Public Document Pack

HILLINGDON
LONDON

A

Major Applications Planning Committee

Date: **WEDNESDAY, 29 MARCH 2023**

Time: **7.00 PM**

Venue: **COMMITTEE ROOM 5, CIVIC CENTRE, HIGH STREET, UXBRIDGE**

Meeting Details: Members of the Public and Media are welcome to attend. This meeting may also be broadcast live.

This Agenda is available online at: www.hillingdon.gov.uk or use a smart phone camera and scan the code below:

To Councillors on the Committee

Councillor Steve Tuckwell (Chairman)
Councillor Henry Higgins (Vice-Chairman)
Councillor Adam Bennett
Councillor Darran Davies
Councillor Jas Dhot
Councillor Elizabeth Garelick
Councillor Tony Gill

Published: Tuesday, 21 March 2023

Contact: Steve Clarke
Email: sclarke2@hillingdon.gov.uk

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for residents and visitors

Watch a LIVE broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

Those attending should be aware that the Council will film and record proceedings for both official record and resident digital engagement in democracy.

Watching & recording this meeting

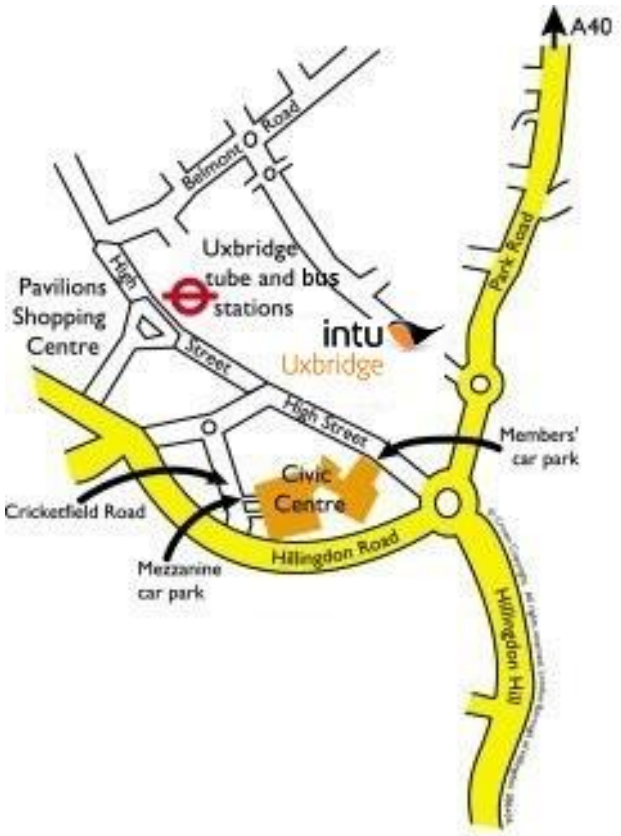
You can watch the public part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as long as it does not disrupt proceedings.

It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

When present in the room, silent mode should be enabled for all mobile devices.

Travel and parking

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 via main reception and visit the security desk to sign-in and collect a visitors pass. You will then be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble or the Civic Centre forecourt.

Lifts must not be used unless instructed by a Fire Marshal or Security Officer. In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.

A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live in the Borough, 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. The Chairman may vary speaking rights if there are multiple petitions

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.

How the meeting works

The Planning Committees consider the more complex or controversial proposals for development and also 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 discuss 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.

How the Committee makes decisions

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. 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

CHAIRMAN'S ANNOUNCEMENTS

1 Apologies for Absence

2 Declarations of Interest in matters coming before this meeting

3 To sign and receive the minutes of the previous meeting 1 - 6

4 Matters that have been notified in advance or urgent

5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

	Address	Ward	Description & Recommendation	Page
6	Land at Harvil Road 77816/APP/2023/293	Ickenham & South Harefield	Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, for Schedule 1 Work No. 1/63, 169-71, and 1/73, for a temporary conveyor (1.805km in length) covering an area approx. 19.5 hectares, commencing at the approved HS2 West Ruislip Portal Construction compound and terminating at the South Treatment Area, 337m south-east of the bridge carrying Harvil Road over the Chiltern Main Line, including bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway. **Recommendation: Approval**	7 – 24 364 – 384

7	Land at Harvil Road 76459/APP/2022/3167	Ickenham & South Harefield	HS2 request for approval of Plans and Specifications under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, relating to the Harvil Road Realignment Works, covering a site area of 46,528.5m2, including the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing; building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond; earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road; pedestrian access track; an attenuation pond and the location of fencing. **Recommendation: Approval**	25 – 40 364 – 384

Major Applications with Speaking Rights

	Address	**Ward**	**Description & Recommendation**	**Page**
8	Meadow High School 3348/APP/2023/138	Colham & Cowley	Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works **Recommendations: Approval + Sec 106**	41 – 90 385 - 402

Major Applications without Speaking Rights

	Address	Ward	Description & Recommendation	Page
9	Meadow High School 3348/APP/2023/419	Colham & Cowley	Temporary redevelopment of site including removal of existing external spaces to provide a temporary two-storey academic building (Use Class F1). **Recommendation: Approval**	91 – 114 403 - 414
10	Denville Hall 924/APP/2022/3603	Northwood	Demolition of no. 48 and no. 60 Ducks Hill Road, garage and wooden storage unit and the erection of three new buildings comprising of 12 assisted-living units (Class C2), proposed ancillary communal space, including cafe and restaurant, external connecting link building, landscaping and external works. **Recommendations: Approval + Sec 106**	115 – 176 415 - 445

11	Maple and Poplar Day Centre 43762/APP/2022/3588	Yeading	Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Compliance with Supporting Documentation), 6 (Landscaping Scheme) and 20 (Revised balcony siting / obscure glazing) of planning permission ref. 43762/APP/2018/396, dated 12-04-2018 for 'Demolition of vacant Maple and Poplar Day Centre and construction of 34 residential units' (as amended by 43762/APP/2022/1639 dated 21st June 2022 and 43762/APP/2023/573 dated 02-03-2023) in order to allow the re-siting, internal and external changes, including a new floor to the northern block and the reconfiguration of the car parking and landscaping layout on the wider site. **Recommendations: Approval + Sec 106**	177 – 212 446 - 458
12	Former Victoria PH, North Hyde Road 21432/APP/2021/4649	Pinkwell	Demolition of existing buildings and erection of 2 blocks of flats comprising 38 units (7 x studio, 6 x 1-bed, 14 x 2-bed and 11 x 3-bed) with 2 disabled parking spaces and vehicular access off North Hyde Road and rear garage court areas accessed from Sandow Crescent. **Recommendations: Approval + Sec 106**	213 – 284 459 - 474

13	Murray Engineering, Silverdale Road 12795/APP/2021/1584	Hayes Town	Demolition of a two-storey building and associated structures (Use Class E(g)(iii)) and the erection of a replacement six-storey (plus basement) mixed-used building with industrial floorspace (Use Classes B2, B8, E(g)(ii), and (iii)) at basement and ground floor level with residential uses (Use Class C3) above, together with associated car parking, cycle parking, refuse areas and mechanical plant. **Recommendations: Approval + Sec 106**	285 – 362 475 - 505

PART I - Plans for Major Applications Planning Committee 364 - 506

Minutes

Major Applications Planning Committee

22 February 2023

Meeting held at Committee Room 5 - Civic Centre

HILLINGDON
LONDON

	Committee Members Present: Councillors Steve Tuckwell (Chairman) Henry Higgins (Vice-Chairman) Adam Bennett Farhad Choubedar Elizabeth Garelick **Officers Present**: Mandip Malhotra (Strategic and Major Applications Manager) Ed Laughton (Principal Planning Officer) Noel Kelly (Interim Head of Development Management) Alan Tilly (Transport Planning and Development Manager) Glen Egan (Office Managing Partner - Legal Services) Ryan Dell (Democratic Services Officer)
189.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* Apologies for absence were received from Councillor Darran Davies with Councillor Farhad Choubedar substituting. Apologies for absence were also received from Councillor Tony Gill and Councillor Jas Dhot.
190.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* Councillor Adam Bennett declared a non-pecuniary interest in Agenda item 6 as he lived very close to the application site and the master developer was the freeholder of his apartment. Councillor Bennett left the meeting for this item.
191.	**TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* **RESOLVED: That the minutes of the meeting dated 18 January 2023 be agreed subject to an amendment to include the sentence "Members and officers further noted that S106 monies for carbon offset would be spent within Hillingdon rather than surrounding Boroughs".**
192.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* None.
193.	**TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE** *(Agenda Item 5)*

	It was confirmed that all items were in Part I and would be considered in public.
194.	**LAND EAST OF MONS - 585/APP/2022/665** *(Agenda Item 6)* **Reserved matters (internal access, layout, scale, appearance and landscaping) pursuant to Condition 2 of planning permission reference 585/APP/2017/2819 dated 14-03-19 (Outline planning application with means of site access from the central access road (internal access, layout, scale, appearance and landscaping reserved for subsequent approval) for the erection of up to 90 dwellings (Use Class C3), sustainable urban drainage features and all other necessary ancillary and enabling works).** Councillor Bennett left the room for this item as he had declared a non-pecuniary interest. The application was presented by officers, who noted that when outline planning permission was granted, some matters were reserved for later approval. On this item, these matters were internal access, layout, scale, appearance and landscaping. Officers noted that the S106 legal agreement attached to the outline consent set out that the scheme would either provide 35% affordable housing itself or, should the Town Centre West phase come forward, it would provide 35% affordable housing for the uplift in habitable rooms. This was because the affordable housing provision for the 27 Town Houses was to be provided elsewhere within the Town Centre West phase and therefore it would be unreasonable to require affordable housing to be provided twice for the habitable rooms of the 27 units. Officers further noted that the Town Centre West phase was now under construction, and therefore the current proposal would provide 35% affordable housing on the uplift. Officers noted the addendum, which contained three points. The first was to note that Section 7.13, page 46, noted the tenure spilt of affordable housing referenced as 30:70 affordable rented and intermediate, should be 70:30 affordable rented and intermediate. The second was to note that Section 7.14, page 47, referred to the removal of Tree T40 and T49. It was noted that Tree T40 sat outside the application site boundary. The third was to note that Planning History, page 19, stated that the Reserved matters consent for Town Centre West approved 23 Town Houses on the area of land East of the Mons Barrack block, these should have stated 27 Town Houses as correctly referred to elsewhere in the report. It was noted that there were no petitions on this item. Members thanked officers for the report and questioned if there was only access to the car park via one entrance, and whether the agreed 35% affordable housing was already being built. Officers confirmed in both instances that this was the case. Members further noted the addendum; that this was a reserved matters application; and noted the helpful comment on affordable housing. The application was proposed, seconded and, when put to a vote, approved. **RESOLVED: That the application be approved.**
195.	**Shurgard House – 49467/APP/2022/2801** (Agenda item 7)

Partial demolition and extension to existing building to provide additional self-storage floorspace (Use Class B8) with associated new car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.

Officers introduced the item and noted the addendum comments from the Policy team. It was noted that Condition 3 had been significantly expanded to secure protections requested by the Canals and Rivers Trust, and to include wheel washing facilities. Further reference was made to the addendum, which included additional comments from the Flood and Drainage Officer. Officers clarified via the addendum that the submission of these details would be secured by Condition 6. A verbal update was given in that the final plan in the addendum plan list (Condition 2), drawing number WLA/2107/03/TCP had been revised from Revision A to Revision B. It was noted that the proposed extension would be 38 meters from the closest properties on Delamere Road.

It was noted that there were no petitions on this item.

Members questioned the possible inclusion of an electric charging point and officers clarified that this was noted in the plans pack. Members also suggested the inclusion of a condition around biodiversity. Officers clarified that biodiversity would be added to Condition 11 as a criterion.

Members also questioned the sufficiency of the provisions of fire lifts, and how many additional storage units there would be in the extension. Officers clarified that there was not a requirement for a specific number of internal divisions within the extension. Officers also clarified that Condition 19 stated that the development shall include at least one suitably sized fire evacuation lift, and that the development would have to have met building control regulations. Condition 7 – Fire Strategy was also referenced, which noted Building Control in Section B.

Members noted that the site catered for individuals and businesses and asked which type of businesses these were. Officers clarified that this included small and medium enterprises, and that the units could also be used for family storage. Members asked if it would be possible to condition against the use of the units for habitable use, and officers clarified that while it would be possible to condition for this, enforcement of the condition would be difficult. Officers also noted that they could enforce against a change of use, which habitual use would fall under.

Members asked how the rear access point on Tollgate Drive was currently being used and officers clarified that it was not currently used and there were no proposals to use it in the future. Members asked if it would be possible to safeguard against this access point being used as a main access point and officers noted that Condition 14 would be amended to prevent the regular use of the Tollgate Drive access point and for it to be used for emergency access only.

The application was proposed, seconded and, when put to a vote, approved with amendments to Condition 11 to include biodiversity as a criterion, and to Condition 14 to state emergency access only.

RESOLVED: That the application be approved, subject to the amendments to Condition 11 and Condition 14.

196.	**WOODLANDS PARK LANDFILL SITE, LAND SOUTH OF SLOUGH ROAD - 39707/APP/2022/3243** (Agenda Item 8) **Out of borough consultation for Buckinghamshire County Council: Outline planning application with all matters reserved except for principal points of access for the redevelopment of the former landfill site to comprise a data centre development (Use Class B8 (Data Centre)) of up to 163,000 sq.m (GEA) delivered across 3 buildings to include ancillary offices, internal plant and equipment and emergency back-up generators and associated fuel storage. The scheme includes site wide landscaping and the creation of parkland, and may also include cycle and car parking, internal circulation routes, soft and hard landscaping, security perimeter fence, lighting, earthworks, District Heating Network, sustainable drainage systems, ancillary infrastructure and a substation.** The application was introduced by officers. It was noted that the application site was within Buckinghamshire County and immediately adjoined the western boundary of Hillingdon. This application was seeking Hillingdon's comments. Officers also noted that this was a second application for the same proposals, and Hillingdon had objected to the previous application on 14 March 2022. It was noted that applications to build on the Green Belt would only be granted in very special circumstances. This second application differed from the first in that additional details had outlined the reasons for the very special circumstances. Officers noted that these additional details still did not justify building on the Green Belt. No further changes were proposed to the development which was previously objected. Three reasons for objection were noted: The first was inappropriate development on the Green Belt without very special circumstances. The second was unacceptable impact on the character and appearance of the area. The third was unacceptable impact on local air quality conditions without sufficient mitigation. There was no addendum on this item. A verbal update was given to add an informative that any approval or subsequently allowed appeal should make the necessary requisite contributions towards air quality damage arising from the development. It was noted that the proportion of air damage quality costs received was based on average wind direction. Members further noted the adverse impact on the Green Belt, and on air quality. It was also noted that no alternative sites had been suggested. The application was proposed, seconded and, when put to a vote, objected. **RESOLVED: That the application be objected.**
	The meeting, which commenced at 7.02 pm, closed at 7.39 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250636 or email (recommended): democratic@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

This meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

This page is intentionally left blank

A

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address HS2 - MARYLEBONE TO AYLESBURY LINE BREAKSPEAR RD S HAREFIELD

Development: Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, for Schedule 1 Work No. 1/63, 169-71, and 1/73, for a temporary conveyor (1.805km in length) covering an area approx. 19.5 hectares, commencing at the approved HS2 West Ruislip Portal Construction compound and terminating at the South Treatment Area, 337m south-east of the bridge carrying Harvil Road over the Chiltern Main Line, including bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.

LBH Ref Nos: 77816/APP/2023/293

Drawing Nos: Covering Letter
Appendix 1 West Ruislip Portal Conveyor alignment LOD and LLAU overlay
Appendix 2: Temporary conveyor full alignment and model * 1MC04-SCJ_RTL-EN-DGA-SS05_SL07-48001 Rev.P01.1
Appendix 3: Temporary conveyor detailed alignment * Sheet 1/7, Sheet 2/7, Sheet 3/7, Sheet 4/7, Sheet 5/7, Sheet 6/7 and Sheet 7/7
Appendix 4: Temporary conveyor Rail Track Crossing 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-480005 Rev C02
Written Statement 1MC04-SCJ-IN-STA-SS05_SL06-000007
Appendix 5: Temporary conveyor River Pinn and Breakspear Road South Crossing * 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-48001 Rev P01.1
Appendix 6: Temporary conveyor Chiltern Line Crossing * 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-480002
Appendix 7: Temporary conveyor Return Conveyor and Copthall Stock Pile * 1MC04-SCJ_RT:-EN-DSE-SS05_SL07-480004 RevP01.1
Appendix 8: Temporary conveyor Southern Treatment Area * 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-480003 Rev P01.1

Date Plans Recieved: 01/02/2023 **Date(s) of Amendment(s):**

Date Application Valid: 01/02/2023

1. SUMMARY

This application comprises a bringing into use submission under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), for a temporary conveyor , which will extend between the West Ruislip Portal and the Southern Treatment Area, encompassing the following scheduled work Nos.1/63, 169-71, and 1/73.

The application is the latest HS2 Schedule 17 Request for approval of 'Bringing into Use' submissions that has been deposited with the Council. These Schedule 17 planning submissions can best be likened to the submission of reserved matters, where outline planning consent has already been granted. However, the role of the Planning Authority is heavily restricted as to what can and cannot form the basis of a decision.

The nominated undertaker (HS2 Ltd) is authorised to construct and maintain the 'Scheduled Works' for Phase One of High Speed 2. However, the Planning Conditions set out in Schedule 17 of the Act require the nominated

undertaker to submit requests for approval to the relevant planning authority for bringing into use most 'Scheduled Works' and railway depots. The purpose of 'bringing into use' approvals is to ensure the nominated undertaker for the work takes all reasonably practical measures for the mitigation of the work.

The approval being sought is for the bringing into use of the scheduled works. The proposals can only be brought into use once the Local Planning Authority:
(a) considers that there are no reasonably practicable measures which need to be taken for the purpose of mitigating the effect of the work or its operation on the local environment or local amenity, or
(b) it has approved, at the request of the nominated undertaker, a scheme consisting of provision with respect to the taking of measures for that purpose.

The Environment Statement (ES) identified the need for the temporary conveyor to reduce the impacts of the Phase One HS2 scheme by avoiding the use of road for transportation of spoil, thereby reducing the impact on road traffic movements and air quality. The temporary conveyor is therefore required as a mitigation measure to reduce the impact of construction vehicles on the local road network and reduce consequential air quality effects.

The proposed temporary conveyor has been designed to allow continuous movement of tunnel spoil from the West Ruislip Portal to the Southern Treatment Area during the HS2 construction works (approximately 3 years), provide a safe crossing point for the conveyor, and have minimal impact on the HS2 works, residential and recreational receptors, ecology, historic assets, highways users and flood risk.

The design incorporates practical mitigation measures most of which are already employed through the Code of Construction Practice (CoCP).

There is no statutory obligation to consult with neighbours. However, Natural England and GLAAS have been consulted. No objections have been raised by these statutory bodies to the Schedule 17 submission.

It is concluded that there are no further reasonably practicable measures which need to be taken for the purpose of mitigating the effect of Bringing into Use Schedule Work Nos. 1/63, 169-71, and 1/73 and accordingly approval under Paragraph 9 sub section (4)(a) of Schedule 17 of the Act is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC **Non Standard Condition**

This permission relates to bringing into use, under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), in relation to the following scheduled works:
· Work No. 1/63 - A temporary conveyor for construction purposes commencing at a point 150 metres north east of the junction of The Greenway with footpath U81 and terminating at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South;
· Work No. 1/69 - A temporary conveyor for construction purposes commencing by a junction with Work No. 1/63 at a point 200 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with the commencement of Work No. 1/71 at a point 220 metres west of that bridge;
· Work No. 1/70 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/63 at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and

terminating by a junction with Work No. 1/71 at a point 430 metres west of that bridge;
· Work No. 1/71 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/69 and terminating by a junction with the commencement of Work No. 1/73 at a point 444 metres east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line
· Work No. 1/73 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/71 and terminating at a point 448 metres south east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line.

