

Report of the Head of Planning & Enforcement

Address: FORMER NATIONAL AIR TRAFFIC SERVICES (NATS)
HEADQUARTERS, PORTERS WAY, WEST DRAYTON

Development: Proposed mixed-use redevelopment comprising 773 dwellings (12 studios, 152 one-bedroom flats, 316 two-bedroom flats, 21 two-bedroom houses, 23 three-bedroom flats, 181 three-bedroom houses, 59 four-bedroom houses and 9 five-bedroom houses); Class D1 Primary Healthcare facility and community facility (max. 1,085m²); Class C2 Nursing Home (max. 3,630m²); Classes A1-A3 Shop units (max. 185m²); Class B1 Business units including site management office (max. 185m²); Energy Centre (max. 200m²) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way and Rutters Close (pedestrian and cycle access only); 1,085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline application to consider access, layout and scale whilst appearance and landscaping are reserved)

LBH Ref Nos: 5107/APP/2009/2348

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1. SUMMARY

Following the resolution by Central and South Planning Committee on the 25th May 2010 to grant approval to this outline application, the Council's Legal officer has further examined condition 3 of the resolution which deals with both reserved matters and conditions.

The advice from the Legal officer is that in order to accord with Circular 11/95 (which deals with the use of planning conditions), condition 3 should be altered so that elements of the conditions which relate to reserved matters should be separated from those conditions which must be discharged.

This report sets out the proposed revision to the wording of condition 3 and the wording of the separate conditions, which are proposed to be integrated into the resolution. For the

avoidance of doubt, while the conditions have been set out separately, no conditions have been removed or otherwise diminished.

There is no change to the s106 heads of terms as previously agreed by the Committee. The summary and recommendation of the report to Central and South Planning Committee on the 25th May 2010 is attached for reference purposes.

2. RECOMMENDATION

The resolution as agreed by the Planning Committee on 25 May 2010 be amended as follows:

i) Replace condition 3 with the following wording:

3. OUT 3 Approval of Details

Approval of the details of the landscaping and appearance of individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with Design and Access Statement Part 2 - Masterplan Design Coding (Revised March 2010) and include the following:

(i) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

- An accurate survey plan at a scale of not less than 1:200, showing:-*
 - 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.*
 - A clear indication of trees, hedges and shrubs to be retained and removed.*
 - Routes of any existing or proposed underground works and overhead lines including their manner of construction.*
- 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.*
- 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,*
- Proposed finishing levels or contours,*
- Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing unless otherwise agreed with the Local planning Authority,*
- Car parking layouts (including landscaping around car parking areas),*
- Other vehicle and pedestrian access and circulation areas,*
- Hard surfacing materials proposed,*
- Minor artefacts and structures (such as furniture, refuse storage, signs and shall include lighting for amenity spaces and streets),*
- The final design and specification of play equipment and play areas including the style of enclosure as well as any associated furniture and features applicable*
- 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,

- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.
- (ii) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (iii) Full plans of the buildings including roof form and details of photovoltaic, ecological roofs, lift overruns plant and any other features/installations/projections
- (iv) Elevations of the buildings, including samples of materials to be used on external faces of the building shall be submitted on a materials palette board and drawings of appropriate scale ;
- (v) Details at an appropriate scale showing the provision of bat and bird boxes in the facade;
- (vi) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale.
- (vii) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 uses in Block F and if applicable, the future nursing home. Alternatively, plans showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork.
- (viii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials,
- (ix) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials,
- (x) Full drawings showing the siting, design and finish heights of obscure glazed privacy screens on all balconies and terraces.

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

- (i) and (iii) To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),
- (iv) – (ix) To ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
- (x) To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

ii) Add new conditions as follows and renumber other conditions accordingly:

4. Rutters Close access excluded

No direct access is permitted between the development and Rutters Close including no vehicular access, no pedestrian access and no bicycle access.

