing school
- Render - Colour to be confirmed
- Boarding to high level gables

To be read in conjunction with  
Engineers Drawings.

- Wind Posts
- Movement Joints
- Drainage
- Foundations

# Whitehall 231726/05

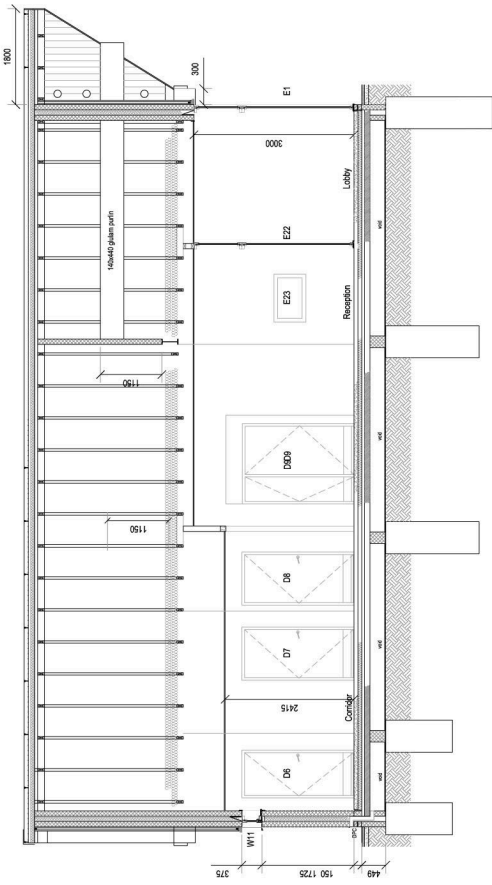
## Planning Resubmission

### ISSUED

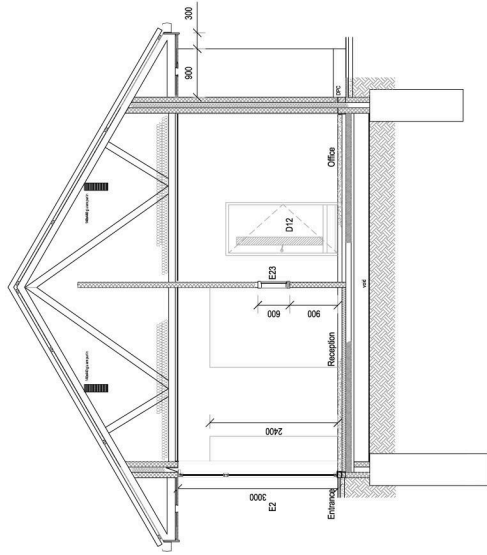
REVISION	DATE	BY	CHECKED	DESCRIPTION
B	07 Jun 2010	KR	RN	Building moved and flipped
A	05 Mar 2010	KR	RN	Minor amendments

REVISION	DATE	SCALE	CLIENT	DRAWN	CHECKED	DESCRIPTION
	05 Sep 2009	@ A1	Borough of Hillingdon			
	05 Sep 2009		Childrens Centres			
			Proposed Elevations			
			Job Number	231726	05/205	B

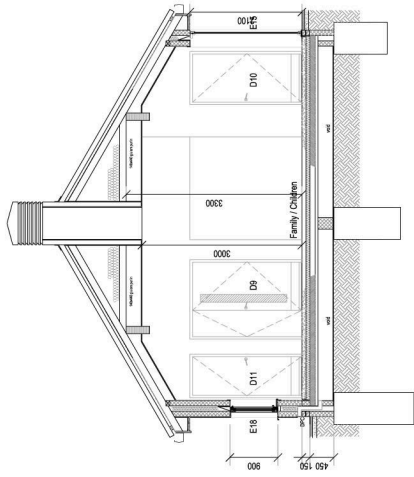
**PURCHASER**



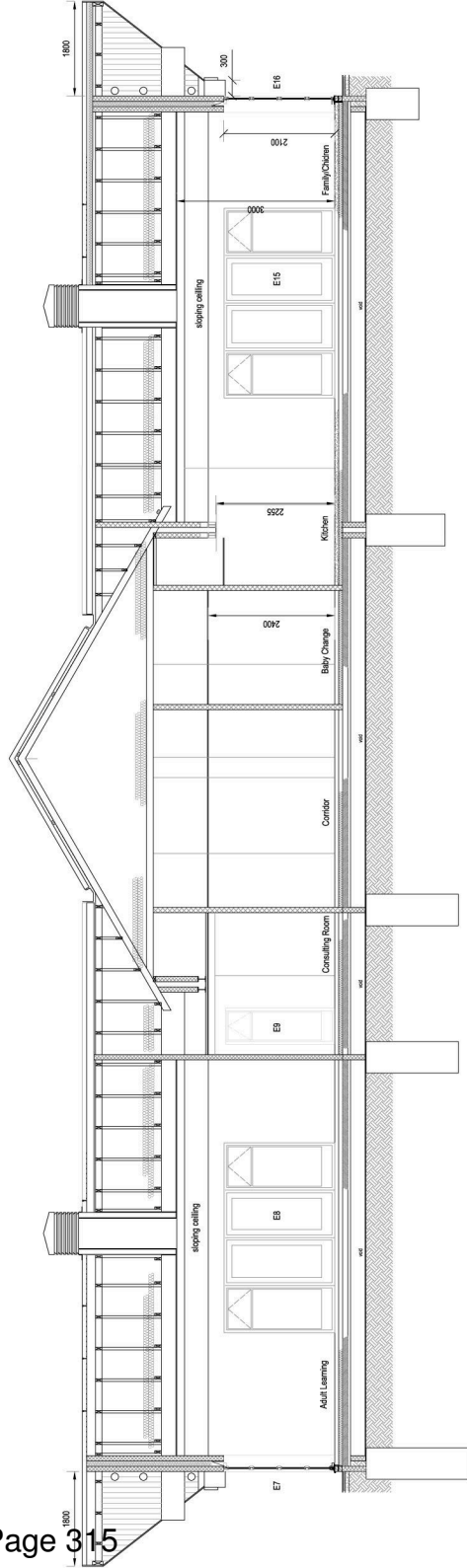
Section D



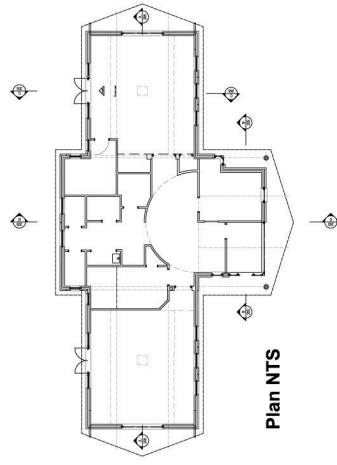
Section B



Section C



Section A



Plan NTS

To be read in conjunction with  
 Engineers Drawings.

- Wind Posts
- Movement Joints
- Drainage
- Foundations

**ISSUED**

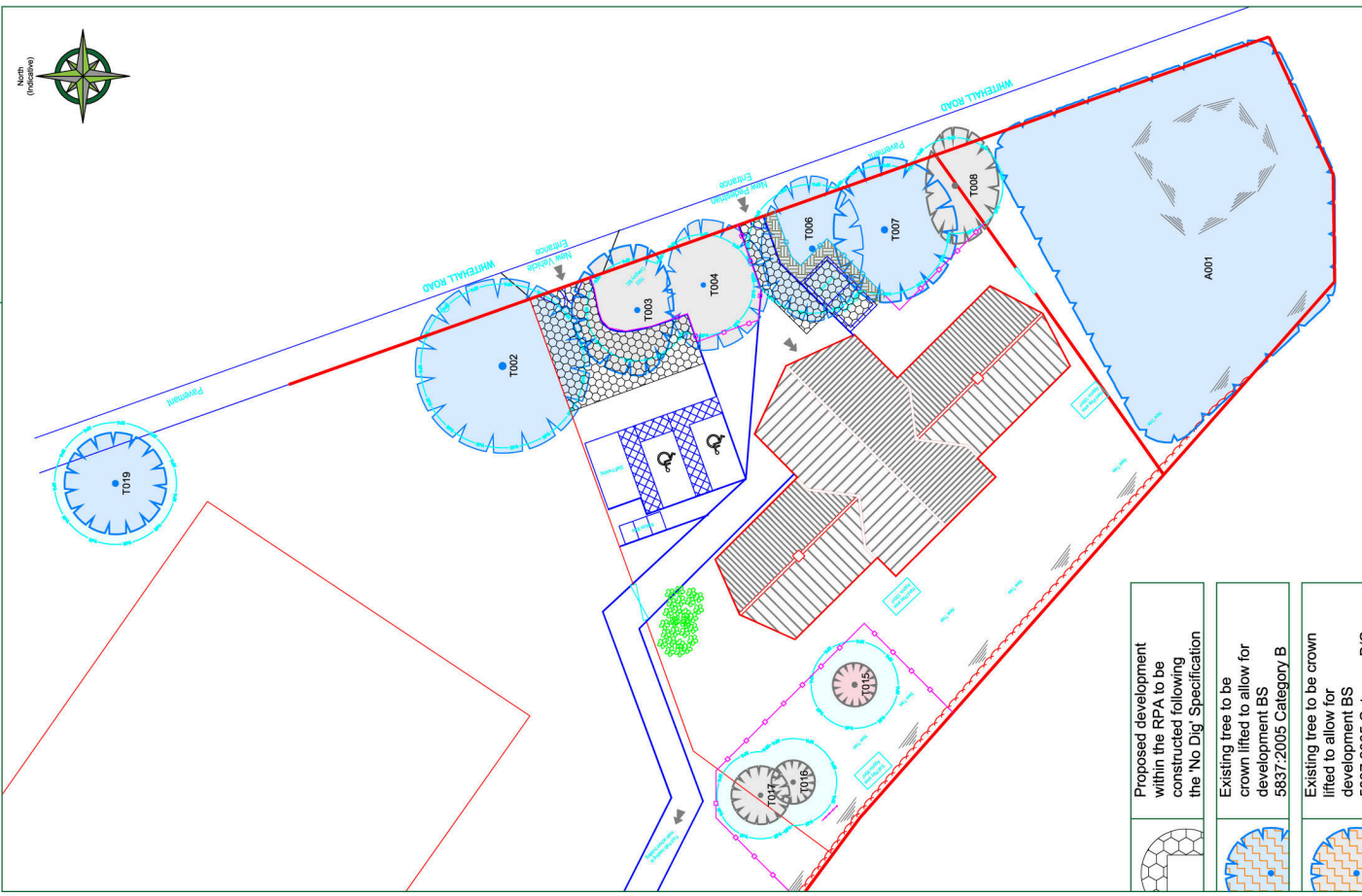
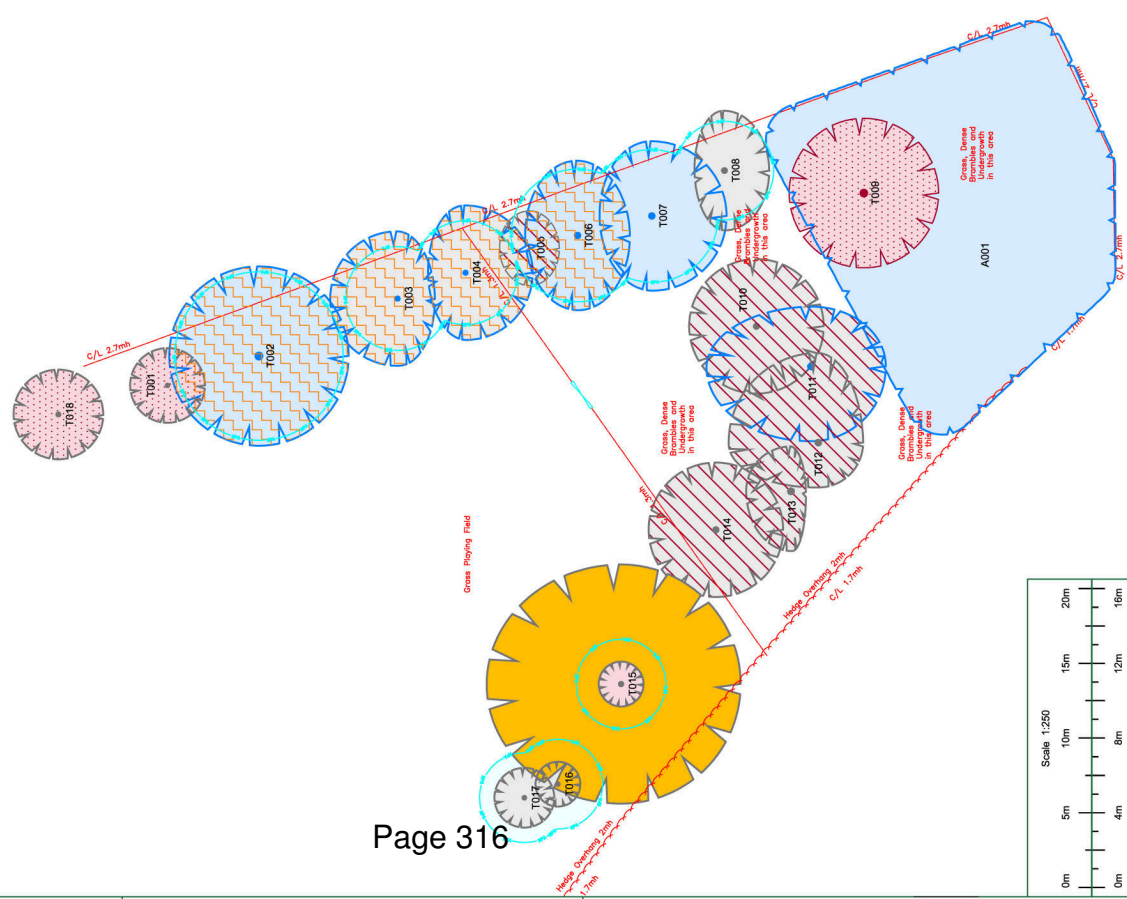
REVISION	DATE	DRAWN	CHECKED	DESCRIPTION
B	07 Jun 2010	KR	RN	Building moved and Reprod
A	05 Mar 2010	KR	RN	Minor amendments

CLIENT	Borough of Hillingdon	SCALE	1:500 @ A1	DATE	05 Sep 2009
PROJECT	Childrens Centres	DRAWN	JAK	CHECKED	GR
DRAWING TITLE	Proposed Sections	JOB NUMBER	231726	REVISION	05/204
PROJECT NO.		DRAWING NO.			

PROPOSED SECTIONS  
 DRAWING NO. 05/204  
 PROJECT NO. 231726



CATEGORY AND DEFINITION	
Category A	Those of high quality and value which are considered to make a substantial contribution to the landscape (as suggested)
Category B	Those of moderate quality and value which are considered to make a moderate contribution to the landscape (as suggested)
Category C	Those of low quality and value, generally in adequate condition to remain until new planting could be established in minimum of 10 years (as suggested), or young trees with a stem diameter below 150mm.
Category R	Those in such condition that any standing value would be lost within 10 years and are removed, in the current context, be removed for reasons of safety or environmental improvement.



Existing Tree/Hedge BS 5637:2005 Category B	
Existing Tree/Hedge BS 5637:2005 Category B/C	
Existing Tree/Hedge BS 5637:2005 Category C	
Existing Tree/Hedge BS 5637:2005 Category C/R	
Line of Root Protection Area (RPA) - calculated following guidelines set in BS 5837:2005	
Existing Tree/Hedge to be Removed BS 5637:2005 Category R	
Existing tree to be Coppiced BS 5837:2005 Category C/R	
Existing Tree/Hedge to be removed to allow for development BS 5637:2005 Category B/C	
Existing Tree/Hedge to be removed to allow for development BS 5637:2005 Category C	
Line of proposed temporary protective barrier (see appendix 1)	
Line of proposed temporary protective barrier BS 5837: 2005 Figure 3 (see appendix 2)	
Area of temporary Ground Protection	

**HAYDEN'S**  
Arboricultural Consultants

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5 Moseleys Farm Business Centre  
Fornham All Saints,  
Bury St Edmunds  
Suffolk IP28 6JY

Tel: 01284 765391  
Fax: 01284 765191  
Mobile: 07260 161260  
Email: info@haydens.co.uk

Web Page: www.haydens.co.uk



TS & AA

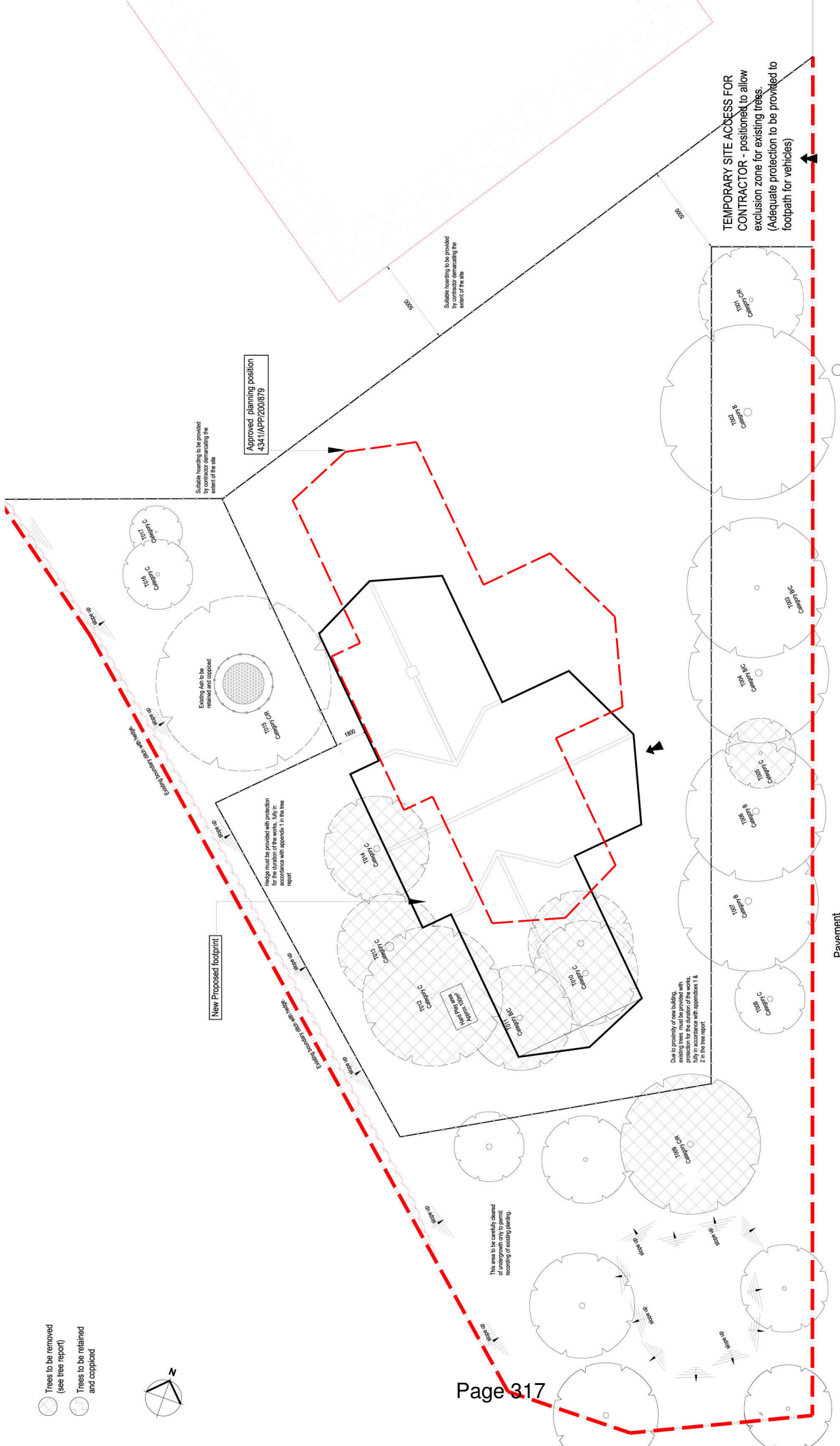
Purcell Miller Tritton

Whitehall Infants School, Cowley Road, Unbridge

Project No: AWG  
Client: JIA Whitehall.dwg  
Date: 12/07/10  
Checked By: HC  
Scale: 1:250 @ A2  
Rev: 1764.D.A

Proposed development within the RPA to be constructed following the 'No Dig' Specification	
Existing tree to be crown lifted to allow for development BS 5637:2005 Category B	
Existing tree to be crown lifted to allow for development BS 5637:2005 Category B/C	

-  Trees to be removed (see tree report)
-  Trees to be retained and coppiced



**TEMPORARY SITE ACCESS FOR CONTRACTOR** - positioned to allow exclusion zone for existing trees. (Adequate protection to be provided to footpath for vehicles)

Approved planning position  
4341/APP/200/879

Substrate hoarding to be provided by contractor commencing the extent of the site

Substrate hoarding to be provided by contractor commencing the extent of the site

Existing Ash to be retained and coppiced

Hoarding must be provided with protection for the duration of the works, fully in accordance with appendix 1 in the tree report

Due to proximity of new buildings existing trees must be provided with protection for the duration of the works, fully in accordance with appendix 1 & 2 in the tree report.

This area to be carefully cleared of undergrowth only to permit recording of existing planting.

REVISION	DATE	DRAWN	CHECKED	DESCRIPTION
	11/05/2009			Borough of Hillingdon
				Childrens Centres
				Compton's Compound
				Whitehall
				Whitehall

SCALE	DATE	SCALE	DESCRIPTION
1:100 @ A1	11/05/2009		
KR			

REVISION NO.	DRAWING NO.	DATE
231726	05/600	A

WHITEHALL ROAD

WHITEHALL ROAD

Pavement



**Category and Definition of Trees**

These values apply and make it more accurate to be able to make a substantial contribution (for a 40 year old tree)

These values apply and make it more accurate to be able to make a substantial contribution (for a 20 year old tree)

These values apply and make it more accurate to be able to make a substantial contribution (for a 10 year old tree)

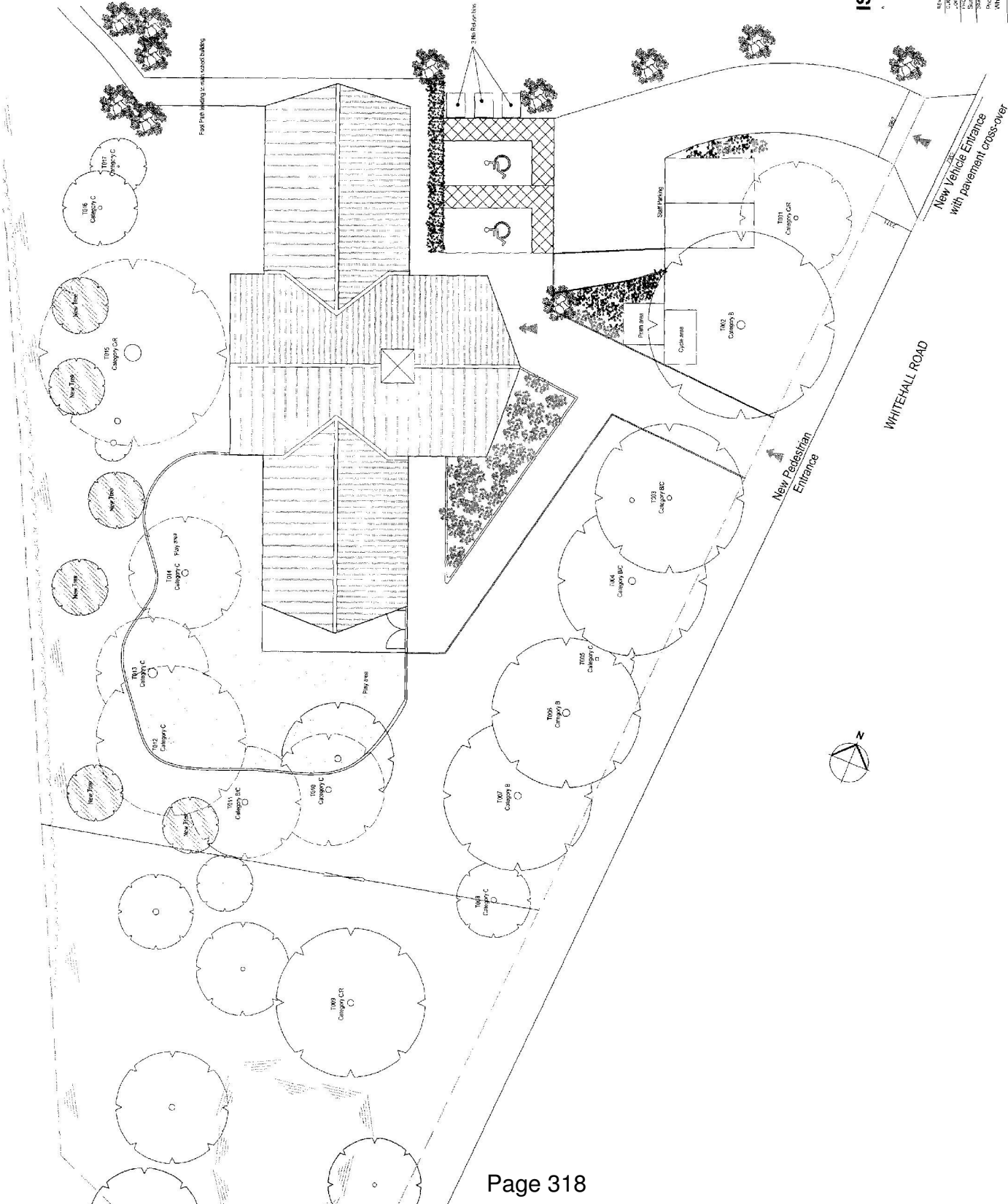
These values apply and make it more accurate to be able to make a substantial contribution (for a 5 year old tree)

**Category A**

**Category B**

**Category C**

**Category R**

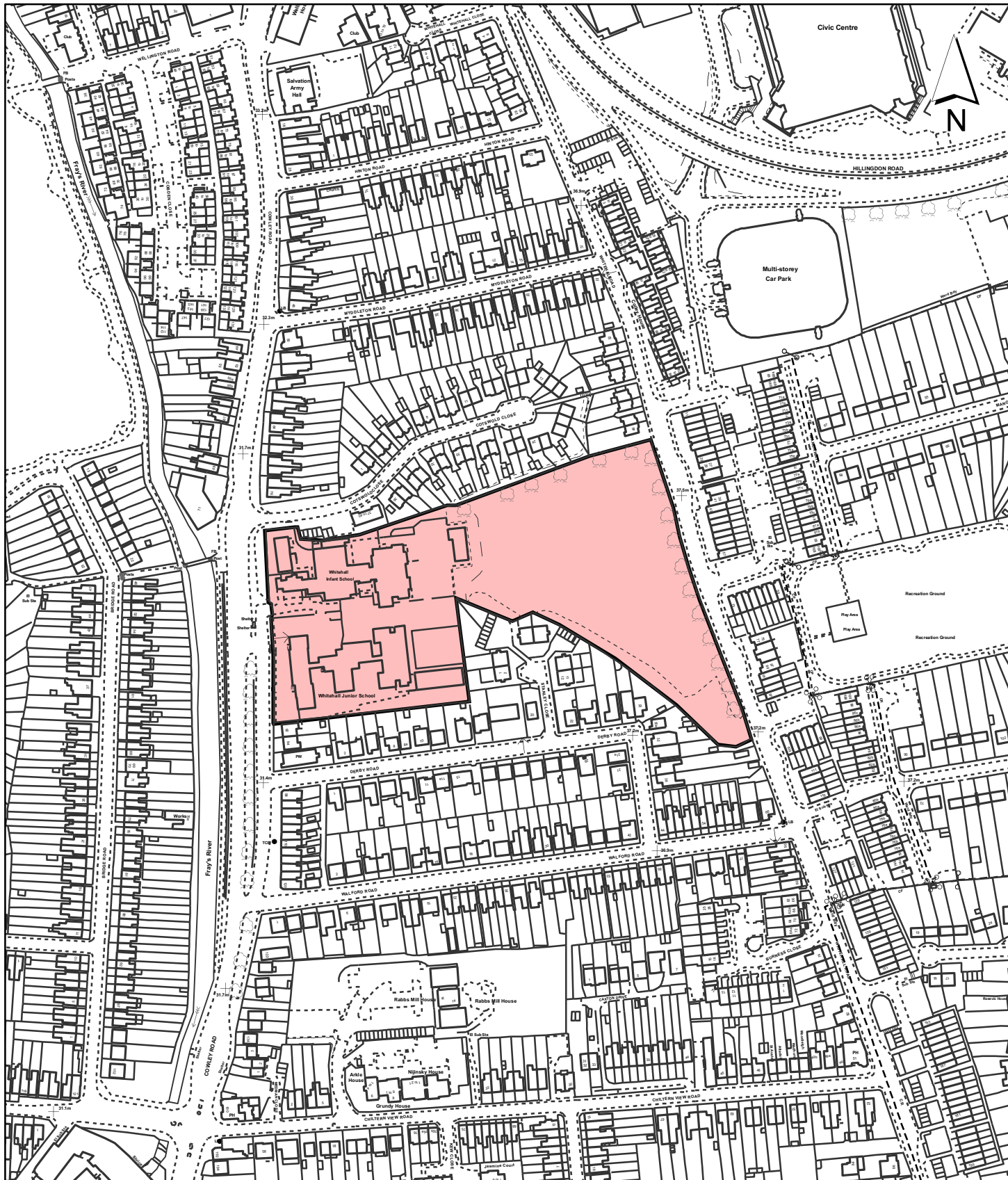


**ISSUED**

21.11.2009

REVISION	DATE	DRAWN	CHECKED	DESCRIPTION
1	21.11.2009	NR	NR	Trees in New Vehicle Area
CLIENT: <b>City of Whangarei</b> PROJECT: <b>Whangarei City Centre</b> DRAWING NO: <b>231726105200</b> SHEET NO: <b>A</b>				

**PURCHER MILLER TRITTON**



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Whitehall School  
Cowley Road  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**4341/APP/2010/781**

Scale

**1:3,000**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON

**Report of the Head of Planning & Enforcement Services**

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** Removal of 4 existing antennas, installation of 5 replacement antennas and ancillary development.