The approval also includes the bringing into use of a scheduled temporary bridge.

3. CONSIDERATIONS

3.1 Site and Locality

The temporary conveyor is 1.805km in length and covers an area of approx. 19.5 hectares. The temporary conveyor commences at the approved HS2 West Ruislip Portal, terminating at the South Treatment Area 337m south-east of the Harvill Road Chiltern Line underbridge. The proposal also includes bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.

To the north of the temporary conveyor, and the HS2 work sites, lies Ruislip Golf Course, the former MSD site and the Dunster Cottages (a residential receptor). The Network Rail Chiltern Line bounds the south of the site for most of the extent of the temporary conveyor up until the Crossing Chiltern Line Bridges where it moves south towards the Southern Treatment Area.

Most of the residential receptors are to the south. South of the West Ruislip Portal Area is The Greenway residential estate. As the temporary conveyor progresses towards the Crossing River Pinn and Crossing Breakspear Road, the Hoylake Crescent and Copthall Road West residential dwellings fall to the south. To the south-west of Crossing Breakspear Road Bridge is Brackenbury House.

There are several public rights of way (PRoW) in the vicinity of the temporary conveyor from which recreational receptors would be located. Figure 12 shows the relevant PRoW and their status; stopped up (entirely or partially) and/or diverted. Sections of the Celandine Route (R147 and part of U44), U43, U49, U47 and U48 remains partially open. The sections of Hillingdon Trail which fall on U81 and R146 have been fully stopped up and diverted around the West Ruislip Portal work site onto Ickenham Road. There are areas of public open space and common land to the west of The Greenways and the northern boundary of Hoylake Crescent.

Other receptors include the setting of scheduled monuments (Pynchester and Brackenbury moated sites), setting of the listed Brackenbury Farmhouse (Grade II), and the River Pinn wildlife and ecosystems.

The area is predominantly suburban / rural in character with a mixed land use pattern of residential properties (around The Greenway, Hoylake Crescent, and Copthall Road West/Breakspear Road South), road and rail links (Breakspear Road South and Chiltern Railway), open space (King George Playing fields and Ruislip Golf course) and farmland (Brackenbury Farm and Oak farm).

The River Pinn flows in a north to south direction crossing the proposed HS2 rail and Chiltern Railway east of Breakspear Road South. There are several PRoW in the vicinity of the temporary conveyor. The Celandine Route is a public right of way utilising PRoW

R147, U44, U45 and part of U47 running along the east bank of the River Pinn and the western boundary of the Ruislip Golf Course north of the Chiltern Railway. Only R147 remains entirely open, U44 is temporarily diverted (NB: on a short-term basis), and the remaining paths are closed.
To the south of the Chiltern Railway the Celandine Route continues south past the Hoylake residential properties to the east and the Copthall West residential properties to the west. The remaining sections of footpath U47 run parallel to the south embankment of the Chiltern Line. Only the eastern most section of the U47 remain open to allow connection with the U48 to the residential area at Hoylake Crescent. U43 connects the currently open and diverted sections of the Celandine Route to Breakspear Road and bridleway U42 that heads to the north-west past the former MSD site. The eastern section of the U49 which heads south-west past Brackenbury Farm remains open. At the West Ruislip Portal R146 and U81 is temporarily closed.There are two medieval manorial moated sites identified in close proximity to the proposed development i.e. Pynchester Farm (RUI001) and Brackenbury Farm (RUI002). These scheduled monuments are approximately 80m and 350m respectively away from the proposed temporary Conveyor.

Hoylake Crescent, Dunster Cottages, Copthall Road West, and the Greenway residential dwellings are approximately, 100m, 340m, 280m and 30m respectively away from the proposed temporary development. Oak Farm is vacant and is not considered as a residential receptor for the delivery phase of the HS2 works.

The alignment of the temporary conveyor is within the existing established construction area of the HS2 works.

3.2 Proposed Scheme

This application comprises a bringing into use submission under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), in relation to the following scheduled works:
· Work No. 1/63 - A temporary conveyor for construction purposes commencing at a point 150 metres north east of the junction of The Greenway with footpath U81 and terminating at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South;
· Work No. 1/69 - A temporary conveyor for construction purposes commencing by a junction with Work No. 1/63 at a point 200 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with the commencement of Work No. 1/71 at a point 220 metres west of that bridge;
· Work No. 1/70 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/63 at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with Work No. 1/71 at a point 430 metres west of that bridge;
· Work No. 1/71 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/69 and terminating by a junction with the commencement of Work No. 1/73 at a point 444 metres east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line
· Work No. 1/73 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/71 and terminating at a point 448 metres south east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line.

The submission for approval also includes the bringing into use of a scheduled temporary bridge.

The Environment Statement (ES) identified the need for the temporary conveyor for the Phase One HS2 scheme to minimise the use of road transportation reducing impacts of on road traffic movements and air quality. The overall design intent of the temporary

conveyor is therefore as a mitigation measure to reduce the impact of construction vehicles on the local road network and reduce consequential air quality effects.

The temporary conveyor is required to support the construction of the Northolt Tunnels West. The Northolt Tunnel west will be constructed using a Tunnel Boring Machine that will be launched from the West Ruislip Portal. The temporary conveyor is required to transport the spoil from the areas of excavation within the tunnels to the Southern Treatment Area. From here the spoil will either be transported to the Southern Sustainable Placement Area or to the Copthall Stockpile to backfill the Copthall Tunnel.

The temporary conveyor will span from the West Ruislip Portal to Southern Treatment Area and the Copthall Stockpile Area, for a distance of 1.805km. The Conveyor is made up of sections that run over the ground surface within the construction compound (over 72% of its extent) and bridges (over railway sidings, River Pinn an Breakspear Road South).

The material will be conveyed to the Southern Treatment Area, for treatment and stockpiling. A proportion of this material will be moved via the return conveyor to the Copthall Stockpile Area for use as backfill in the Copthall Tunnel Area.

Overland (surface) sections of the temporary conveyor

The overland (surface) sections of the temporary conveyor have a total length of 1300 metres. 72% of the temporary conveyor will be at ground level with limited visibility to receptors. Alignment adjacent to existing acoustic hoardings and the Chiltern Line Railway embankment help to screen the conveyor, in addition to its location within the existing established worksite.

The conveyor comprises a steel frame structure constructed in lengths of 3m or 12m at 1.25m wide and are 1.50m high above ground level. The conveyor consists of a series over rollers over which the conveyor belt passes. The conveyor is raised above the ground by trestle legs every 3m.

The three metre lengths of conveyor have a shallow foundation pad under each set of trestle legs. However, along the length of the Network Rail embankment, some deeper piled foundations are required to transfer the load of the conveyor through the slip plane of the embankment. For its entire length the conveyor is covered primarily to prevent spoil falling off the conveyor, however it also minimises dust and mitigates the noise of the rollers

The temporary conveyor starts at the two discharge points located towards the western end of the West Ruislip Portal. The discharge points are located at the end of the Downline and Upline Tunnel Conveyors. The Downline tunnel conveyor discharges directly onto the temporary conveyor, while the Upline tunnel conveyor discharges material onto a cross conveyor which carries the spoil across the portal before discharging onto the temporary conveyor. The cross conveyor is elevated to allow Multi Service Vehicles (MSV) and other plant needed to construct the cross passages access into the tunnel and ensure protection from vehicular collision.

Interface with the Internal Rail Siding

The concrete segments which form the permanent tunnel lining and are installed as the Tunnel Boring Machine advances will be delivered to West Ruislip from the Pacadar precast facility located at Thamesport, Isle of Grain, Kent by train. To facilitate the delivery and unloading of the tunnel segments a temporary rail siding at West Ruislip has been

constructed and brought into use under separate approval (Reference: 75317/APP/2022/3468). Due to limited space at West Ruislip Portal, it is necessary to construct a bridge to carry the conveyor over the rail siding, thus allowing trains to pass underneath to access the siding. The bridge comprises a steel box construction typical built in 12m lengths for transportation and is bolted together on site to form the required length.

Given the alignment of the rail bringing trains into the rail siding and to maintain the required geometry of the track and the alignment of the conveyor the bridge is 73m in length, which approach sections of 48m and 36m. The maximum height above ground level is 8.03m. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level.

Interface with the Network Rail Embankment

Construction of the permanent works heading towards Harvill Road, including Ruislip Retained Embankment and River Pinn Underbridge, will run concurrently with the tunnelling works. It was recognised that this created a pinch point around the River Pinn and Breakspear Road, during construction of the permanent rail bridges over both.
To facilitate those works, the temporary conveyor is aligned on the Network Rail Embankment and does so for approximately 440m.

Interface with the River Pinn

The temporary conveyor is required to cross the River Pinn. At this location a temporary 30m long bridge will be constructed to carry the conveyor over the River Pinn, with approach sections of 24m on each side of the bridge.
The proposed works have been designed to fall outside of the River Pinn's floodplain avoiding areas of Flood Zone 2 and 3. The foundations are also designed to be >8m from the top of the banks of the watercourse. Based on this design a Schedule 33, Consent number HS2/P10491 has been granted for the oversailing of the River Pinn by the temporary conveyor.

The bridge superstructure is constructed out of steel galvanised steel with a covering of trapezoidal sheets. The underside of the bridge is 9.90m above the river level. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level.

Interface with the Breakspear Road Bridge

The temporary conveyor is required to cross the Breakspear Road South. At this location a 24m long temporary bridge will be constructed to carry the conveyor over Breakspear Road. Figure 24 shows an elevation drawing of the bridge. The bridge superstructure is constructed out of steel galvanised steel with a covering of trapezoidal sheets. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level. These sections are illuminated.

Interface with the Chiltern Line Crossing

The temporary conveyor is required to cross the Chiltern Railway line. At this location two 39m long temporary bridge sections will be constructed adjacent to each other to form one bridge structure to carry the conveyor over the Chiltern Railway. The east most bridge

referred to as the 'conveyor to treatment area' carries the material to the Spoil Treatment Area, and west most bridge, referred to as the 'return conveyor', brings material to the Copthall Storage Area for reuse as backfill in the Copthall tunnel.

The bridge superstructure is constructed out of steel galvanised steel with a covering of trapezoidal sheets. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level. These sections are illuminated.

Southern Treatment Area

The Southern Treatment Area consists of multiple conveyor systems interacting with the Soil Treatment Plant which deposit the soil for treatment prior to stockpiling,

Materiality

Precedence has been given to Network Rail requirements in the colour selection, which takes into consideration driver safety (glare), signal sighting (risk of missing red signal), and neutrality of colour.

Lighting

The bridge and approach sections of the conveyor have access walkways to allow for maintenance. Strip lighting will be installed as 6m centres along the walkways handrail and directed to face inwards towards the conveyor. The lighting units are Ansell Tornado Single 2ft LED Batten Lights. The lighting is 1164Lm.

Construction Phase

Construction of the temporary conveyor will take place in 7 phases.
1. Chiltern Line Crossing Bridges
2. Southern Treatment Area (STA)
3. Overland Conveyor - Copthall North
4. Breakspear Road Crossing
5. River Pinn Crossing
6. 73m Bridge Crossing over Temporary Rail Sidings
7. Overland conveyor - WRP to River Pinn

3.3 Relevant Planning History

Comment on Relevant Planning History

The High Speed Rail (London - West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission. Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17.

Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.
· Construction arrangements (including large goods vehicle routes);
· Plans and specifications;
· Bringing into use requests; and
· Site restoration schemes.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions

and the issues that the LPAs can have regard
to, in determining requests for approval. Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the High Speed Two Code of Construction Practice (CoCP).

The Environmental Statement (ES) is an assessment of the likely significant environmental effects of the proposed HS2 railway and the proposals to avoid, reduce or remedy these likely significant environmental effects. These controls along with the powers contained in the High Speed Rail (London - West Midlands) Act and the Undertakings and Assurances are designed to ensure that impacts which have been assessed in the ES will not be
exceeded.

The EMRs comprise the following suite of documents:
· Code of Construction Practice (CoCP)
· Planning Memorandum
· Heritage Memorandum
· Environmental Memorandum
· Undertakings and Assurances.

SITE SPECIFIC HISTORY

The alignment of the temporary conveyor is within the HS2 Act Limits. The temporary conveyor alignment differs to that described in the scheduled works 1/63, 169-71, and 1/73 in respect to its location, however it remains entirely within the Limits of Deviation for the scheduled works and is in accordance with Schedule 1 1(1) and (2) of the Act.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 14	Trees and Landscaping

DMT 2	Highways Impacts
DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP G2	(2021) London's Green Belt
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP G9	(2021) Geodiversity
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI5	(2021) Water infrastructure
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HISTORIC ENGLAND (GLAAS)

There are no known archaeological remains along the conveyor route and low potential for new discoveries. Therefore I do not consider that these building works aught to be modified to preserve a site of archaeological interest.

NATURAL ENGLAND

No comment.

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

Natural England's advice on other natural environment issues is set out below.

Schedule 17 for HS2
This planning proposal is for a development scheme or works scheduled under the provisions of the High Speed Rail (London-West Midlands) Act (2017) which form part of the High Speed Two scheme within your area. It should therefore be determined using the planning regime established by that legislation. The Act grants the work deemed planning permission, subject to certain matters and details of the deemed consent being reserved for subsequent local planning authority approval under Schedule 17.

We advise that, in determining the consultation, the planning authority should have regard to the permissions already granted under The Act, and to any relevant supporting documents to The Act.

Internal Consultees

7. MAIN PLANNING ISSUES

7.1 Planning Issues

Bringing Scheduled Works and Depots into Use

Schedule 17 paragraph 9 requires that the nominated undertaker submit a bringing into use request for scheduled works. This requirement applies to all scheduled works, except to the extent that the work is underground, and any depots constructed for or in connection with the maintenance of railway vehicles or track.

The grounds for approval set out in Schedule 17(9) paragraph 4 (a) are applicable to this bringing into use application for a temporary conveyor for construction purposes (Works No 1/63, 169-71, and 1/73). Paragraph 4a provides that approval must be granted if there are no reasonably practicable measures needed for mitigating the effect of the work or its operation on the local environment or local amenity.

The Written Statement states that the temporary conveyor has been designed to mitigate, as far as reasonably practicable, any impacts on residential and recreational receptors, road users, ecology, the setting of heritage assets and flood risk, and to be of a visual appearance which balances the need for the safety of the use of the existing Chiltern Line Railway and the landscape impact of the development. With reference to Scheduled Works No 1/63, 169-71, and 1/73, the design of the temporary conveyor incorporates practical mitigation measures most of which are already imposed through the Code of Construction Practice (CoCP).

Assessment: Impacts and Proposed Mitigation Measures

With respect to the local environment and amenity, the assessment in the Written Statement has considered the mitigation on both residential and recreational receptors with respect to the following impacts:

· Visual
· Noise
· Roads
· Public rights of way
· Ecology
· Cultural heritage
· Flood risk

VISUAL

Design

The Environment Statement (ES) identified the need for the temporary conveyor to avoid the use of road transportation reducing impacts of the Phase One HS2 scheme by reducing impacts on road traffic movements and air quality. The overall design intent of the Conveyor is therefore as a mitigation measure to reduce the impact of construction vehicles on the local road network and reduce consequential air quality effects.

The design intends to provide a temporary structure that allows continuous movement of tunnel spoil from the West Ruislip Portal to the Southern Treatment Area during the HS2 construction works (approximately 3 years), provides a safe crossing point for the

conveyor, and has minimal impact on residential and recreational receptors, ecology, historic assets, road users and flood risk.

The design of the temporary conveyor is subject to the following constraints:
· HS2 Limits of Deviation for the proposed temporary conveyor which is a scheduled work under The Act
· Existing construction site temporary and permanent works, and haul roads
· Existing Chiltern Line
· Breakspear Road
· River Pinn: habitat and flood risk.
· Proposed temporary railways sidings, subject to the recently approved Schedule 17 Bringing into Use approval request
· Ensure that impacts to environment and amenity are mitigated as far as is reasonably practicable.

The design of the temporary conveyor has included the following mitigations to respond to these constraints
· Alignment close to Chiltern Line to avoid construction areas and haul roads to prevent impact on other temporary and permanent works
· Neutral grey colour to avoid glare and distraction to trains on the Chiltern Line approved by Network Rail
· Coverings to enclose the surface conveyors, drive stations and bridges to ensure spoil material is contained in the conveyor and to reduce any noise impacts
· Alignment at ground level and adjacent to existing acoustic hoarding to minimise visual impacts
· Foundations situation outside of flood risk zones to prevent any change to flood risk
· Ensuring lighting is kept to a minimum, is directional and kept to the minimum safe brightness levels,

Visual Impacts

The Environmental Statement identifies several viewpoints that will be significantly affected by construction phase of the Proposed Scheme (HS2 Phase 1). The conveyor is specifically identified as being visible from several of these viewpoints.

At 35m from the scheme, the environmental statement identifies that the temporary conveyor will be visible in the background view from properties on The Greenway, but this will be in the context of the worksite and other plant. These views of the construction activity, including the temporary conveyor, will be partially screened by existing mature vegetation in the back gardens of The Greenway and on their northern property boundaries. The overall impact of the construction phase is assessed to be a major adverse effect, however the contribution of the conveyor to this impact is not specified. The conveyor's individual impact will be temporary, seen in the context of the wider construction works, and partially mitigated be existing vegetation. The change in alignment is minimal in this section and does not affect the validity of the conclusions of the Environmental Statement. The continuous lighting associated with the temporary conveyor is assessed not to be significant in the context of an existing well-lit foreground of street lighting and light spill from buildings.

Other viewpoints assessed include:
· View south and west from the Blenheim Care Centre, residential properties on Ickenham Close, from business units on Ickenham Road and from Ickenham Road
· View north from dwellings on Hoylake Crescent, from King George V Playing Field, from PRoW (Footpaths U47 and U48, Celandine Route) north-east from Hoylake Crescent and

Ickenham Cricket Club Ground
· View north and north-west from Brackenbury House, Farm and associated properties off Breakspear Road, Ickenham
· View south from Oak Farm, Square Orchard and associated residential properties (Breakspear Road South, north of the Chiltern Main Line) and PRoW (Footpath U43).
· View east from the PRoW (Footpath U49) between Harvil Road and Breakspear Road, to the south of the Chiltern Main Line

Overall, it was concluded that whilst the impacts of the HS2 works in total, result in significant visual effects, with exception to the continuous illumination in the vicinity of Brackenbury Farm, they cannot be specifically attributable to the temporary conveyor. Notwithstanding this, it is considered that the separation distances from receptors and relationship to the existing construction activity, alignment adjacent to the acoustic hoarding, neutral colour of materials, and the existing mature screening throughout the extent of the proposed conveyor can be seen to mitigate any effects.

ECOLOGY

Vegetation clearance

There is no vegetation from the east section of the site between Ickenham Road and the River Pinn. The River Pinn is a designated site for ecology (SBI.II), of district/borough value and a Hillingdon BAP (Biodiversity Action Plan) habitat. The River Pinn embankments are populated with grass and low-lying scrub, that is regularly maintained. Between Breakspear Road South and the Southern Treatment Area the area included grassland, scrub and woodland. This vegetation has now been cleared to cut grass to facilitate the construction of the Copthall Tunnel, including the temporary conveyor.

From West Ruislip Portal to Breakspear Road South the temporary conveyor is located within existing construction compounds. Vegetation clearance was carried out in 2018 by HS2 enabling works contractor to facilitate HS2 Phase One Works. Except for the Network Rail and River Pinn embankments, no vegetation remains within the construction site.

At the River Pinn and Breakspear Road Embankments vegetation clearance has already been carried out. This was completed during the initial set up of the site and installation of site boundaries next to the Chiltern Line. The remaining vegetation is grass and low-lying scrub which requires regular clearance to allow SCS to demonstrate that there is no loading on the embankments.