REASON

To ensure that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008) and to ensure that the amenity of the occupiers in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5. Traffic and Parking Arrangements

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

(i) Traffic and car parking arrangements, including:

- Secure electric vehicle charging points including the details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided for at least 5 percent (5%) of car parking spaces in each phase or a higher level, if supported by London Plan policies in place at the time. All car parking spaces are to be designed to be able to be easily fitted with an electric vehicle charging point in the future,*
- the allocation and designation of car parking spaces to both the non-residential and residential uses approved on the site (including plans showing the location of allocated car parking spaces, dedicated to each unit),*
- provision for wheelchair disabled people and blue badge holders. 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 and which shall be cited in close proximity to the entrances they serve and shall comprise a total 10% of overall parking provided,*
- car club siting within the development and the allocation of two spaces designated for future car club operators,*
- the means of ingress and egress, roundabouts and new road junctions, the closure of existing access (where appropriate),*
- details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, visibility splays, 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), in order to achieve a high standard of design and construction in accordance with the Local Planning Authority's standards, even in the instance that the roads are not offered for adoption by the Local Planning Authority.*

(ii) A delivery and servicing plan which shall include details of the types of vehicle (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours. Deliveries should be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.

(iii) The means of construction and surfacing of all roads, drives, parking areas cycle ways and footpaths,

(iv) Details of covered and secure cycle storage, changing facilities, lockers and showers for staff and visitors using bicycles to access the development.

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

(i) - To encourage sustainable travel and to comply with London Plan Policy 4A.3.

-To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

-To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

(i), (ii), (iii) and (iv) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network and to ensure adequate facilities are provided for cyclists in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6. Demolition and Construction

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

(i) A demolition and construction management plan including a method statement shall include:

- The phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,*
- The phasing of development works,*
- The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours),*
- 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,*
- Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),*
- 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),*
- Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.*
- The storage of demolition/construction materials on site,*
- Details of the site manager, including their contact details (phone, facsimile, postal address),*
- The location of a large notice board on the site that clearly identifies the name, telephone number and address for service of the site manager,*
- Any means of protection of services such as pipes and water mains within the road reserve,*
- Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities,*
- Measures to be adopted to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works,*
- Proposed numbers and timing of truck movements throughout the day and the proposed routes,*
- Proposed hours of work on the site,*
- Ensuring no adverse impact on the Air Cadet building to the north east of the site.*
- Protecting neighbours from noise and vibration*

Thereafter and during the construction of each phase, the scheme shall be completed in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To protect the amenity of the surrounding area in accordance with Policy BE of the Hillingdon Unitary Development Plan Saved Policies (September 2007) as well as manage air quality in accordance with Policies 4B.1 of the consolidated London Plan 2008 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to

minimise the impact of the construction phase on the strategic highway network and to comply with London Plan policy 3C.25.

7. Disabled Access

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:

- the internal layout of buildings,*
- details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings)*
- external areas (including car parking areas)*

REASON

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

8. Energy

Prior to commencement of each relevant phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

A detailed Energy Strategy, including plans detailing the energy centre size of 200sqm and details of proposed temporary and permanent energy centre(s) and associated technology including biomass boilers, heat distribution net works, CHP systems, photovoltaic panels covering an area of 700sqm and the like unless otherwise agreed in writing by the Local Planning Authority. The features shall accord with the Sustainable Design and Construction Statement (October 2009) and the Renewable Energy Strategy (November 2009 Revision B), and further correspondence dated 04 March 2010, all prepared by Metropolis Green and shall demonstrate for each phase that the development is able to connect to the site wide heat and power network unless otherwise agreed in writing by the Local Planning Authority.

Thereafter and prior to occupation of each relevant phase, the scheme shall be completed in strict accordance with the approved details. Thereafter, the temporary energy centre will be maintained for the lifetime of phase 1 until such time it is replaced by the permanent energy centre in phase 2. Thereafter, the permanent energy centre in phase 2 shall be maintained for the lifetime of the development.

REASON

To provide on site renewable energy and reduce carbon emissions in accordance with Policy 4A.7 of the London Plan (February 2008).

9. Bird Hazard Management

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

A Bird Hazard Management Plan shall include the following details:

- Details of any water features*
- monitoring of any standing water within the site,*
- Drainage details including form Sustainable Urban Drainage Schemes (SUDS).*

Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at www.aoa.org.uk/publications/safeguarding.asp

- management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks
- The species, number and spacing of trees and shrubs
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds,

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10. Waste

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

Detailed drawings and specification of covered, secured and signposted waste storage storage/collection areas. In the case of facilities for residential C3 dwellings, dustbins and enclosed refuse collection areas, should be sited a maximum distance of 23 metres (10 metres where paladins are employed) from an adopted highway, and 25 metres from any dwelling unit.