**LBH Ref Nos:** 11623/APP/2010/1252

**Date Plans Received:** 28/05/2010

**Date(s) of Amendment(s):**

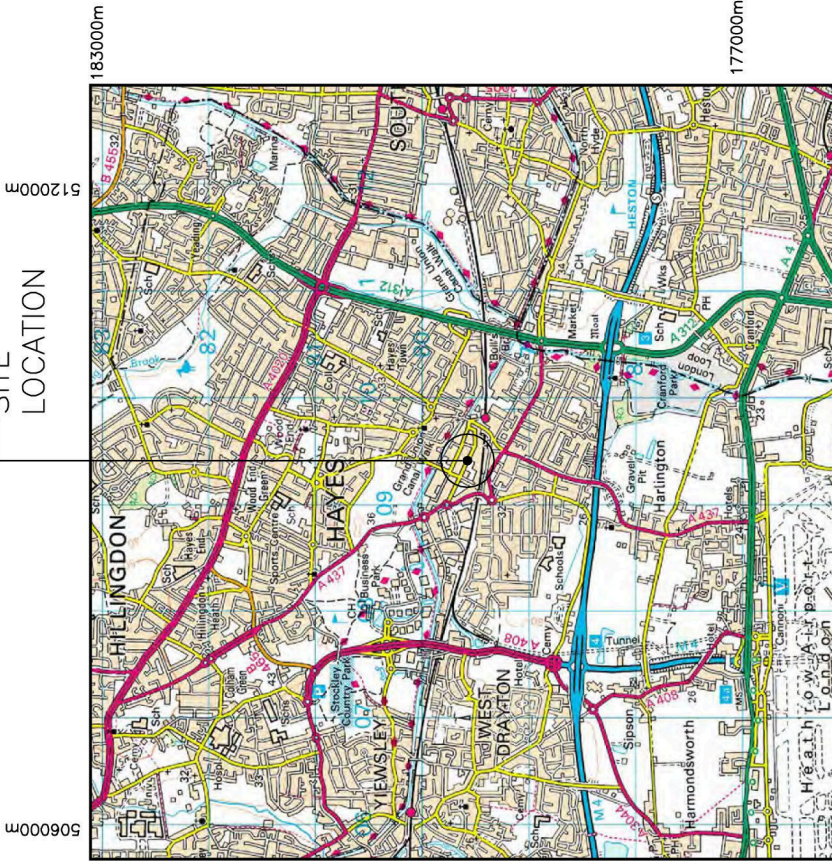
**Date Application Valid:** 28/05/2010





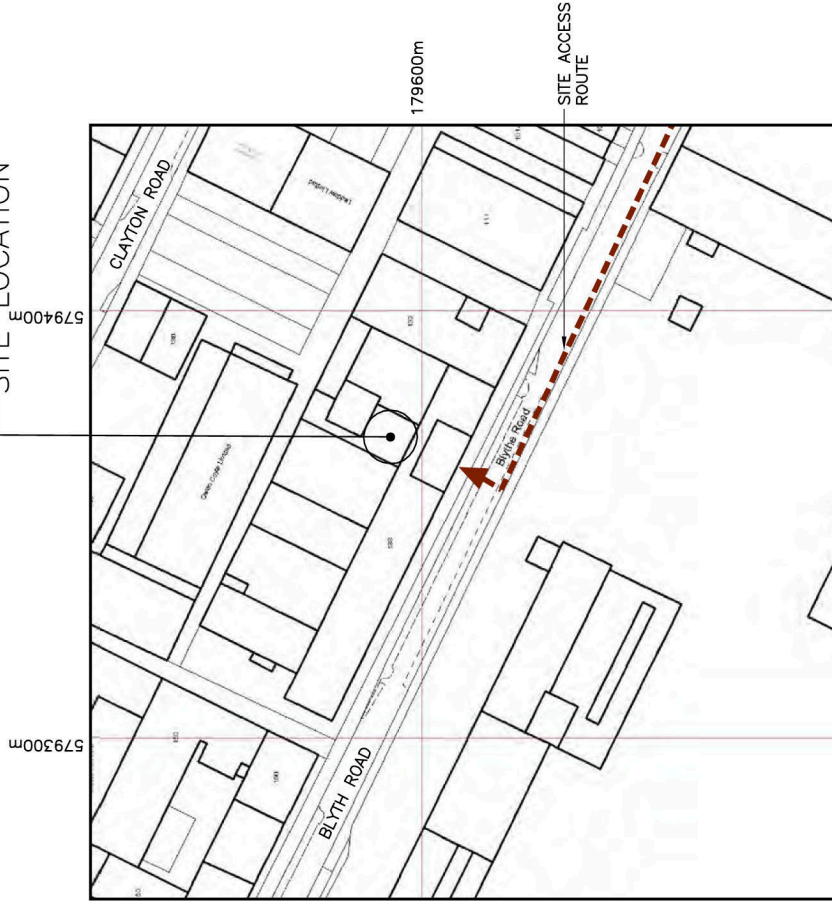
NORTH

SITE LOCATION



SITE GRID REFERENCE 509366E 179594N  
SCALE 1:50000

SITE LOCATION



SITE GRID REFERENCE 509366E 179594N  
SCALE 1:1250



SITE PHOTOGRAPH

NOTES:

1. SITE ACCESS: EXIT THE M4 JUNCTION 3. HEAD NORTH ON THE A312. AFTER ABOUT 0.4 MILES TAKE THE FIRST EXIT OFF THE ROUNDABOUT ONTO THE A437 (HYDE ROAD). AFTER 0.7 MILES TURN RIGHT AT THE STATION. AFTER 0.3 MILES TAKE THE FIRST EXIT OFF THE ROUNDABOUT ONTO CLAYTON ROAD. TURN LEFT ONTO BLYTHE ROAD. THE SITE CAN BE LOCATED ON THE LEFT HAND SIDE ON TOP OF ENTERPRISE HOUSE.
2. SURROUNDING AREA IS COMMERCIAL.
3. DISTANCE TO PUBLIC HIGHWAY APPROX. 10m

REPRODUCED FROM ORDNANCE SURVEY WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONARY OFFICE. © CROWN COPYRIGHT. LICENCE NO. AL100034583

CELL NAME ENTERPRISE HOUSE  
SITE ADDRESS BLYTHE ROAD HAYES UB3 1DD  
DRAWN WGR  
CHECKED AK/SS  
APPROVED SY  
DATE 19.04.10  
SCALE AS SHOWN  
SHAPER ID  
CORNERSTONE ID HOST ID VF - 6802 02 - 44596  
CONSULTANT REF No. 1293/031  
DRAWING No. 100  
PURPOSE OF ISSUE CONSTRUCTION  
REVISION B

REV.	DATE	REMARKS	BY	CHK.
B	28.07.10	NOTATION CHANGES	BJ	AK/SS
A	22.07.10	CONSTRUCTION ISSUE	WGR	AK/SS

Tyco Electronics UK Infrastructure Ltd.  
Herold House  
Herold Road  
Chertsey, Surrey  
KT16 9DT  
Telephone 01932 575 900 Fax 01932 575 901

CORNERSTONE PROJECT

**REPLACEMENT ANTENNA ELECTRICAL INSTALLATION NOTES**

- ANTENNAS, TRANSMISSION DISHES AND FEEDER CABLES SHALL BE EARTHED AT TOP OF TOWER. FEEDER CABLES SHALL BE EARTHED AT BOTTOM OF FEEDER RUN BEFORE FEEDER CABLES TURN TO HORIZONTAL.
- FEEDER CABLES SHALL BE TESTED IN ACCORDANCE WITH PROCEDURES LISTED IN VODAFONE DOC. REF. RT/ARB/0013
- FEEDER CABLES SHALL BE LABELLED IN ACCORDANCE WITH VODAFONE DOC. REF. ED/RB/RK/2332 USING CRITCHLEY TYPE K65 MARKERS AND CARRIER STRIPS
- THE CONTRACTOR IS TO ENSURE ALL ANTENNA ARE ALIGNED TO THE CORRECT BEARINGS AND DOWNTILTS IN ACCORDANCE WITH SPECIFICATION FOR THE INSTALLATION OF ANTENNA AND FEEDER SYSTEMS IN THE VODAFONE DOC. REF. NO. ED/RB/RK/2332
- THE FEEDER CABLE SHALL BE INSTALLED SO FAR AS TO FALL AWAY FROM THE CABIN, PREVENTING WATER RUNNING ALONG THE FEEDER CABLES ONTO THE FEEDER GLAND ENTRY IN ACCORDANCE WITH VODAFONE DOC. REF. ED/RB/RK/2332

ROOF LEVEL  
23.41m AGL

0.0m AGL

- PROPOSED REMOVAL AND REPLACEMENT OF VODAFONE 900 POLE MOUNTED ANTENNA (CELL 2) WITH O<sub>2</sub> (UK) 2100 ANTENNA WITHIN PROPOSED GRP SHROUD TO MATCH EXISTING ANTENNA WITHIN PROPOSED GRP SHROUD TO MATCH EXISTING
- PROPOSED REMOVAL AND REPLACEMENT OF VODAFONE 2100 ANTENNA (CELL 2A) WITH VODAFONE 900/2100 ANTENNA WITHIN PROPOSED GRP SHROUD TO MATCH EXISTING

TOP OF VODAFONE/O<sub>2</sub> (UK) ANTENNAS 32.71m AGL

U/S OF ANTENNAS O<sub>2</sub> (UK) 30.41m AGL

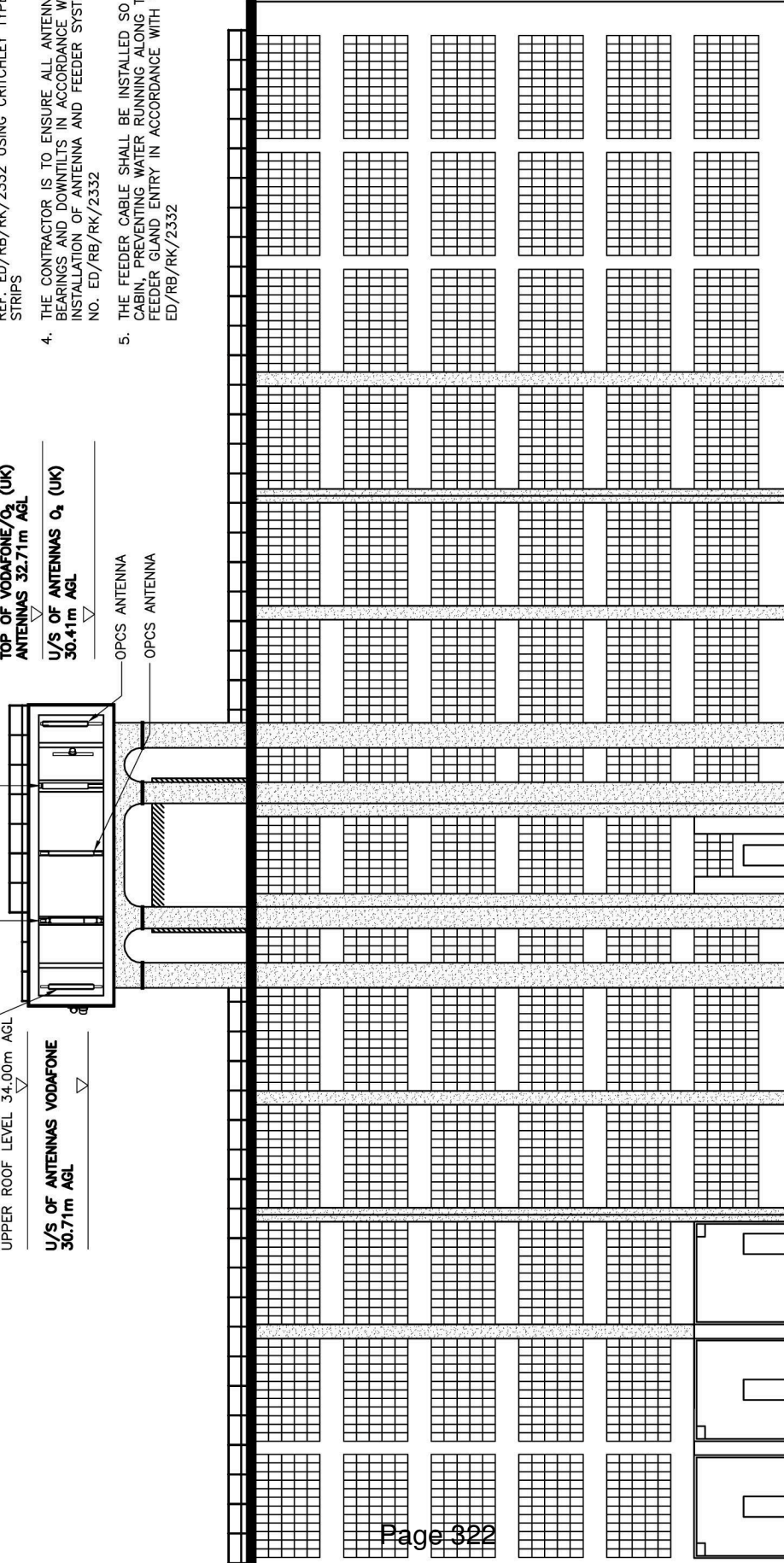
OPCS ANTENNA

OPCS ANTENNA


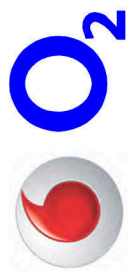
UPPER ROOF LEVEL 34.00m AGL

U/S OF ANTENNAS VODAFONE 30.71m AGL

- NOTES:  
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED  
2. ASSUME ALL SITE DETAILS ARE EXISTING UNLESS OTHERWISE NOTED.  
3. THE DRAWINGS COMPLY WITH O<sub>2</sub> (UK) & VODAFONE STANDARD IONIRP GUIDELINES.



ELEVATION 'A'  
SCALE 1:200

 <p>Tyco Electronics UK Infrastructure Ltd. Henri House Henri Road Chertsey, Surrey KT16 9DT Telephone 01932 575 900 Fax 01932 575 901</p>		 <p>CORNERSTONE PROJECT</p>		<p>CELL NAME ENTERPRISE HOUSE</p> <p>SITE ADDRESS BLYTHE ROAD HAYES UB3 1DD</p> <p>DRAWING TITLE SITE ELEVATION</p>		<p>OPTION -</p>		<p>DRAWN WGR</p> <p>CHECKED AKSESS</p> <p>APPROVED SY</p> <p>DATE 19.04.10</p> <p>SCALE AS SHOWN</p>	
<p>REV. DATE</p>		<p>BY</p>		<p>CHK.</p>		<p>REVISION</p>		<p>DRAWING No. 300</p>	
<p>B 28.07.10 NOTATION CHANGES</p>		<p>WGR</p>		<p>AKSESS</p>		<p>HOST ID VF - 6802</p>		<p>SHAPER ID 02 - 44596</p>	
<p>A 22.07.10 CONSTRUCTION ISSUE</p>		<p>WGR</p>		<p>AKSESS</p>		<p>CORNERSTONE ID CS - 10448</p>		<p>CONSULTANT REF No. 1293/031</p>	
<p>REV. DATE</p>		<p>BY</p>		<p>CHK.</p>		<p>PURPOSE OF ISSUE CONSTRUCTION</p>		<p>REVISION B</p>	

EXISTING ANTENNAS										FEEDERS			
OPERATOR	CELL	TYPE	DESCRIPTION	PART NO.	ORIENTATION	MECHANICAL DOWNTILT	HEIGHT TO UNDERSIDE	LOCATION	COLOUR	COMMENTS	FEEDER TYPE	FEEDER LENGTH (m)	RET CABLE LENGTH (m)
EXISTING	VODAFONE	CELL 1	2G PANEL	305-017	90°	-	29.55m	FACE MOUNTED	GREY	TO REMAIN	LDF 5-50	33.0m	-
	VODAFONE	CELL 2	2G PANEL	305-017	210°	-	29.55m	FACE MOUNTED	GREY	TO BE REPLACED	LDF 5-50	45.0m	-
	VODAFONE	CELL 3	2G PANEL	305-017	330°	-	29.55m	FACE MOUNTED	GREY	TO BE REPLACED	LDF 5-50	30.0m	-
	VODAFONE	CELL 1a	3G PANEL	305-364	90°	-	29.55m	WITHIN GRP SHROUD	GREY	TO REMAIN	LDF 5-50	35.0m	-
	VODAFONE	CELL 2a	3G PANEL	305-364	210°	-	29.55m	FACE MOUNTED	GREY	TO BE REPLACED	LDF 5-50	42.0m	-
	VODAFONE	CELL 3a	3G PANEL	305-364	330°	-	29.55m	WITHIN GRP SHROUD	GREY	NOT TO BE USED	LDF 5-50	30.0m	-
PROPOSED	VODAFONE	CELL 5	DUAL BAND	802-056	210°	-	30.71m	WITHIN GRP SHROUD	GREY AS SUPPLIED	RE-USE EXISTING FEEDERS	LDF 5-50	42.0m	-
	VODAFONE	CELL 6	DUAL BAND	802-056	330°	-	30.71m	WITHIN GRP SHROUD	GREY AS SUPPLIED	RE-USE EXISTING FEEDERS	LDF 5-50	30.0m	-
	O <sub>2</sub> (UK)	C1	3G PANEL	802-053	0°	-	30.41m	FACE MOUNTED	GREY AS SUPPLIED	NEW FEEDERS REQUIRED	LDF 5-50	35.0m	-
	O <sub>2</sub> (UK)	C2	3G PANEL	802-053	120°	-	30.41m	WITHIN GRP SHROUD	GREY AS SUPPLIED	NEW FEEDERS REQUIRED	LDF 5-50	38.0m	-
	O <sub>2</sub> (UK)	C3	3G PANEL	802-053	240°	-	30.41m	WITHIN GRP SHROUD	GREY AS SUPPLIED	NEW FEEDERS REQUIRED	LDF 5-50	45.0m	-

TRANSMISSION DISHES						
OPERATOR	REFERENCE	SIZE (Dia.)	ORIENTATION	HEIGHT	LOCATION	COMMENTS
EXISTING	VODAFONE	D1	15°	31.0m	POLE MOUNTED	50546
	VODAFONE	D2	252°	30.4m	POLE MOUNTED	10685
	VODAFONE	D3	280°	30.4m	POLE MOUNTED	6390
	VODAFONE	D4	340°	31.0m	POLE MOUNTED	2318
	VODAFONE	D5	134°	31.0m	POLE MOUNTED	7273

EQUIPMENT						
OPERATOR	MAIN EQUIPMENT SUPPLIER	TYPE	SIZE	COLOUR	COMMENTS	
EXISTING	VODAFONE	EQUIPMENT CABIN	3.60 x 2.40 x 2.5m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	3No. RBS 2202 INDOOR CABINETS	0.60 x 0.40 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	RBS 3202 INDOOR CABINETS	0.60 x 0.40 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	-24V PSU	0.60 x 0.42 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	-48V PSU	0.60 x 0.42 x 2.0m	GREY	WITHIN VODAFONE CABIN	
	VODAFONE	NETWORK RACK	0.80 x 0.60 x 1.80m	GREY	WITHIN VODAFONE CABIN	
PROPOSED	O <sub>2</sub> (UK)	FLEXI BTS UNIT(S)	0.49 x 0.56 x 1.13m	GREY (AS SUPPLIED)	WITHIN VODAFONE CABIN	

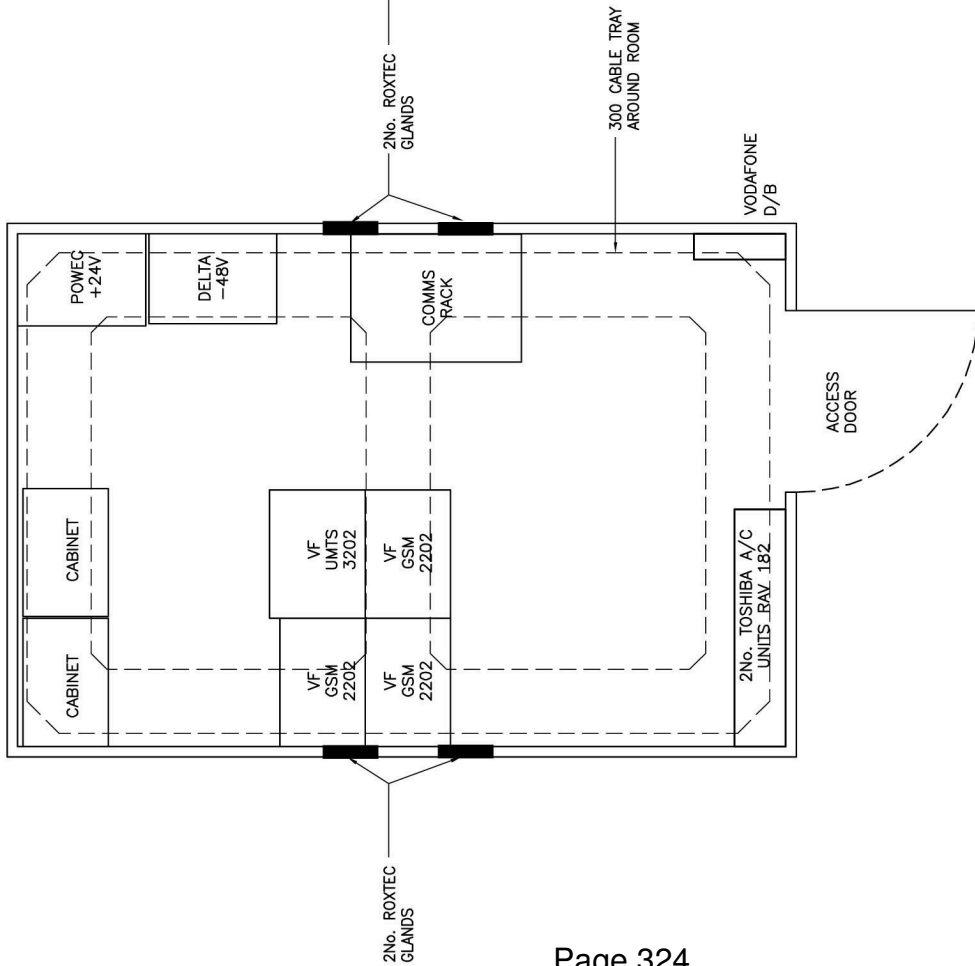
CONCESSIONS		N/A		CONFIRMATIONS		N/A	
CELL NAME	ENTERPRISE HOUSE			OPTION	-		
SITE ADDRESS	BLYTHE ROAD HAYES UB3 1DD			WGR	HOST ID	DATE	SCALE
				CS - 10448	VF - 6802	19.04.10	N/A
				CORNERSTONE ID	SHARER ID		
				CONSULTANT REF No.	02 - 44596		
				1293/031			
REV.	DATE	REMARKS	BY	CHK.	DRAWING No.	REVISION	B
B	28.07.10	NOTATION CHANGES			500		
A	22.07.10	CONSTRUCTION ISSUE					



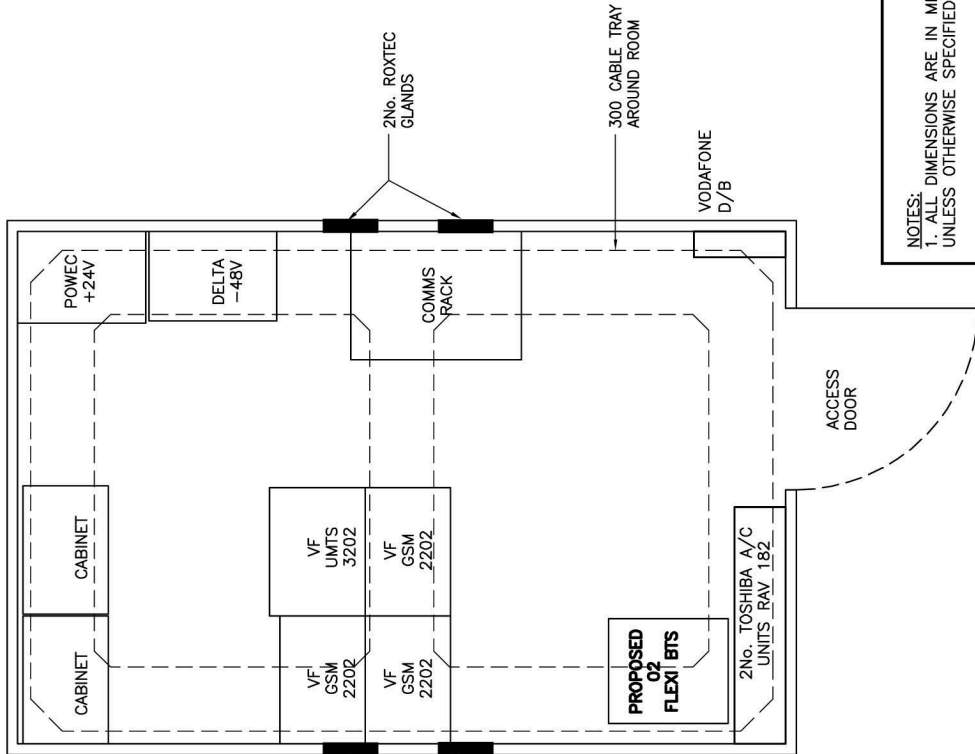
Tyco Electronics UK Infrastructure Ltd.  
Henri House  
Henri Road  
Chertsey, Surrey  
KT16 9DT  
Telephone 01932 575 900 Fax 01932 575 901



CORNERSTONE PROJECT



**EXISTING EQUIPMENT CABIN LAYOUT**  
SCALE 1:25



**PROPOSED EQUIPMENT CABIN LAYOUT**  
SCALE 1:25

**NOTES:**  
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED  
2. ASSUME ALL SITE DETAILS ARE EXISTING UNLESS OTHERWISE NOTED.