Vegetation clearance has also been required on the Network Rail embankments to the west of Breakspear Road to facilitate HS2 Works, including the temporary conveyor. This was an area of mature woodland and scrub. The clearance of this area of woodland was required specifically for the temporary conveyor to facilitate the construction of the Chiltern Line Crossing Bridges. The clearance works for the Crossing Chiltern Line Bridges Line was carried out consecutively with the tree clearance works on the Network Rail North Embankment for the Copthall Tunnel Sidings.

Any new low-lying growth within the temporary conveyor footprint will need to be cut back as necessary to ensure free running of the temporary conveyor. All vegetation clearance is subject to a vegetation permit approved by the Ecology Manager prior to works commencing. Which determines the requirement for ecological supervision and mitigation measures such as nesting bird inspections and fingertip searching of suitable reptile habitat.

The applicant states that all vegetation associated with the conveyor has been cleared with appropriate ecological and arboricultural controls in place. The controls undertaken include ecological species-specific surveys and arboricultural assessments Further controls included ecological clerk of works (ECoW) on site during vegetation clearance to advise on ecological features such as nesting birds and providing the appropriate mitigations if necessary.

Non-Statutory Designated Sites

The temporary conveyor falls within the extent of several locally designated wildlife sites including Brackenbury Cutting Site of Importance for Nature Conservation (Copthall Tunnel) and West Ruislip Golf Course and Old Priory Meadows SINC. West Ruislip Golf Course and Old Priory Meadows SINC are located to the western side of West Ruislip Golf Course.

The environmental statement does not specifically address the impact on the clearance for the temporary conveyor on these non-statutory designated sites but does assess the impact of the overall clearance for the scheme as a temporary adverse effect on a site of district / borough value. The impact of the specific works forms a small part of this wider impact. Following the decommissioning of the West Ruislip Portal, Breakspear Road South, and Copthall worksites some of the habitat will be left to restore naturally in addition to a designed scheme of planting to replicate existing and support local species reducing the impact of the designated sites to be approved through a Schedule 17 Site Restoration consenting process.

Reptiles and nesting birds (non-Schedule 1)

The loss of the vegetation could result in a negative impact on the local reptile population (if they are killed or injured by the works), and / or on nesting birds (if active nests are present in the vegetation and lost during the clearance). Impacts on these species will be mitigated by the presence of an ecological clerk of works (watching brief) during works. The majority of vegetation that could support either reptiles or nesting birds within the works site has already been cleared under ecological supervision as part of the wider HS2 works.

Bats

Bat foraging areas and commuting routes with recorded high levels of activity from common pipistrelle and lower activity of rarer species along the railway land between the River Pinn and Harvil Road have and continue to be affected by the HS2 works. The Environmental Statement does not specifically assess the individual impact of the temporary conveyor on bats, but it does identify the clearance of trees at Brackenbury Railway Cutting SINC (Copthall Tunnel) and further small areas of mosaic and transition habitat along this route, quantifying the HS2 works to result in in the loss of approximately 0.4ha of woodland and scrub. The tunnel works will occur 24 hours and will involve a temporary conveyor transporting material during this time. Bats will likely be deterred from using the route throughout construction due to the extent of works along the northern and southern sides of the railway and will be forced to forage elsewhere likely further west along the railway toward the Colne Valley. Although total loss of assemblage is unlikely, some population losses and significant commuting disruption are likely.

However, the creation of approximately 6ha of new semi natural broad-leaved woodland, grassland, and ponds south of New Year's Green Lane in the area of New Year's Green Covert will restore and provide replacement and additional high quality foraging habitat

and commuting features such as the woodland edges for common pipistrelle. This area has not been created specifically for the conveyor habitat loss but forms part of the overall mitigation strategy for habitat loss in the Copthall Tunnel area.

Badgers

A badger sett was identified within the woodland cleared for the conveyor route, near to the section where the conveyor crosses the Chiltern Line. Further assessments (in line with best practice) were undertaken, including a camera trap monitoring the hole for over 21 days. No badgers were found to be using the sett and it was deemed inactive. The inactive sett was closed to reduce the likelihood of badgers returning to use it and impacting the conveyor works. As it was not an active badger sett there are no legal implications of closing the hole.

Great Crested Newts

A pond located within Brackenbury Barn has not been accessible for amphibian surveys. It is assumed a low population of great crested newts are present (as a precautionary approach). Vegetation clearance near to the pond has been undertaken with ECoW support to search the habitat for any great crested newts. No newts were found during the site clearance works.

Natural England raises no objections to the current 'bringing into use' submission.

In due course, a Schedule 17(12) 'Site Restoration' submission will be made to the Council, which will propose a scheme for the permanent landscaping following the demobilisation of the construction worksites

HIGHWAY ISSUES

Temporary highways closures

The temporary conveyor route goes over Breakspear Road South. The Crossing Breakspear Road Bridge will be constructed to the north of the existing Network Rail road overbridge to facilitate the temporary conveyor crossing the road. Two temporary road closures will be required to facilitate the construction of the Crossing Breakspear Road Bridge for which permits (Under Schedule 4 Part 2 (6) of the HS2 Act 2017) will be made to the Council. A Temporary night closure for Breakspear Road South is required for the installation of the beam required to facilitate the temporary conveyor construction. A permit application to the LBH has been made and is under consideration.

Further night closure for Breakspear Road South to facilitate the construction of the temporary conveyor, are anticipated ,finalised dates are to be confirmed and permit applications have not yet been made. The road closures are scheduled to ensure that there are no two road closures simultaneously on Breakspear Road South and Harvil Road to reduce public interference, in accordance with the HS2 Route-wide Traffic Management Plan. In addition, they are planned to be at night (for a period of 2no weekends) for the shortest practicable duration. Together these measures ensure the least disruption to local road users, as far as reasonably practicable. Early liaison with emergency services will ensure that there is appropriate awareness of the closure in the interests of public safety and emergency service responsiveness.

Schedule 33 Part 1 consent has been approved for the construction of Crossing Breakspear Road South Bridge. This will ensure the appropriate protective provisions for

the highways, road, and footpath, are secured. This included mitigation to provide advance warning (additional signage and white lining) of the Chiltern Line Underbridge height restriction to prevent bridge strikes. A road safety audit will be carried out and submitted to the Council.

Temporary stopping up and diversion of Public Rights of Way

The temporary conveyor would not result in any change to the existing right of way temporary and permanent diversions between West Ruislip Portal and the Southern Treatment Area. The construction and operation of the temporary conveyor will benefit from the existing temporary stopping up and diversions of the Hillingdon Trail (U81) and the Celandine Route (U45, U46 and U47 (including temporary (short term) stopping up/diversion of U44)) and U42 consented under Schedule 4 of the HS2 Act 2017. There are no further stopping up/diversions specifically required to enable the construction or operation of the temporary conveyor.

NOISE

Operational Use

The temporary conveyor is designed to carry spoil created during the tunnelling operations for the Northolt Tunnels West. The Tunnel construction is programmed to be a 24/7 operation. While the TBMs will be not be excavating continuously, allowing for ring building (building of the tunnel lining), tunnel conveyor belt extensions, HV cable extensions and other operational requirements including but not limited to breaking into shafts, cutter head interventions, there will not be many times when both machines are stopped and therefore the temporary conveyor will be required to operate continuously.

A number of different plant equipment will be utilised within the Overland Conveyor System to ensure that spoil material can be continuously transported from the upline and downline TBMs to the spoil treatment plant for treatment during the day, evening and night periods every day. These different pieces of plant equipment include:

· Seven Discharge Units;
· One Tripper Car;
· One Overland Conveyor;
· Two Conveyor Transfer Towers; and
· 15 Drive Units.

The applicant explains that the temporary conveyor must be permitted to be in continuous operation during the day, evening and night periods every day. This is because as the upline and downline TBMs advance, the pressure within the cutterhead which is governed by the amount of spoil material within the cutterhead (and additives) must balance that of the ground pressure acting inwards towards the cutterhead. If these two opposing pressures are not balanced then heave or subsidence movements can occur on the ground surface, which could result in significant damage to structures on the ground surface. Therefore, to ensure that the cutterhead is not over pressurized due to excessive spoil material being present within the cutterhead (which could result in heave movement on the surface), the temporary conveyor must be permitted to be in continuous use to transport the spoil material out of the cutterhead to prevent over pressurization of the cutterhead. The temporary conveyor will be stopped during any down times for both machines and for any required maintenance. The continual operation will result in continuous noise emissions and lighting.

The Environmental Statement assesses the noise impacts of the proposed HS2 works, taking account of the continuous operation of the temporary conveyor within the assessment assumptions. The Environmental Statement sets day-time and night-time trigger levels for noise emissions:
· Day-time trigger level is 75db
· Night-time trigger level is 55bd

The Environmental Statement does not specifically assess the impacts of the temporary conveyor, but it is included in the assumptions. This concludes that avoidance and mitigation measures will ensure that noise impacts on residents would not be of a significant effect. Outdoors impacts would be significant only in the areas closest to the works which includes The Greenways, South Harefield, and Breakspear Road South. The Environmental Statement states that HS2 will continue to seek reasonably practicable measures to reduce the identified significant effects.

The following mitigations will be undertaken to ensure that the operation of the conveyor would not result in any significant effects on receptors;
· To mitigate noise from the temporary conveyor, the conveyor is covered. .
· To mitigate noise from the drive stations, the drive stations are covered.
· Where the overland conveyor increases in elevation over the four crossings, part of the conveyor will be containerised to prevent spoil material from falling onto Sleeper lines/River Pinn/Breakspear Road/ Network Rail Lines, providing further noise mitigation.
· Acoustic hoarding along the HS2 work site boundary also provide noise mitigation for the surface sections of the temporary conveyor as it runs along the boundary between West Ruislip Portal and Breakspear Road South.
· In accordance with the Code of Construction Practice the measures under Section 13 will be applied, including Best Practicable Means (BPM) during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors (including local businesses and quiet areas designated by the local authority) arising from construction activities
· Works will be in accordance with BS 5228 (Noise Control on Construction and Open Sites)

It should be noted that Section 61 (Pollution Act 1974) consent is required for the construction and operation of the temporary conveyor. Section 61 consent, under two separate consents, has been granted for the full extent of the temporary conveyor. The assessment of the operation of the temporary conveyor predicts no exceedance of the day-time or night-time trigger levels, and no significant effects on receptors. The operation of the conveyor will be assessed, and mitigated further if required, through the Section 61 consenting process.

The applicant submits that the noise impacts of construction of the temporary conveyor have been adequately assessed and mitigated for through the Section 61 consent process, therefore no further mitigation is required. No specific conditions relating to the construction of the temporary conveyor have been applied. If required, the general conditions of the consent would adequately manage any change through an application for dispensation to the Council.

HERITAGE

Cultural Heritage

There are two medieval manorial moated sites identified in close proximity to the proposed temporary conveyor.

· Pynchester Farm (RUI001) located approximately 500m from the temporary conveyor; construction scale of impact is deemed as low and the effect moderate adverse; the operation scale of impact is deemed minimal and effect minor adverse.
· Brackenbury Farm (RUI002). Is located approximately 600m from the route; construction scale of impact is deemed as medium and the effect major adverse; the operation scale of impact is deemed minimal and effect minor adverse.

Archaeology

Archaeological investigations, directly to the north of the temporary conveyor, yielded negative results. As a result, the potential for encountering further buried assets is determined as low and the significance is low. These areas have now been removed from archaeological scope and no further works in these areas are required ahead of the installation of the temporary conveyor.

GLAAS advises that there are no known archaeological remans along the conveyor route and there is low potential for new discoveries. Therefore, GLAAS does not consider that these building works aught to be modified to preserve a site of archaeological interest.

FLOOD RISK

The proposed works have been designed to fall outside of the River Pinn's floodplain avoiding areas of Flood Risk Zone 2 and 3.

A Schedule 33, Consent number HS2/P10491 has been granted for the oversailing of the River Pinn by the temporary conveyor. The consent was granted on the basis that the foundations were outside of the flood plain and the foundations were more than 8m away from the top of the bank of the River Pinn. Furthermore, the consent was granted on the basis that appropriate mitigation to prevent any debris falling into the river during construction an operation, will be in place.

CONCLUSION

The grounds for approval set out in Schedule 17(9) paragraph 4 (a) are applicable to this bringing into use application for the proposed scheduled temporary conveyor. Paragraph 4a provides that approval must be granted if there are no reasonably practicable measures needed for mitigating the effect of the work or its operation on the local environment or local amenity.

With respect to the local environment, this assessment of the proposal has considered impact on visual receptors (residential and recreational) as well as impacts on ecology and on sites of archaeological and historic interest. The impact on flood risk is also considered. With respect to local amenity, this assessment has considered the impact on the local highway network and public rights of way.

In addition, both Natural England and Historic England have raised no objections to this 'Bringing into Use' submission in terms of ecology and archaeology.

In conclusion, it is the opinion of officers that there are no reasonably practicable measures which need to be taken for the purpose of mitigating the effect of the work or its operation in terms of its impact on the local environment / local amenity, in accordance with Paragraph 9 sub section (4)(a) of Schedule 17 of the Act.

Contact Officer: Karl Dafe **Telephone No:** 01895 250230

This page is intentionally left blank

A

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address LAND AT HARVIL ROAD HAREFIELD

Development: HS2 request for approval of Plans and Specifications under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, relating to the Harvil Road Realignment Works, covering a site area of 46,528.5m2, including the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing; building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond; earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road; pedestrian access track; an attenuation pond and the location of fencing.

LBH Ref Nos: 76459/APP/2022/3167

Drawing Nos: LBH.PS.10008 PROFORMA
1MC04-SCJ_SDH-IN-STA-SS05_SL08-000002 WRITTEN STATEMENT
1MC04-SCJ_SDH-LS-DSH-SS05_SL08-746101 P04 PLANTING SCHEDULE
1MC04-SCJ_SDH-LS-DSH-SS05_SL08-746104 P05 PLANTING SCHEDULE
LETTER DATED 8th March 2023
1MC04-SCJ_SDH-AR-DEL-SS05_SL08-853001 P04 Harvil Road Underbridge Details
1MC04-SCJ_SDH-LS-DDE-SS05_SL08-744003 P01 Typical weir detail
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741111 P07GA Hard Landscape and Earthworks Plan 1 of 4
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741112 P04 GA Hard Landscape and Earthworks Plan 2 of 4
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741113 P04 GA Hard Landscape and Earthworks Plan 3 of 4
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741114 P04 GA Hard Landscape and Earthworks Plan 4 of 4
1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742001 P96 Section 1 of 2
1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742002 P07 Section 2 of 2
1MC04-SCJ_SDH-LS-DDE-SS05_SL08-744001 P04 Typical Fencing and gate details
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741100 P04 Landscape Location Plan
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741103 P02 Landscape General Arrangement Plan
1MC04-SCJ_SDH-LS-DDE-SS05_SL08-744003 P06 Indicative soft landscape plan 1 of 4
1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742012 P04 Indicative soft landscape plan 2 of 4
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741123 P04 Indicative soft landscape plan 3 of 4
1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741124 P04 Indicative soft landscape plan 4 of 4
1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742011 P06 Indicative Soft Landscape Section 1 of 2

1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742012 P06 Indicative Soft Landscape Section 2 of 2
1MC04-SCJ_SDH-IN-TEM-SS05_SL08-000002 C02.2 Covering letter
1 MC04-SCJ SDH-DR-DPL-SS05 SLOB-7 41 006 P02 Drainage Layout 6 of 6
1MC04-SCJ_SDH-DR-DPL-SS05_SL08-741001 P02 Drainage Layout 1 of 6
1MC04-SCJ_SDH-DR-DPL-SS05_SL08-741002 P02 Drainage Layout Sheet 2 of 6
1 MC04-SCJ SDH-DR-DPL-SS05 SL08-7 41 003 P02 Drainage Layout Sheet 3 of 6
1MC04-SCJ_SDH-DR-DPL-SS05_SL08-741004 P02 Drainage Layout Sheet 4 of 6
1MC04-SCJ_SDH-DR-DPL-SS05_SL08-741005 P02 Drainage Layout Sheet 5 of 6

Date Plans Recieved: 14/10/2022 **Date(s) of Amendment(s):**

Date Application Valid: 18/10/2022

1. SUMMARY

This application comprises a Plans and Specifications submission under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), in relation to the proposed Harvil Road attenuation pond which was the subject of a second phase of approval 76459/APP/2021/2049, for the realignment of Harvil Road, including the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments and access roads associated with the realigned Harvil Road, swales and attenuation pond; and the location of vehicle restraint systems and fencing.

The application is the latest in a series of HS2 Schedule 17 planning submissions that have been deposited with the Council. These Schedule 17 planning submissions can best be likened to the submission of reserved matters, where outline planning consent, has already been granted. This includes the principle of the Harvil Road realignment. The role of the Planning, Authority is therefore heavily restricted as to what can and cannot form the
basis of a decision.

The attenuation pond designs were omitted from approval 76459/APP/2021/2049 as they were not considered to be suitable or consistent with intentions for a softer landscape and aligned with further restoration of the area following completion of the HS2 project. The original design including hard engineered areas surrounding the pond to allow for infrequent maintenance resulting in a pond that was predominantly functional as a surface water solution. The latest proposals were developed on the back of lengthy discussions with the Council. An access road is still required but this tarmacked surface ceases at the north eastern part of the pond. Softer access tracks allow for maintenance around the pond and the banks have a more natural gradient which removed the original hard engineered edging that posed a barrier to wildlife. The pond is now considered to be more of a natural design which will provide a an all year round wetland habitat that will complement the restoration of the land around the viaduct to the south. The design changes have retained the engineered functionality but introduced a greater degree of ecological and wildlife benefits.

Schedule 17 elements approved under 76459/APP/2021/2049 include:
· Building works associated with the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing.

Remaining Schedule 17 elements for approval (subject to this application) are as follows:
· Building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond.
· Earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road, pedestrian access track, an attenuation pond; and the location of fencing.

All elements relating to the approved 76459/APP/2021/2049 application remain as approved within updated submission documents and drawings.

There is no statutory obligation to consult with neighbours. However, Natural England, the Environment Agency and Historic England (including GLAAS) are statutory consultees for this proposal and have raised no objections. GLAAS has agreed that the design or external appearance of the proposed attenuation pond does not require modification in order to preserve a site of archaeological or historical interest. subject to the applicant adhering to an agreed programme of archaeological works and Construction Integration Recording (CIR) which will be undertaken concurrently with the attenuation pond groundworks and excavation.

No objections are raised to the proposed fencing.

Officers are of the opinion that the proposals would not have a detrimental impact on a site of ecological value (i.e. a designated site) or an archaeological area of importance.

It is considered that there are no reasonably practicable measures which need to be taken for the purpose of mitigating the effect of the work or its operation in terms of its impact on the local environment / local amenity, in accordance with Paragraph 9 sub section (4)(a) of Schedule 17 of the Act.

2. RECOMMENDATION

APPROVAL subject to the following:

INFORMATIVES

1

The final planting and restoration will be subject to additional consents. The final planting mix will therefore respond to the concerns raised by the Colne Regional Park and will ensure a suitable native species mix of planting that is consistent with the agreed planting to the area restored to the south.

3. CONSIDERATIONS

3.1 Site and Locality

The application site (hereafter known as 'the site') is located to the east of the existing Harvil Road and crossing over the existing Chiltern Line railway, the proposed HS2 line railway and a main river Newyears Green Bourne. The existing use of the site is open field, consisting of predominantly grassland and tree planting.

The site is located to the north of the Borough, between the A40 and South Harefield. In

the wider area, there are significant areas of green space that include Ruislip Woods, Bayhurst Wood, Uxbridge Golf Course, Ruislip Golf Course, and the Colne Valley Regional Park.