REASON

To ensure a sustainable living environment is secured for all residents, to ensure an appropriate proportion of the development's energy needs are from on-site renewable energy sources in compliance with the requirements of Policy 4A.1 4A.3 and 4A.7 of the London Plan (February 2008) the Council's SPD for the NATS site.

11. Code for Sustainable Homes

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

For residential C3 dwellings, a statement demonstrating measures that will be incorporated to ensure that the units achieve a minimum standard of Code for Sustainable Homes Level 4 with reasonable endeavours to obtaining higher levels in later parts, in accordance with changes to national Building Regulations. No phase shall be occupied until a design stage Code Certificate has been issued for it certifying that at least Code Level 4 has been achieved unless otherwise agreed in writing by the Local Planning Authority.

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008).

12. BREEAM

Prior to commencement of phase 2, for the non residential uses where applicable, a statement demonstrating measures that will be incorporated to ensure that the units shall achieve a BREEAM rating of excellent shall be submitted for approval in writing by the Local Planning Authority.

Thereafter and prior to occupation of phase 2, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008).

13. Security

Prior to commencement of each phase, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

Details of security measures to 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).

Thereafter and prior to occupation of the relevant phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

In pursuance of the Local Planning Authority'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 Local Planning Authority's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan (February 2008).

14. CCTV

Prior to commencement of each phase a scheme for the provision of Closed Circuit Television (CCTV) compatible with the Council's CCTV system on and/or around the buildings, amenity areas and bicycle storage areas.

Thereafter and prior to occupation of the relevant phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

In pursuance of the Local Planning Authority'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 Local Planning Authority'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 that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).

15. Noise mitigation

Prior to the commencement of each phase, a scheme for protecting the proposed development from road traffic noise and rail traffic noise shall be submitted for approval in writing by the Local Planning Authority. The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas.

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect the amenity of occupiers in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16. Vibration mitigation

Prior to commencement of each phase, a scheme for protecting the proposed development from vibration shall be submitted for approval in writing by the Local Planning Authority. The scheme shall include such combination of land separation, vibration control techniques and other measures.

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To ensure that the amenity of the occupiers in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17. Air Pollution Mitigation

Prior to commencement of each phase, a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;*
- Be designed to minimise energy usage;*
- Be sufficient to prevent summer overheating;*
- Have robust arrangements for maintenance.*

Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

In the interests of the amenity for future occupiers in accordance with Policies 4B.1 of the consolidated London Plan (February 2008).

Contact Officer: JASON TRAVES

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Address: FORMER NATIONAL AIR TRAFFIC SERVICES (NATS)
HEADQUARTERS, PORTERS WAY, WEST DRAYTON

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1. SUMMARY

This application seeks outline planning permission for a residential-led mixed-use redevelopment of the site including 773 dwellings, an 80 bed nursing home, healthcare facility, community facility, office and retail uses along with supporting amenity spaces including publicly accessible open spaces. Details of access, layout and scale are under consideration with details of appearance and landscaping reserved for future consideration. Indicative details of appearance and landscaping have been provided.

The loss of industrial business floorspace and land was considered during the preparation of the 'Former National Air Traffic Services' site Supplementary Planning Document (NATS SPD), which was adopted in September 2009. The redevelopment of the site principally for housing, with the inclusion of some employment generating uses in terms of the nursing

home and healthcare facility, would maximise the use of this brownfield site; and the scheme will contribute to the borough achieving the Mayor's housing targets.

The proposed density of 205 habitable rooms per hectare generally accords with the density range in the London Plan for a suburban site with a Public Transport Accessibility Level (PTAL) 1a-b rating. By reason of the high quality design as evidenced in supporting documentation and illustrative masterplan as well as an absence of any symptoms of overdevelopment such as harm to neighbours, future occupiers, or the locality context and character, the scheme is considered to be an appropriate maximisation of the site's potential. It is also noted that the scheme is of a density considerably lower than that of the neighbouring Park West (St George) development which is 340 habitable rooms per hectare.