THE DRAWINGS COMPLY WITH O <sub>2</sub> (UK) & VODAFONE STANDARD ICNIRP GUIDELINES.		DESIGNED IN ACCORDANCE WITH CORNERSTONE DOCUMENT: CORN/09/013	
CERTIFIED BY	PLANNER	NAME	SIGNATURE
DATE			
OPTION	DRAWN	CHECKED	APPROVED
-	WGR	AKS	SY
	CORNERSTONE ID	HOST ID	DATE
	CS - 10448	VF - 6802	19.04.10 AS SHOWN
	CONSULTANT REF No.	SHARER ID	
	1293/031	O2 - 44596	
	PURPOSE OF ISSUE	DRAWING No.	REVISION
	CONSTRUCTION	400	A

CELL NAME		ENTERPRISE HOUSE	
SITE ADDRESS		BLYTHE ROAD HAYES UB3 1DD	
DRAWING TITLE		CABIN LAYOUT PLANS	

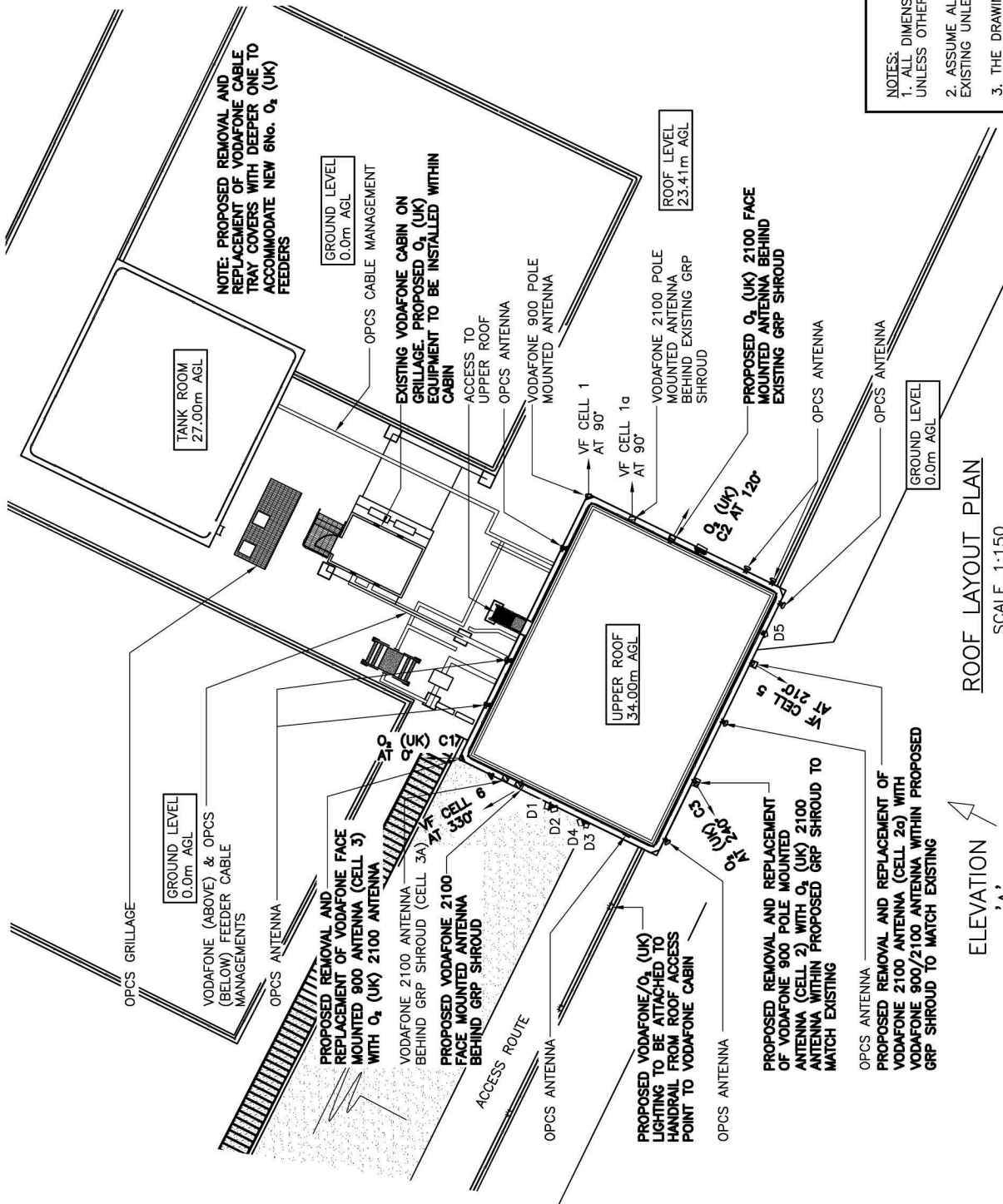
Tyco Electronics UK Infrastructure Ltd.  
Herold House  
Herold Road  
Chertsey, Surrey  
KT16 9DT  
Telephone 01932 575 900 Fax 01932 575 901

CORNERSTONE PROJECT

REV.	DATE	REMARKS	BY	CHK.
A	22.07.10	CONSTRUCTION ISSUE	WGR	AKS



NORTH



ROOF LAYOUT PLAN  
SCALE 1:150

NOTES:  
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED  
2. ASSUME ALL SITE DETAILS ARE EXISTING UNLESS OTHERWISE NOTED.  
3. THE DRAWINGS COMPLY WITH O<sub>2</sub> (UK) & VODAFONE STANDARD ICNIRP GUIDELINES.

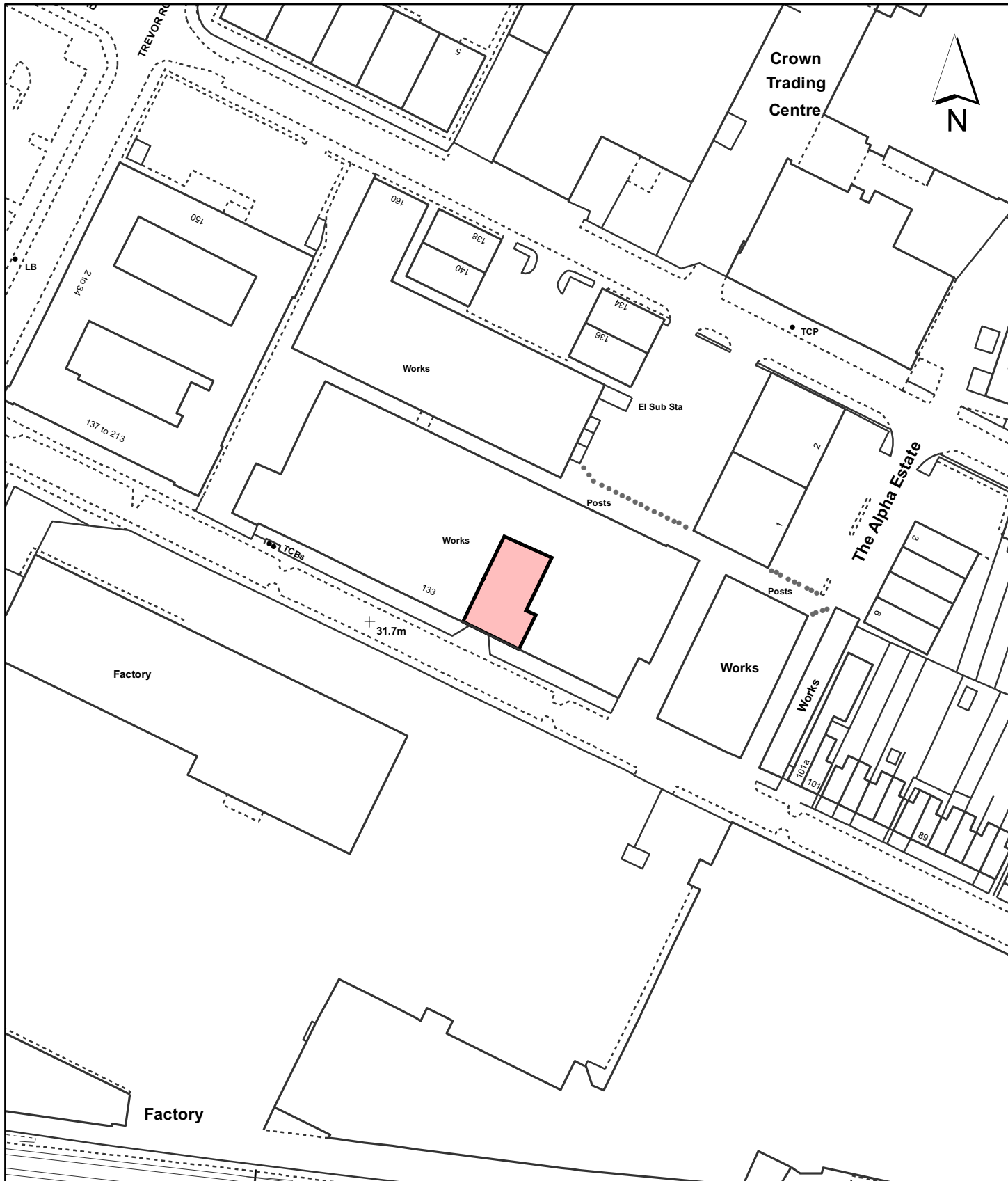
OPTION	DRAWN	CHECKED	APPROVED	DATE	SCALE
-	WGR	AK/SS	SY	19.04.10	AS SHOWN
CORNERSTONE ID		HOST ID	SHARER ID		
CS - 10448		VF - 6802	O2 - 44596		
CONSULTANT REF No.		DRAWING No.			
1293/031		CONSTRUCTION			
PURPOSE OF ISSUE		DRAWING No.		REVISION	
CONSTRUCTION		200		B	

CELL NAME	ENTERPRISE HOUSE
SITE ADDRESS	BLYTE ROAD HAYES UB3 1DD
DRAWING TITLE	ROOF LAYOUT PLAN


**Tyco Electronics**  
Tyco Electronics UK Infrastructure Ltd.  
Heriot House  
Heriot Road  
Chertsey, Surrey  
KT16 9DT  
Telephone 01932 575 900 Fax 01932 575 901

CORNERSTONE PROJECT

REV.	DATE	REMARKS	BY	CHK.
B	28.07.10	NOTATION CHANGES	BJ	AK/SS
A	22.07.10	CONSTRUCTION ISSUE	WGR	AK/SS



**Notes**

 Site boundary

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Site Address	
<b>Enterprise House Blyth Road Hayes</b>	
Planning Application Ref:	Scale
<b>11623/APP/2010/1252</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>July 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

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



**HILLINGDON**  
LONDON

**Report of the Head of Planning & Enforcement Services**

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** Installation of 1 300mm diameter dish fixed to the roof of the water tower via a tripod support and development ancillary thereto.

**LBH Ref Nos:** 11623/APP/2010/1575

**Date Plans Received:** 07/07/2010

**Date(s) of Amendment(s):**

**Date Application Valid:** 07/07/2010

**Report of the Head of Planning & Enforcement Services**

**Address** ENTERPRISE HOUSE BLYTH ROAD HAYES

**Development:** Installation of 1 300mm diameter dish fixed to the roof of the water tower via a tripod support and development ancillary thereto (Application for Listed Building Consent.)

**LBH Ref Nos:** 11623/APP/2010/1576

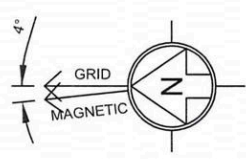
**Date Plans Received:** 07/07/2010

**Date(s) of Amendment(s):**

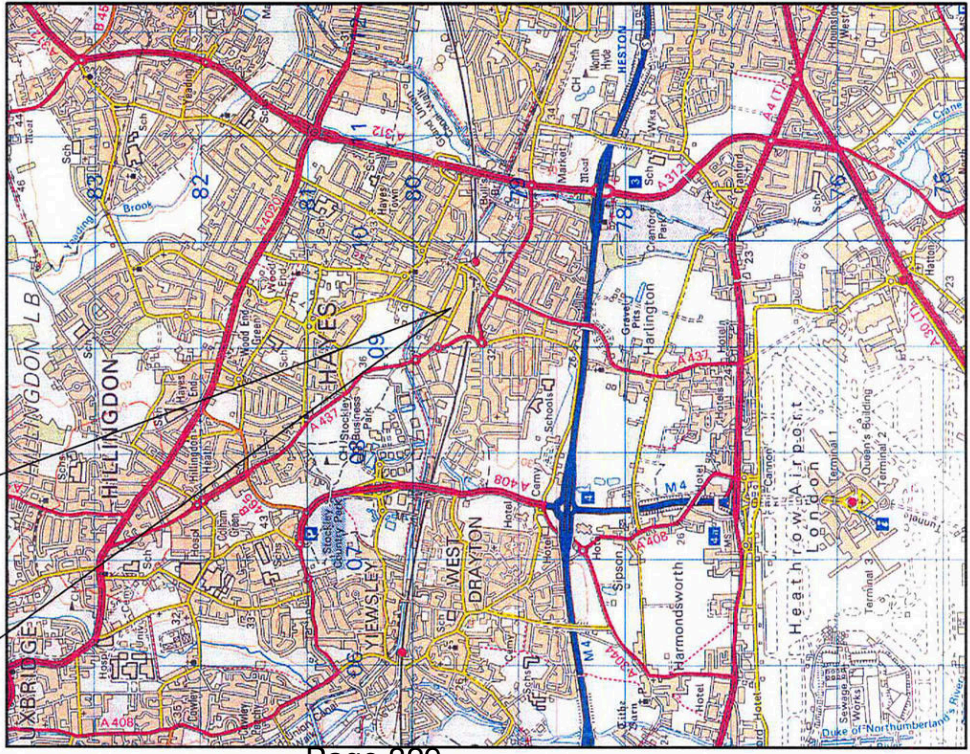
**Date Application Valid:** 07/07/2010



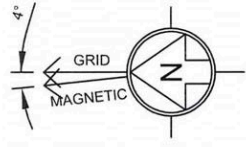
The design of this site is in accordance with the following Design Documentation:  
 Radio Base Station design Guide & Specification - Issue Date 22/12/2009  
 Technical Guidance Notes - None



SITE LOCATION



LOCATION PLAN (1:50000)



SITE LOCATION



LOCATION PLAN (1:1250)

NOTE: ORIGINAL DRAWING SIZE A3  
 NOTES

**GENERAL NOTES**

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 O.S. Ref.: E509360 N179618

**DIRECTIONS.**

From M4 J3 turn left (Northbound) onto the A312 Parkway. Continue to the roundabout and take the 1st left into North Hyde Rd (A437) and at the traffic lights turn right into Station Rd past Hayes station to mini roundabout. Take 1st left into Clayton Rd and turn left after 200m into Blyth Rd. The site building is on the right after 300m.

Rev	Date	Amendments	Drawn	Approved	By



WOLVEY • HINCKLEY • LEICESTERSHIRE • LE10 3JF  
 TEL: +44 (0)1455 222792 • FAX: +44 (0)1455 222799



Airwave Solutions Ltd  
 1st Floor, Wellington Street, Slough, SL1 1YP.

Job Title  
**ENTERPRISE HOUSE - MTR109**  
**BLYTH ROAD, HAYES**  
**MIDDLESEX, UB3 1DD**

Drawing Title  
**PLANNING DRAWING**  
**SITE LOCATION PLANS**  
**SHEET 01**

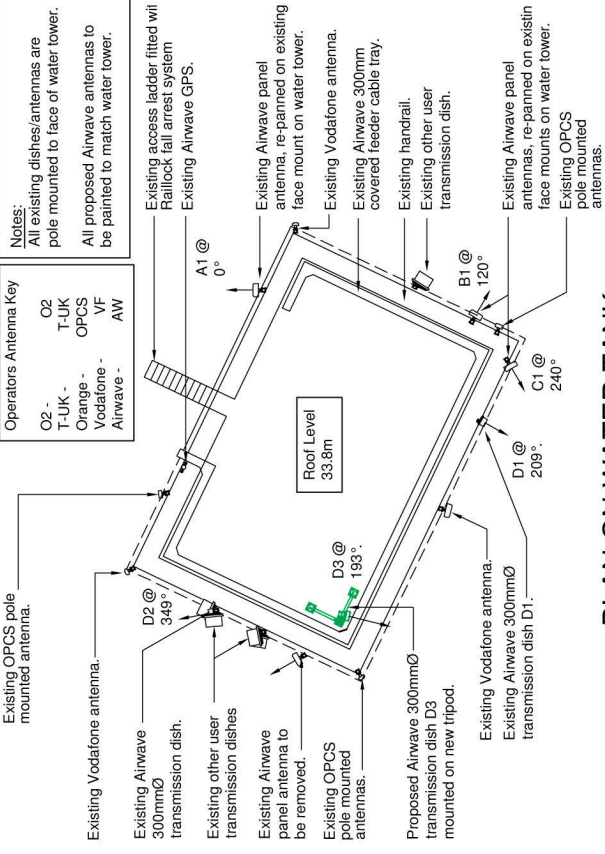
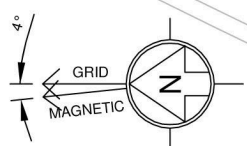
Scale  
 AS SHOWN@A3  
 Consultant reference  
 CS042380-50824

Drawn by  
 L. Padmore  
 Checked by  
 K. Hussey  
 Approved by  
 N. Cheesman

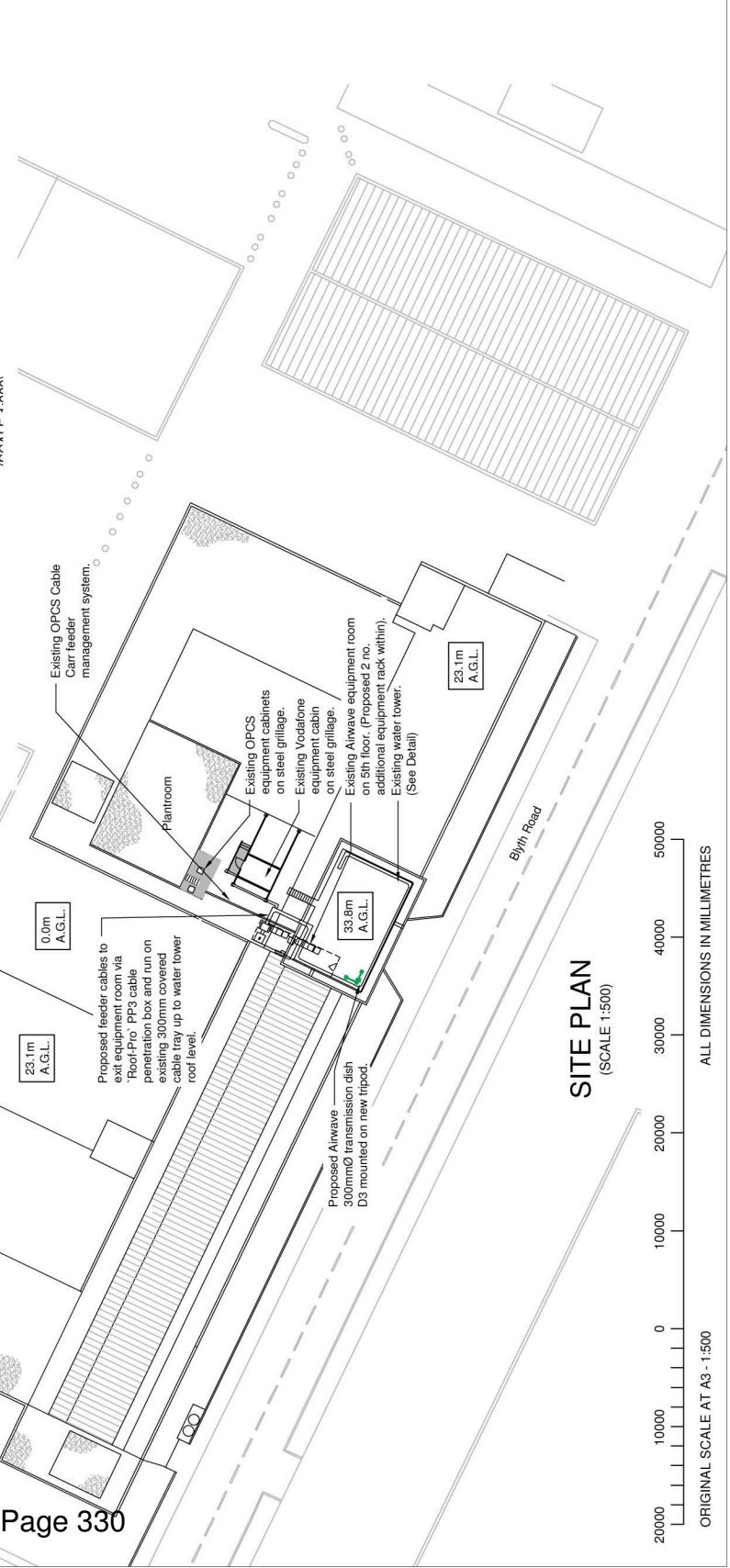
Date drawn  
 15.02.10  
 Date checked  
 15.02.10  
 Date approved  
 15.02.10

Drawing no.  
 MTR109-GA-01

The design of this site is in accordance with the following Design Documentation:  
 Radio Base Station design Guide & Specification - Issue Date 22/12/2009  
 Technical Guidance Notes - None



**PLAN ON WATER TANK**



**NOTE: ORIGINAL DRAWING SIZE A3**  
**NOTES**  
 1. This drawing to be read in conjunction with MTR109 series drawings and standard Airwave drawings.  
 2. All dimensions are in mm unless otherwise noted.

Airwave - Power Supply				
REC/Power Supply Required	Existing			
Airwave - Cabin Schedule				
Manf.	N/A			
Type	Colour Ref. -			
Dimension (mm)	Stand Pos. - ABC			
Material	Door hinge L/R -			
	Pre assembled -			
	Flatpack -			
Airwave - Meter Cabinet Schedule				
Manf.	N/A			
Type	Colour Ref. -			
Dimension (mm)	Material -			
Airwave - PER Details				
No. of Carriers	Up to 6x6-6			
Autonomy	6 hours			
System Type	TBC			
Rev	Date	Amendments	Drawn	Approved
C	22/06	1 No. Airwave 300Ø dish D4 @ 87° removed.	LCP	NC
B	02/06	Airwave dishes generally amended.	LH	NC
A	17/02	1 No. Airwave 300Ø Dish D3 added.	LCP	NC

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**AIRWAVE**  
 Airwave Solutions Ltd  
 1st Floor, Wellington Street, Slough, SL1 1YP.

---

**JOB Title**  
 ENTERPRISE HOUSE - MTR109  
 BLYTH ROAD, HAYES  
 MIDDLESEX, UB3 1DD

---

**Drawing Title**  
 PLANNING DRAWING  
 PROPOSED SITE LAYOUT  
 SHEET 02

---

**Scale**  
 AS SHOWN@A3

**Consultant reference**  
 CS042380-50824

**Drawn by**  
 L. Padmore

**Checked by**  
 N. Cheesman

**Approved by**  
 K. Hussey

**Date drawn**  
 15.02.10

**Date checked**  
 15.02.10

**Date approved**  
 15.02.10

---

**Drawing no.**  
 MTR109-GA-02C


NOTE: ORIGINAL DRAWING SIZE A3  
 NOTES  
 1. This drawing to be read in conjunction with MTR109 Series drawings and standard Airwave drawings.  
 2. All dimensions are in mm unless otherwise noted.

Airwave Existing Antenna / Dish Schedule			
Antenna / Dish Ref.	Antenna Type	Size (mm)	Height (mm) A.G.L.
TXFX	JIB 5043 015	2000	31.8
FX	JIB 5043 015	2000	31.8
FX	JIB 5043 015	2000	31.8
FX	JIB 5043 015	2000	31.8
GPS	-	-	-
DT	Dish	3000	32.5
D2	Dish	3000	32.5

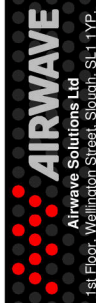
Airwave Proposed Antenna Schedule			
Antenna / Dish Ref.	Antenna Type	Size (mm)	Height (mm) A.G.L.
A1	JIB 5043 010	2000	31.8
B1	JIB 5043 010	2000	31.8
C1	JIB 5043 010	2000	31.8
D3	Dish	3000	35.6

Duplexer Required			
Antenna / Dish Ref.	Antenna Type	Size (mm)	Height (mm) A.G.L.
A1	JIB 5043 010	2000	31.8
B1	JIB 5043 010	2000	31.8
C1	JIB 5043 010	2000	31.8
D3	Dish	3000	35.6

Rev	Date	Amendments	Drawn	Approved
C	22/06 2010	1 No. Airwave 3000 Dish D4 @ 87° Removed.	LCP	NC
B	02/06 2010	Airwave dishes amended.	LH	NC
A	17/02 2010	1 No. Airwave 3000 Dish D3 Added.	LCP	NC



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Airwave Solutions Ltd  
 1st Floor, Wellington Street, Slough, SL1 1YP.