3.2 Proposed Scheme

The relevant scheduled works as set out under Schedule 1 of the Act to which this Schedule 17 submission relates are:
· Work No. 1/76 - A realignment (part) of Harvil Road commencing at a point 230 metres south-east of the junction of that road with Skip Lane and terminating at a point 223 metres north of that junction. Work No. 1/76 includes a bridge over the Aylesbury to Marylebone Line.

This application is a request for the approval of plans and specifications for the Harvil Road attenuation pond under Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017. The proposed Harvil Road attenuation pond was the subject of a second phase of approval under application ref: 76459/APP/2021/2049. Schedule 17 elements approved under 76459/APP/2021/2049 include:
· Building works associated with the Harvil Road Stream Underbridge
(comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing.

Remaining Schedule 17 elements for approval are as follows:
· Building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond.
· Earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road pedestrian access track, an attenuation pond; and the location of fencing.

Buildings

Building works for approval comprise the elements associated with the development of the Harvil Road Stream Underbridge. The structure is formed of several elements which include a box culvert, concrete mammal ledge, post-and-rail parapet (fixed atop the wingwalls) and reinforced concrete wingwalls. The box culvert if not for approval under Schedule 17 as it is not an external element, the concrete mammal ledge and post and rail parapet are for approval under building works and the reinforce concrete wingwalls are for approval under earthworks.
These elements have already been approved under 76459/APP/2021/2049.

At the attenuation pond, building works approval is required for a 2m wide and 0.85m high concrete weir with a non-woven geotextile bag facing. The concrete weir will be located between the attenuation pond and the Newyears Green Bourne wit a purpose of controlling the flow of water from the attenuation pond into a drainage swale which will then discharge to the Newyears Green Bourne. The concrete weir will have a variable discharge rate of up to 200 l/s. The concrete weir will be faced and integrated into the embankment with non-woven geotextile bags which are required primarily to provide sliding resistance but will also provide a vegetated facing to the concrete weir to reduce the visual impact of the concrete weir and enhance biodiversity.

Earthworks

Earthworks for approval comprise embankments to support the realigned Harvil Road and associated access roads; drainage swales; an attenuation pond; wingwalls and the reinstatement of Newyears Green Bourne following completion of construction works.

Most of these elements have already been approved under 76459/APP/2021/2049.

Drainage swales are proposed along the embankments to the east and west of the realigned Harvil Road, The dimensions of the swale channel beds are approximately 1m with variable slope steepness from approximately 1:3 to 1:5. The minimum depth of the swales varies from 0.2 - 0.3m. There are two swales located to the south of Newyears Green Bourne; the swale to the west is entirely north of the proposed HS2 lines, and the swale to the east is predominantly north of the proposed HS2 lines with a small section falling to the south. The purpose of these swales is to convey surface water runoff from the highway embankments northwards to discharge into Newyears Green Bourne. There are also two swales located to the north of Newyears Green Bourne; the swale to the west is to the south of the attenuation pond access road and connects to the New Years Green Bourne, and the swale to the east connects with the existing Harvil Road highway drainage network. The purpose of these swales is to convey surface water runoff from the highway embankments and drainage southwards to ultimately discharge into Newyears Green Bourne. Discharge of swales into the Newyears Green Bourne have been consented by the Environment Agency under Schedule 33 Part 5 of the HS2 Act.

An attenuation pond will be located to the west of Harvil Road and to the north of the Newyears Green Bourne. The purpose of the attenuation pond is to capture Harvil Road highway drainage, distil some sediment, and discharge the water into the Newyears Green Bourne to the south. The attenuation pond will be approximately 1,760sqm in total and formed of two inverted areas, the first area (the sedimentation bay) will have a depth of 2.2m and the second area (the infiltration basin) will have a depth of 1.7m. The sedimentation bay acts as a silt trap, allowing some sediments to settle before discharging to the Newyears Green Bourne via the infiltration basin. The invert of the sedimentation bay is 0.5m lower than the infiltration basin meaning that water will migrate into the infiltration basin by overtopping of the embankment between the two inverts.

Earthworks between these are to be retained in situ by gabion baskets. The sedimentation bay surface finish will be topsoil with a geotextile membrane and a layer of puddle clay beneath to contain the water and sediment within the bay. The infiltration basin surface finish will be topsoil with a geotextile membrane to allow for some infiltration of water before discharge to the Newyears Green Bourne. Additionally, scour protection is provided at the inlet and outfall to provide soil and river channel protection.

Gabion baskets will be located between the two pond areas, the purpose of which are to provide a retaining function to the earthworks between the sedimentation bay and infiltration basin. The gabion baskets will be manufactured from a hard drawn steel wire formed into a bi-axial mesh grid. The gabion basket fill will be hard and durable and non-frost susceptible (rock or stone type) having a minimum dimension not less than the mesh opening and a maximum dimension of 200mm.

A 1.5m wide topsoil grass seeded pedestrian access road will be located around the southeast perimeter of the attenuation pond to provide access for maintenance personnel for inspection. Adjacent to the west of the access road will be a 3m wide topsoil grass seeded strip with no pavement subbase to allow a 4x4 vehicle to access the weir for sporadic inspection.

Security and boundary fencing (location for approval) will be provided around the attenuation pond and is included in the 'area subject to second phase of approval'. The purpose of this fencing is to keep intruders out of the attenuation pond. This fencing will consist of security fencing to the south west of the attenuation pond and access road, and boundary fencing around the remainder of the safety fencing encircling the attenuation pond.

Other works

In addition to the works outlined above (including the 'area subject to this second phase of approval'), there are some other elements associated with the realignment of Harvil Road that are subject to separate Schedule 17 Plans & Specifications applications, these include:
· Harvil Road Overbridge (over Chiltern Lines) (approved July 2021);
· The Harvil Road Bridge (over HS2 lines) (approved December 2021); and
· Newyears Green Bourne Flood Compensation Area (approved December 2021).

The existing section of Harvil Road that will be permanently stopped up will be removed and the existing Chiltern Line bridge will be demolished. The area will be returned to a landscape / agricultural use and railway cutting. These works will be subject to a separate Schedule 17 Site Restoration application.

A Schedule 17 Bringing Into Use application will be submitted to include details of the proposed indicative mitigation and planting, however details of this have been included for information as part of a consultation submitted concurrently with this Plans & Specifications submission.

3.3 Relevant Planning History

Comment on Relevant Planning History

The High Speed Rail (London - West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission.

Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.
· Construction arrangements (including large goods vehicle routes);
· Plans and specifications;
· Bringing into use requests; and
· Site restoration schemes.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.

Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs comprise the following suite of documents:
· Code of Construction Practice (CoCP)
· Planning Memorandum
· Heritage Memorandum
· Environmental Memorandum
· Undertakings and Assurances

These controls along with the powers contained in the High Speed Rail (London - West Midlands) Act and the Undertakings and Assurances are designed to ensure that impacts which have been assessed in the Environmental Statement (ES) will not be exceeded. The Environmental Statement (ES) is an assessment of the likely significant

environmental effects of the proposed HS2 railway and the proposals to avoid, reduce or remedy these likely significant environmental effects.

SITE SPECIFIC HISTORY

Following extensive engagement with the applicant, it was agreed in early 2021 that further design development would be undertaken for the attenuation pond area located to the west of the proposed re-aligned Harvil Road and north of the Newyears Green Bourne. It was agreed that the attenuation pond area of the Schedule 17 application would be deferred for approval at a later stage; this area was demarcated as 'area subject to second phase of approval'. As such, all elements of the Harvil Road Highway Works Schedule 17 submission, apart from the attenuation pond area, were approved in November 2021 (application ref: 76459/APP/2021/2049).

Elements approved under 76459/APP/2021/2049 (realignment of Harvil Road) include:
- Building works associated with the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing.

This application relates to the attenuation pond area. Elements requiring approval:
- Building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond. Earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road, pedestrian access track, an attenuation pond; and the location of fencing.

All elements relating to the approved 76459/APP/2021/2049 application remain as approved within updated submission documents and drawings.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts

DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP G2	(2021) London's Green Belt
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP G9	(2021) Geodiversity
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI5	(2021) Water infrastructure
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

NATURAL ENGLAND

SUMMARY OF NATURAL ENGLAND'S ADVICE
Natural England has welcomed the early engagement and pre-application meetings held on 25th February 2021 and 16th February 2022.
Natural England further welcomes the overall mitigation planting which includes the habitat creation and restoration designed to complement the open water and wooded habitats associated with the Mid Colne Valley Site of Special Scientific Interest (SSSI).
Natural England also supports the use of grazing animals (Where possible) as part of the future ongoing sustainable management of the restored habitats.

Schedule 17 for HS2
This planning proposal is for a development scheme or works scheduled under the provisions of the High Speed Rail (London-West Midlands) Act (2017) which form part of the High Speed Two scheme within your area. It should therefore be determined using the planning regime established by that legislation. The Act grants the work deemed planning permission, subject to certain matters and details of the deemed consent being reserved for subsequent local planning authority approval under Schedule 17.

We advise that, in determining the consultation, the planning authority should have regard to the permissions already granted under The Act, and to any relevant supporting documents to The Act.

HISTORIC ENGLAND (GLAAS)

I recommend that HS2 is is requested to provide further information in the form of a field evaluation of the attenuation pond site prior to the determination of this application. This evaluation should be planned and interpreted with the Area Central mitigation, west of Harvil Road.

Colne Valley Regional Park

In the species lists for tree planting are Sycamore and Sweet Chestnut which I don't think is appropriate as non-natives and have commented accordingly, but more worrying is the inclusion of Scotch Elm (Ulmus glabra). This is the North American nomenclature for Wych Elm and infers that the stock is sourced from this region. It goes on. In the grasses, Kentucky Blue-grass and Cat-grass are listed for Smooth Meadow-grass and Cock's-foot. Similarly Bird Vetch is listed instead of Tufted Vetch. I am really worried that stock is being sourced from North America for these planting schemes, the implications of which are significant on a number of levels.

Objection:

Inappropriate species and provenance. Remove Sycamore and Sweet Chestnut from the tree planting list. These are not native and not appropriate to plant. The grass list refers to Kentucky Bluegrass and Cat Grass. These are not the English names for these species and infer that the provenance of the grass mix is not from the UK. All species mixes must be from the UK. The wildflower species mix refers to Bird Vetch. This is not the English name which is Tufted Vetch. This also infers that the wildflower mix is not sourced from the UK. This must not be permitted! Remove Hogweed from the wildflower mix. This is not a component part of this community and will compromise the planting with rapid colonisation to the detriment of the other species. Once these changes have been made the objection will be removed.

(Officer Note: The existing section of Harvil Road that will be permanently stopped up, will be removed and the existing Chiltern Line bridge will be demolished. The area will be returned to a landscape / agricultural use and railway cutting. These works will be subject to a separate Schedule 17 Site Restoration application. In addition, a Schedule 17 Bringing Into Use application will be submitted to include details of the proposed indicative mitigation and planting, Appropriate species will be agreed at that time).

Internal Consultees

7. MAIN PLANNING ISSUES

7.1 Planning Issues

BUILDING WOKS

The development consists of the following operations or works for approval, which are not of a temporary nature, in accordance with Paragraphs 2 and 3 of Schedule 17:
- Building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond.

The erection, construction, alteration or extension of any building In accordance with Schedule 17 of the Act, the relevant planning authority may only refuse to approve plans or specifications on defined grounds. Paragraph 2 of Schedule 17 outlines the grounds for determination for 'building works', which in this submission include the concrete weir and non-woven geotextile bags at the attenuation pond.

The grounds for determination under Paragraph 2 of Schedule 17 are as follows:
(a) the design or external appearance of the building works ought to be modified
(i) to preserve the local environment or local amenity,
(ii) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or
(iii) to preserve a site of archaeological or historic interest or nature conservation value, and is reasonably capable of being so modified, or
(b) the development ought to, and could reasonably, be carried out elsewhere within the

development's permitted limits.

The previously submitted proposal for discharge between the attenuation pond and Newyears Green Bourne followed HS2 standard detail for the pond design which included a culverted pipe outfall to act as a hydrobrake restricting discharge to the equivalent existing run-off rates. During the engagement with the applicant in November 2021, it was established that officers would support an alternative to a culverted pipe outfall, due to concerns with the potential for blockages to occur. In response to these concerns, a weir option was proposed, increasing the discharge to up to 200l/s (from 59l/s), and was agreed during subsequent engagement and developed into the current proposal. The weir provides a variable (and increased discharge) to New Years Green Bourne and removes a significant length of buried pipework from the pond design.

The outfall to the Newyears Green Bourne will be via a rectangular concrete weir, referred to above, which willl allow a variable discharge depending on water level in the pond, up to a maximum of 200l/s. To soften the aesthetic of the concrete weir, it is proposed that a vegetated wall will face the concrete. Downstream of the weir, scour protection in the form of rock mattresses are proposed, before a swale conveys the flow to the Newyears Green Bourne.

Details of the indicative mitigation have been submitted for consultation in accordance with paragraph 7.5.2 of the Planning Memorandum are the subject of a separate consultation.

GLAAS considers that the proposal will not have a significant effect on heritage assets of archaeological interest and is satisfied that subject to a Programme Plan detailed below, the question of amending the design to preserve an archaeological site does not arise.

In terms of ecology, Natural England raises no objections to the proposed building works. The development site is not a site of nature conservation value and therefore the design and external appearance does not need to be modified in accordance with the Act. The Council will continue to work with HS2 Ltd on the landscaping approach a cross the route and will expect an appropriate design in and around the proposed development. This will be dealt with outside of this Schedule17 submission.

EARTHWORKS

Earthworks for approval comprise earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road, pedestrian access track, an attenuation pond.

Possible grounds for refusal of approval

That the design or external appearance of the works ought to, and could reasonably, be modified
(a) to preserve the local environment or local amenity,
(b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local
area, or
(c) to preserve a site of archaeological or historic interest or nature conservation value.

If the development does not form part of a scheduled work, that the development ought to, and could reasonably, be carried out elsewhere within the development's permitted

limits.

Appraisal

There are two stages to the determination of schedule 17s,
(1) is there sufficient evidence that the proposals would likely have an impact (relative to the considerations set out in the Act) and
(2) whether the proposals and could and should be modified to avoid the harm.

With regards to the earthworks, the matters for consideration are:
(1) the impacts on the local environment and local amenity,
(2) matters relating traffic and
(3) impacts on sites of archaeological or nature conservation value.

If it finds that there are adverse concerns, then the Council needs to be able to demonstrate that the earthworks can be reasonably modified.

Local Environment and Local Amenity:

The design of the attenuation pond has been led through regular engagement with the applicant. Of particular relevance was officers' design steer for a softer engineered and more natural environment within the attenuation pond and surrounding area. The function of the attenuation pond is to capture highways drainage from the realigned Harvil Road and to attenuate this before discharging to Newyears Green Bourne. The attenuation pond is required as a result of the realignment of Harvil Road, as the area of impermeable surface is increased to 0.98ha as compared to 0.41ha with the existing road. The increase in impermeable surfaces is as a result of the inclusion of footways along both sides of the realigned road, new junctions with access roads and a slightly wider carriageway at some points.

Increased impermeable surfaces results in increased surface water runoff, hence requiring attenuation prior to
discharge to Newyears Green Bourne. Additionally, the pond provides water quality benefits by removing some of the debris and suspended solids through filtration and sedimentation, prior to discharging into Newyears Green Bourne.

The attenuation pond basin will be formed of a sedimentation bay and infiltration basin separated by a gabion basket wall, with a culverted inlet pipe and a rectangular notched weir at the outfall. The side slopes of the pond will be topsoil and planted and the planting will transition to wet grassland at the edge of the pond basin to submerged planting beneath the water level. The sedimentation bay has a gravel bed which provides scour protection for the incoming surface water flow. Defined wet and dry pond shelves have been formed by varying the side slopes of the pond at different levels to enhance ecology by providing variation in the habitat types.

Additional ecological enhancement measures have been incorporated into the area between the attenuation pond and Newyears Green Bourne including grassland planting, scrubland planting, woodland planting and tree planting to reduce the visual impact of the pond within the rural context and help to enhance biodiversity. The vehicle access and pedestrian maintenance path around the perimeter of the attenuation pond will be grass seeded to also help enhance biodiversity.

The Written Statement notes that a ground water risk assessment was undertaken for the attenuation pond area and a protected chalk aquifer was identified beneath the proposed

attenuation pond. This presented a design constraint in how deep the attenuation pond could be designed without compromising the chalk aquifer beneath. The design of the attenuation pond has responded to this constraint by proposing a maximum invert depth of 2.2m which will not compromise or contaminate the chalk aquifer.

The original location of the attenuation pond, as set out in the environmental statement, was located to the north of the HS2 alignment, west of the realigned Harvil Road and south of the Newyears Green Bourne. However, due to Harvil Road being an important north-south route through the Borough, the road will be required to remain open in some form throughout the duration of the construction works. This consideration resulted in the relocation of the attenuation pond from its previously proposed location on the south of Newyears Green Bourne to a location on the north side of Newyears Green Bourne. This was due to the complexity of needing to retain the section of the existing Harvil Road in this location as a temporary route through during construction for as long as possible. The chosen relocation was considered the best design option for the attenuation pond as it still falls within the LLAU and continues to allow the attenuation pond to serve its primary function of attenuating highway drainage from the realigned Harvil Road and discharging to the Newyears Green Bourne.

Additionally, officers requested that the access road be significantly reduced, and the material be naturalised further. In response, the design of the attenuation pond has resulted in the extent of the access provision to be significantly reduced, with the access road being truncated in the northeast corner of the pond, rather than extending west along its length. A 3m wide grassed strip with no subbase is to be maintained to the west of the access road to allow 4X4 vehicle access to the weir for inspection purposes. The material of the access road has also changed from gravel to grass seeding and reduced in width by 1m to reduce the extent of impermeable and hard engineered surfaces

With regard to design, officers are of the opinion that the earthworks would have a detrimental impact on the local environment and local amenity, principally through the visual intrusion. However, as set out above, these earthworks have been approved in principle in this general location and are necessary to facilitate the construction of HS2. Consequently, earthworks will be necessary to achieve this approved part of the scheme. The applicant submits that the earthworks has been reduced by the careful design of materials, locations and screening to maximise the integration of the works into the local environment.

Officers cannot see any other reasonable modifications that would reduce or remove the harm on the local environment, whilst still facilitating the delivery of the approved scheme. Therefore, it is not considered that the design or external appearance of the work sought to be modified to preserve local environment or amenity.

Ecology

In terms of ecology, Natural England raises no objections to the proposed works. It is not therefore considered that the design or external appearance of the works ought to, and could reasonably, be modified to preserve a site of nature conservation value.

The site does not fall within, and is not in close proximity to, any statutory ecological designations. It has been assessed that the proposed works will have no adverse impacts on any statutory ecological designations and therefore no specific mitigation measures are required.

Heritage and Archaeology

The proposed attenuation pond is to be located west of Harvil Road and north of the New Years Green Bourne stream. Recent HS2 discoveries west of the application site have shown Mesolithic and other later prehistoric / Roman remains alongside the stream extending further upstream than had previously been recognized. The Greater London Archaeological Advisory Service (GLAAS) requested the provision of further information in the form of archaeological field evaluation in the area of the pond prior to determination of this application.

The approval request for the proposed attenuation pond is under Schedule 17 (3) earthworks. The possible ground for refusal under Schedule 17 (6) inter alia states:
'That the design or external appearance of the works ought to, and could reasonably, be modified
(c) to preserve a site of archaeological or historic interest or nature conservation value.'