Subject to securing a planning contribution to mitigate the impact of the increased use by future residents, there are no significant harmful impacts identified to the Grand Union Canal.

Subject to the reserved matters of landscaping and appearance coming forward, the scale and layout of the proposal, as well as supporting illustrative material demonstrates that the scheme integrates well with the surrounding residential properties and the area in general.

It is not considered that there are any significant adverse impacts to neighbours identified in terms of the construction phase, traffic and parking, noise/general disturbance, privacy/overlooking/outlook and overshadowing to warrant further amendments or a refusal of the scheme.

The scheme achieves a satisfactory quality of internal living environment for future occupiers, in respect of the standard of accommodation, standard of amenity space, playspace provision, privacy/overlooking/outlook, noise/general disturbance, and overshadowing.

The application has been assessed in detail and it is not considered that there are any significant adverse impacts to traffic, parking and safety, including pedestrian safety, which would warrant refusal of the scheme. Subject to planning obligations for off-site highways works and conditions to secure on-site parking and management, the proposal is considered acceptable.

In respect to access, layout and scale, the proposal is considered to have the makings of a high quality, design-driven proposal. Subject to the detailed design at the reserved matters stage and the satisfactory discharge of planning conditions, the scheme is considered to be a suitable response to the site and appropriate to the surrounding residential scale and character.

Subject to the detailed design at reserved matters, the illustrative material indicates that the scheme will provide a satisfactory quality of housing, catering for specific needs, including family housing, wheelchair housing and housing for the elderly.

The scheme is considered to enhance the natural features of the site including existing trees and ecology, as well as the intent to positively incorporate these into the site layout and future landscape strategy.

The scheme proposes a satisfactory range of renewable/efficient energy measures to address the energy efficiency of the scheme, reduce its energy demand and provide more viable sources of power generation on-site. All of these measures will reduce the carbon dioxide (CO₂) emissions of the scheme by 33%.

The affordable housing offer is 10.9% which is lower than the Mayor's London Plan target of 50%. London Plan Policies nevertheless encourage flexibility in seeking affordable housing, having regard to such things as the individual circumstances of a site, other scheme requirements and economic viability. Economic viability is an issue largely due to the high cost of decommissioning the site. The financial details of the scheme have been assessed by an independent viability consultant. Along with 10.9% affordable housing and the full package of planning contributions cited in section 2 of this report, this is considered to be the maximum that can be sought whilst still enabling the scheme to remain viable. Along with the other planning contributions requested which are needed to make the scheme acceptable in planning terms, the 10.9% affordable housing offer is considered to be the maximum possible. Therefore, on balance, the scheme is considered to accord with London Plan Policies 3A.9, 3A.10, 3.52 as well as the Council's Unitary Development Plan Saved Policy Pt1.17 which seek to maximise affordable housing whilst having consideration for individual circumstances, viability and the range of scheme requirements.

On balance, the application is considered acceptable with regard to the relevant national, London Plan and the Council's Unitary Development Plan Saved Policies. As such the scheme is recommended for approval, subject to conditions and securing of necessary planning obligations via a section 106 agreement.

2. RECOMMENDATION

2.1 That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).

2.2 That subject to 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 Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments requested by 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:

- (i) The provision of affordable housing equivalent to a minimum of 10.9% of the total number of habitable rooms comprised within the residential units on the site and for which 72% are to be of the social rent tenure**
- (ii) A financial contribution of £3,998,412 towards education facilities**
- (iii) The provision of a Primary Care Trust facility in Block F and to include the fitout of the premises to a specification agreed with the Hillingdon PCT as well as a peppercorn rent for a minimum of 3 years. In the event that a PCT facility is not secured on site, the payment of a financial contribution of £337,574 towards healthcare facilities**
- (iv) A financial contribution of £392,220 towards indoor/outdoor sport and recreation facilities**
- (v) A financial contribution of £420,000 towards TFL bus services**