Job Title  
**ENTERPRISE HOUSE - MTR109**  
**BLYTH ROAD, HAYES**  
**MIDDLESEX, UB3 1DD**

Drawing Title  
**PLANNING DRAWING**  
**PROPOSED SITE ELEVATION**  
**SHEET 03**

Scale	AS SHOWN@A3	Consultant Reference	CS042380-50824
Drawn by	L.Padmore	Checked by	N. Chiesman
Date drawn	15.02.10	Date checked	15.02.10
Approved by	K. Hussey	Date approved	15.02.10
Drawing no.	MTR109-GA-03C		

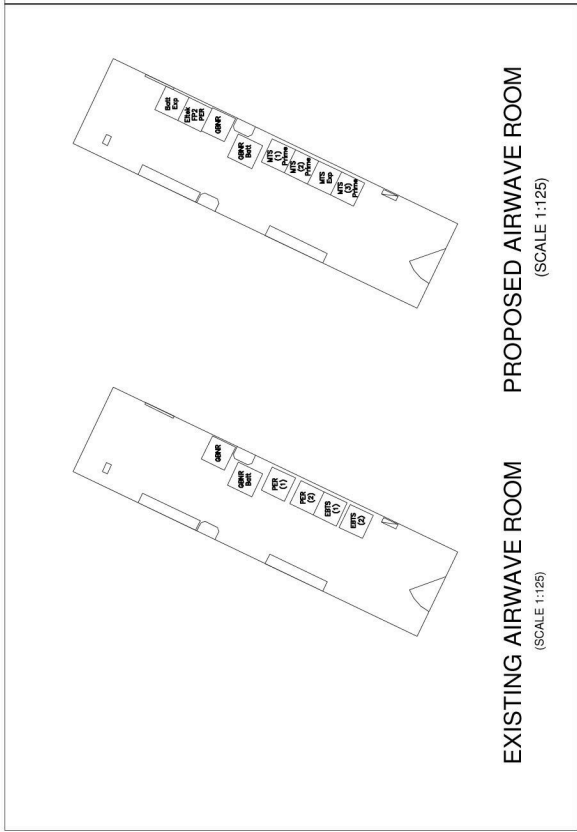
Note: All works shall be phased to ensure minimum down time for site. Outages shall be booked/ agreed with Airwave and site provider prior to carrying out work.

Operators Antenna Key

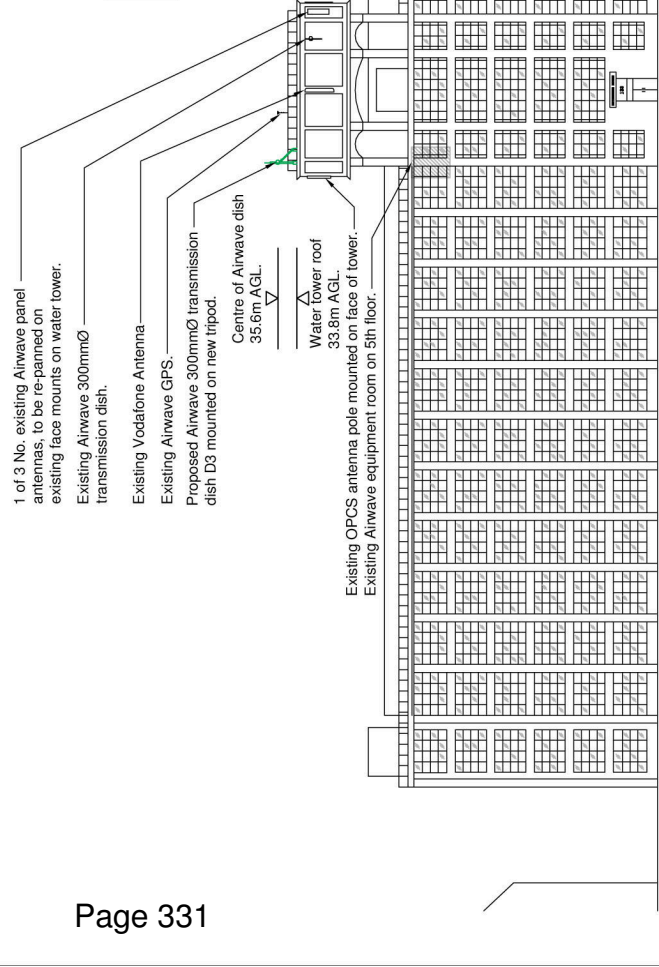
O2 -	O2
T-UK -	T-UK
Orange -	OPCS
Vodafone -	VF
Airwave -	AW

Existing antennas to be removed

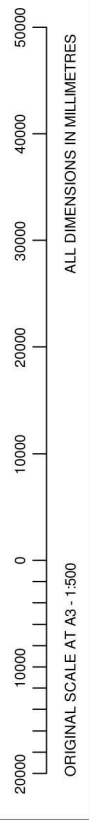
Config	MTS-C
Elek FP2	1
MTS Prime	3
MTS EXP	1
BATT EXP	1
GBNR	1
GBNR BATT	1
Generator	N/A



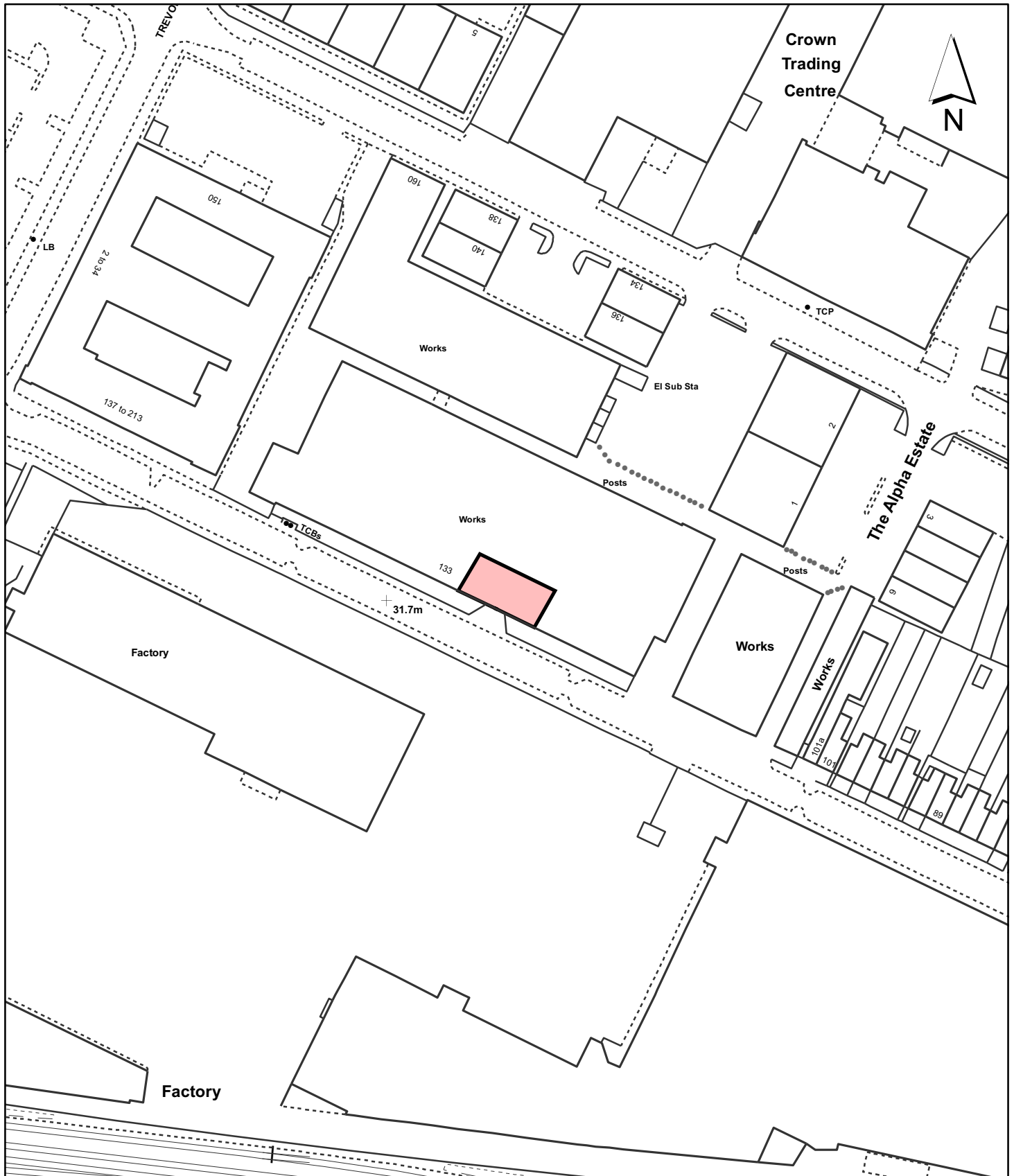
Note:  
 All proposed Airwave antennas to be painted to match water tower.





**PROPOSED SOUTH WEST ELEVATION**  
 (SCALE 1:500)



The design of this site is in accordance with the following Design Documentation:  
 Radio Base Station design Guide & Specification - Issue Date 22/12/2009  
 Technical Guidance Notes - None



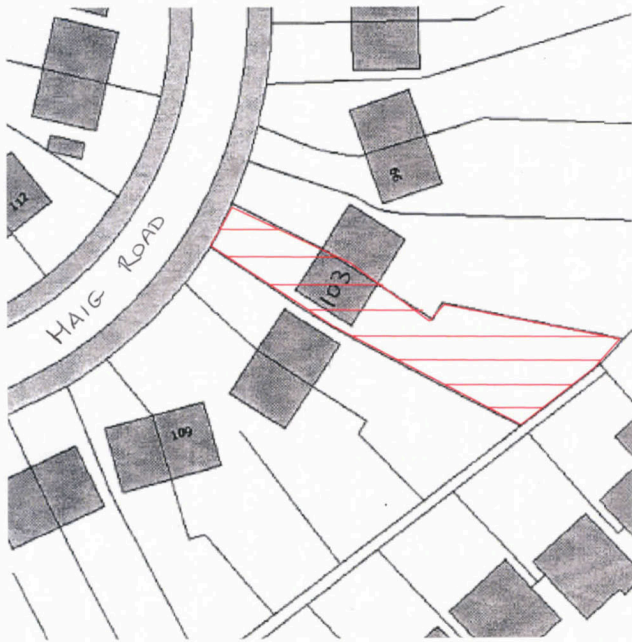
<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p align="center"><b>Enterprise House Blyth Road Hayes</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Planning &amp; Community Services</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>11623/APP/2010/1575</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	 <p align="center"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>Central and South</b></p>	<p>Date</p> <p align="center"><b>July 2010</b></p>	

**Report of the Head of Planning & Enforcement Services**

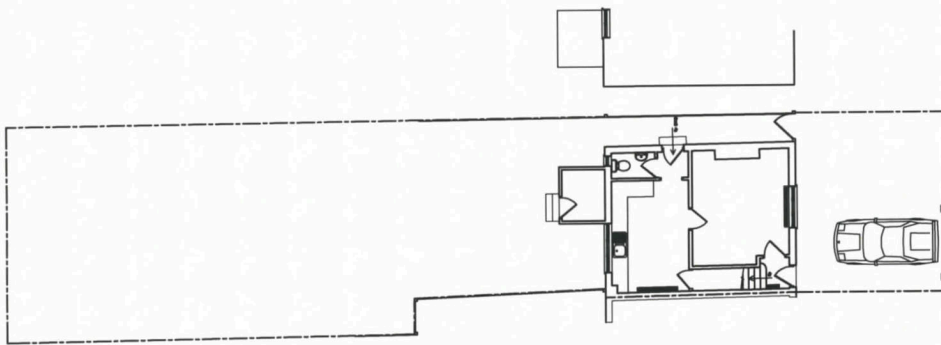
**Address** 103 HAIG ROAD HILLINGDON  
**Development:** Erection of a part two storey, part single storey rear extension with 1 rooflight (involving demolition of existing attached shed).  
**LBH Ref Nos:** 66648/APP/2009/2793

<b>Date Plans Received:</b>	29/12/2009	<b>Date(s) of Amendment(s):</b>	29/12/2009
<b>Date Application Valid:</b>	15/01/2010		18/01/2010
			06/04/2010

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Location Plan  
 (1:1250)



Site Plan

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Rev	Date	Description
-	---	

Name

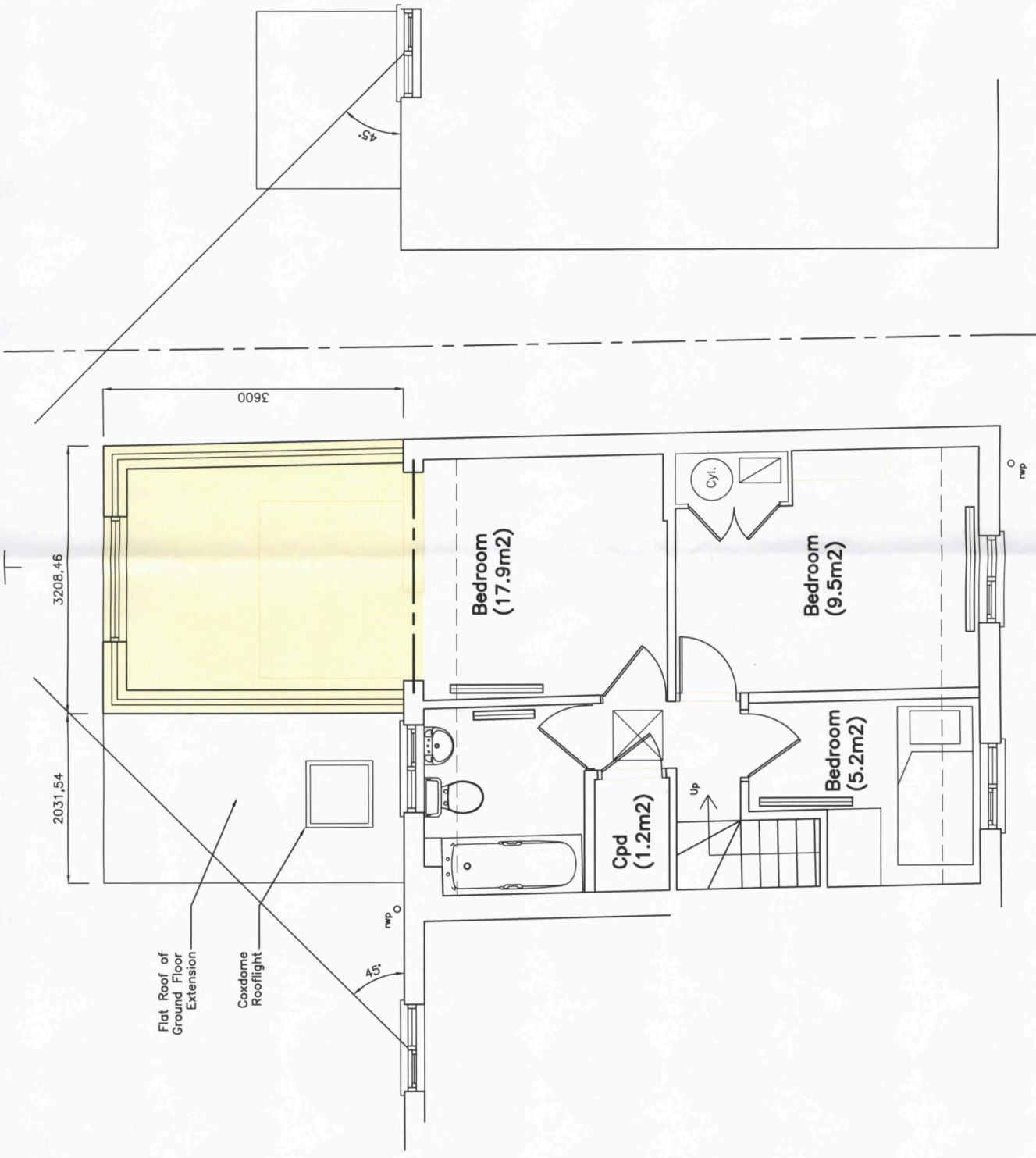


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 www.pellings.co.uk

Architecture & Planning • Building Surveying • Project Management &  
 Cost Consulting • Civil Engineering

PROJECT	103 Haig Road, Hillingdon
DATE	14.12.09
SCALE	1:200 / 1:500
ISSUED	IN
CHK	
156 099 L01	

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 29 DEC 2009  
 PLANNING & TRANSPORTATION GROUP



Architecture & Planning • Building Surveying • Project Management • Cost Consultancy • CDM Co-ordination	
PROJECT 103 Haig Road, Hillingdon	DATE 14.12.09
SCALE 1:50 @A3	DRAWN IN
DRAWING NO. 1561099 11	

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CLIENT  
Hillingdon Homes

TITLE  
Proposed First Floor Plan

**Pellings**

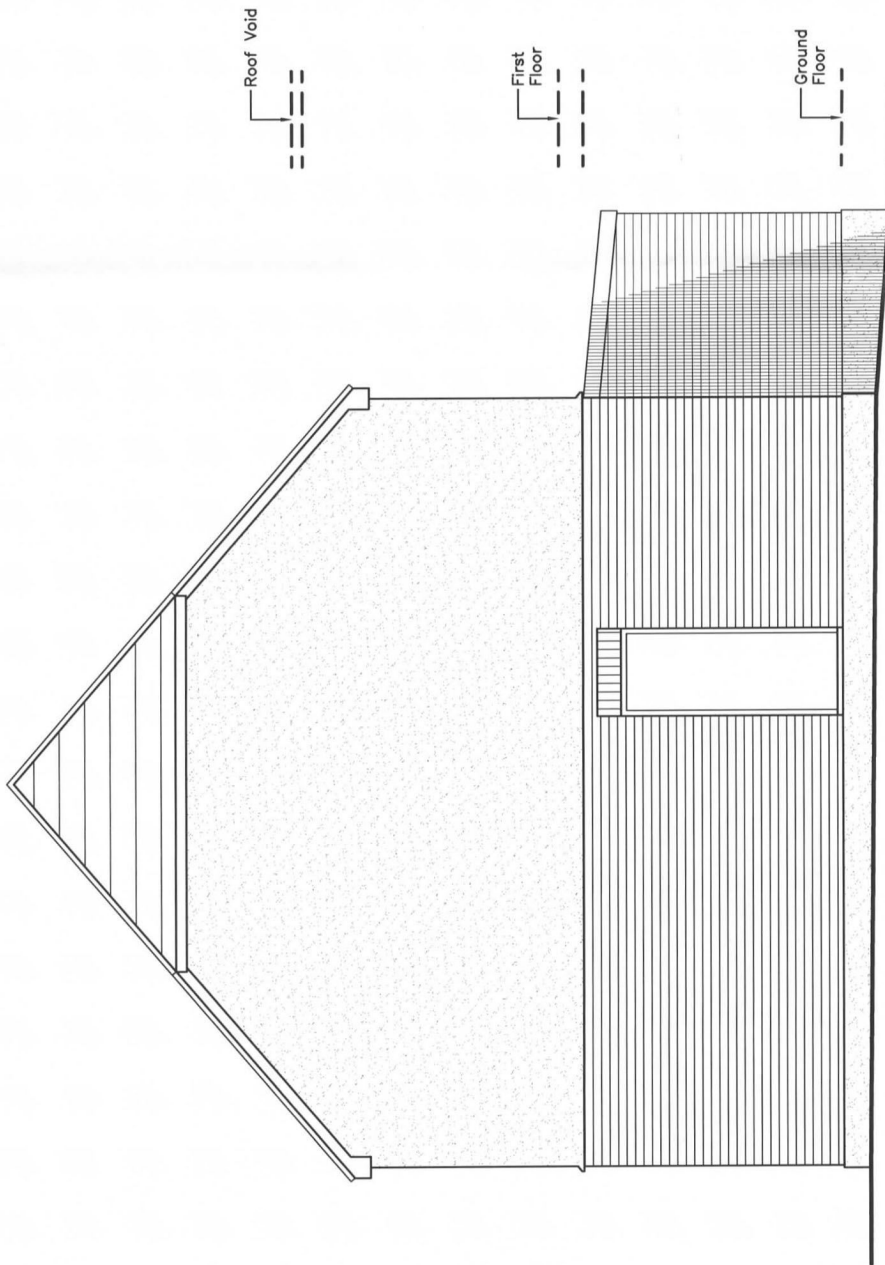
Rev	Date	Description	Name
-	-	-	-

**PRELIMINARY**

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Flank Elevation

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Rev	Date	Description
.	---	

Name



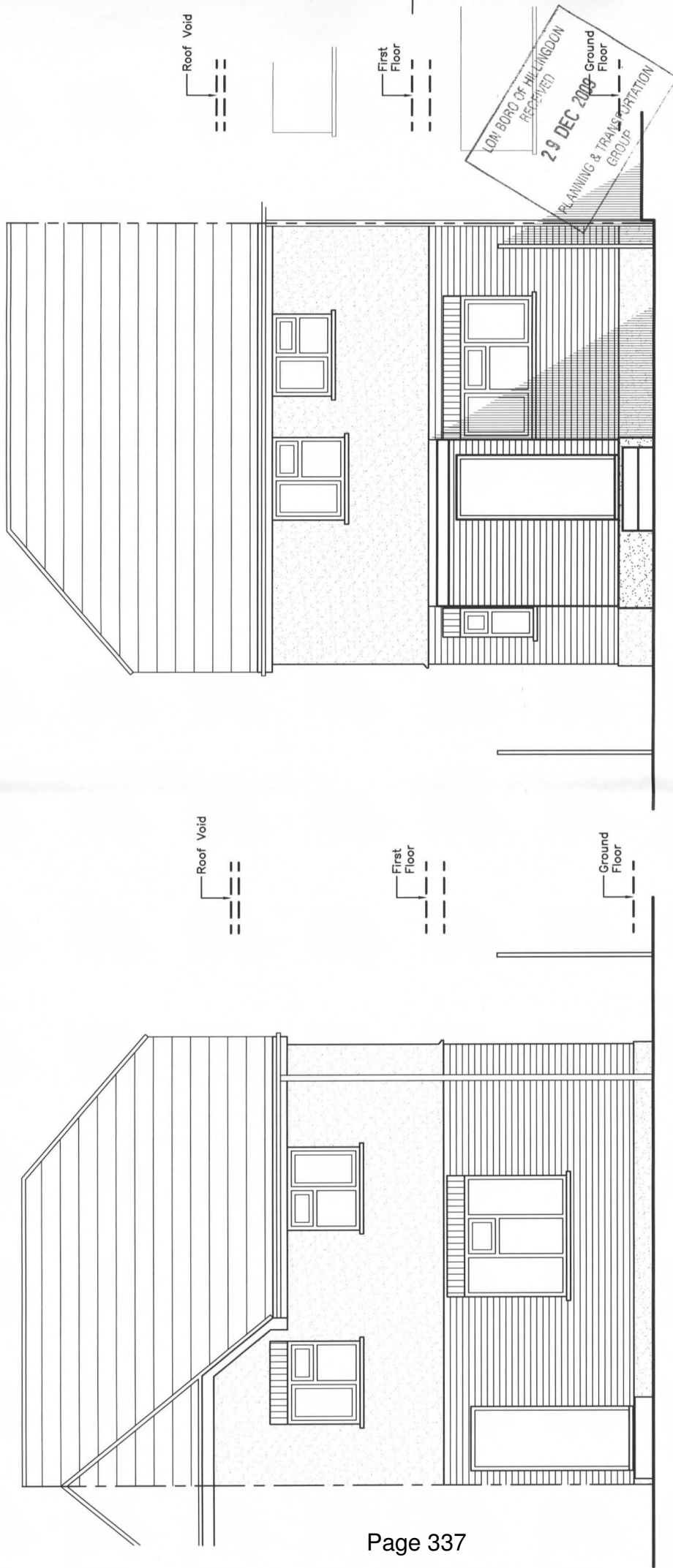
Pellings LLP  
Northside House Mount Pleasant Burnt EM5 5EB  
1 020 8441 8500 1 020 8441 6516 e bame@pellings.co.uk  
www.pellings.co.uk

Hillingdon Homes  
Existing Flank Elevation

PROJECT	DATE	SCALE	PROJECT NO.	DRAWING NO.
103 Haig Road, Hillingdon	14.12.09	1:50 @A3		156 099 04

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Rear Elevation

Front Elevation

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PRELIMINARY

Rev Date Description

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Name



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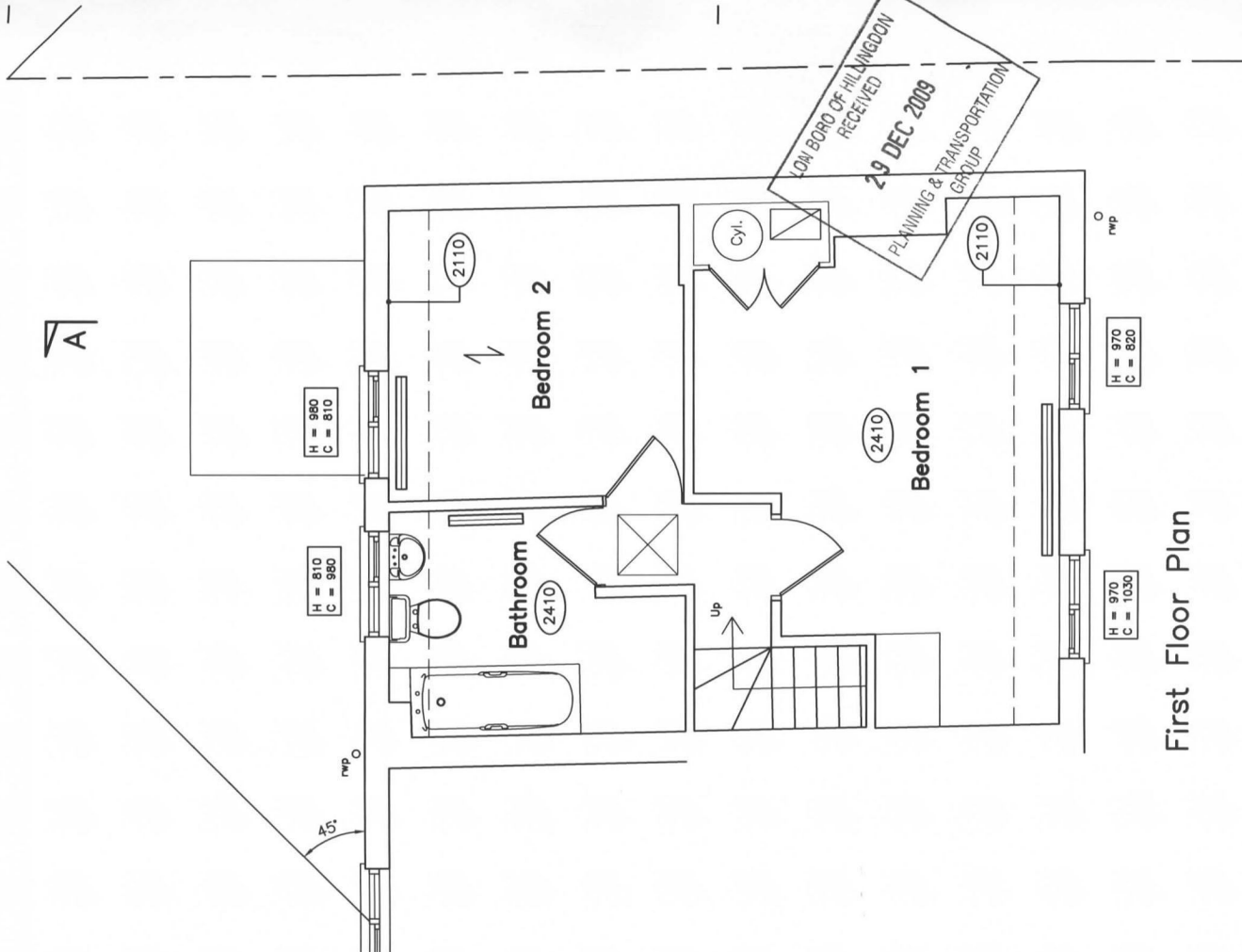
Architecture & Planning & Building Surveying & Project Management &  
Cost Consultancy & CDM Co-ordination