The applicant has responded to the GLAAS request via 2 no. meetings held on the 12/01/2023 and 16/02/2023. The first meeting aimed to clarify the relationship between the three phases of investigation i.e., previous evaluation excavations in 2018, in 2019 and a more recent report on archaeological excavation west of the site. All three phases of investigation determined the presence of significant Mesolithic artefact scatters approximately 150m to the west. The applicant states that Having reviewed the scope and results of these recent investigations, at the second meeting it was agreed with GLAAS that the design or external appearance of the proposed attenuation pond does not require modification in order to preserve a site of archaeological or historical interest. However, the applicant will be required to adhere to an agreed programme of archaeological works and Construction Integration Recording (CIR) which will be undertaken concurrently with the attenuation pond groundworks and excavation.

The programme of archaeological works will be in compliance with the EMR's, the Heritage Memorandum and the process and procedure determined by GWSI-HERDS (the lead document for all historic environment works as set out in the Heritage Statement) and consist of a limited programme of trial pitting (controlled by a geoarchaeologist) to establish the presence of deposits found to the west and determine the overall potential of the site to encounter significant, Mesolithic deposits. If and where available, existing GI will also be used to support this work. This will be followed by construction integrated recording on design elements which have the potential to negatively impact deposits which may contain archaeological features/artefacts. A Project Plan will be submitted to GLAAS outlining the nature of these works for review and comment.

In terms of the scope of Schedule 17, the Council has powers to seek modifications to the design of the works if there are adverse impacts to archaeological features. In this instance, those concerns have been addressed by a proposed programme of archaeological works and Construction Integration Recording (CIR) method statement, which include a Project Plan to be submitted to GLAAS, outlining the nature of these works for review and comment. This programme of archaeological works and Construction Integration Recording is therefore necessary to provide comfort to the planning authority that the archaeological features are protected in accordance with the grounds of Schedule 17.

The Council is only required to consider the design and external appearance of the works. Normal approaches regarding the methodology for construction are outside of the remit set by Schedule 17 of the HS2 Act. The above construction of the earthworks would be monitored in consultation with the applicant and GLAAS to ensure the relevant programme has been adhered to.

Flood Risk

The works form part of a wider body of construction activity that ideally should not be considered in isolation at a strategic level. However, as with most of the HS2 works, that is exactly what the Local Planning Authority is required to do. This is a complex engineering project that is a series of smaller projects amassing to one major piece of infrastructure. Invariably pieces of this project will come forward at various times and it would be impractical for all consents and designs to be undertaken upfront. Consequently, isolated parts of the projects will come forward even if they rely on mitigation to be delivered within a later part of the project.

This development illustrates this point clearly. The realignment of Harvil Road will pass over the New Years Green Bourne. This watercourse will be impacted by works east and west of Harvil Road and subject to different submissions. In addition, the New Years Green Bourne will be subject to realignment by a different contractor to
Harvil Road contractor. It is not possible or feasible to await the design of every element of work that impacts the New Years Green Bourne, either directly or through additional drainage to it. However, the Council needs to fully understand at a strategic level, what the 'plan' is for ensuring that all the pieces align.

In this instance, drainage from the Harvil Road realignment and other works on the New Years Green Bourne will require flood compensation areas and drainage ponds. Some of the detailed designs of these form part of other proposals, so at this stage the key is to ensure we know that a) this development has appropriate connection routes and drainage arrangements and b) that the broad location and capacity of these holding ponds and compensation areas are known.

There are several Schedule 33(5) applications associated with the realignment of Harvil Road.mm Both the creation of a new culvert structure (Harvil Road Stream Underbridge) over Newyears Green Bourne and new
discharges to Newyears Green Bourne require Schedule 33(5) consent approval from the Environment Agency (EA). The EA is the consent granting body as the works in question relate to a Main River.

In addition, another Schedule 33(5) consent is required for alterations to highway ditches adjacent to Skip Lane. As these ditches are classified as Ordinary Watercourses, the consent granting body is the Lead Local Flood Authority (LLFA), which in this instance is LB Hillingdon.

All of these Schedule 33(5) applications have been approved by the relevant consent granting bodies and. the Environment Agency has raised no objection.

Officers consider that there is no need for a condition for this approval, but the Council will scrutinise the emerging plans on the compensation areas to ensure they align with these proposals. To provide further comfort and control, these proposals would be subject to a 'bringing into use' application under Schedule 17. The Council will not consent to this until the suite of detailed works demonstrate that there will not be an increase risk in flooding to people and property and that drainage is managed appropriately.

Highway Works

The Harvil Road General Highway Works also require consent under Schedule 4 of the HS2 Act, specifically for the following:
· Alteration of a highway: realigned Harvil Road highway design (including details on road

layout/section, earthworks, VRS, drainage, pavements, kerbs, footways, paved areas, road marking, traffic signs, landscaping)
· Interference with a highway: stopping up section of existing Harvil Road
· Creation of new permanent accesses

The Harvil Road Highway Works Schedule 4 application was submitted to the Council in February 2022 and approved May 2022.

FENCES AND WALLS (except for sight, noise and dust screens)

Possible grounds for refusal of approval -
That the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

The works have been located in accordance with the route alignment of the HS2 rail scheme, as contained within the Act and the accompanying parliamentary plans, and the associated technical requirements arising from the operation of the railway. Therefore, it is not considered that the works ought to or could reasonably be located elsewhere within the development's permitted limits.

Contact Officer: Karl Dafe **Telephone No:** 01895 250230

This page is intentionally left blank

Report of the Interim Director of Planning, Regeneration & Public Realm

Address MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON

Development: Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works

LBH Ref Nos: 3348/APP/2023/138

Drawing Nos:
Landscape Design Report (Dated 6th January 2023)
1468-MDW-HED-ZZ-XX-DR-L-1000 Rev. A1 Landscape Genera Arrangement
1468-MDW-HED-ZZ-XX-DR-L-1001 Rev. A1 Hard Landscape Pallett
1468-MDW-HED-ZZ-XX-DR-L-1002 Rev. A1 Soft Landscape Pallett
1468-MDW-HED-ZZ-XX-DR-L-1003 Rev. A1 Green Quantum (includin Urban Greening Factor)
1468-MDW-HED-ZZ-XX-DR-L-3000 Rev. A1 Planting Scheme
Planning Statement (Dated January 2023)
TH 3639 C Arboricultural Impact Assessment Method Statement & Tree Protection Plan (Dated 12th January 2023)
RP-HED-074 Biodiversity Net Gain and Landscape & Ecology Managemen Plan Report (Dated 15th December 2022)
2220959 Noise Impact Assessment (Dated 12th January 2023)
3249/007/013C Outline Construction Logistics Plan (Dated March 2023)
Daylight and Sunlight Overview (Dated 11th January 2023
RP-HED-063 v3 Preliminary Ecological Assessment & Mitigation Plan (Dated 15th December 2022)
TH/A3/3639C/TPP Appendix 9: Tree Protection Plan
10776/JW Ground Investigation Report (Dated 23rd November 2022
22002-MHA-WS-XX-R-C-003 Rev P03 Flood Risk & Drainage Strateg (Dated 6th January 2023)
Overheating Report Version 02 (Dated 11th January 2023
Energy Strategy Version 01 (Dated 11th January 2023
3249/007/006B Transport Assessment (Dated January 2023)
3249/007/010A School Travel Plan (Dated January 2023
3249/007/011A Delivery and Servicing Plan (Dated January 2023
4267 CDC XX GF DR A (DM) 001 Rev. E
4267 CDC XX GF DR A (DM) 10(
4267 CDC XX GF DR A (DM) 120 Rev. E
3249/007/012A Car Park Management Plan (Dated January 2023
500 Rev. P04 Drainage Strategy
501 Rev. P03 Catchment Plan and Exceedance Flow Routes
C59-P17-R01 Air Quality Assessment (Dated January 2023)
Fire Safety Statement Rev. 01
4267 Design & Access Statement Rev. B (Submitted 7th March 2023)
4267 CDC XX GF DR A (GA) 123 Rev. A
4267 CDC XX XX DR A (EX) 40(
4267 CDC XX A (EX) 12(
4267 CDC XX A (EX) 000 Rev. C
4267 CDC XX A (EX) 001 Rev. A

4267 CDC XX GF DR A (GA) 001 Rev. F
4267 CDC XX A (EX) 10(
4267 CDC XX GF DR A (GA) 102 Rev. A
4267 CDC XX GF DR A (GA) 112 Rev. A
4267 CDC XX XX DR A (GA) 300 Rev. C
4267 CDC XX XX DR A (GA) 30!
4267 CDC XX XX DR A (GA) 410 Rev. A
4267 CDC XX XX DR A (GA) 420 Rev. A
Cover Letter (Dated 16th January 2023)

Date Plans Received: 17/01/2023 **Date(s) of Amendment(s):** 16/01/2023

Date Application Valid: 17/01/2023

1. SUMMARY

This application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

Meadow High School is at capacity with 257 pupils and there is a need to provide improved and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

In planning policy terms, the proposed school development is supported in principle. Following an assessment of the development, the proposal is also considered to be sensitive to the character of the street scene and neighbour amenity. The development is also considered acceptable with regard to its impact on the local highway network and air quality. Planning obligations are also proposed to be secured by a Section 106 legal agreement, including a carbon offset contribution, travel plan, Section 278 agreement for the new vehicular crossover and employment strategy with construction training.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is considered to be acceptable and is recommended for approval, subject to a Statement of Intent, Section 106 legal agreement and planning conditions.

2. RECOMMENDATION

That delegated powers be given to the Director for Planning, Regeneration and Public Realm to grant planning permission subject to the following:

A)That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i) Carbon Offset Contribution: A financial contribution amounting to £462 shall be paid to the Council's carbon offset fund. Any additional shortfall identified through

the ongoing reporting required by Condition 14 shall form a cash in lieu contribution in accordance with Policy SI2 of the London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. [i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25year duration].

ii) Highways Works: Section 278 agreement to secure highway works, including construction of vehicle crossover on Peel Way/Benson Close.

iii) Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

iv) Project Management & Monitoring Fee: A financial contribution equal to 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 and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director for Planning, Regeneration and Public Realm), delegated authority be given to the Director for Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of the Highways Works, Employment Strategy and Construction Training). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-57 of the National Planning Policy Framework (2021).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 **Time Limit**

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

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

2 COM4 **Accordance with Approved Plans**

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

4267 CDC XX GF DR A (GA) 001 Rev. F;
4267 CDC XX GF DR A (GA) 102 Rev. A;
4267 CDC XX GF DR A (GA) 112 Rev. A;
4267 CDC XX XX DR A (GA) 410 Rev. A;
4267 CDC XX XX DR A (GA) 420 Rev. A;
4267 CDC XX GF DR A (GA) 123 Rev. A;
4267 CDC XX XX DR A (GA) 300 Rev. C; and
4267 CDC XX XX DR A (GA) 305.

Thereafter, the development shall be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3 COM5 **General compliance with supporting documentation**

The development hereby permitted shall not be carried out and operated except in accordance with the specified supporting plans and/or documents:

4267 Design & Access Statement Rev. B (Submitted 7th March 2023);
Landscape Design Report (Dated 6th January 2023);
1468-MDW-HED-ZZ-XX-DR-L-1000 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-1001 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-1002 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-1003 Rev. A1;
1468-MDW-HED-ZZ-XX-DR-L-3000 Rev. A1;
TH 3639 C Arboricultural Impact Assessment Method Statement & Tree Protection Plan (Dated 12th January 2023);
RP-HED-074 Biodiversity Net Gain and Landscape & Ecology Management Plan Report (Dated 15th December 2022);
2220959 Noise Impact Assessment (Dated 12th January 2023);
Daylight and Sunlight Overview (Dated 11th January 2023);
RP-HED-063 v3 Preliminary Ecological Assessment & Mitigation Plan (Dated 15th December 2022);
Fire Safety Statement Rev. 01;
10776/JW Ground Investigation Report (Dated 23rd November 2022);
22002-MHA-WS-XX-R-C-003 Rev P03 Flood Risk & Drainage Strategy (Dated 6th January 2023):
500 Rev. P04 Drainage Strategy;
501 Rev. P03 Catchment Plan and Exceedance Flow Routes;
C59-P17-R01 Air Quality Assessment (Dated January 2023);
Overheating Report Version 02 (Dated 11th January 2023);
Energy Strategy Version 01 (Dated 11th January 2023);
3249/007/006B Transport Assessment (Dated January 2023);
3249/007/010A School Travel Plan (Dated January 2023);
3249/007/011A Delivery and Servicing Plan (Dated January 2023);
3249/007/012A Car Park Management Plan (Dated January 2023); and
3249/007/013C Outline Construction Logistics Plan (Dated March 2023).

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON
To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4 NONSC **Pupil and Staff Numbers**

The development hereby approved shall not increase the number of pupils for the school beyond 280 (as established under planning permission ref. 3348/APP/2020/1589) and shall not increase the number of staff for the school beyond 123.

REASON
To prevent the generation of additional traffic that could give rise to problems of safety and congestion on the surrounding roads, in compliance with Policy DMT1, DMT 2 and DMT6 of the Hillingdon Local Plan: Part 2 (2020).

5 NONSC **Parking Suspension Scheme**

The suspension of 17 no. parking bays along Peel Way (as per approved plan reference 030 (Appendix C) contained within '3249/007/013C Outline Construction Logistics Plan (Dated March 2023)') to allow the access of construction vehicles to the site, shall only be operated on Weekdays, Monday to Friday, during school term time (195 of 365 days per year (53%)) between the hours of 08:00 and 17:00. There shall be no suspension of parking along Peel Way on Saturdays, Sundays, Public Holidays and Bank Holidays. For all other days when work takes place outside of school term time (a maximum of 170 of 365 days per year (47%)), the access of construction vehicles to the site shall be taken from Royal Lane, avoiding the need for a parking suspension scheme to be operated along Peel Way.

REASON
To safeguard the amenity of surrounding areas and to ensure that the construction access arrangements are sufficiently designed so as not to compromise the safe and efficient operation of the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

6 NONSC **Noise Levels**

The rating level of noise caused by the normal operation of the proposed development shall not exceed: the background sound level LA90, 15 min - 5 dB or 35 dB LAeq, 15 min for any fifteen-minute period between 2300 and 0700, whichever is higher, and the background sound level LA90, 1 hour - 5 dB or 45 dB LAeq, 1 hour for any hour between 0700 and 2300, whichever is higher determined one metre external to any window or opening of any permanent residential premises, or equivalently noise sensitive premises, calculated from measurements made elsewhere if necessary. The methodology shall be as described in 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON
To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

7 NONSC **Non-Road Mobile Machinery**

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary

planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

REASON
To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

8 NONSC **Construction Management and Logistics Plan**

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

(i) a programme of works, including hours of construction;
(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction

sites.
(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;
(xiv) an asbestos survey and management plan; and
(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

9 NONSC **Contaminated Land**

(i) The development hereby permitted (excluding demolition and site clearance) shall not commence until a suitably focused supplementary investigation scheme, to identify and as appropriate address any unacceptable concentrations of contamination, is completed and details submitted to and approved by the Local Planning Authority (LPA). The supplementary investigation works shall be conducted at the area of land immediately within the footprint of the proposed new building, and it must include:

(a) An appropriate ground investigation to identify levels of any contamination that may be present in the subject footprint area. Details of the investigation and an appropriate risk assessment shall be submitted to the LPA for approval.

(b) A ground gas survey to determine ground gas conditions at the location of the new building. The ground gas tests within the survey shall include but not limited to areas immediately below the existing temporary classrooms. If unacceptable concentration and

flow/s of ground gas are detected, appropriate gas protection measures shall be installed to prevent gas ingress to the new building. Any installed gas protection measures must be suitably validated and verified. This condition will not be discharged until the works have been completed and suitable validation and verification information is submitted to and approved by the LPA.

(ii) All demolition / site clearance / groundworks shall be conducted, under a suitably structured and properly implemented watching brief, to identify any undiscovered contamination; If during the works any previously unidentified / unacceptable contamination is discovered then works must be immediately halted and the findings reported directly to the LPA.

(iii) A written method statement providing details of a proposed remediation scheme, including how completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to re-commencement of works. No deviation shall be made from this scheme without the express agreement of the LPA.

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

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

(vi) All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, and other receptors, all in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

10 NONSC **Sustainable Water Management**

Prior to commence of development (not including demolition) a detailed surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the specific measures to ensure the run-off from the proposed developments meets the targets set out in the approved drainage strategy (22002-MHA-WS-XX-R-C-003 Rev P03 Flood Risk & Drainage Strategy (Dated 6th January 2023)). The details must demonstrate compliance with the London Plan (2021) sustainable drainage hierarchy and detail the use of measures within the fabric of the building (i.e. living roofs) and in the landscaping (i.e rain gardens) to meet the target run off rates. Recourse to drainage tanks should only be considered where more suitable alternatives (i.e. higher up the drainage hierarchy) are demonstrably unfeasible. The details must also demonstrate how water will be collected, stored and reused within the

development.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON
To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

11 COM7 **Materials**

Prior to the commencement of development above ground, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12 COM9 **Landscape Scheme**

Prior to the commencement of development above ground, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Ltd and National Air Traffic Services). The scheme shall include: -

1. Details of Soft Landscaping (including planting of 11 no. new replacement trees)
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts (to remain as existing)
2.e Hard Surfacing Materials
2.f External Lighting

3. Living/Green Roofs
3.a Details of the inclusion of living walls and roofs, including:
i) Method of construction;
ii) Schedule of framework materials;
iii) Schedule of the species to be planted, method of planting, height and spread at planting and growth projections;
iv) An ongoing management and maintenance regime to include irrigation methods and an inspection programme to allow dead or dying plants to be identified and replaced.

4. Details of Landscape Maintenance
4.a Landscape Maintenance Schedule for a minimum period of 5 years.
4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5 and T6.1 of the London Plan (2021).

13 NONSC **Ecological Enhancement Plan**

Prior to commencement of development above ground, a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living walls and/or roofs) and the fabric of the new built form (i.e. bat and bird boxes). The scheme shall demonstrate the minimum urban greening factor set out in the London Plan Policy G5. The scheme shall include a plan with the features annotated and the development must be built and operated in accordance with the approved scheme.

REASON
To ensure the development contributes positively to the ecological value of the area in accordance with Policy G5 and G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

14 NONSC **Energy**

Prior to commencement of development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the 98% saving in CO2 emissions from the regulated energy load in accordance with the energy strategy (Energy Strategy Version 01 Dated 11th January 2023).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON
To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

15 NONSC **Fire Statement**

Prior to operation of the development, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

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

REASON
To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

16 NONSC **Accessibility Statement**

Prior to the first occupation of the development hereby approved, excluding demolition and site preparation works, an Accessibility Statement (with accompanying plans, elevations and sections) shall be submitted to, and approved in writing by, the Local Planning Authority. The Accessibility Statement shall demonstrate, as a minimum, that:
(A) Level access can be achieved into the new building from all points of entry and exit;
(B) Circulation and teaching areas accord with the specifications set out in Building Bulletin 103 and 104;
(C) The proposal includes a "Changing Places" facility, instead of the 'Hygiene Room' to feature a floor drain, freshwater and foul water supply pipes, and all other services required to allow the room to be used as a 'Changing Places' facility, together with the process for converting the 'Hygiene Room' into a 'Changing Places' facility with a track ceiling hoist;
(D) Door widths, lobby openings and circulation corridors are wide enough to accommodate wheelchair users and those with mobility issues, in a safe and convenient way.

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

REASON
To ensure an accessible and inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

17 NONSC **Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

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 ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMEI 10	Water Management, Efficiency and Quality
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 12	Streets and Public Realm
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 7	Biodiversity Protection and Enhancement
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP M1	(2021) Monitoring
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality

LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

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

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

4

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 http://www.aoa.org.uk/policy-campaigns/operations-safety/

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

5 I15 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 which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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

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

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

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

6 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. CONSIDERATIONS

3.1 Site and Locality

Meadow High School is a Special Needs School located on the west side of Royal Lane. The site measures approximately 2.1 hectares in area and currently comprises of a cluster of low-rise buildings, hard surface play areas and a sports field. The site is bounded by residential properties to the north, east and south, with properties located on Benson Close, Royal Lane and Clarkes Drive. The school has a substantial area of hard surfacing to the front of the site which currently facilitates car parking. Designated Green Belt land is located to the west of the sports field and the site has a low Public Transport Accessibility Level (PTAL) of 2.