- (vi) A financial contribution of £34,000 towards bus stop improvements
- (vii) A financial contribution of £25,000 towards a parking management study
- (viii) The provision of a 10 year Sustainable Travel Plan
- (ix) The provision of a minimum of two car club spaces on site
- (x) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer, and which is not limited to and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection
- (xi) An undertaking to enter into a s278 agreement for pedestrian connectivity works to Porters Way and the link between the application site and West Drayton Station having regard to the PERS audit and subject to a detailed design to be finally agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer
- (xii) The provision of a community facility on site of not less than 204sqm, fitted out to a standard to be agreed with the Council and available for use by the community at large on a not-for-profit basis
- (xiii) A financial contribution of £34,000 towards library facilities
- (xv) A financial contribution of £250,000 towards improvements to the Mulberry Parade public realm
- (xvi) A financial contribution or works in kind with the agreement of British Waterways of £200,000 towards the Grand Union Canal
- (xvii) The provision of a satisfactory training and employment opportunities as well as a coordinator on site to be agreed with the Council
- (xvii) An undertaking to provide a heat distribution network on site with the final detailed design to be agreed with the Council and the GLA
- (xviii) A financial contribution of £80,304 or equivalent to 1.5% of total value of the contributions sought, whichever is the greater, for the monitoring of the s106 and Travel Plan
- (xix) An undertaking to establish and maintain a management company with responsibilities set out in Section 5 'Estate Management Arrangements' of the Planning Statement including a parking management plan and to be finally agreed with the Council

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements 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 and conditions of approval.

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 Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

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 the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

f) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:

1. OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of five (5) years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

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

2. OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission: -

- (a) Appearance
- (b) Landscaping

REASON

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

3. OUT3 Approval of Details

Approval of the details of the landscaping and appearance of individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with Design and Access Statement Part 2 - Masterplan Design Coding (Revised March 2010) and include the following:

Traffic and Parking

(i) Traffic and car parking arrangements, including:

- Secure electric vehicle charging points including the details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided for at least 5 percent (5%) of car parking spaces in each phase or a higher level, if supported by London Plan policies in place at the time. All car parking spaces are to be designed to be able to be easily fitted with an electric vehicle charging point in the future,

- the allocation and dedication of car parking spaces to both the non-residential and residential uses approved on the site (including plans showing the location of allocated car parking spaces, dedicated to each unit),
- provision for wheelchair disabled people and blue badge holders. 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,
- car club siting within the development and the allocation of two spaces designated for future car club operators,
- the means of ingress and egress, roundabouts and new road junctions, the closure of existing access (where appropriate),
- details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, visibility splays, 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), in order to achieve a high standard of design and construction in accordance with the Local Planning Authority's standards, even in the instance that the roads are not offered for adoption by the Local Planning Authority.

(ii) A delivery and servicing plan which shall include details of the types of vehicle (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours. Deliveries should be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.

(iii) The means of construction and surfacing of all roads, drives, parking areas cycle ways and footpaths,

(iv) Details of covered and secure cycle storage, changing facilities, lockers and showers for staff and visitors using bicycles to access the development.

Landscaping

(v) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

- An accurate survey plan at a scale of not less than 1:200, showing:-
 - 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.
 - A clear indication of trees, hedges and shrubs to be retained and removed.
 - Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- 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.
- 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,
- Proposed finishing levels or contours,
- Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing unless otherwise agreed with the Local planning Authority,
- Car parking layouts (including landscaping around car parking areas),
- Other vehicle and pedestrian access and circulation areas,

- Hard surfacing materials proposed,
- Minor artefacts and structures (such as furniture, refuse storage, signs, or lighting),
- The final design and specification of play equipment and play areas including the style of enclosure as well as any associated furniture and features applicable
- 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,
- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.

Details

(vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,

(vii) Full plans of the buildings including roof form and details of photovoltaic, ecological roofs, lift overruns plant and any other features/installations/projections

(viii) Elevations of the buildings, including samples of materials to be used on external faces of the building shall be submitted on a materials palette board and drawings of appropriate scale ;

(ix) Details at an appropriate scale showing the provision of bat and bird boxes in the facade;

(x) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale.

(xi) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 uses in Block F and if applicable, the future nursing home. Alternatively, plans showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork.