PROJECT  
103 Haig Road, Hillingdon  
DATE 14.12.09 SCALE 1:50 @A3  
DRAWN IN

CLIENT  
Hillingdon Homes

TITLE  
Existing Front & Rear Elevations

156|099|03

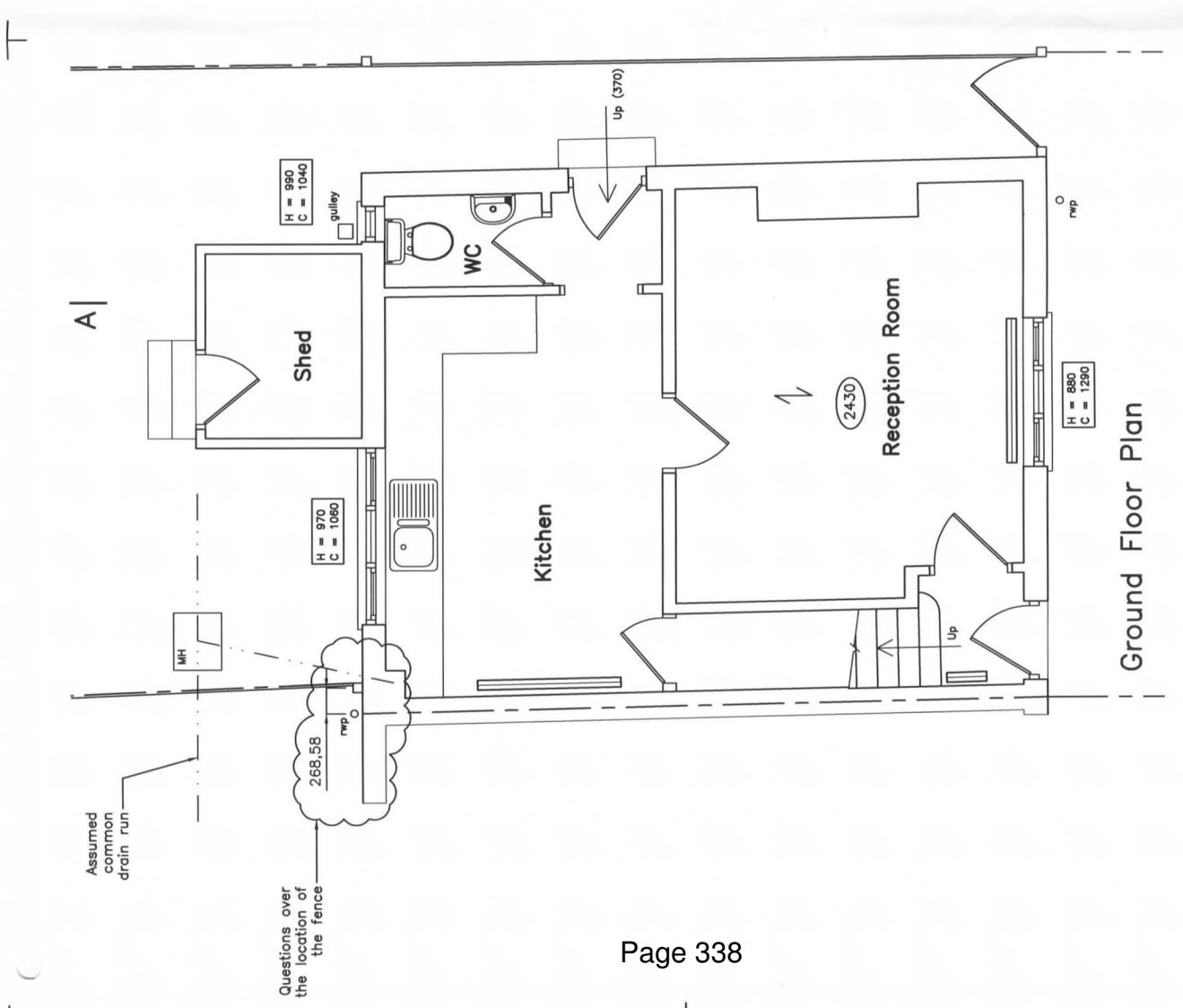


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DATE 20.11.09	SCALE 1:50 @A3
DRAWN JIN	CHECKED DK
DRAWING NO. 156 099 01	

**Pellings**

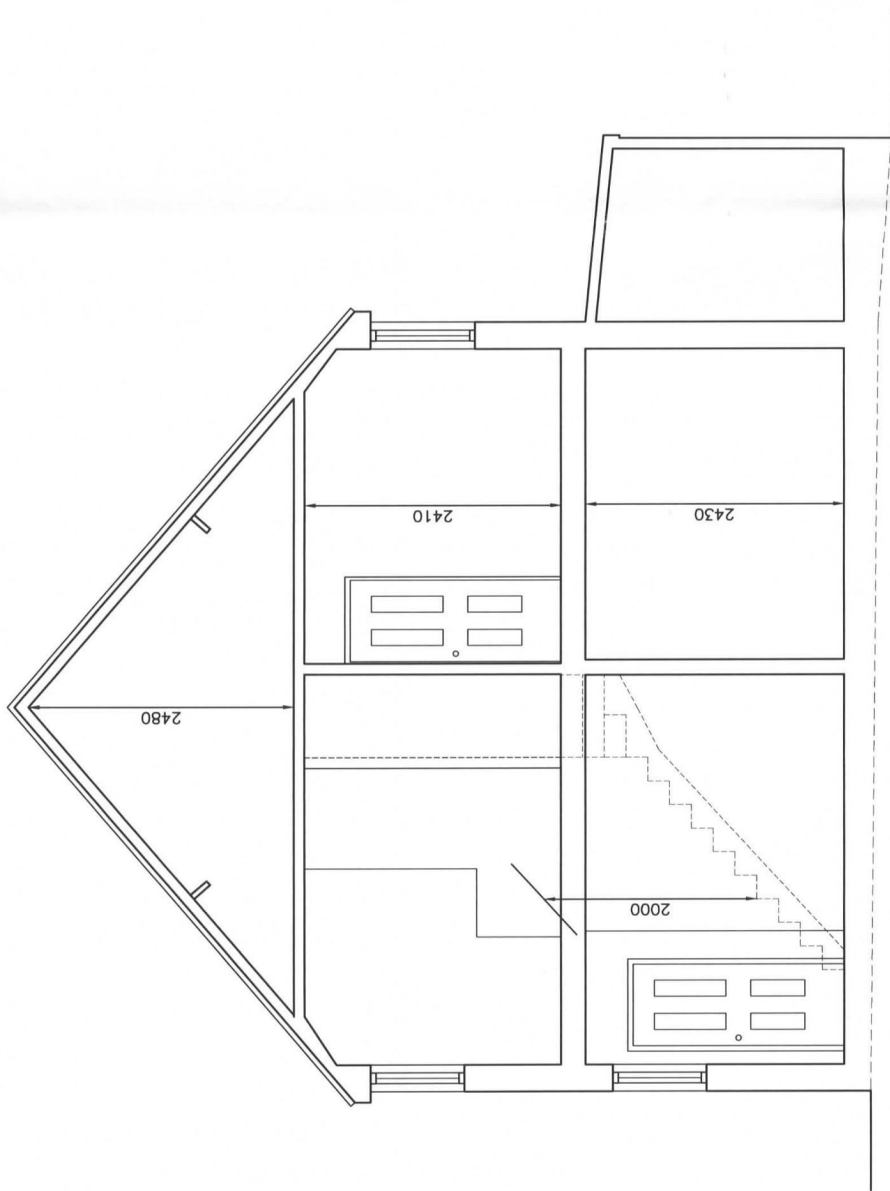
Hillingdon Homes  
Existing Floor Plans



Rev	Date	Description
-	---	---

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Section A-A

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Rev Date Description

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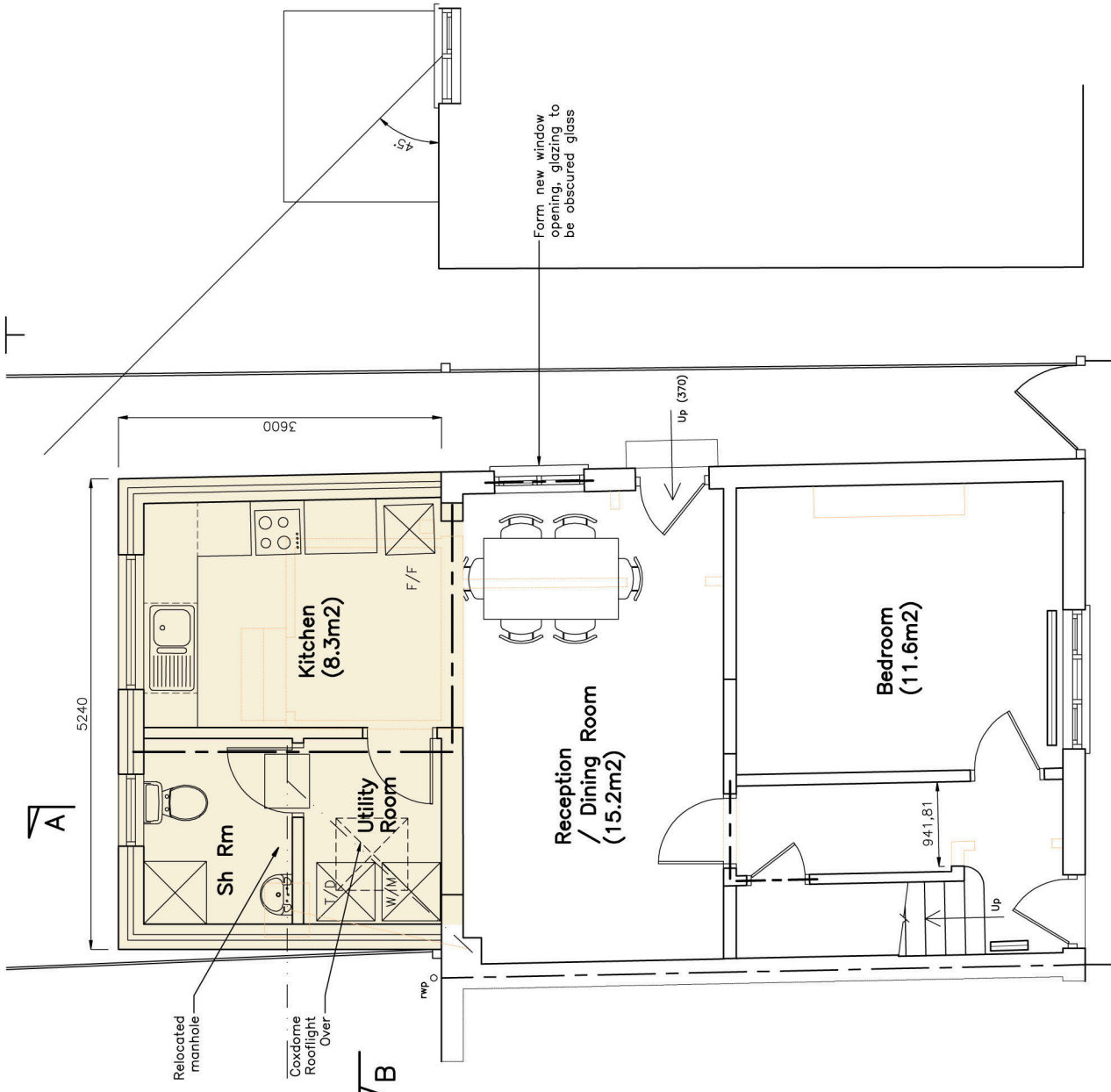
Name

PELLINGS  
Hillingdon Homes  
Existing Section A-A

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Architecture & Planning • Building Surveying • Project Management •  
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PROJECT  
103 Haig Road, Hillingdon  
DATE 20.11.09 SCALE 1:50 @A3 DRAWN IN  
DRAWING NO. 156|099|02



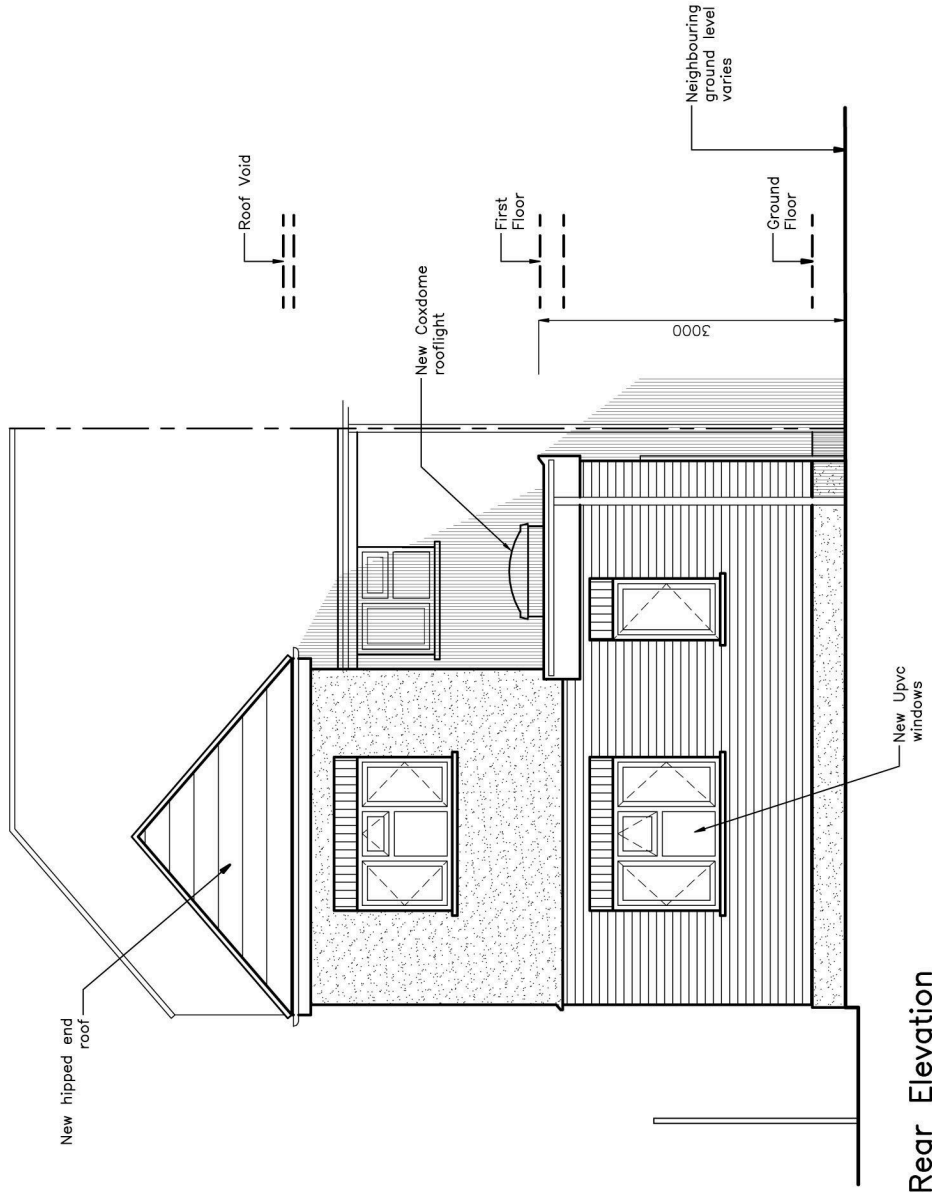
Hillingdon Homes 103 Haig Road, Hillingdon Birmingham B57 5JH Tel: 0121 717 4210 Fax: 0121 717 4211		Hillingdon Homes 103 Haig Road, Hillingdon Birmingham B57 5JH Tel: 0121 717 4210 Fax: 0121 717 4211	
Hillingdon Homes Proposed Ground Floor Plan		156 099 10 B	



Rev	Date	Description	Name
A	16.3.19	Planning Comments	
B	08.4.19	Planning amendments	

**PRELIMINARY**

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Rear Elevation

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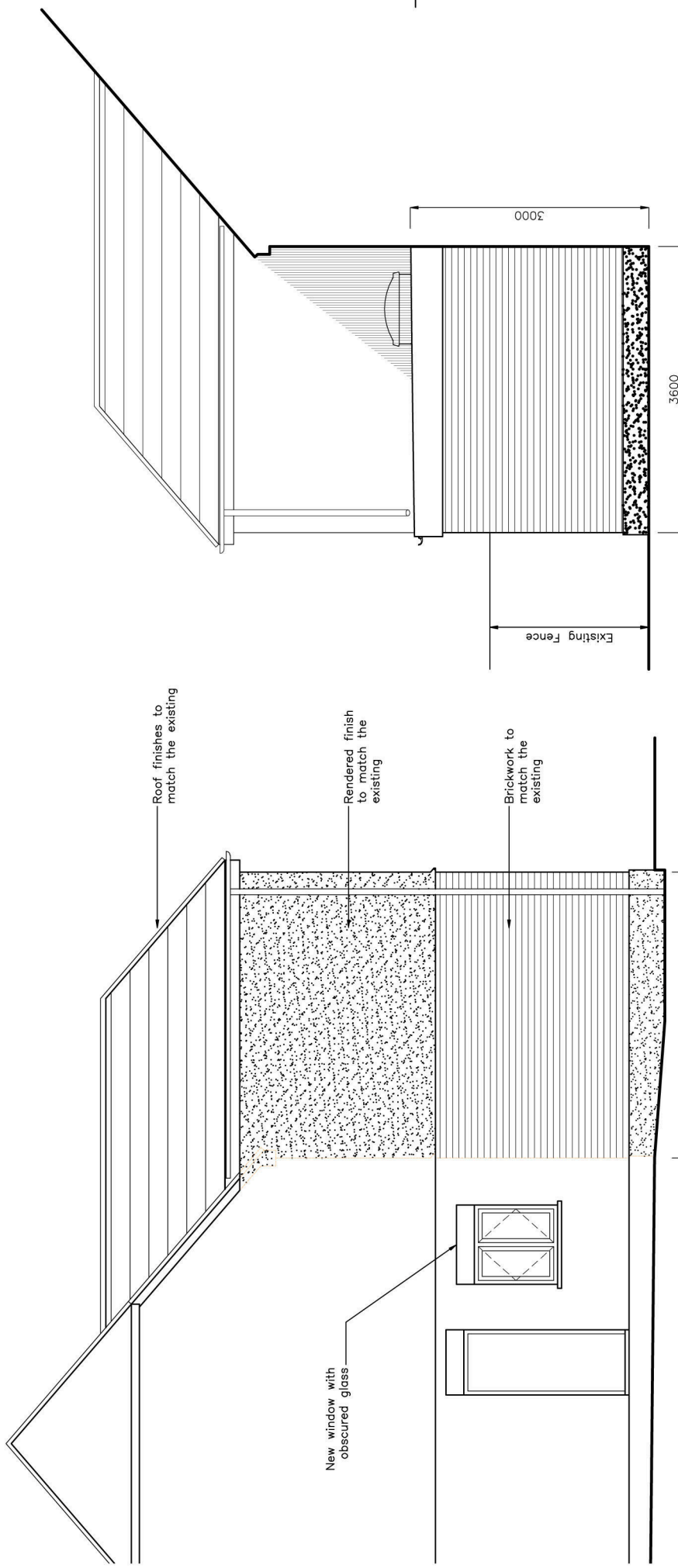
Rev	Date	Description
A	04.10	Planning amendments

Name



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 Planning & Planning Permission (BIM) Ltd  
 103 High Road, Hillingdon, Uxbridge, Middlesex, UB8 3PH  
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 Uxbridge, Middlesex, UB8 3PH  
 14.12.09 15.12.09 043  
**156 099 14**  
**A**



Flank Elevation

Flank Elevation

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**PRELIMINARY**

Rev	Date	Description
A	04.10	Finishing amendments

Name

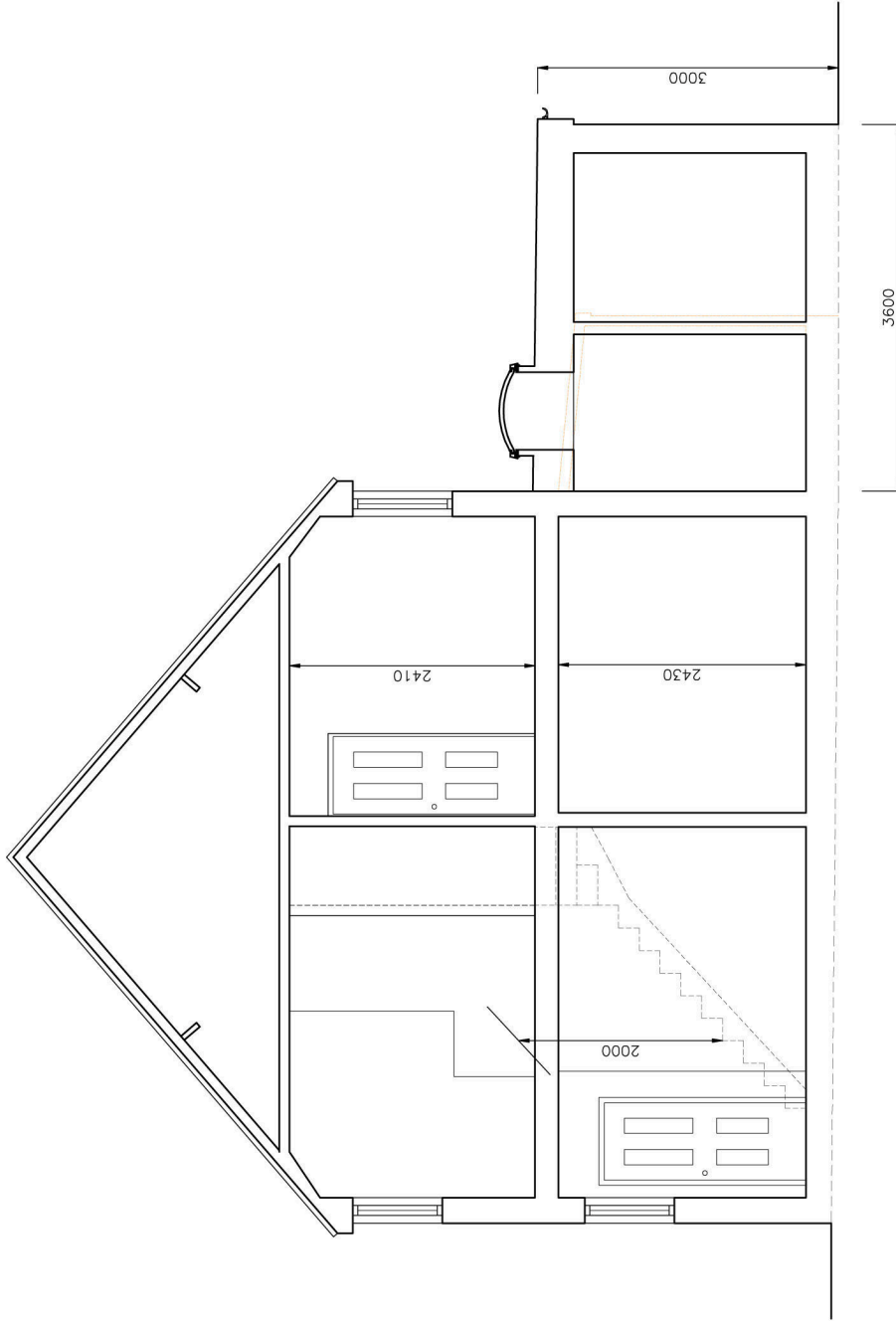


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 Uxbridge, Middlesex, UK  
 Tel: 01895 831100  
 Email: info@pellings.co.uk  
 Website: www.pellings.co.uk

**Proposed Flank Elevations**

DATE	14.12.20	SCALE	1:50	DRAWN	ML	CHECK	OK		
PROJECT NO.	1561099/15							REVISION	A



Section A-A

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**PRELIMINARY**

Rev	Date	Description
A	04.10	Planning Amendments

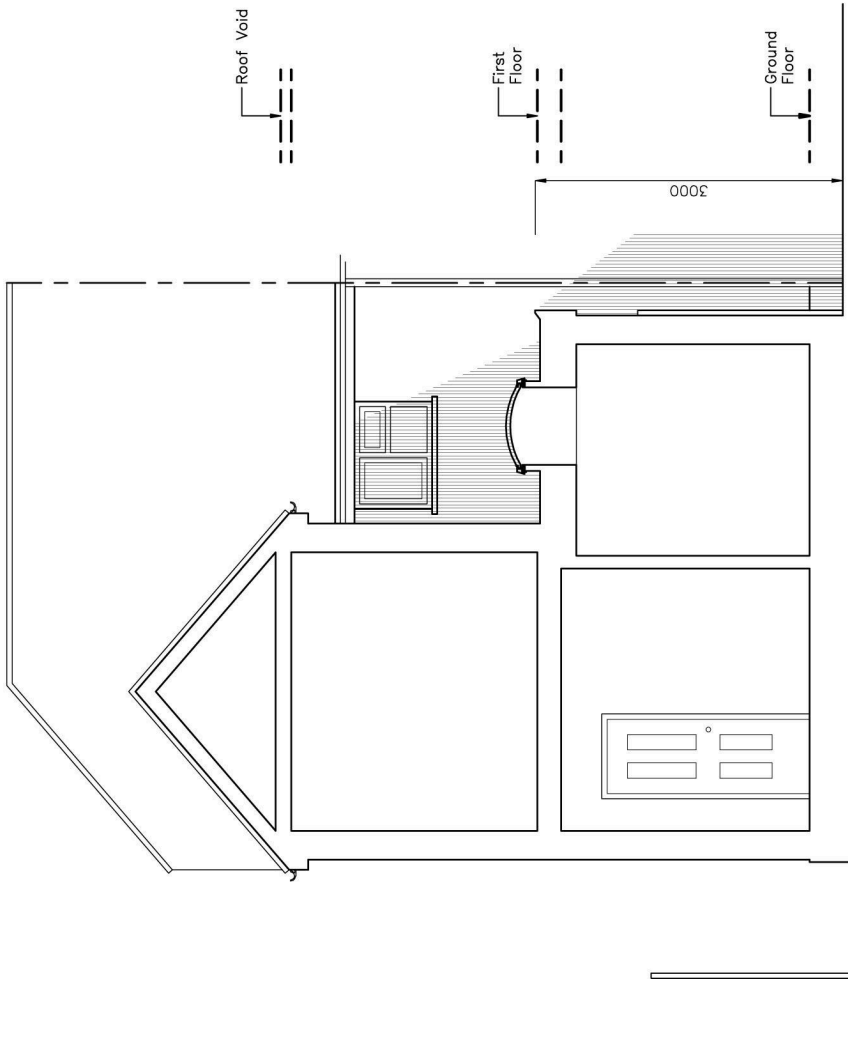
Name



Peltings LLP  
Northway House, 103 Hail Road, Hillingdon,  
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Hillingdon Homes  
Proposed Section A-A