3.2 Proposed Scheme

This application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

The proposal would result in the removal of 5 no. temporary classrooms in order to facilitate the provision a part one storey, part two storey building, comprising 6 no. classrooms, a science classroom, food tech room, music room, fitness room, common room, study room, sensory room, therapy room, hygiene room, staff room and offices. The two storey building would utilise masonry with a flat roof parapet and green roof with pv

panels.

3.3 Relevant Planning History

3348/APP/2000/753 Meadow School Royal Lane Hillingdon

ERECTION OF NEW SINGLE STOREY FITNESS CENTRE (INVOLVING DEMOLITION OF AN EXISTING GARAGE AND TWO HUTS)

Decision: 13-06-2000 ADH

3348/APP/2000/803 Meadow School Royal Lane Hillingdon

ERECTION OF A SINGLE STOREY CLASSROOM

Decision: 31-05-2000 ADH

3348/APP/2004/272 Meadow High School Royal Lane Hillingdon

CONSTRUCTION OF FRONT EXTENSION TO CREATE NEW ENTRY/LOBBY AREA

Decision: 22-03-2004 Approved

3348/APP/2005/3041 Meadow High School Royal Lane Hillingdon

ERECTION OF A SINGLE STOREY PRE-CAST CONCRETE BUILDING FOR USE AS FITNES CENTRE

Decision: 28-12-2005 Approved

3348/APP/2006/549 Meadow High School Royal Lane Hillingdon

RETENTION OF SINGLE-STOREY DETACHED TEMPORARY BUILDING

Decision: 17-05-2006 Approved

3348/APP/2008/1544 Meadow High School Royal Lane Hillingdon

ERECTION OF TWO PORTACABINS AS TEMPORARY CLASSROOMS

Decision: 07-07-2008 Approved

3348/APP/2008/3517 Meadow High School Royal Lane Hillingdon

ERECTION OF SINGLE-STOREY EXTENSION TO MAIN SCHOOL BUILDING (BLOCK A) TO PROVIDE NEW LIBRARY AND ENTRANCE LOBBY

Decision: 10-02-2009 Approved

3348/APP/2009/290 Meadow High School Royal Lane Hillingdon

Single storey detached portacabin to side for use as classrooms.

Decision: 14-05-2009 Approved

3348/APP/2010/1210 Meadow High School Royal Lane Hillingdon

Erection of temporary building for use as classrooms.

Decision: 15-10-2010 Approved

3348/APP/2012/2433 Meadow High School Royal Lane Hillingdon

Removal of existing modular units and the construction of a new two storey sixth form block with associated hard & soft landscaping

Decision: 04-12-2012 Approved

3348/APP/2014/1204 Meadow High School Royal Lane Hillingdon

Erection of temporary single-storey classroom unit and associated works

Decision: 14-05-2014 Approved

3348/APP/2020/1589 Meadow High School Royal Lane Hillingdon

Demolition of existing buildings and replacement with a new two storey building, sports hall, mult use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking

Decision: 19-08-2020 Approved

3348/APP/2020/899 Meadow High School Royal Lane Hillingdon

Construction of two temporary single storey modular classroom units

Decision: 16-06-2020 Approved

Comment on Relevant Planning History

Temporary Permissions:

Application reference 3348/APP/2006/549 granted temporary 2-year planning permission for the retention of a single storey detached temporary building, located immediately to the north of the school's western wing. This permission expired 17th May 2008 and the building has not yet been removed.

Application reference 3348/APP/2008/1544 granted temporary 5-year planning permission for the erection of two portacabins as temporary classrooms within the northern section of the school site, adjoining the access off Benson Close/Peel Way. This permission expired 1st July 2013 and the buildings have not yet been removed.

It should be clarified that the temporary units referenced above are proposed to be removed and replaced with a permanent structure under the current planning application.

Application reference 3348/APP/2020/899 granted permission for the construction of two temporary single storey modular classroom units. This permission expired on 1st August 2022. Based on a site visit carried out in February 2023, these temporary units are no

longer in situ.

Permanent Planning Permissions:

Application reference 3348/APP/2010/1210 granted temporary 3-year planning permission for the erection of building for use as classrooms within the northern section of the school site.

Application reference 3348/APP/2012/2433 granted permission for the removal of existing modular units and the construction of a new two storey sixth form block within the northern section of the school site. This permitted the permanent retention of the modular unit granted as part of application reference 3348/APP/2010/1210.

Application reference 3348/APP/2020/1589 granted permission for the demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking. This permission has been implemented and is currently in operation.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

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

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM5	(2012) Sport and Leisure

PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 12	Streets and Public Realm
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 7	Biodiversity Protection and Enhancement
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP M1	(2021) Monitoring
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th February 2023**

5.2 Site Notice Expiry Date:- **22nd February 2023**

6. Consultations

External Consultees

A public consultation exercise was undertaken by way of neighbour letters, a site notice displayed on site and an advert placed in the local press. All forms of consultation expired on 15th March 2023.

A petition in objection to the scheme has been received with 63 valid signatories. The desired outcome of the petition is that Peel Way is not used for construction vehicle access during the development phase of the work and that alternative access arrangements are proposed.

A total of 18 residents have submitted individual comments, consisting of one comment in support and 17 comments in objection. The comments are summarised below:
- No objection.
- Previous planning permissions have not been implemented correctly, with planting on the northern boundary having not been implemented.
- The proposed parking suspension along Peel way is unacceptable.
- The access from Peel Way is used regularly by staff, not just maintenance.
- Construction vehicles will damage the road surface, adversely affect air quality and impact on the cleanliness of footways and houses.

- The construction will cause noise pollution.
- Residents need the parking space during the day for visitors.
- The parking suspension would have an unfair impact on elderly residents who rely on the use of the parking spaces for themselves or for visitors, including family members or carers.
- Wheel washing does not prevent the creation of dirt on residential roads.
- The two storey building will affect views from neighbouring residential properties.
- The development will affect the mental health of neighbouring residents.
- The construction vehicles could cause traffic accidents.
- The windows in the two storey building would allow for overlooking of neighbouring residential properties.
- The start date of the project should be delayed to Autumn 2023 to reduce potential for dust pollution.
- Royal Lane should be used as the access for construction.
- If Peel Way is used for construction access it must be maintained and repaired.
- No weekend construction works should be allowed.
- 1200m3 of soil will need to be excavated in addition to demolition and during the summer months this will create dusty conditions to the detriment of neighbouring residents.
- Peel Way is narrow and not well suited to large vehicles.
- There won't be construction deliveries during the evening and as such, the parking suspension is not needed up to 6pm in the evening.
- Current parking arrangements restricts the speed of vehicles and the proposal for parking suspension could encourage speeding on Peel Way.

PLANNING OFFICER:

All material planning considerations are addressed within the main body of the report, including matters pertaining to construction logistics and the proposed parking scheme along Peel Way.

Nuisance from demolition and construction works is also subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation.

The non-compliance referred to by the resident relates to application reference 3348/APP/2012/2433 which permitted the removal of existing modular units and the construction of a new two storey sixth form block with associated hard and soft landscaping. Condition 5 of this permission secured the provision of tree planting on the boundary adjoining Benson Close. The Applicant has explained that further tree planting is to be implemented separate to the current application. The Council's Planning Enforcement Team have been notified should such planting not take place.

HEATHROW AIRPORT LTD:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, if a crane is needed for installation purposes? We would like to draw your attention to the following:

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 http://www.aoa.org.uk/policy-campaigns/operations-safety/

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

NATIONAL AIR TRAFFIC SERVICES:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

MINISTRY OF DEFENCE:

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

The application is a proposal for construction of a two-storey building (not exceeding 10.5m in height) as a replacement for single-storey temporary classroom blocks/cabins, with links to existing buildings & landscaping - some demolition of existing structures involved.

The application site occupies the statutory safeguarding zones surrounding RAF Northolt - in particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome - and it is approximately 4.66km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's document titled "Elevations", "Design and Access Statement" and "Landscape Plan" dated January 2023. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

TRANSPORT FOR LONDON:

No comment.

Internal Consultees

SCHOOL ORGANISATION & PLACE PLANNING OFFICER:

Hillingdon as a local authority has a legal duty to provide pupils with sufficient school places to meet residents needs. This includes pupils who need places in special schools, for which demand in Hillingdon continues to rise, as nationally. All existing special schools and special resources places provision are full, some beyond capacity, but demand is still rising from pupils with statutory EHCPs and the cost of buying independent places outside the borough leads to long journeys for pupils and has led to a growing deficit on the LA Dedicated schools Grant which is unstainable.

Following consultation with schools and DfE, in March 2022 the LA agreed a Deficit Valve Plan with DfE to reduce costs, increase early interventions in mainstream and create new specialist places, in addition to those new schools in development. This expansion of Meadow onto a satellite site at the edge of the Harefield academy site (this has been applied for in a separate application) is the largest capital project in that plan, and so is strategically critical to reducing the deficit.

This scheme increases the number of places and improves facilities for the pupils. In March 2022, Cabinet approved this scheme for Meadow High School, the only special school in the borough for secondary aged pupils with moderate learning difficulties and other complex needs including autism. The roll has grown to maximum capacity but demand for places from residents continues to rise. 82 places are in dilapidated units due for removal, so the LA faced a large loss of places as this is the only site for buildings without taking the necessary external play space needed for pupils. Admissions would therefore have to stop completely for a few years to empty, demolish and rebuild. Only by moving out all the 65 Pathway One pupils together can the main site be rearranged to enable demolition, rebuilding and have capacity for new pupils. Therefore 90 places will be built on each site.

The proposed application will enable works at the main Meadow site to add 90 permanent places to replace the current 82 in dilapidated temporary units (which were due to be removed) and improve facilities to enable an increase of at least 8 extra places on that site, with more dependent on the specific individual pupil needs and their class sizes.

ACCESS OFFICER:

This proposal for a new two-storey school building for 11-19-year-olds would involve demolition of a number of existing temporary modular classrooms and partial demolition of existing main teaching building. A key objective of this proposal is to embed the principles and spirit of inclusive design. Whilst the building features many facilities associated with an inclusively designed school, the provision of only one lift in a building of this type and scale is insufficient. In view of this concern the following observations are provided:

1. Within a school setting where a significant number of pupils would be wheelchair users, it is not only essential to ensure a sufficient number of lifts are provided for day-to-day use, but critical that wheelchair users can rely upon evacuation provisions, protocols and procedures that are suitably robust in the event of a fire emergency.

2. A concern is raised on the evacuation provision and process addressed within the submitted fire strategy document. The document presents the key objectives of London Plan policy D5 but fails to demonstrate how and what procedures would be employed within the eventual school building. This should be addressed at this stage to avoid issues down the line.

3. A minimum of two lifts should be incorporated to ensure reliable access and egress to and from the first floor at all times, including during times of breakdown and routine maintenance.

Conclusion: further details are requested prior to any approval, with the following conditions attached to planning permission.

Prior to the first occupation of the development hereby approved, excluding demolition and site preparation works, an Accessibility Statement (with accompanying plans, elevations and sections) shall be submitted to, and approved in writing by, the Local Planning Authority. The Accessibility Statement shall demonstrate, as a minimum, that:
(A) Level access can be achieved into the new building from all points of entry and exit;
(B) Circulation and teaching areas accord with the specifications set out in Building Bulletin 103 and 104;
(C) The proposal includes a "Changing Places" facility, instead of the 'Hygiene Room' to feature a floor drain, freshwater and foul water supply pipes, and all other services required to allow the room to be used as a 'Changing Places' facility, together with the process for converting the 'Hygiene Room' into a 'Changing Places' facility with a track ceiling hoist;
(D) Door widths, lobby openings and circulation corridors are wide enough to accommodate wheelchair users and those with mobility issues, in a safe and convenient way.

REASON: To ensure an accessible and inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

PLANNING OFFICER:

Fire Safety Statement Rev. 01 was submitted in response to the Access Officer comments provided.

ACCESS OFFICER FOLLOW-UP:

The eventual school building will have a:
1. simultaneous evacuation protocol (not phased)
2. Sprinkler System
3. refugee area within the main stair core where wheelchair user occupants can escape to an ultimate place of safety via a dedicated evacuation lift
4. single evacuation lift not only meeting the requirements of London Plan policy D5 and D12, but the operational needs of the school to serve pupils and staff of which 2% are understood to be wheelchair users.
5. protected stair core with evacuation lift is located within offering 30-minutes fire resistance
6. protected corridor and clear zone in front of the lift offering a combined 90m2 of fire resisting waiting space
7. L2 Fire Detection and Alarm System. (The fire report recommends an L1 Category System to BS 5839-6:2019 but this would require an upgrade to the alarm system within the existing buildings, which is understood to be beyond the scope of this development.)

We agreed during the meeting that the Hygiene Room would be designed and fitted out to accord with these specifications of a 'Changing Places' facility, to include an H-frame ceiling hoist with dock-charging port.

Finally, the Design & Access Statement should explain the building design and set out how the design team intend for the building to be used. This should be handed down to the school management to be used as a working document that informs their day-to-day operational practices and procedures.

PLANNING OFFICER:

A revised Design & Access Statement has been submitted in response to the Access Officer's comments. This is considered to be sufficient and further detail is to be secured by planning condition.

CONTAMINATED LAND OFFICER:

Summary of Comments:

I have reviewed the geo-environmental information provided within the following report submitted in support of the application:

- Title: Ground Investigation Report; Ref:10776/JW; Date: 23rd November 2022; Prepared by: Soil Consultants Ltd

The report focuses mainly on information concerning identified sub-surface strata and associated geotechnical findings / assessments from the ground investigation.

In view of the generalised geo-environmental details that are presented, the report clearly indicates "however, an outline on-site contamination appraisal has been provided".

The submitted geo-environmental details briefly outline land conditions identified during the investigation and to which the report refers as having "limited coverage", which is presumably restricted to the areas of land where three boreholes were formed outside the red line boundary.

The redline boundary encloses "several small temporary modular buildings", and which the report's assessment of data from the laboratory analyses concerns "three non-targeted shallow soil samples and one water sample" indicate "the risk to construction workers and end users is considered low."

However, the limited geo-environmental information provided within the report does concur with some of the details provided within reports of earlier structured geo-environmental studies and investigations previously conducted over extended areas of land at the Meadow School site, and which include records of a nearby borehole, (produced in 2016 and advanced to 15m bgl), situated local to the identified modular buildings.

However, notwithstanding the brief outline details provided within the submitted report, it is recommended the Local Planning Authority impose the following conditions if planning permission is awarded for this application:

(i) The development hereby permitted (excluding demolition and site clearance) shall not commence until a suitably focused supplementary investigation scheme, to identify and as appropriate address any unacceptable concentrations of contamination, is completed and details submitted to and approved by the Local Planning Authority (LPA). The supplementary investigation works shall be conducted at the area of land immediately within the footprint of the proposed new building, and it must include:

(a) An appropriate ground investigation to identify levels of any contamination that may be present in the subject footprint area. Details of the investigation and an appropriate risk assessment shall be submitted to the LPA for approval.

(b) A ground gas survey to determine ground gas conditions at the location of the new building. The ground gas tests within the survey shall include but not limited to areas immediately below the

existing temporary classrooms. If unacceptable concentration and flow/s of ground gas are detected, appropriate gas protection measures shall be installed to prevent gas ingress to the new building. Any installed gas protection measures must be suitably validated and verified. This condition will not be discharged until the works have been completed and suitable validation and verification information is submitted to and approved by the LPA.

(ii) All demolition / site clearance / groundworks shall be conducted, under a suitably structured and properly implemented watching brief, to identify any undiscovered contamination; If during the works any previously unidentified / unacceptable contamination is discovered then works must be immediately halted and the findings reported directly to the LPA.

(iii) A written method statement providing details of a proposed remediation scheme, including how completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to re-commencement of works. No deviation shall be made from this scheme without the express agreement of the LPA.

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

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

(vi) All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, and other receptors, all in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

Observations:

The report provides the following information (shown in italics).

- The investigation has provided only limited coverage of the site and it is self-evident that there may be zones of contamination within the site which were not encountered

- Gas monitoring was undertaken on one occasion following completion of the boreholes. The results indicate depleted oxygen levels within the boreholes.

- This assessment should be confirmed with the local EHO/building control, who may require additional monitoring.

- It must be understood, however, that in certain circumstances aspects or areas of the site may require further investigation and testing in order to fully clarify and characterise contamination issues, both for regulatory compliance and for commercial reasons.

It should be noted that the Council's records indicate that the development site may have ground conditions which could introduce unacceptable risks, particularly from ground gas. Therefore, a detailed investigation, including a comprehensive gas survey, is required to clarify whether unacceptable concentrations of contaminants, including ground gas, are present at the immediate location of the proposed new building.

HIGHWAYS OFFICER:

An application has been received seeking planning permission to demolish a cluster of temporary classrooms, the partial demolition of an existing teaching block and the erection of a two-storey academic building in its place. The proposal site is at the Meadow High School, Royal Lane, the new development would be in the northeast corner of the school campus. Meadow High School is a local authority maintained community special school serving pupils in school years 7-14 (pupil ages 11-19). The school has a designation of Complex and Moderate Learning Difficulties (including Autistic Spectrum Conditions).

Access to the school for pupils, staff and visitors' is from Royal Lane. There are two sets of school gates, one serving as an entry the other an exit with an internal access road linking the two. The southernmost access serves as the entry with the northern the exit. There is a second entrance to the school from Peel Way on the northern boundary of the site, this is not used by staff or pupils and does not have a vehicle crossover from the highway. Peel Way forms part of parking management scheme HH which restricts parking to permit holders only 09:00 to 17:00h Monday to Friday.

The school currently has a school roll of 257no. pupils, with the proposal built-out this will increase by 8no. to 265. There are currently 123no. members of staff working at the school, this number will not change with the development.

Similar to most Special Educational Needs schools, pupils attending Meadow High School are chauffeured to school. A Transport Assessment has been provided in support of this application which reports that in the AM Peak the school generates 42no. two-way vehicle trips. Of this number 30no. are by car, 7no. taxi and 6no. minibus. As there would be a small increase in pupil numbers of just 8no. and no increase in the number of staff, the proposal would not change the number of vehicle trips generated.

The applicant proposes that construction traffic would access the development site via Peel Way. The applicant has discounted using Royal Lane as an access citing there is a requirement for the school to stay fully operational during the construction phase and if Royal Lane were used it would not be possible to segregate construction vehicles from staff, pupils and visitors which would present a road safety risk. Furthermore, using Royal Lane would provide no space for construction vehicles to turn and exit the site in forward gear. Construction vehicles would be required to reverse for a distance in excess of 40 meters to egress the site.

Taking access from Peel Way is the preferred option as it provides direct access to the area of the site where the construction works would take place. It also provides an appropriate turning area for construction vehicles allowing them to enter and leave the site in a forward gear. However, using Peel Way as the means of access would require the suspension of 17no. parking bays between 08:00 and 18:00h. Given some of these bays are large enough to accommodate 2no. cars, the amount of car parking spaces lost would be c.25no. The Highway Authority can accept this loss of parking taking into account the parking suspension would be during the day when people are away from home at work etc and that parking management zone HH is large - permit holders can park anywhere within the zone. Furthermore, the applicant has provided the results of parking surveys that demonstrate there is sufficient spare capacity on the surrounding roads to absorb the loss of parking, the Highways Authority has visited Peel Way to validate these findings.

There would however be a cost associated with the suspension of these car parking bays, the Highway Authority require a planning condition obliging the applicant to fund this cost in full. As mentioned above there is currently no vehicle crossover between Peel Way and the site, the Highway Authority require this is provided by the developer by way of a 1980 Highway Act s.278 legal agreement. This should also be secured by way of a planning condition.