(xii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials,

(xiii) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials,

Demolition, Construction and Remediation

(xiv) A demolition and construction management plan including a method statement shall include:

- The phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- The phasing of development works,
- The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours),
- 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,
- Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),
- 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),
- Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- The storage of demolition/construction materials on site,

- Details of the site manager, including their contact details (phone, facsimile, postal address,
 - The location of a large notice board on the site that clearly identifies the name, telephone number and address for service of the site manager,
 - Any means of protection of services such as pipes and water mains within the road reserve,
 - Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities,
 - Measures to be adopted to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works,
 - Proposed numbers and timing of truck movements throughout the day and the proposed routes,
 - Proposed hours of work on the site,
 - Ensuring no adverse impact on the Air Cadet building to the north east of the site.
- (xv) A survey to assess the contamination levels and a remediation scheme for removing or rendering innocuous all contaminates on the site.

Disabled access

(xvi) Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:

- the internal layout of buildings,
- details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings)
- external areas (including car parking areas)

Energy

(xvii) A detailed Energy Strategy, including plans detailing the energy centre size of 200sqm and details of proposed temporary and permanent energy centre(s) and associated technology including biomass boilers, heat distribution net works, CHP systems, photovoltaic panels covering an area of 700sqm and the like unless otherwise agreed in writing by the Local Planning Authority. The features shall accord with the Sustainable Design and Construction Statement (October 2009) and the Renewable Energy Strategy (November 2009 Revision B), and further correspondence dated 04 March 2010, all prepared by Metropolis Green and shall demonstrate for each phase that the development is able to connect to the site wide heat and power network unless otherwise agreed in writing by the Local Planning Authority.

Bird Hazard

(xviii) Bird Hazard Management Plan shall include the following details:

- Details of any water features
- monitoring of any standing water within the site,
- Drainage details including form Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 'Potential Bird Hazards form SUDS' which is available at www.aoa.org.uk/publications/safeguarding.asp
- management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks
- The species, number and spacing of trees and shrubs
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,

- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds,

Waste

(xix) Detailed drawings and specification of waste storage storage/collection areas. In the case of facilities for residential C3 dwellings, dustbins and enclosed refuse collection areas, should be sited a maximum distance of 23 metres (10 metres where paladins are employed) from an adopted highway, and 25 metres from any dwelling unit.

Sustainability

(xx) For residential C3 dwellings, a statement demonstrating measures that will be incorporated to ensure that the units achieve a minimum standard of Code for Sustainable Homes Level 4 with reasonable endeavours to obtaining higher levels in later parts, in accordance with changes to national Building Regulations. No phase shall be occupied until a design stage Code Certificate has been issued for it certifying that at least Code Level 4 has been achieved unless otherwise agreed in writing by the Local Planning Authority.

(xxi) For non residential uses where applicable, a statement demonstrating measures that will be incorporated to ensure that the units shall achieve a BREEAM rating of excellent.

Security

(xxii) Details of security measures to 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).

(xxiii) A scheme for the provision of Closed Circuit Television (CCTV) on and/or around the buildings, amenity areas and bicycle storage areas

Amenity

(xxiv) A scheme for protecting the proposed development from road traffic noise and rail traffic noise. The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas.

(xxv) A scheme for protecting the proposed development from vibration and shall include such combination of land separation, vibration control techniques and other measures

(xxvi) A scheme designed to minimise the ingress of polluted air. The design must take into account climate change pollutants. Suitable ventilation systems will need to:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

REASON

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

- (i) - To encourage sustainable travel and to comply with London Plan Policy 4A.3.
 -To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
 -To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

(i), (ii), (iii) and (iv) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network and to ensure

adequate facilities are provided for cyclists in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(v) and (vi) To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(vii) – (xiii) To ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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

(xv) To ensure that the construction workers and final occupants of the development are not subjected to any risks from land contamination; and to accord with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

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

(xvii) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 4A.7 of the London Plan (February 2008).

(xviii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xix) 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.

(xx) To ensure a sustainable living environment is secured for all residents, to ensure an appropriate proportion of the development's energy needs are from on-site renewable energy sources in compliance with the requirements of Policy 4A.1 4A.3 and 4A.7 of the London Plan (February 2008) the Council's SPD for the NATS site.

(xxi) To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008).

(xxii) In pursuance of the Local Planning Authority'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 Local Planning Authority's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan (February 2008).

(xxiii) In pursuance of the Local Planning Authority'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 Local Planning Authority'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 that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).

(xxiv) To protect the amenity of occupiers in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xxiv) and (xxv) To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise and vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).