Authorisation & Planning & Building Regulations & Project Management in Conjunction with a Civil Construction	
DATE	14.12.08
TIME	1:50 @ 9:50
DATE	156 099 12
TIME	A



Section B-B

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**PRELIMINARY**

Rev	Date	Description
A	04.10	Planning amendments

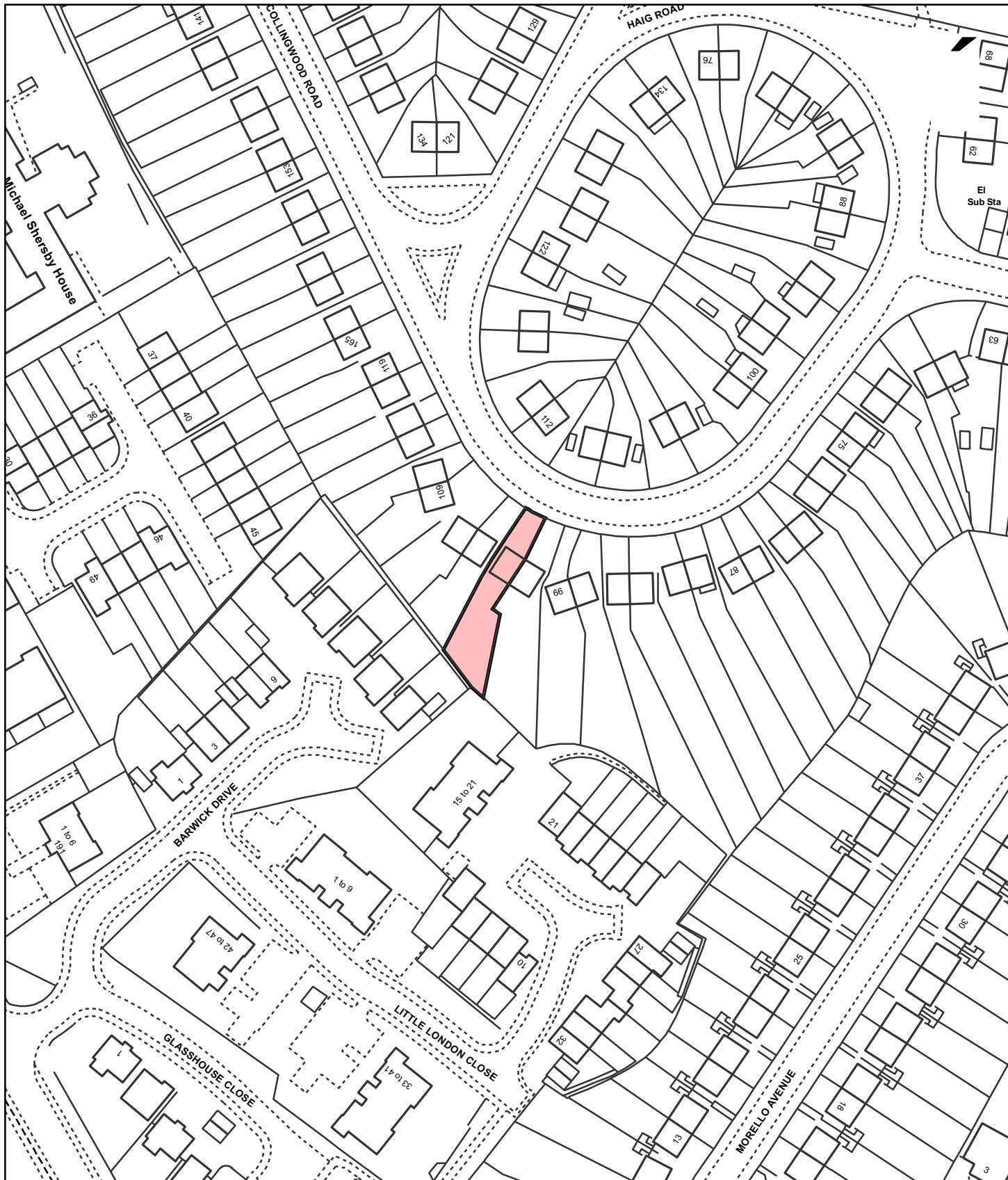
Name
Hillingdon Homes Proposed Section B-B

**Pellings**


Architects & Planning in Building Services & Project Management in  
 Civil Construction & Civil Construction

Project	Client	Date	Scale	Sheet	Total
Hillingdon Homes	103 Haig Road, Hillingdon	14.12.20	1:50	043	143
156/099/13					A





**Notes**

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Site Address

**103 Haig Road,  
Hillingdon**

Planning Application Ref:

**66648/APP/2009/2793**

Planning Committee

**Central and South**

Scale

**1:1,250**

Date

**March 2010**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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



**HILLINGDON**  
LONDON

### **Report of the Head of Planning & Enforcement Services**

**Address** 3RD FLOOR, CARDINAL POINT NEWALL ROAD HEATHROW AIRPORT

**Development:** Change of use of third floor from Class B1 office to further education college (Class D1) and variation of planning permission ref: 30796/W/86/1382 to permit only 1,597m2 of remaining floorspace to be occupied without compliance with condition 2 of planning permission ref: 30796/81/119 dated 0903/1982.

**LBH Ref Nos:** 35374/APP/2010/1242

**Date Plans Received:** 28/05/2010

**Date(s) of Amendment(s):**

**Date Application Valid:** 03/06/2010

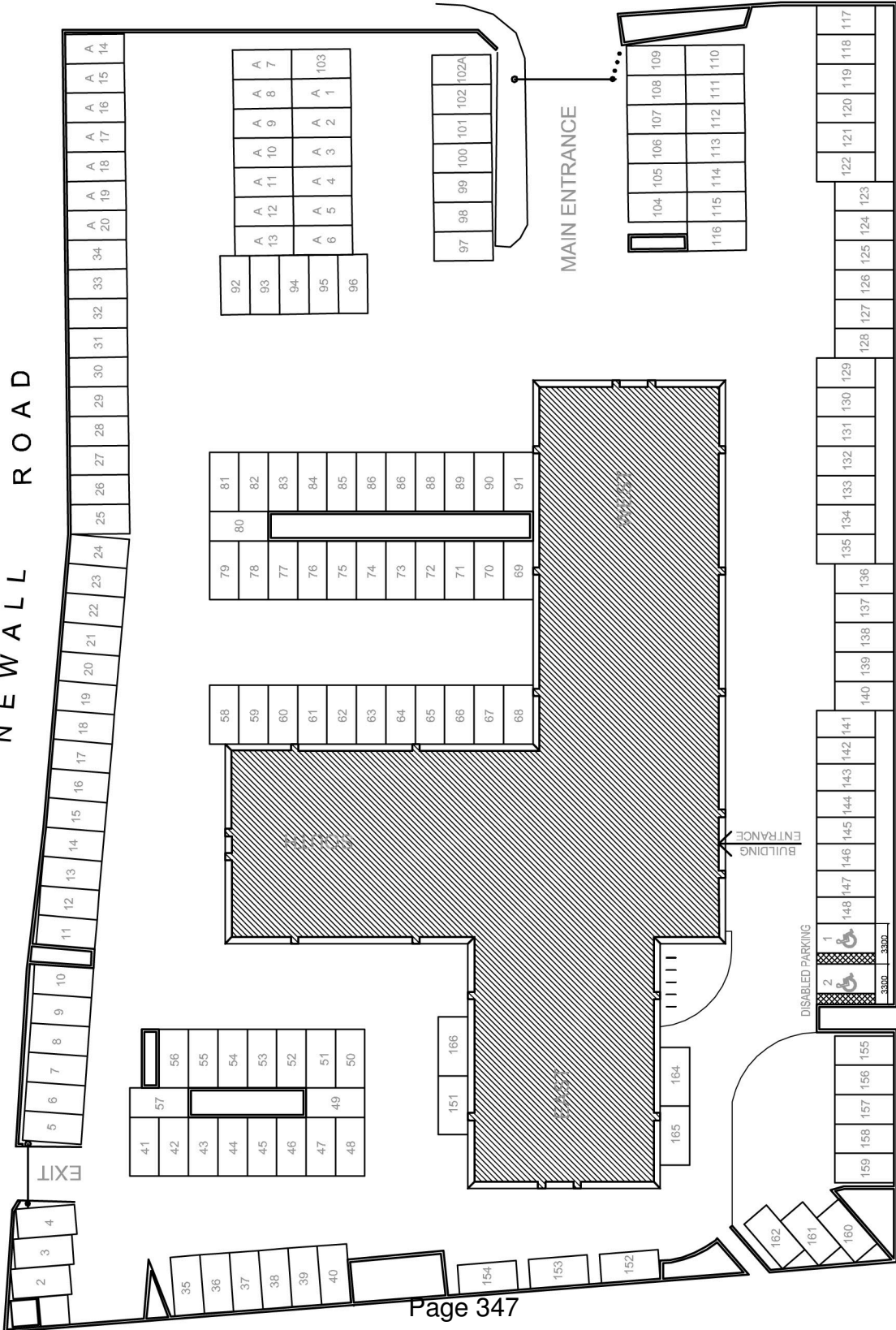
Revisions.

A	INITIAL LAYOUT	26-05-2010
B	MINOR AMENDMENTS	26-05-2010
C	MINOR AMENDMENTS	27-05-2010

NEWALL ROAD

NEPTUNE ROAD

BATH ROAD



Client. CAPITAL SCHOOL OF BUSINESS & MANAGEMENT

Project. PARKING ARRANGEMENT

Description. EXISTING PARKING LAYOUT

Scale. 1:500 @ A4

Date. MAY. 2010.

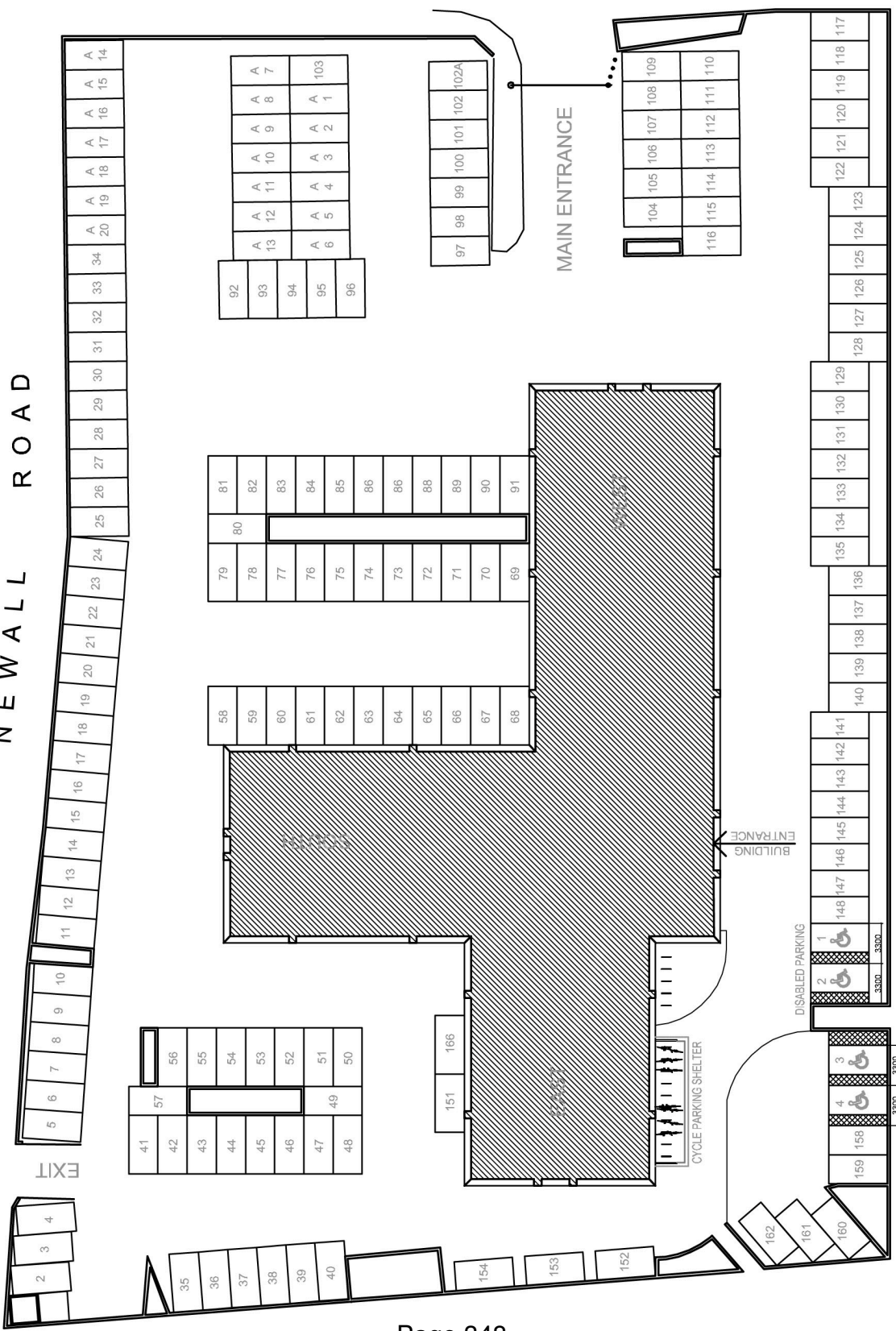
Drawing No. CSBMPK001

Rev. C

Revisions.

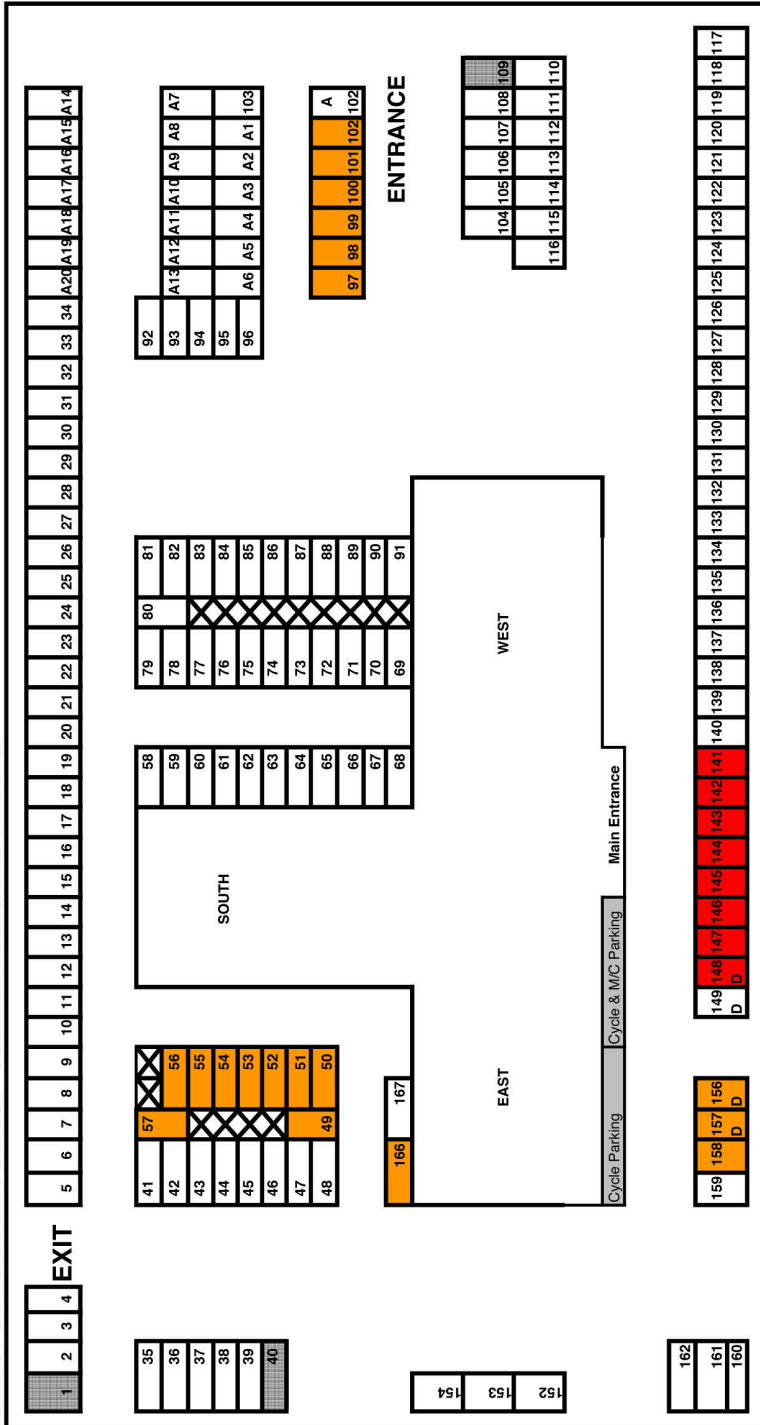
Rev.	Description.	Date.
A	INITIAL LAYOUT	26-05-2010
B	MINOR AMENDMENTS	26-05-2010
C	MINOR AMENDMENTS	27-05-2010

NEWALL ROAD NEPTUNE ROAD BATH ROAD

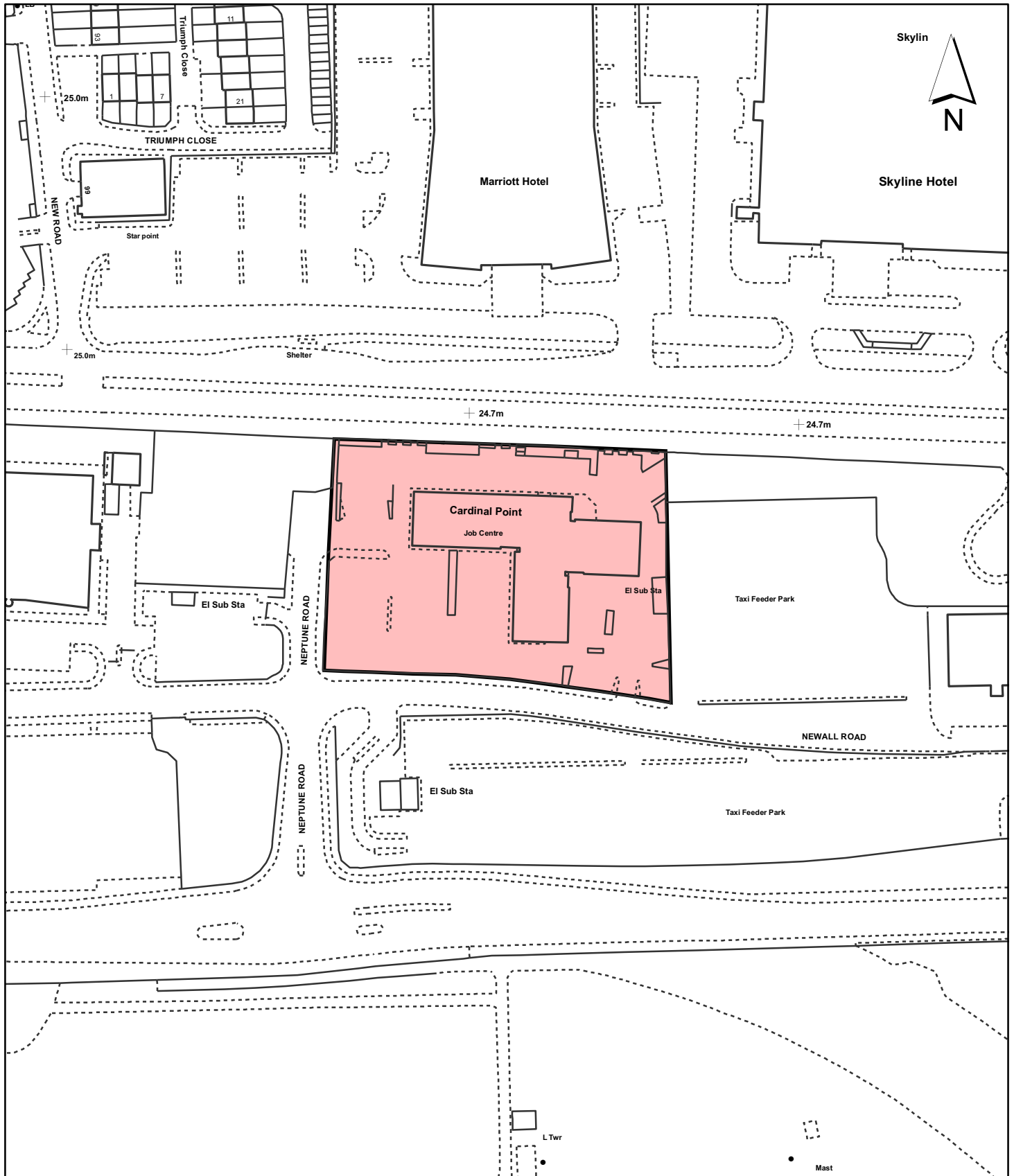


Client.	CAPITAL SCHOOL OF BUSINESS & MANAGEMENT
Project.	PARKING ARRANGEMENT
Description.	PROPOSED PARKING LAYOUT
Scale.	1:500 @ A4
Date.	MAY. 2010.
Drawing No.	CSBMPK002
Rev.	C


CARDINAL POINT CARPARK LAYOUT - COLLEGE ALLOCATED PARKING



Other Users/vacant	162
College	19
Disabled	4
Visitors	8
<b>Total</b>	<b>182</b>
Unusable	3



**Notes**

 Site boundary

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Site Address

**3rd Floor Cardinal Point  
Newall Road  
Heathrow**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**3574/APP/2010/1242**

Scale

**1:1,500**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON

**Report of the Head of Planning & Enforcement Services**

**Address** CONTROL POST 18, NORTH WEST OF TERMINAL 5 HEATHROW  
AIRPORT HOUNSLOW

**Development:** Alterations to Control Post 18 including the provision of a canopy, a control booth and reversing the flow of one lane from outbound to inbound (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

**LBH Ref Nos:** 67148/APP/2010/1636

**Date Plans Received:** 02/07/2010                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 02/07/2010

This drawing may contain some Ombudsman Bureau Landmark and Barrier data.  
 Copyright Acknowledgment:  
 All rights reserved. BAA U.S. License Number  
 10000-00-GA-XXX-000088  
 Model File References List: What About Names (including path), Version 8 Status

Support Accommodation Key :-  
 K = Kitchen & Welfare facility  
 T = Toilet facility  
 O = Office facility  
 S = private Search facility

Notes :-  
 1) CP1 adjacent to T1 Closed  
 2) No details exist for CP11 & CP12 so these are  
 considered to be no longer operational

Ver	Date	Version Description	Prep	App
1.1	17/08/10	Issued for Comment	PRE	AD
1.0	16/08/10	Issued for Comment	PRE	AD

**Pascall + Watson architects**

Heathrow  
 Heathrow Infrastructure  
 Security

**Heathrow Airport  
 Control Post  
 Master Plan**

BAA Project No.  
 Building structure & fabric  
 Common Language System  
 Building structure & fabric  
 Pascal & Watson  
 Approved by: P. Brownrigg  
 Date: 17/08/10  
 Scale: 1:5000  
 Approved Date: 17/08/10  
 Approved By: NTS  
 Originator's Job No.  
 10000-00-GA-XXX-000088  
 1.1

**CP2**  
 Facility: T1  
 Location: Undercroft  
 Location Code: 11931  
 Vehicle Ent. Lane: 0  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: N/A

CP2 is located for closure 4th July 2011  
 CP2 is located for closure 4th July 2011  
 CP2 is located for closure 4th July 2011  
 CP2 is located for closure 4th July 2011

**CP16**  
 Facility: CP16  
 Location: CP16  
 Location Code: 1  
 Vehicle Ent. Lane: 1  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: TBC  
 Support Accom.: TBC

**CP25**  
 Facility: CP25  
 Location: CP25  
 Location Code: 2  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: TBC  
 Support Accom.: TBC

**CP14**  
 Facility: CP14  
 Location: CP14  
 Location Code: 16884  
 Vehicle Ent. Lane: 1  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

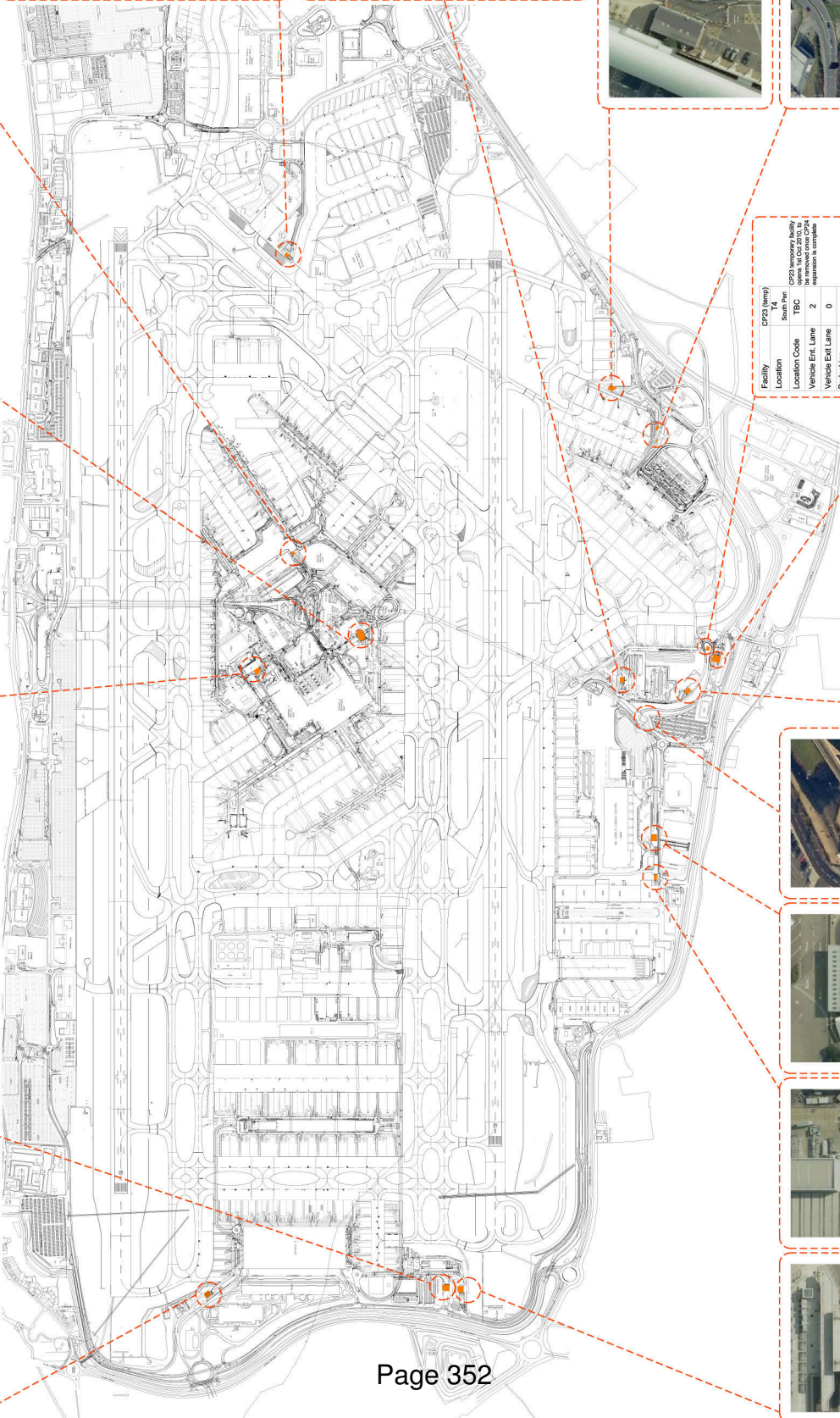
CP14 facility to be considered for potential closure on completion of CP24 expansion.