Taking into account that construction vehicle access to the application site would be along Peel Way which is a residential street, the Highway Authority require a Construction Logistics Plan to be submitted to the Council for approval.

There are no highway objections to this proposal subject to the following planning conditions.

Conditions

The applicant enters a s.106 agreement with the Council obliging them to fund in full the cost of suspending all those parking bays needed to facilitate the construction of the proposal.

The applicant enters a s.106 agreement obliging them to enter a 1980 Highways Act agreement thereby allowing them to construct a vehicle crossover from Peel Way into the site.

The applicant submits to the Council a Construction Logistics Plan to the Council for approval. REASON to be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.

PLANNING OFFICER COMMENT:

If recommended for approval, the proposed suspension of parking bays would be restricted by condition rather than a Section 106 legal agreement. Parking suspensions are also secured via a Temporary Traffic Management Order (TTMO) which is separate to the planning process.

HIGHWAYS OFFICER FOLLOW-UP:

Under the current proposal parking would be suspended in 17no. parking bays between 08:00 to 18:00h. Anyone parking in one of the 17no. bays would therefore have to move their vehicle before the suspension comes it to force at 08:00h. This is likely to create a spike in the demand for parking within all other unaffected parking bays within Parking Management Scheme HH. It is anticipated that the availability of vacant spaces at this time in the morning will be limited as not everyone will have left their house for the day. This may result in cars cruising around looking for somewhere to park or even drivers parking injudiciously presenting a risk to road safety and hindering the freeflow of traffic. This would be counter to the published London Plan 2021 Policy T4 which requires that development proposals "do not increase road danger". Similarly it is expected that people will start arriving home well before 18:00h when the suspension ends. People arriving home before 18:00h may struggle to find somewhere to park also resultant in drivers cruising around looking for somewhere to park or parking injudiciously. For this reason the Highway Authority requires that the parking suspension starts at 09:00h by which time the availability of vacant spaces would have substantially increased and ends at 17:00 just as people start returning home. The Highway Authority require a planning condition limiting the parking suspension hours to 09:00 to 17:00h.

PLANNING OFFICER COMMENT:

The applicant has submitted a revised Construction Logistics Plan confirming the proposal for parking suspensions between the hours of 08:00 and 17:00. This is discussed further within the main body of the report.

NOISE SPECIALIST:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of a suitable condition, which should be achieved based on the information provided. Hence: The rating level of noise caused by the normal operation of the proposed development shall not exceed: the background sound level LA90, 15 min - 5 dB or 35 dB LAeq, 15 min for any fifteen-minute period between 2300 and 0700, whichever is higher, and the background sound level LA90, 1 hour - 5 dB or 45 dB LAeq, 1 hour for any hour between 0700 and 2300, whichever is higher determined one metre external to any window or opening of any permanent residential premises, or equivalently noise sensitive premises, calculated from measurements made elsewhere if necessary. The methodology shall be as described in 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

AIR QUALITY OFFICER:

1 Summary of Comments

The proposed development is located within the LBH Air Quality Management area (AQMA), and in the catchment area of the LBH Focus Area Hillingdon Hospital Focus Area (approximately 320m away). The Transport Assessment report supporting the planning application reports that there are no increases in car parking provision, cycle parking provision, delivery, servicing and refuse collection arrangements.

The TA also reports that there is an overall increase of one vehicle trip produced by parent drop-off and collection during the morning and afternoon peak periods for the predicted increase in pupils, which translates into four additional traffic movements per day, with the majority of the increases in pupil trips being accommodated within existing minibuses and coaches that have residual capacity.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be air quality neutral as minimum. In addition, LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Further, mitigation level by proposed development which pollutant emissions will affect areas of poor air quality (i.e. either within or in the catchment area of LBH Focus Areas) is to be determined on total emissions using Defra's damage cost approach.

Using the information provided in the TA, the proposed development is air quality neutral and air quality positive, with only 12% of trips being made by car. Therefore, no additional mitigation needs to be provided and there are no air quality concerns in regard to the proposed development.

2 Conditions

Two Air Quality conditions are necessary to secure compliance with the mayor's construction requirement and the Non-Mobile Machinery plant in respect to construction activities. Please see text below.

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The

Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

PLANNING SPECIALIST TEAM MANAGER (Energy and Ecology):

I have no objections to the development.

In terms of energy, the development is virtually zero carbon due to a low baseline (set against higher 2021 building regulation standards) and a large expanse of PVs. The carbon offset payment of £462 would normally be necessary but as this is a negligible sum it would not be unreasonable to waiver it.

However, the standard 'be seen' (i.e. recording and reporting) condition should be included on any subsequent approval.

In relation to Ecology, I have no objections subject to the standard ecological enhancement condition.

URBAN DESIGN OFFICER:

The proposals for Meadow High School application ref. 3348/APP/2023/138 demolish the collection of existing temporary buildings in the northwest part of the school site. These are replaced with a two storey purpose built block with a flat roof parapet to reduce the maximum height of the roof. This approach is supported.

The two storey proposed block is integrated well into the site, with a positive relationship with the existing buildings and facilities such as the MUGA. The distances and landscape treatment at the boundary of the site ensure there will be no visual or liveability issues arising from the development for the nearest existing residentials dwellings.

The appearance of the proposed building uses a window arrangement to create a positive rhythm along the facade using brick at the first floor which is used elsewhere on site, which is welcomed and supported.

FLOOD AND WATER MANAGEMENT SPECIALIST:

a) Review Summary

This application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy and is proposing the following key items:
- Type of development: Major
- Flood risk: Low

- Types of conveyance / attenuation features: Rainwater harvesting, porous paving, rain gardens and green roofs.
- Runoff rate restriction (l/s): 2.0l/s - This does not equal greenfield runoff rates but is within three times greenfield runoff rates.
- Runoff attenuation volume (m3): Unclear
- Maintenance plan: The maintenance owner will be the occupier of the development, actions and frequencies have been provided for the pipe networks, green roofs and pervious pavements.

b) Recommendation and Requests

We object to the application for the following reasons:

- Supporting calculations have not been provided for the existing (brownfield) runoff rates, and the greenfield calculations have not been calculated using the whole site area.
- The applicant has not provided the runoff volumes for the development site, the greenfield runoff volume, the existing runoff volume and proposed runoff volumes for the 1 in 100 yr 6 hr period.
- The applicant has not provided the proposed volume (m3) for each drainage feature which must be stated and supported by calculations.
- The attenuation calculations provided do not include the whole site area.
- The applicant has not provided tasks and frequencies for all of the proposed features.
- The applicant has consulted Thames Water but has not received confirmation that there is sufficient capacity within the surface water sewer network. They have requested confirmation from the LLFA that the drainage hierarchy has been adhered to. We recommend that this confirmation can be provided.

To address the above, please can the applicant submit information which:

- Includes the calculations for the existing (brownfield) runoff rates and amends the greenfield runoff rates to include the whole site.
- Demonstrates the greenfield, existing and proposed runoff volumes for the development site for the 1 in 100 yr 6 hr period, supported by calculations.
- Shows the proposed volume (m3) for each drainage feature, supported by calculations.
- Includes the whole site area within the calculations.
- Provide the maintenance tasks and frequencies for the proposed raingardens and flow control device.
- Demonstrate that there is sufficient capacity within the surface water sewer network with confirmation from Thames Water.

FLOOD AND WATER MANAGEMENT SPECIALIST FOLLOW-UP:

b) Recommendation and Requests
We object to the application for the following reasons:

- The developable site area not been confirmed.
- The applicant has not provided the runoff volumes for the development site, the greenfield runoff volume, the existing runoff volume and proposed runoff volumes for the 1 in 100 yr 6 hr period.
- The applicant has not provided the proposed volume (m3) for each drainage feature.
- The applicant has not provided tasks and frequencies for all of the proposed features.
- The applicant has consulted Thames Water but has not received confirmation that there is sufficient capacity within the surface water sewer network. They have requested confirmation from the LLFA that the drainage hierarchy has been adhered to. We recommend that this confirmation can be provided.

To address the above, please can the applicant submit information which:

- Confirms the developable site area. The area used in the greenfield calculations and source control calculations should be the developable site area.
- Demonstrates the greenfield, existing and proposed runoff volumes for the development site for the 1 in 100 yr 6 hr period, supported by calculations. It should be demonstrated that the proposed runoff volume is as close as reasonably practical to the greenfield runoff volume and does not exceed the existing runoff volume.
- A breakdown of the proposed attenuation volume (m3) for each drainage feature.

NB: It is recommended that the maintenance information on the tasks and frequencies for each attenuation feature and confirmation from Thames Water of sufficient capacity can be conditioned.

PLANNING SPECIALIST TEAM MANAGER (Flood and Water Management):

It is therefore necessary to provide an explanation as to why the objection presented should not result in a refusal. To that end, the comments indicate an insufficiency of information. However, the test is to determine whether this lack of information needs to be resolve prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to extent it is necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requests.

The development as presented would result in betterment and further details would be made available as design work progresses. The objection is therefore overcome through the conditional approval.

BUILDING CONTROL:

- This fire risk assessment has been reviewed as submitted, however it is not considered the final fire risk assessment. Design for means of escape, active/passive fire measures and access for the fire services will be subject to change as the scheme progresses and therefore a final risk assessment will be required to be submitted along with the Building Control application for review.

- This fire risk assessment appears to have been produced by a suitably qualified assessor who have attempted to address the standards of Paragraph B within the London Plan Policy D12 (Fire Safety)

- These comments do not prejudice any formal comments made by the London Fire Emergency Planning Authority (LFEPA). A consultation to the LFEPA will be made as part of the Building Control application process.

- The final Fire Risk Assessment will need to be checked by a suitably qualified Fire Safety Specialist in order to discharge the Policy D12 planning condition and any costs to be recovered

- The principles of the submitted Fire Strategy Report shall be implemented on site in conjunction with a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PROPOSED EDUCATION FACILITY

Meadow High School is at capacity with 257 pupils and there is a need to provide improved

and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

Paragraph 95 of the NPPF (2021) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education

Policy S3 of the London Plan (2021) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

At the local level, Policy CI 1 of the Hillingdon Local Plan: Part 1 (2012) supports the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 (2020) establishes the principle that development should not result in the loss an existing community facility. Policy DMCI 1A of the Hillingdon Local Plan: Part 2 (2020) also states that proposals for new schools and school expansions will be assessed against the following criteria:
A) The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).
B) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.
C) The location and accessibility of the site in relation to:
i) the intended catchment area of the school;
ii) public transport; and
iii) the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.
D) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

The proposal would result in the loss of 5 no. temporary classrooms in order to facilitate the provision 6 no. classrooms, a science classroom, food tech room, music room, fitness room, common room, study room, sensory room, therapy room, hygiene room, staff room and offices. This development would remove the 82 pupil places currently facilitated by the temporary units and would add 90 permanent places, a net increase of 8 pupil places. Evidently, the proposal would not result in the loss of a community facility, in accordance with Policy DMCI 1.

The proposed facilities are considered to suitably provide a new school facility on previously developed land. The site also is not constrained by a Green Belt or Conservation Area designation. The development would not impact on the sports provision of the school. Highway and accessibility matters are also considered in Section 07.10 of the report. Greenhouse gas emissions are also considered in Section 07.16 of the report.

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.

B) Proposals for the provision of new community facilities will be supported where they:
i) are located within the community or catchment that they are intended to serve;
ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
iv) make provision for community access to the facilities provided.

At present, SEN students are travelling to neighbouring boroughs for school as the provision within Hillingdon is at capacity. As such, the proposal would serve the residents of Hillingdon, this being considered an appropriate catchment. The school is proposed to accord with Department for Education Area Guidelines for SEND and alternative provision (BB104). Subject to the detailed design of the proposal, it is considered that the proposed development accords with the requirements of Policy DMCI 2.

If recommended for approval, a condition would limit the number of pupils and staff to ensure that the school does not operate beyond capacity to the detriment of resident amenity and highway safety. According to permission ref. 3348/APP/2020/1589, the acceptable limit to the number of pupils is 280. As such, pupil numbers would be limited to 280 and staff numbers would be limited to 123.

7.02 Density of the proposed development

Not applicable to the consideration of the application.

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application process. The site does not lie in an Archaeological Priority Area and GLAAS advised that it is therefore unlikely that archaeological deposits of significance survive on the site and no further archaeological work is recommended. As such, the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

LISTED BUILDING, CONSERVATION AREA OR AREA OF SPECIAL CHARACTER

Not applicable to the consideration of the application.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:
A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
B) In consultation with the Airport Operator, the Council will ensure that:
i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and

ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The National Air Traffic Services, the Ministry of Defence and Denham Airport have been consulted and have confirmed no safeguarding objection to the proposed development. As such, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Not applicable to the consideration of the application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposal would result in the removal of 5 no. temporary classrooms in order to facilitate the provision a part one storey, part two storey building, comprising 6 no. classrooms, a science classroom, food tech room, music room, fitness room, common room, study room, sensory room, therapy room, hygiene room, staff room and offices. The two storey building would utilise masonry with a flat roof parapet and green roof with pv panels.

The two storey block is integrated well into the site, with a positive relationship with the existing buildings and facilities. The distances and landscape treatment at the boundary of the site ensure there will be limited visual intrusion experienced by neighbouring residents.

The proposed building would use a window arrangement to create a positive rhythm along the facade. The use of brick materials is supported. If recommended for approval, the detail of the materials to be used would be secured via planning condition.

Subject to the above condition, the proposal is considered to accord with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.08 Impact on neighbours

With regard to the impact on neighbouring residents, relevant planning policies and the associated supporting text is copied below for reference.

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The proposed development would comprise a part one storey, part two storey building. The proposed two storey element of the building would be sited at least 23 metres from any residential properties located along Peel Way and Benson Close. The proposal is also located towards the front of these properties, as opposed to the rear which is more sensitive in terms of residential amenity. Given the separation distance notes and the limited two storey size of the proposed building, the development is not considered to compromise the amenity of neighbouring residents in terms of outlook, privacy or daylight and sunlight. As such, the proposal is considered to accord with Policy DMHB 11, part B, of the Hillingdon Local Plan: Part 2 (2020).

It is noted that a comment has been received from a neighbouring resident requesting that the windows on the first floor of the proposed building which face northwards should be obscure glazed. As these windows are located in excess of 21 metres from any neighbouring properties, combined with the fact that these windows would face the front public-facing elements of these neighbouring properties, it is not considered that a planning condition to obscure glaze windows would be necessary or reasonable.

7.09 Living conditions for future occupiers

Not applicable to the consideration of the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Northwood Way. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 1a (low). This indicates that access to public transport is moderate and

that there is a dependency on the private car for trip making to and from the site.

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

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

In the main, this application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school.

Car Parking:

The school currently has 257 no. pupils which is proposed to increase by 8 no. to 265 no. pupils. There are also 123 no. members of staff working at the school which is not proposed to increase as a consequence of the proposed facilities. Hence, the car parking provisions approved and implemented under the recent planning permission ref. 3348/APP/2020/1589 for the new two storey building, sports hall and multi use games court, are considered to be sufficient for the purposes of the proposed development.

Cycle Parking:

Policy T5, Table 10.2, of the London Plan (2021) states that 1 long-stay cycle parking space should be provided per 8 full time staff plus 1 space per 8 students and 1 no. short stay cycle space per 100 students.

A total of 46 no. covered cycle parking spaces (23 sheffield stands) are provided to the northwest of the school car park. On the basis that there will be no change to staff numbers and only an increase in pupils by 8, no further cycle parking spaces are proposed to be provided. Although this is technically a conflict with planning policy, it is acknowledged that cycle parking spaces for SEND pupils are less appropriate. On balance, this is accepted.

Trip Generation:

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) requires the Council

to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

A Transport Assessment has been provided in support of this application which reports that in the AM Peak the school generates 42 no. two-way vehicle trips. Of this number 30 no. are by car, 7 no. taxi and 6 no. minibus. As there would be a small increase in pupil numbers of just 8 no. and no increase in the number of staff, the proposal would not change the number of vehicle trips generated.

Pick-Up and Drop-Off Strategy:

The pick-up and drop-off strategy is to remain as existing.

Servicing and Delivery:

Servicing and delivery arrangements are to remain as existing.

Travel Plan:

A travel plan was secured under the recent permission for the site, under application ref. 3348/APP/2020/1589. As such, the development would be subject to such travel planning requirements.

Active Travel Zone Assessment:

The Active Travel Zone Assessment identifies minor issues along key routes but these are not considered to have a direct impact on the development proposals and whilst improvements could be made; it is considered routes currently would not actively discourage users to travel by sustainable active travel modes to/from the development. Additionally, given the small scale of the development, is not considered necessary to implement improvements to the wider area. It is agreed that no improvements associated with the development are required.

Highways Works:

There is currently no vehicle crossover between Peel Way/Benson Close and the site. As such, the Highway Authority require that this is provided by the developer by way of a 1980 Highway Act s.278 legal agreement, secured via a Section 106 legal agreement.

Construction Logistics Plan:

The construction programme is scheduled for approximately 54 weeks. The development is anticipated to begin July 2023 and finish July 2024 and Meadow High School is required to remain fully operational throughout the construction phase.

The Outline Construction Logistics Plan submitted confirms that a parking suspension scheme along the eastern side of Peel Way (only one side and not both) will be required during construction to allow the access of construction vehicles to the site. Construction vehicles will need to access the site from Peel Way during term time as accessing the site from Royal Lane would hinder the operation of the school and the safety of students and staff.

Following the submission of an amended Outline Construction Logistics Plan, the proposed parking suspension has been amended to a suspension of 17 parking bays during weekdays, Monday to Friday between the hours of 08:00 and 17:00. This is an improvement over the hours previously proposed which were between 08:00 and 18:00. These hours have been agreed with the Applicant following comments from the Highway Authority and would be secured by condition if recommended for approval.

Not all parking spaces along Peel Way are proposed to be suspended and no parking spaces would be suspended during the evening, night or early morning hours. It has also been clarified that there will be no parking suspension during weekends, public holidays or school holidays as the site can be accessed via Royal Lane without disrupting the operation of the school. This means that the parking suspension would only be required for 195 of 365 days, equating to 53% of the year.

It has been clarified that larger and more vehicles will be required towards the start of the construction process, with smaller and fewer construction vehicles towards the end of the process. Hence, the impact would be limited to school term time and by the nature of the construction process itself becoming less intense as the build progresses.

It has also been noted that any further reduction in the suspension of parking spaces would result in extending the construction timeframe which would result in disruption to local residents for more time than the 54 weeks currently proposed.

Although construction access is proposed to be taken via Peel Way, the Applicant has acknowledged the concerns of local residents and responded by reducing the number of hours required for a parking suspension scheme. The above also explains how the impact on local residents will be reduced further. Subject to a condition which would require the submission of a full and detailed construction management and logistics plan, the proposals are considered to be acceptable.

Summary

Subject to conditions and a Section 106 legal agreement, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving

safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a secure by design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible and inclusive design. Specifically, it should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment.

The proposed development would include many facilities associated with an inclusively designed school. As stated by the Council's Access Officer, the development would include:
1. simultaneous evacuation protocol (not phased)
2. Sprinkler System
3. refugee area within the main stair core where wheelchair user occupants can escape to an ultimate place of safety via a dedicated evacuation lift
4. single evacuation lift not only meeting the requirements of London Plan policy D5 and D12, but the operational needs of the school to serve pupils and staff of which 2% are understood to be wheelchair users.
5. protected stair core with evacuation lift is located within offering 30-minutes fire resistance
6. protected corridor and clear zone in front of the lift offering a combined 90m2 of fire resisting waiting space
7. L2 Fire Detection and Alarm System.