**CP21**  
 Facility: CP21  
 Location: CP21  
 Location Code: 14410  
 Vehicle Ent. Lane: 0  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 0  
 Support Accom.: N/A

**CP22**  
 Facility: CP22  
 Location: CP22  
 Location Code: 14411  
 Vehicle Ent. Lane: 0  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

**CP5**  
 Facility: CP5  
 Location: CP5  
 Location Code: 17002  
 Vehicle Ent. Lane: 4  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 2  
 Support Accom.: K.T.O.S

CP5 currently operational. Private works underway to install 4th lane with additional pedestrian exit.



**CP23 (temp)**  
 Facility: CP23 (temp)  
 Location: CP23 (temp)  
 Location Code: TBC  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 0  
 Support Accom.: K.T.O.S

CP23 temporary facility to be removed once CP24 expansion is complete.

**CP7**  
 Facility: CP7  
 Location: CP7  
 Location Code: 1972  
 Vehicle Ent. Lane: 0  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: N/A

**CP8**  
 Facility: CP8  
 Location: CP8  
 Location Code: 17455  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 2  
 Support Accom.: K.T.O

CP8 currently being tendered to be replaced by CP24. CP8 is an additional 2 lanes to facilitate CP24 closure. Facility opens 4th July 2011

**CP19**  
 Facility: CP19  
 Location: CP19  
 Location Code: 15504  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: K.T.O

Exit lanes to be converted to Entrance lanes by 16 Oct 2010

**CP10A**  
 Facility: CP10A  
 Location: CP10A  
 Location Code: 16581  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

**CP17**  
 Facility: CP17  
 Location: CP17  
 Location Code: 16510  
 Vehicle Ent. Lane: 1  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: N/A  
 Support Accom.: N/A

**CP18**  
 Facility: CP18  
 Location: CP18  
 Location Code: 15503  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: K.T.O

Exit lanes to be converted to Entrance lanes by 16 Oct 2010

**CP10**  
 Facility: CP10  
 Location: CP10  
 Location Code: 16583  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

**CP10A**  
 Facility: CP10A  
 Location: CP10A  
 Location Code: 16581  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

**CP10A**  
 Facility: CP10A  
 Location: CP10A  
 Location Code: 16581  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

**CP10A**  
 Facility: CP10A  
 Location: CP10A  
 Location Code: 16581  
 Vehicle Ent. Lane: 2  
 Vehicle Exit Lane: 0  
 Pedestrian Search Lane: 1  
 Support Accom.: TBC

**CP20**  
 Facility: CP20  
 Location: CP20  
 Location Code: 15505  
 Vehicle Ent. Lane: 3  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 1  
 Support Accom.: K.T.O

**CP24**  
 Facility: CP24  
 Location: CP24  
 Location Code: 14410  
 Vehicle Ent. Lane: 3  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 0  
 Support Accom.: TBC

**CP24**  
 Facility: CP24  
 Location: CP24  
 Location Code: 14410  
 Vehicle Ent. Lane: 3  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 0  
 Support Accom.: TBC

**CP24**  
 Facility: CP24  
 Location: CP24  
 Location Code: 14410  
 Vehicle Ent. Lane: 3  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 0  
 Support Accom.: TBC

**CP24**  
 Facility: CP24  
 Location: CP24  
 Location Code: 14410  
 Vehicle Ent. Lane: 3  
 Vehicle Exit Lane: 1  
 Pedestrian Search Lane: 0  
 Support Accom.: TBC









Model File Reference List: 2014 Model View (sited.dwg), Version: 5, Status: 15603-00-00-212-000001\_001.dwg  
 15603-00-00-212-000001\_001.dwg  
 15603-00-00-212-000001\_001.dwg

**Note:**  
 Do not scale from this drawing (printed or electronic versions) unless specifically indicated. All dimensions are in millimeters.  
 All other design team elements where indicated have been imported from the consultants drawings and reference setting out size and type of component.  
 Discrepancies and/or ambiguities within this drawing between drawings shall be resolved by the architect before proceeding. All works to be carried out in accordance with the client Brief and the specification unless specifically directed otherwise in the specification.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 For Construction Design Management (CDM) risk assessment purposes, it is assumed that all works on this drawing will be carried out by a competent contractor, working where appropriate to an approved method statement.  
 Indicative dimensions shown - TBC further to design development.

CS	REV	DATE	DESCRIPTION
1.0	1.0	15/06/2012	Issue 1: Planning, Materials, BAA Change
2.0	1.0	15/06/2012	Issue 2: Final Design
3.0	1.0	15/06/2012	Issue 3: Final Design
4.0	1.0	15/06/2012	Issue 4: Final Design
5.0	1.0	15/06/2012	Issue 5: Final Design
6.0	1.0	15/06/2012	Issue 6: Final Design
7.0	1.0	15/06/2012	Issue 7: Final Design
8.0	1.0	15/06/2012	Issue 8: Final Design
9.0	1.0	15/06/2012	Issue 9: Final Design
10.0	1.0	15/06/2012	Issue 10: Final Design

15603-00-00-212-000001\_001.dwg  
 15603-00-00-212-000001\_001.dwg  
 15603-00-00-212-000001\_001.dwg



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 ARCHITECTURE  
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 1007 91 1004  
 www.capitaarchitecture.com

**HEATHROW AIRPORT**  
 HEATHROW INFRASTRUCTURE  
 CONTROL POST PROGRAMME

**Construction Control Posts**  
 Control Post 18  
 Roof Plan

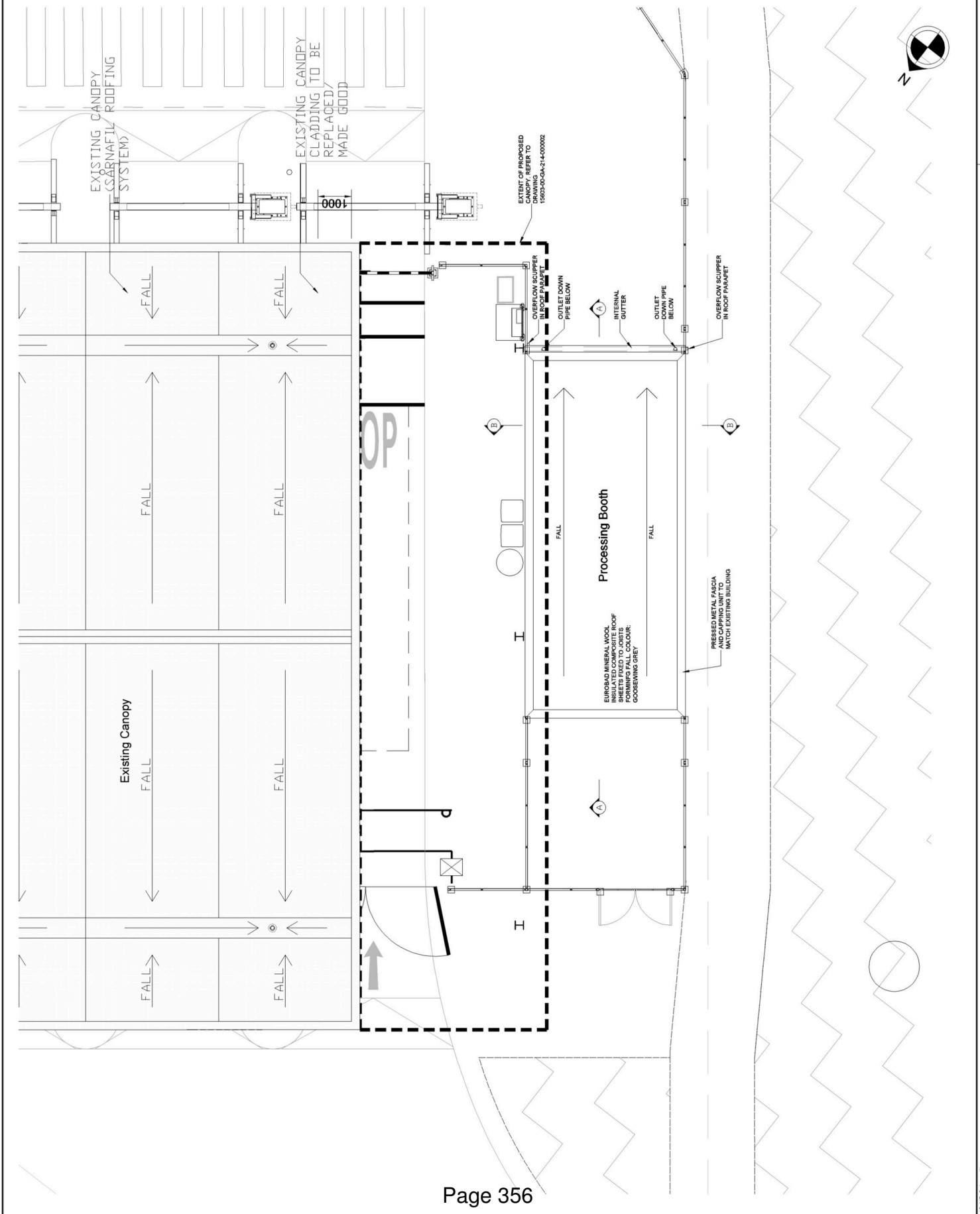
Project No.	Client
24023	BAA

Contract Name	Contract No.
210 Building Structures & Fabric	24023

Contract Name	Contract No.
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Contract Name	Contract No.
210 Building Structures & Fabric	24023

Contract Name	Contract No.
210 Building Structures & Fabric	24023



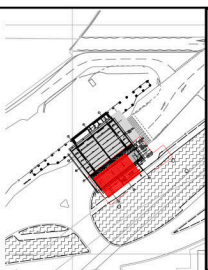
This drawing may contain some Ordnance Survey Landline and Baster data.  
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 Model File References List: 'Xref' (including paths), Version 8 Status:  
 15603-00-CA-200-000000 - CA Plan  
 15603-00-CA-200-000010 - Proposed Site Plan  
 15603-00-CA-200-000010 - Proposed Site Plan  
 15603-00-CA-214-000001 - Roof Plan

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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 For Construction Design Management (CDM) risk assessment please refer to document number: 18075-XX-RO-XXX-000001. All works to be carried out in accordance with the latest British Standards and Codes of practice unless specifically directed otherwise in the specification.  
 Indicative dimensions shown - TBC further to design development.

16170  
 1000  
 5344  
 3085  
 17000  
 23170  
 3085



Rev	Date	Version Description	Drawn	Checked	App'd
1.0	15/10/2023	Issue for Information			
2.0	25/09/23	Issue 2 Drawing, Submitter			
3.0	25/09/23	Issue 3 Drawing, Submitter			



**CAPITA ARCHITECTURE**  
 9th & 10th Cornhill Road  
 London EC1V 2DF  
 (0207 951 8800)  
 www.capitaarchitecture.com

**HEATHROW AIRPORT**  
 HEATHROW INFRASTRUCTURE  
 CONTROL POST PROGRAMME

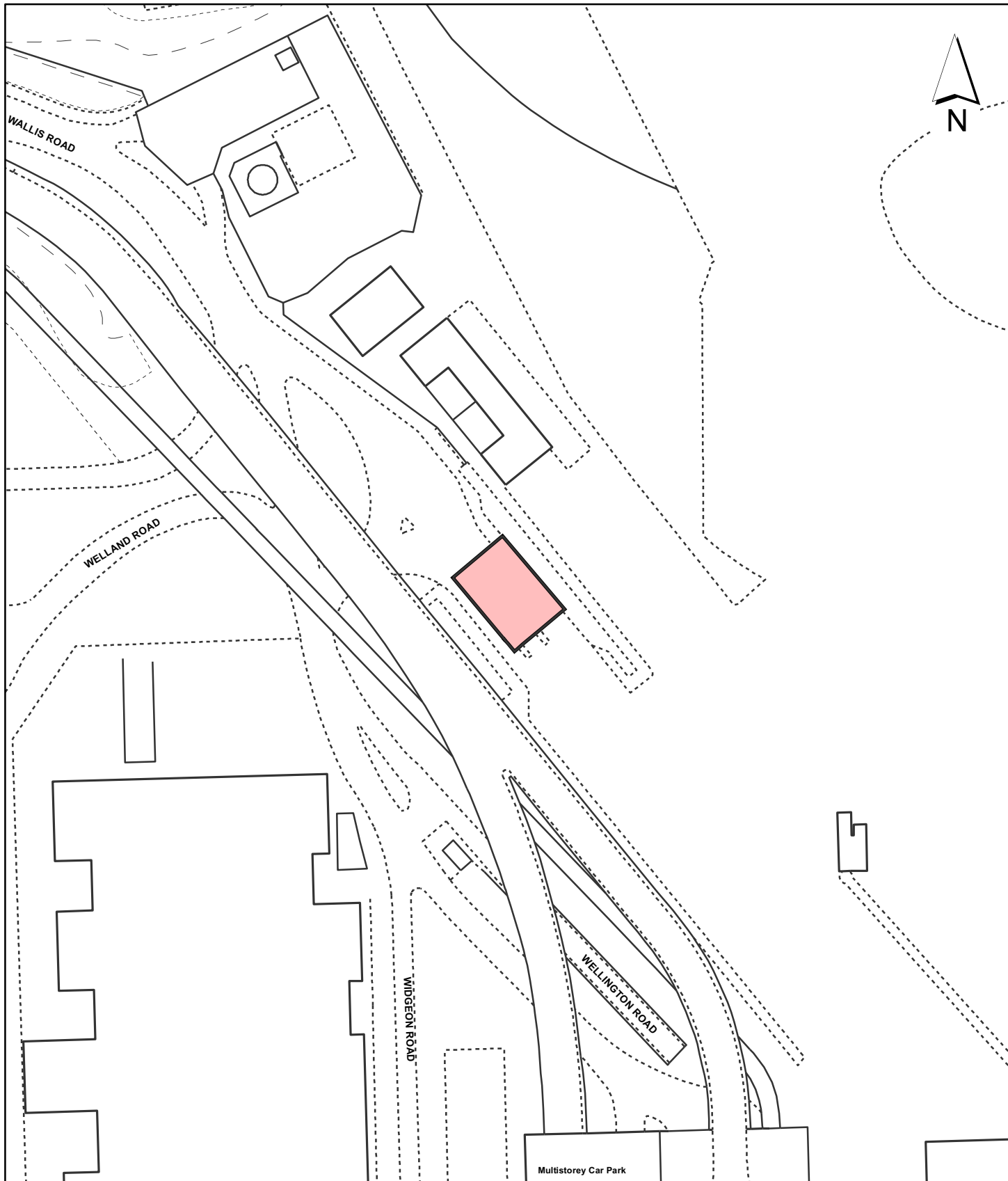
**Construction Control Posts**  
**Control Post 18**  
**Canopy Roof Plan**

Author	Checked	Approved	Date
Author: J. Smith	Checked: J. Smith	Approved: J. Smith	21/09/20
Author: J. Smith	Checked: J. Smith	Approved: J. Smith	21/09/20
Author: J. Smith	Checked: J. Smith	Approved: J. Smith	21/09/20
Author: J. Smith	Checked: J. Smith	Approved: J. Smith	21/09/20

15603-00-CA-214-000002 3.0







**Notes**

 Site boundary

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Site Address

**Control Post 18  
North West of Terminal 5  
Heathrow Airport**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**67148/APP/2010/1636**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON



**Report of the Head of Planning & Enforcement Services**

**Address** UXBRIDGE COLLEGE PARK ROAD UXBRIDGE

**Development:** Erection of a temporary marquee linked to existing building and installation of temporary parking area (Part retrospective application.)

**LBH Ref Nos:** 1127/APP/2010/1074

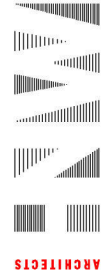
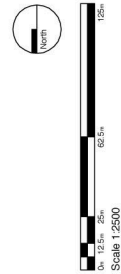
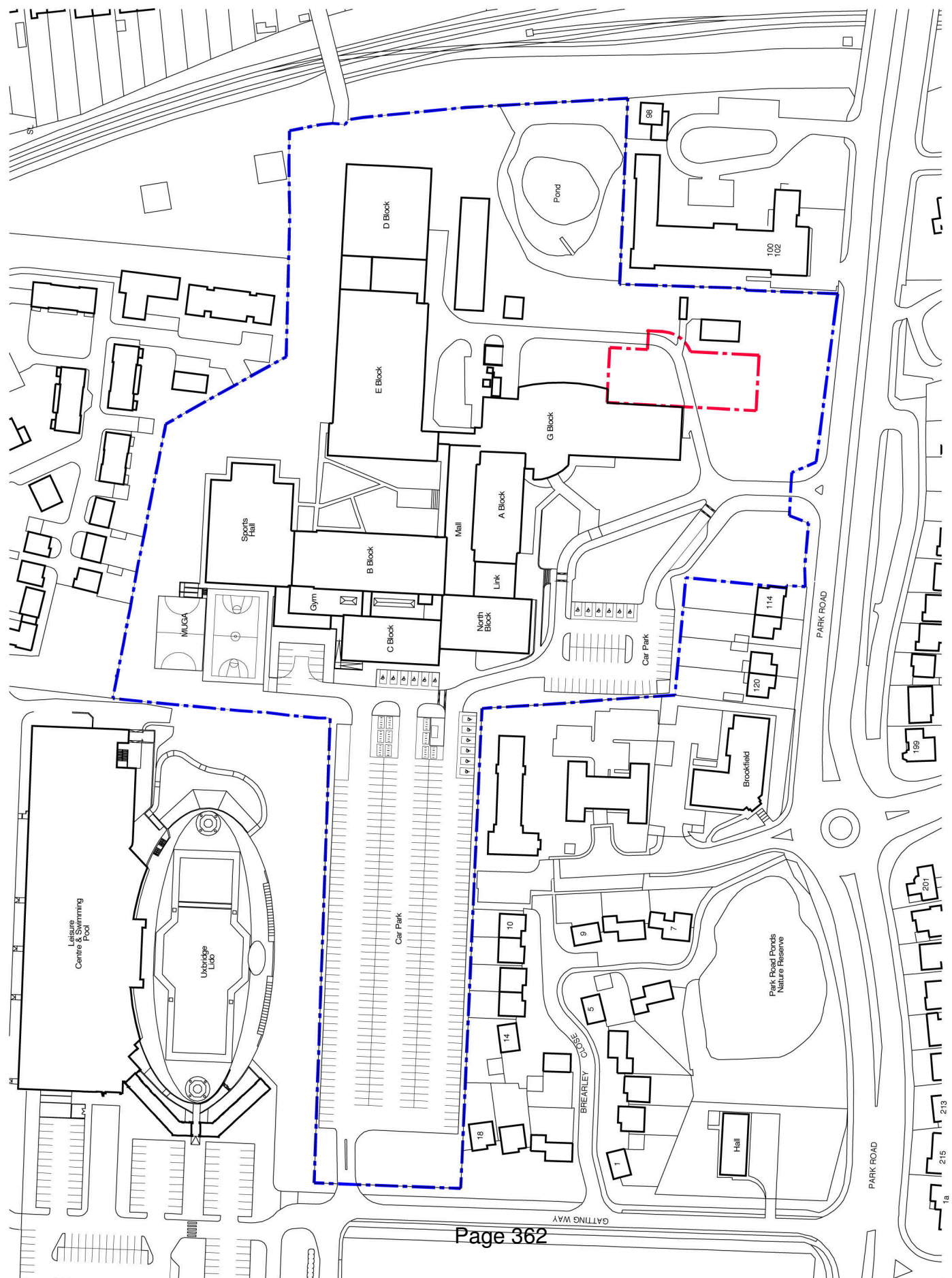
**Date Plans Received:** 11/05/2010

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/05/2010

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Rev	Amendments	By	Check	Date



HW Architects, 11 West Park, Chesham, West Sussex, PO19 1TB  
 Project: Uxbridge College Car Park (2001) Planning Application Amendment 1  
 Drawing Title: **Site Location Plan**

Drawing Title	
Site Location Plan	

Drawing Data	
Scale	1:2500@A3
Drawn By	PW
Checked By	
Date	April 2010

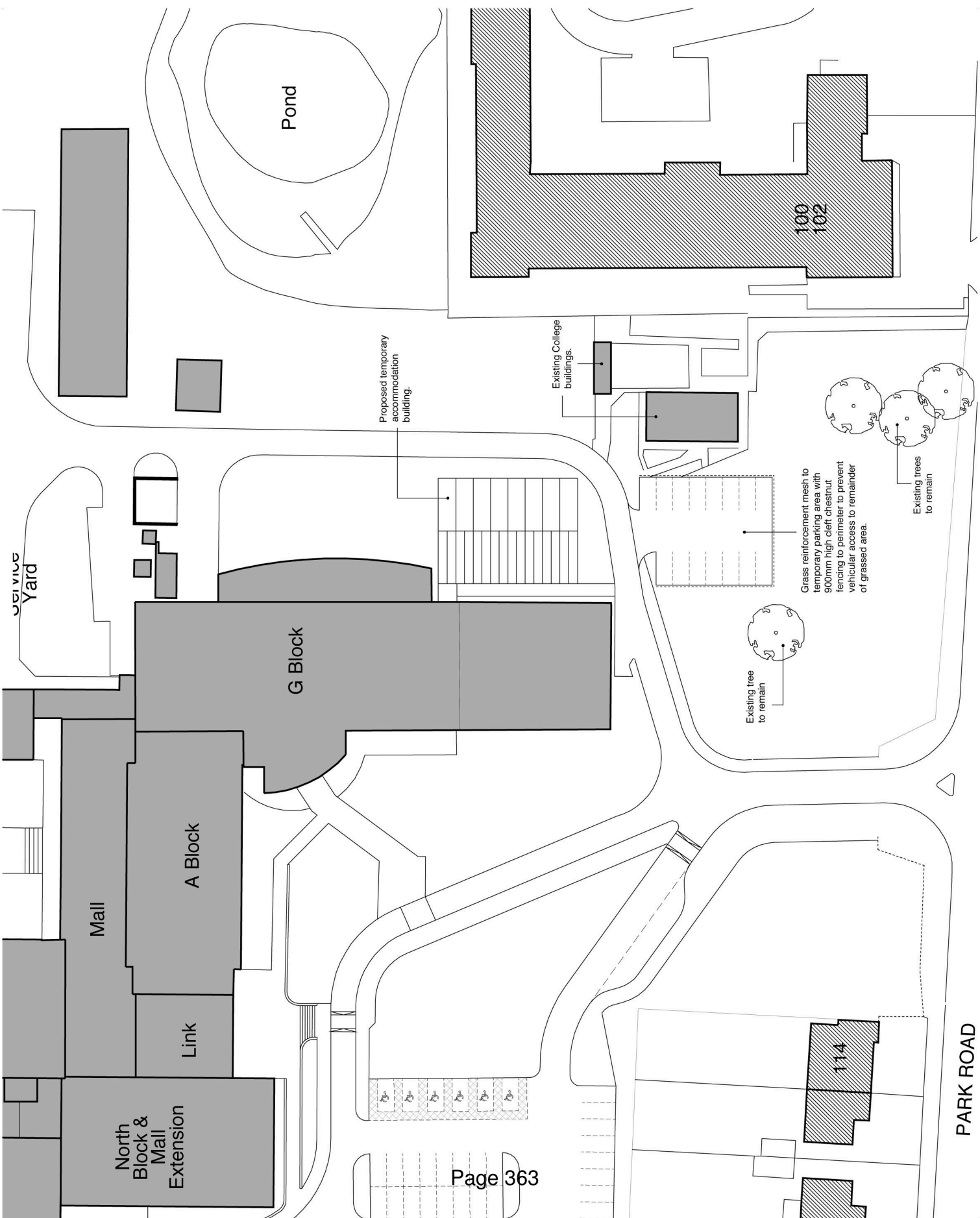
  

Project Data	
Project No.	10006
Drawing No.	P900

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Rev	Amendments	By	Check	Date



Scale 1:500  
 0m 2.5m 5m 7.5m 10m 12.5m 15m 20m

**HWA**  
**ARCHITECTS**

HWA Architects, 11 West Park, Cheshire, West Sussex, PO19 1TB  
 01243 820001 Fax 01243 820011 Email: info@hwaarchitects.com

Project:  
**Uxbridge College  
 Park Road, Uxbridge  
 Temporary Accommodation**

Drawing Title:  
**Site Plan**

Drawing No:  
**PLANNING**

Scale:  
 1:500@A3

Drawn By:  
 SLL

Date:  
 Apr 2010

Checked By:  
 PW

Date:  
 Apr 2010

Project No:  
**10006**

Drawing No:  
**P905**

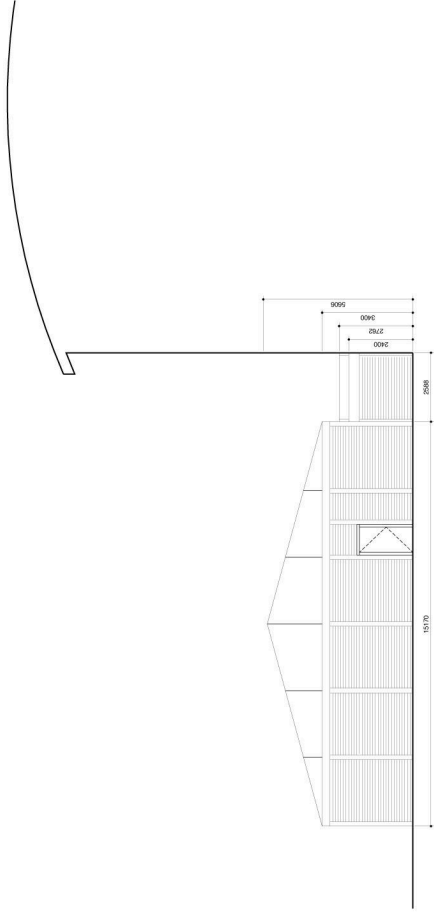
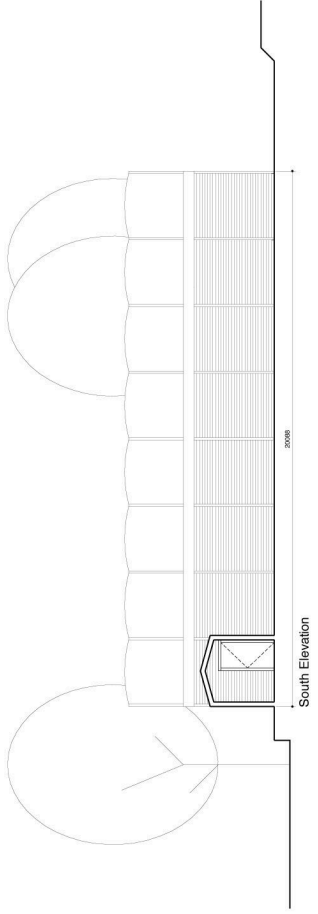
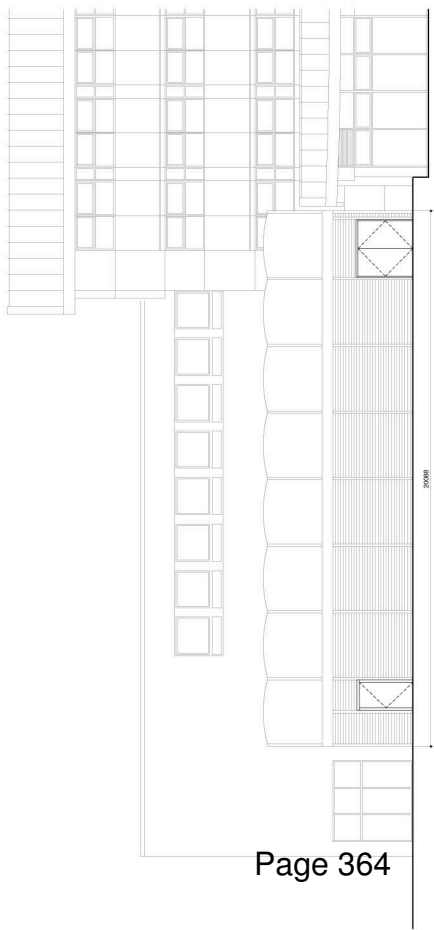
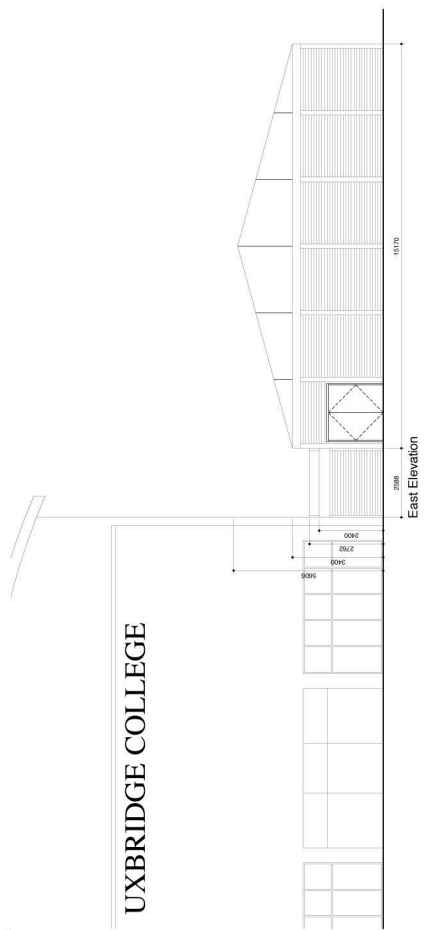
Revision:  
 1

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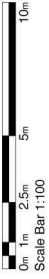
Rev	Amendments	By	Chk'd	Date

**UXBRIDGE COLLEGE**



**Materials Schedule.**

- Walls: Insulated profiled metal panels, colour 'White'
- Doors: Steel doors & frames, colour 'Light Grey'
- Roof: Twin skin PVC coated fabric, colour 'White'.

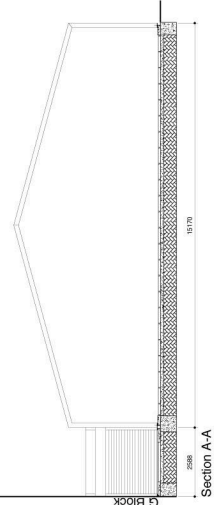
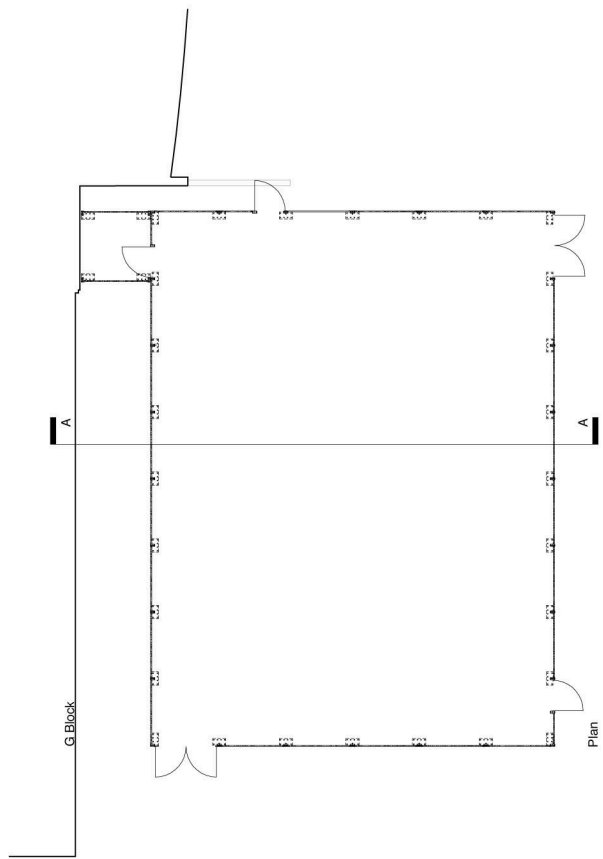


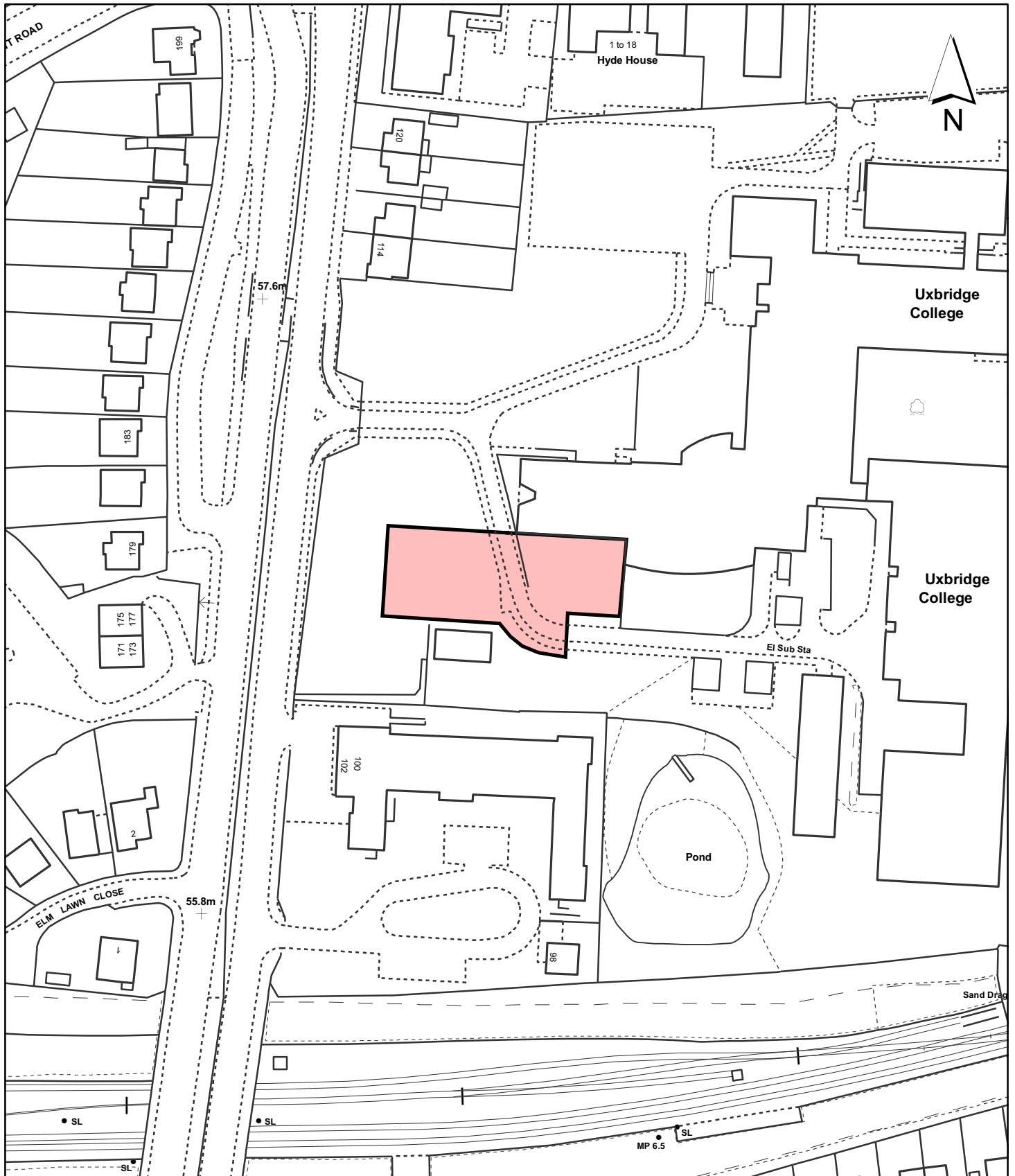
HNW Architects, 11 West Parade, Chichester, West Sussex, PO18 7TB  
 01243 820000 Fax: 01243 820011 E-mail: hnw@hnw.co.uk  
 Project: Uxbridge College  
 Park Road, Uxbridge  
 Temporary Accommodation

Drawing Title


**Plans, Sections & Elevations**

Drawing Status		Drawing No.		Revision	
PLANNING	Scale	1:100@A1	Drawn By	SLJL	Date
	Checked By	PW	Date	Apr 2010	Apr 2010
	Project No.	10006	Drawing No.	P910	





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Site Address	
<b>Uxbridge College Park Road Uxbridge</b>	
Planning Application Ref:	Scale
<b>1127/APP/2010/1074</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>July 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

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



**HILLINGDON**  
LONDON

**Report of the Head of Planning & Enforcement Services**

**Address** SHERATON HOUSE, 2 ROCKINGHAM ROAD UXBRIDGE

**Development:** Change of first and second floor use from Class A2 (offices) to Class C3 (residential) to include 2 one- bedroom and 4 two-bedroom self-contained flats with alterations to existing side to include new dormer window at second floor and window at first floor, 6 balconys to rear, access ramp to front and associated parking.

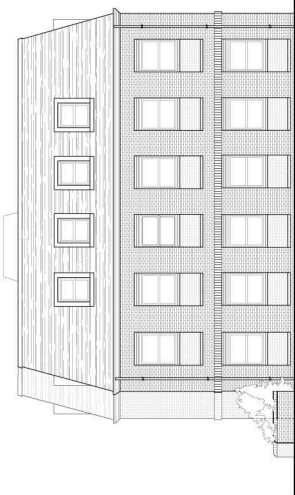
**LBH Ref Nos:** 51647/APP/2010/424

<b>Date Plans Received:</b>	23/02/2010	<b>Date(s) of Amendment(s):</b>	10/03/0010
<b>Date Application Valid:</b>	10/03/2010		08/06/0010
			09/06/0010
			28/07/0010

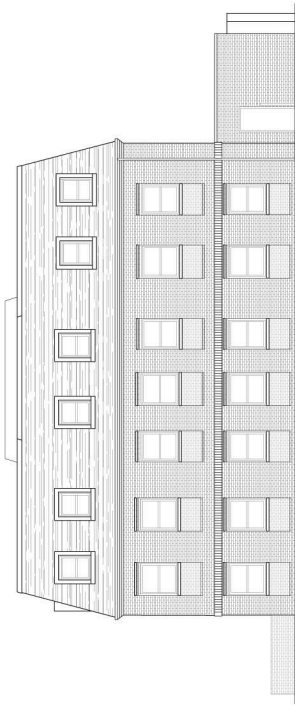
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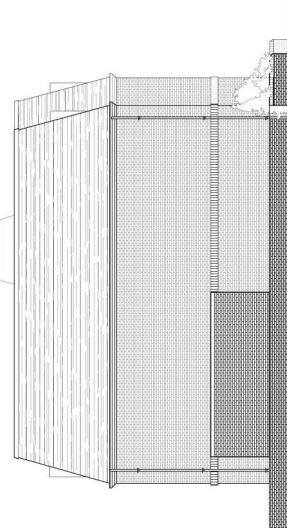
FRONT ELEVATION



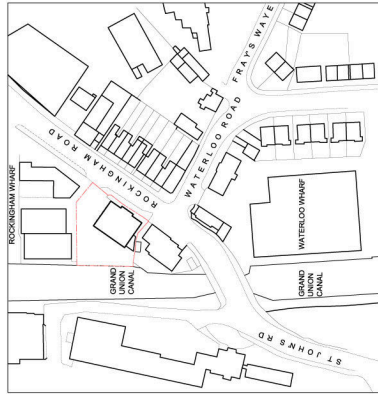
SIDE ELEVATION



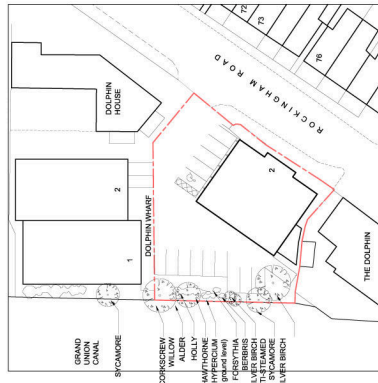
REAR ELEVATION



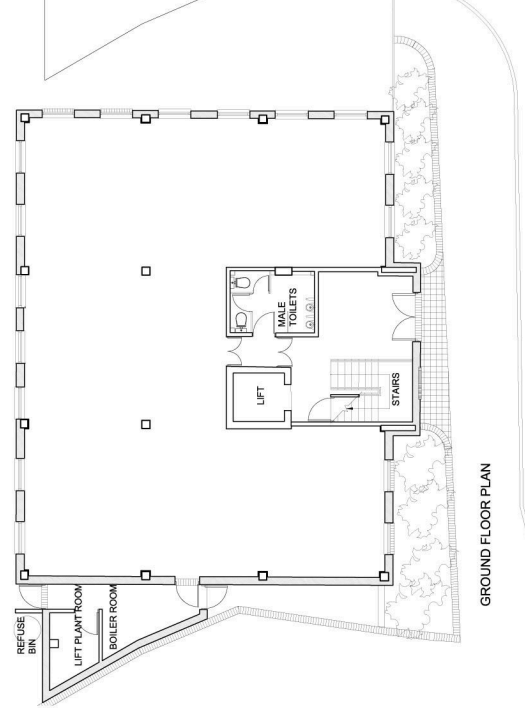
SIDE ELEVATION



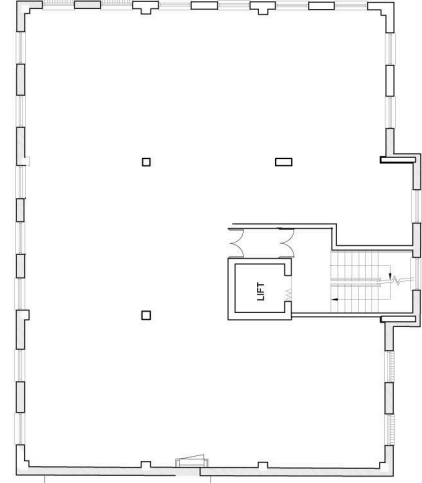
SITE LOCATION PLAN 1:1250



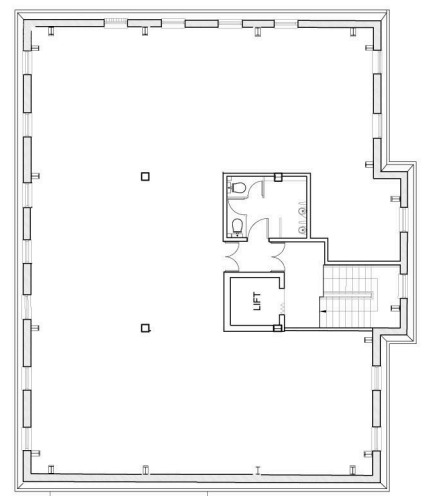
BLOCK PLAN 1:500



GROUND FLOOR PLAN



FIRST FLOOR PLAN

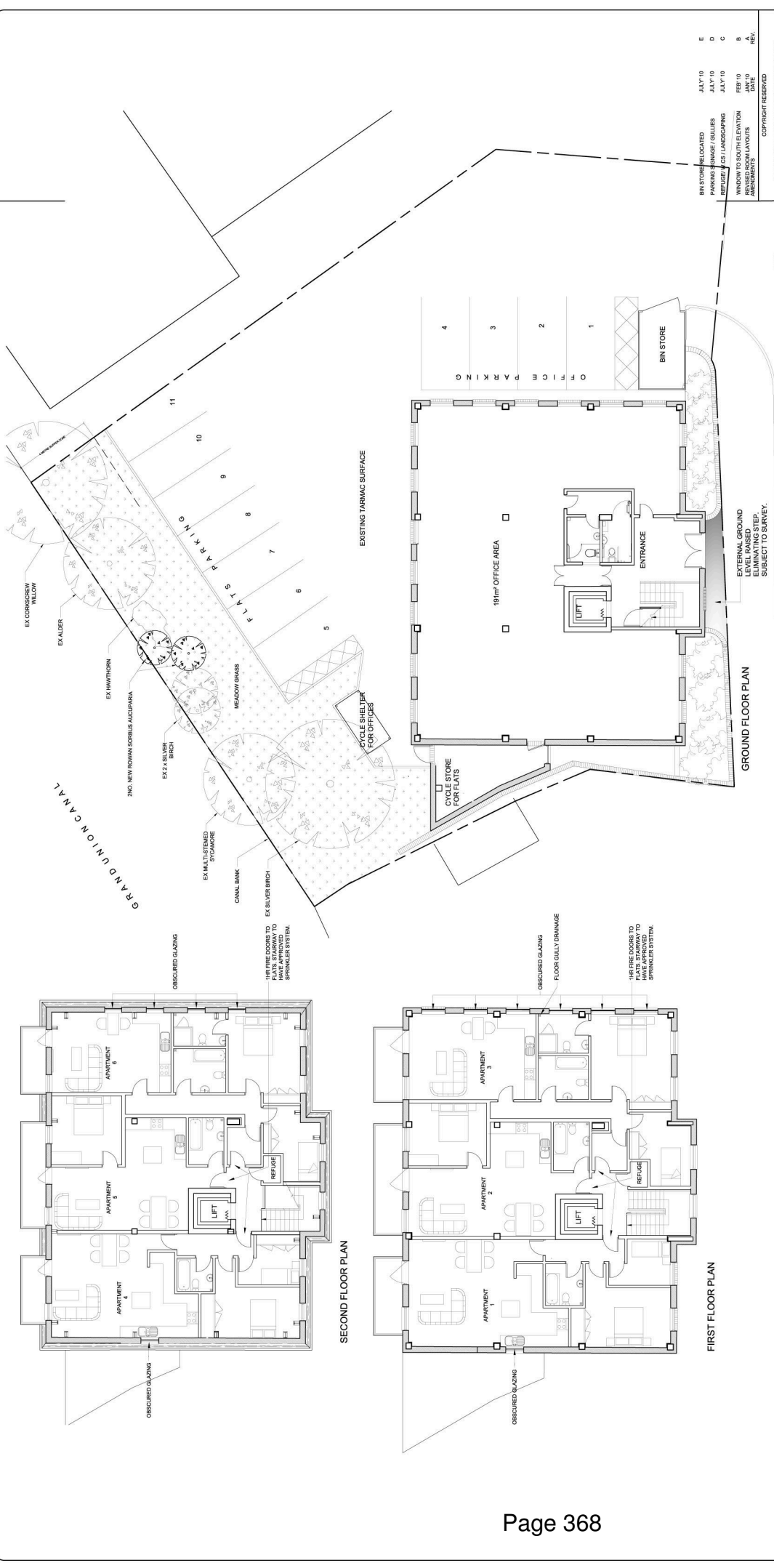


SECOND FLOOR PLAN

SOUTH ELEVATION AMENDMENTS	FEB 10	A	REV.
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<b>JOB</b> SHERATON HOUSE 2 ROCKINGHAM ROAD, UXBRIDGE UB8 2UB			
<b>CLIENT</b> BASSITON LTD			
<b>DRAWING</b> AS EXISTING			
<b>DALE VENN ASSOCIATES</b> Architects, Planners & Surveyors HIGH HOUSE, HARLINGTON ROAD, HILLINGDON, MIDDLESEX. 01895-23745			

SCALE 1:50, 1:100	DRAWING No.
DATE NOV '09	<b>4582-1</b>
DRAWN JR	CHECKED
REV.	<b>A</b>

ROCKINGHAM ROAD



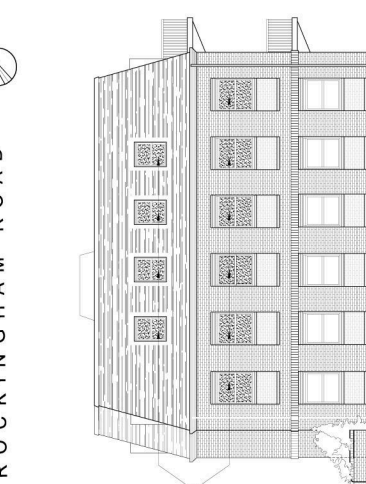
ROCKINGHAM ROAD

**JOB**  
 SHERATON HOUSE  
 2 ROCKINGHAM ROAD,  
 UXBRIDGE  
 UB8 2UB

**CLIENT**  
 BASSITON LTD

**DRAWING**  
**PROPOSED CONVERSION**  
**TO MIXED USE**

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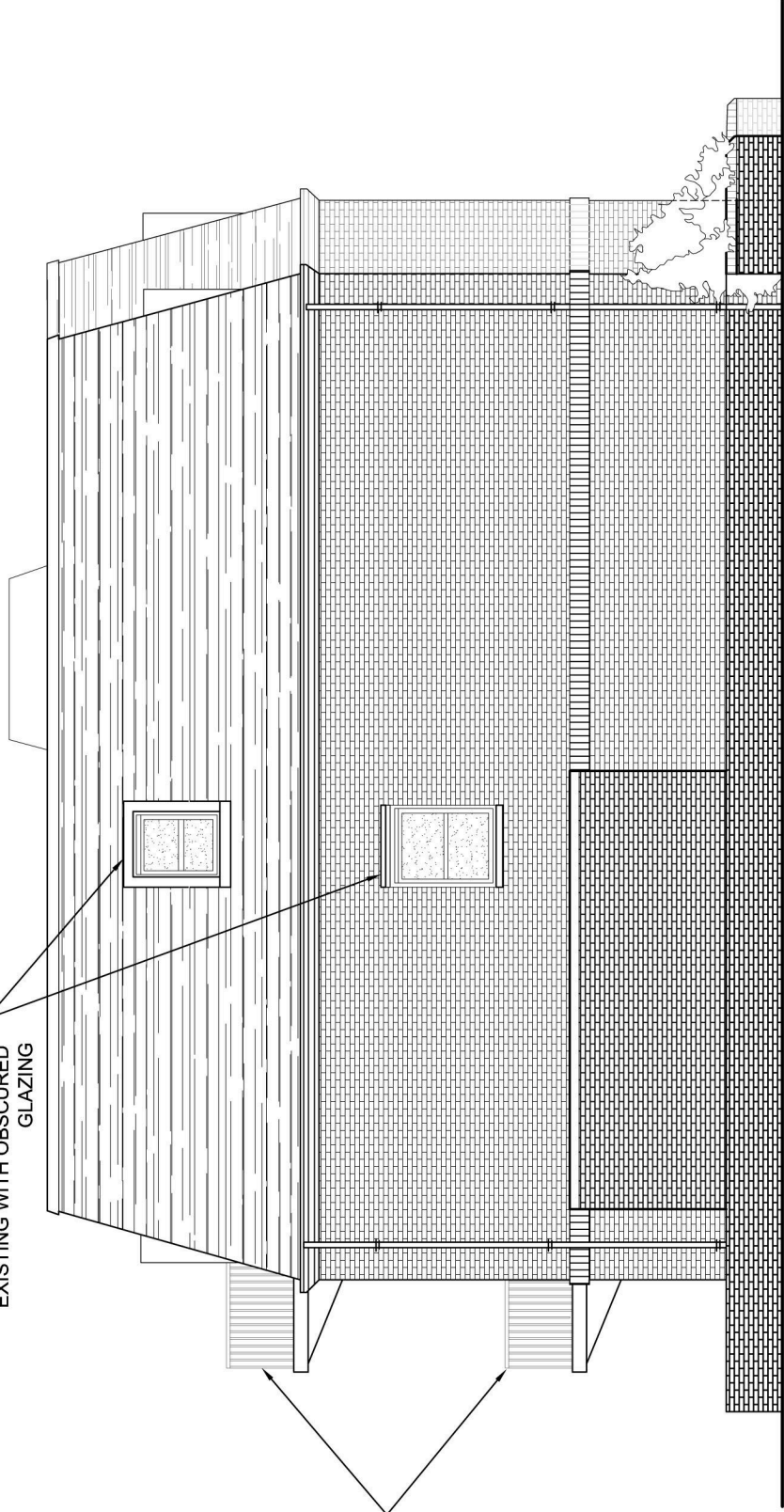
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REV.	DATE	BY	DESCRIPTION
E	JULY 19		BIN STORE RELOCATED
D	JULY 19		PARKING SPACES / COLLIES
C	JULY 19		REFUGES / ESC / LANDSCAPING
B	FEB 19		WINDOW TO SOUTH ELEVATION
A	JAN 19		REVISED ROOM LAYOUTS
			ADJUSTMENTS

SCALE	DRAWING No.	REV.
1:100		
JAN 19		
DRAWN	JR	
CHECKED		
		<b>4582-3E</b>



NEW WINDOW TO MATCH  
EXISTING WITH OBSCURED  
GLAZING



STAINLESS STEEL  
BALUSTRADES.

Address: Sheraton House, 2 Rockingham Road, Uxbridge, UB8 2UB

Title: Proposed Side Elevation

Drawing: 4582-VIII

Date: Feb' 2010


Scale 1:100 @A4

Dale Venn Associates  
Chartered Architects, Planners & Surveyors  
High House, Harlington Road,  
Hillingdon, Middlesex, UB8 3HX

Tel: 01895 237345 FAX: 01895 237346



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Sheraton House  
2 Rockingham Road  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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

Planning Application Ref:

**51647/APP/2010/424**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**July 2010**



**HILLINGDON**  
LONDON