If recommended for approval, an Accessibility Statement would be secured via planning condition to provide details on level access provisions, circulation and teaching areas, the provision of changing places facility instead of a hygiene room, as well as details of door widths, lobby openings and circulation corridors to accommodate wheelchair users.

Subject to a suitably worded condition, the proposal is considered to comply with Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that

includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposals will require the removal of three small trees and a young hedge. None are particularly valuable or visible from outside the site. To mitigate against this loss, 11 no. new trees, shrubs and hedges are proposed to be planted.

Tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure the retained trees are not detrimentally affected during construction. Subject to a compliance condition ensuring that trees are protected, alongside details of the landscape scheme, the proposal accords with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:
a. Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.
b. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

The Urban Greening Factor target score does not technically apply to school development but it is noted that the proposal does include significant planting and as such the principles of this policy are considered to have been adopted as part of the proposed development.

ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The application site presents limited ecology value and the proposal would have a negligible to low level of ecological impact. The information submitted indicates that the proposed development would also achieve a 10% biodiversity net gain which is supported. If recommended for approval, the full details of an ecological enhancement plan would be secured by planning condition. Subject to such a condition, the proposed development would accord with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020), Policy G6 of the London Plan (2021) and Paragraph 174 of the NPPF (2021).

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Refuse and recycling bins are located to the southeast of the site, south of the main entrance of the school building. Refuse vehicles will access the site via the access from Royal Lane and will undertake collections from outside the main school entrance. This is as per the existing arrangements and is considered to be acceptable.

7.16 Renewable energy / Sustainability

GREENHOUSE GAS EMISSIONS

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) requires that:
A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets;
B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved;
C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

This is supported by Policy EM1 of the Hillingdon Local Plan: Part 1 (2012).

Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon, in accordance with the energy hierarchy: Be lean: use less energy and manage demand during operation; Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly; Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and Be seen: monitor, verify and report on energy performance.

The submitted Energy Strategy states that the development achieves a reduction of 8 tonnes of CO2 per year by using air source heat pumps and PV panels, equal to 98% improvement over the baseline. Given that there is a zero-carbon requirement for the development, it is required that the remaining 0.16 tonnes of CO2 (2%) is offset for a period of 30 years, equating to a payment of £462. This would be secured by a Section 106 legal agreement if recommended for approval. A scheme for the detailed monitoring, recording and reporting of the CO2 reductions would also be secured by planning condition if recommended for approval.

Subject to the above planning obligation and condition, the proposed development would not be considered contrary to Policy SI 2 of the London Plan (2021), Policy EM1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:
A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;

3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

The information submitted states that heat generation will be minimised by using efficient LED lighting, alongside daylight dimming and occupancy sensing so that lights are not used when not needed. The development will have highly insulated external walls, which minimise any heat gain through conduction. Solar control glazing has been recommended to minimise solar gain. Mechanical ventilation is also proposed.

The details submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design. This is considered sufficient and acceptable, satisfying Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

The application site is located within Flood Zone 1 and forms part of a Critical Drainage Area. The proposed development is located on an already operational school with areas of hardstanding. The proposal would introduce new landscaped areas with attenuation properties and a drainage system comprising green roofs, down pipes, rainwater connection points, rodding eyes, permeable paving, pipes and a flow control device. The green roofs will collect rainfall hitting the roof, which will be transferred through the downpipes into the rainwater connection points, where they will connect with the main drainage network. The permeable paving will collect any remaining surface water runoff, which will drain via perforated pipes into the network. The flow rate will be slowed by a flow control device before discharging via the existing private drain into the public sewer on Benson Close to the north of the site. This sewer then outfalls into the River Pinn to the west of the site. When compared to the existing situation, the proposal would result in drainage betterment.

If recommended for approval, a planning condition would secure further details, ensuring accordance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D14 of the London Plan (2021) states:
A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change

3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The Council's Noise Specialist has confirmed that sufficient information has been submitted that an acceptable noise environment can be achieved subject to a planning condition which restricts the permitted noise levels. Subject to such a condition, the proposal would accord with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 2 (2020).

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy SI 1 of the London Plan (2021) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
B) Development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located in the Hillingdon Air Quality Management Area and within the catchment of the Hillingdon Hospital Air Quality Focus Area which is located circa 300m to the north-east. The proximity of Hillingdon Hospital is regarded as a sensitive receptor in regard to the impacts of pollution from both the demolition and construction phases, and in the operational phase, from any impacts caused by any increases in traffic generation and/or exacerbation of congestion in the local area.

The development would not increase the car parking provision, cycle parking provision,

delivery, servicing and refuse collection arrangements. The Transport Assessment also states that there is only an increase of one vehicle trip produced by parent drop-off and collection during the morning and afternoon peak periods for the predicted increase in pupils, which translates into four additional traffic movements per day. The majority of the additional pupil trips are accommodated within existing minibuses and coaches that have residual capacity. Hence, the proposed development is air quality neutral, with no need for additional mitigation to be secured.

Subject to conditions ensuring best practice with regard to emissions during construction, the proposal would accord with Policy SI 1 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 2 (2020), and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request the following planning obligations:

i) Carbon Offset Contribution: A financial contribution amounting to £462 shall be paid to the Council's carbon offset fund. Any additional shortfall identified through the ongoing reporting required by Condition 14 shall form a cash in lieu contribution in accordance with Policy SI2

of the London Plan at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. [i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25year duration].

ii) Highways Works: Section 278 agreement to secure highway works, including construction of vehicle crossover on Peel Way/Benson Close.

iii) Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

iv) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The Mayoral CIL sets a nil charge rate for development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £0 for the proposed school use.

7.21 Expediency of enforcement action

Not applicable to the consideration of the application.

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring that imported materials are free from contamination. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:
1) the building's construction: methods, products and materials used, including manufacturers' details
2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The London Fire Brigade have been consulted and have provided no comment. If recommended for approval, the final detailed Fire Statement would be secured by condition. The discharge of condition application should be accompanied by a Building Control application. Subject to such a condition, the proposal would accord with Policy D12 of the London Plan (2021).

8. Observations of the Borough Solicitor

General
Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations
Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights
Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

This application seeks permission for the erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

Meadow High School is at capacity with 257 pupils and there is a need to provide improved and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

In planning policy terms, the proposed school development is supported in principle. Following an assessment of the development, the proposal is also considered to be

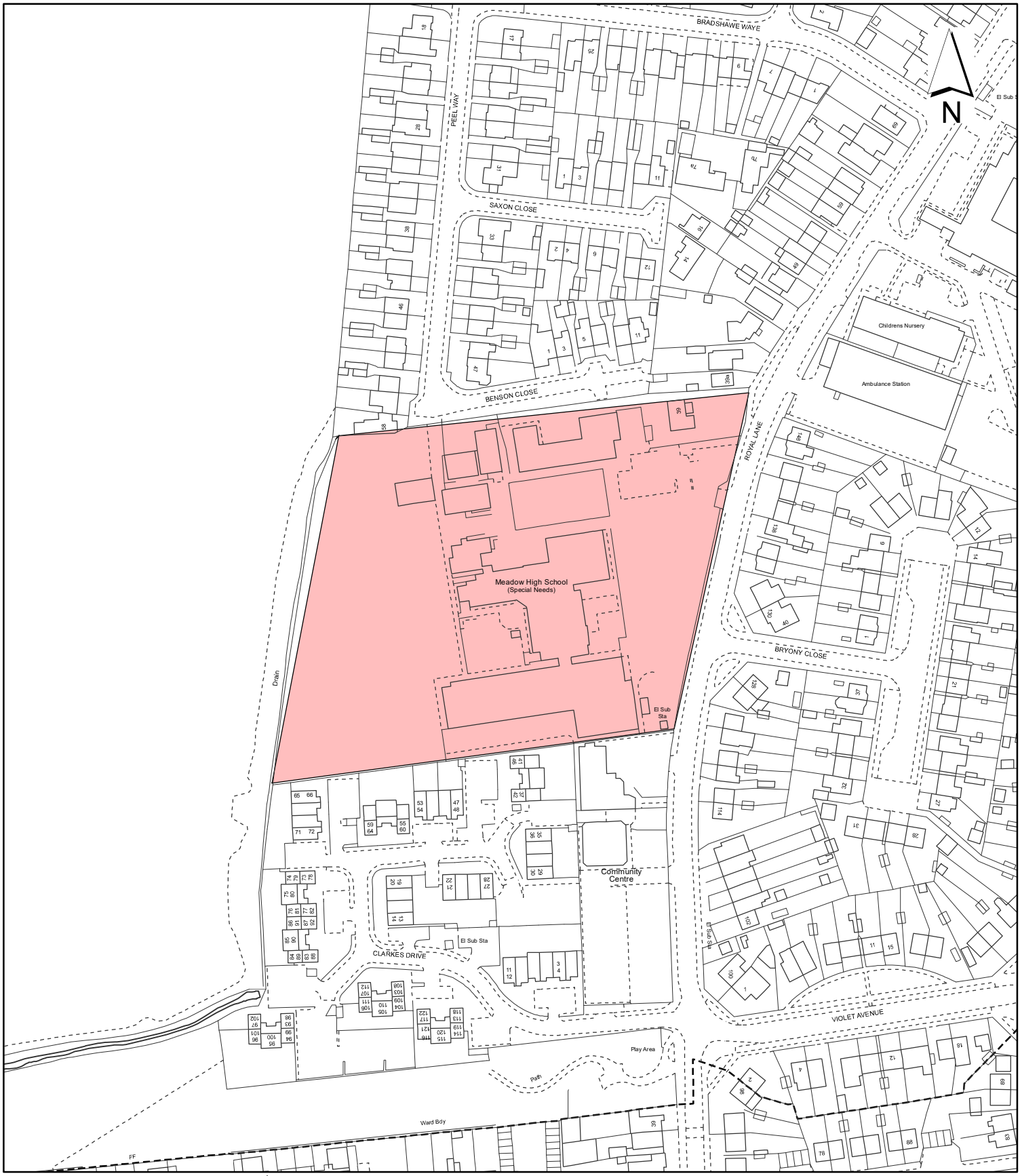
sensitive to the character of the street scene and neighbour amenity. The development is also considered acceptable with regard to its impact on the local highway network and air quality. Planning obligations are also proposed to be secured by a Section 106 legal agreement, including a carbon offset contribution, travel plan, Section 278 agreement for the new vehicular crossover and employment strategy with construction training.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is considered to be acceptable and is recommended for approval, subject to a Statement of Intent, Section 106 legal agreement and planning conditions.

11. Reference Documents

National Planning Policy Framework (July 2021)
The London Plan (March 2021)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Meadow High School

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
3348/APP/2023/138

Scale:
1:2,000

Planning Committee:
Major

Date:
March 2023

HILLINGDON
LONDON

This page is intentionally left blank

Report of the Interim Director of Planning, Regeneration & Public Realm

Address MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON

Development: Temporary redevelopment of site including removal of existing external spaces to provide a temporary two-storey academic building (Use Class F1).

LBH Ref Nos: 3348/APP/2023/419

Drawing Nos:
4286 CDC XX 00 DR A (EX) 100 Rev. E
4286 CDC XX 01 DR A (EX) 110 Rev. E
4286 CDC XX XX DR A (EX) 400 Rev. E
4286 CDC XX XX DR A (EX) 401 Rev. A
4286 CDC XX XX DR A (EX) 120 Rev. E
4286 CDC XX 00 DR A (GA) 100 Rev. E
4286 CDC XX 01 DR A (GA) 110 Rev. E
4286 CDC XX XX DR A (GA) 120 Rev. E
4286 CDC XX XX DR A (GA) 401 Rev. A
4286 CDC XX XX DR A (GA) 400 Rev. E
4286 CDC XX XX DR A (EX) 001 Rev. C
4286 CDC XX XX DR A (EX) 002 Rev. C
4286 Design and Access Statement (Dated February 2023)
Planning Statement (Dated February 2023)
Construction Management Plan (Dated 9th February 2023
4286 CDC XX XX DR A (GA) 00[illegible]

Date Plans Received: 14/02/2023 **Date(s) of Amendment(s):**

Date Application Valid: 15/02/2023

1. SUMMARY

This application seeks temporary permission for a period of two years for the construction of a two-storey academic building (Use Class F1) in order to facilitate the development of a new school building under application reference 3348/APP/2023/138. The proposal is considered to be acceptable in principle and with regard to its impact on neighbour amenity, character of the area, local highway network, flooding, trees, landscaping and access.

On the basis that temporary permission is granted and subject to conditions, this application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 **Temporary Building - Removal and Reinstatement**

The development hereby permitted shall be removed by the 31st March 2025 and the play space area where the development sat shall be restored to a play space of at least equivalent quality as the pre-existing play space and/or the play space unaffected by the development.

REASON
The buildings, by reason of their temporary design, are not considered suitable for

permanent retention in compliance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). Also, the site should be restored to a condition fit for purpose to ensure there is no long-term loss of play space.

2 COM4 **Accordance with Approved Plans**

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

4286 CDC XX 00 DR A (GA) 100 Rev. B;
4286 CDC XX 01 DR A (GA) 110 Rev. B;
4286 CDC XX XX DR A (GA) 401 Rev. A;
4286 CDC XX XX DR A (GA) 400 Rev. B; and
4286 CDC XX XX DR A (GA) 120 Rev. B.

Thereafter, the development shall be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3 COM5 **General compliance with supporting documentation**

The development hereby permitted shall not be carried out and operated except in accordance with the specified supporting plans and/or documents:

4286 Design and Access Statement (Dated February 2023);
Planning Statement (Dated February 2023); and
Construction Management Plan (Dated 9th February 2023).

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions Hillingdon Local Plan: Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4 NONSC **Pupil and Staff Numbers**

The development hereby approved shall not increase the number of pupils for the school beyond 280 (as established under planning permission ref. 3348/APP/2020/1589) and shall not increase the number of staff for the school beyond 123.

REASON
To prevent the generation of additional traffic that could give rise to problems of safety and congestion on the surrounding roads, in compliance with Policy DMT1, DMT 2 and DMT6 of the Hillingdon Local Plan: Part 2 (2020).

5 NONSC **Non-Road Mobile Machinery**

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without

the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

REASON
To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

6 NONSC **Construction Management and Logistics Plan**

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

(i) a programme of works, including hours of construction;
(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels

illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;
(xiv) an asbestos survey and management plan; and
(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

7 NONSC **Fire Safety**

Prior to first operation of the development, fire safety details shall be submitted to and approved in writing by the Local Planning Authority. These details shall ensure that they:

i) identify suitably positioned unobstructed outside space:
a) for fire appliances to be positioned on;
b) appropriate for use as an evacuation assembly point;

ii) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures;

iii) are constructed in an appropriate way to minimise the risk of fire spread;

iv) provide suitable and convenient means of escape, and associated evacuation strategy for all building users;

v) develop a robust strategy for evacuation which can be periodically updated and

published, and which all building users can have confidence in; and

vi) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Thereafter the development shall be retained/maintained and operated in accordance with these details for as long as the development remains in existence.

REASON
To achieve the highest standards of fire safety and ensure the safety of all building users, in accordance with Policy D12, part A), of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMEI 10	Water Management, Efficiency and Quality
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 12	Streets and Public Realm
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
DMEI 14	Air Quality
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 7	Biodiversity Protection and Enhancement
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3 I70 **LBH worked applicant in a positive & proactive (Granting)**

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

4 I15 **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 which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section

61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

6 I47 **Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. CONSIDERATIONS

3.1 Site and Locality

Meadow High School is a Special Needs School located on the west side of Royal Lane. The site measures approximately 2.1 hectares in area and currently comprises of a cluster of low-rise buildings, hard surface play areas and a sports field. The site is bounded by residential properties to the north, east and south, with properties located on Benson Close, Royal Lane and Clarkes Drive. The school has a substantial area of hard surfacing to the front of the site which currently facilitates car parking. Designated Green Belt land is located to the west of the sports field and the site has a low Public Transport Accessibility Level (PTAL) of 2.

3.2 Proposed Scheme

This application seeks temporary permission for a period of two years for the redevelopment of the site including removal of existing external spaces to provide a two-storey academic building (Use Class F1).

3.3 Relevant Planning History

Comment on Relevant Planning History

Temporary Permissions:

Application reference 3348/APP/2006/549 granted temporary 2-year planning permission for the retention of a single storey detached temporary building, located immediately to the north of the school's western wing. This permission expired 17th May 2008 and the building has not yet been removed.

Application reference 3348/APP/2008/1544 granted temporary 5-year planning permission for the erection of two portacabins as temporary classrooms within the northern section of the school site, adjoining the access off Benson Close/Peel Way. This permission expired 1st July 2013 and the buildings have not yet been removed.

It should be clarified that the temporary units referenced above are proposed to be removed and replaced with a permanent structure under the current planning application.

Application reference 3348/APP/2020/899 granted permission for the construction of two temporary single storey modular classroom units. This permission expired on 1st August 2022. Based on a site visit carried out in February 2023, these temporary units are no longer in situ.

Permanent Planning Permissions:

Application reference 3348/APP/2010/1210 granted temporary 3-year planning permission for the erection of building for use as classrooms within the northern section of the school site.

Application reference 3348/APP/2012/2433 granted permission for the removal of existing modular units and the construction of a new two storey sixth form block within the northern section of the school site. This permitted the permanent retention of the modular unit granted as part of application reference 3348/APP/2010/1210.

Application reference 3348/APP/2020/1589 granted permission for the demolition of existing buildings and replacement with a new two storey building, sports hall, multi use games court, hard play areas, substation and revised vehicular access, pupil drop off and parking. This permission has been implemented and is currently in operation.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

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

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 12	Streets and Public Realm
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
DMEI 14	Air Quality
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 7	Biodiversity Protection and Enhancement
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping

DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd March 2023**

5.2 Site Notice Expiry Date:- **15th March 2023**

6. Consultations

External Consultees

A public consultation exercise was undertaken by way of neighbour letters, a site notice displayed on site and an advert placed in the local press. All forms of consultation expire on 22nd March 2023.

No comments have been received from residents.

LONDON FIRE BRIGADE:

No comment.

Internal Consultees

HIGHWAYS OFFICER:

The Highway Authority has no objections to this application subject to a planning condition requiring

the applicant to submit a Construction Logistics Plan to the Council for approval. The Highway Authority expects the applicant to follow the Guidance provided by Transport for London available here https://tfl.gov.uk/corporate/publications-and-reports/freight

As a minimum the Construction Logistics Plan should include the following:-
- All Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required. The Direct Vision Standard came into force on 1st March 2021 and forms part of the Safety Permit for all HGVs entering London (an area bounded by the M25 Motorway). It is the haulier's responsibility to comply with these regulations prior to entering the Enforcement Zone. Enforcement operates 7 days a week, 24 hours a day.

- Freight Operators Recognition Scheme (FORS) Silver standard is to be mandated by all freight operators delivering to this site to support this development.

- All deliveries, particularly Heavy Goods Vehicles, to site shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC. This is to ensure improved fields of vision across the front of the vehicles.

- The equipment must comply with at least BS-7580-2 1997 Type 2 specification, as required by BS 5228-1:2009 "Code of practice for noise and vibration control on construction and open Sites 2 Part I: Noise. Annex G.

- The site must comply and follow the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

- There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter site directly on arrival and not wait on any road in the vicinity of the site. This is to reduce local congestion.

- All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered

- The CLP must ensure construction deliveries are received in full consultation with the school and are normally expected to arrive between the hours of 10:00 and 16:00h, outside peak hours at all times.

- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough.

ACCESS OFFICER:

This proposal is for permission to site six temporary classrooms. The proposed classrooms would not be accessible to disabled children using a wheelchair and do not lend themselves to the principle and spirit of inclusive education. However, no accessibility objection is raised on the understanding that the classrooms are required to support the construction phase and would be removed once the new school building is completed and occupied.

Conclusion: acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PROPOSED EDUCATION FACILITY AND SPORT/RECREATION IMPACT

Meadow High School is at capacity with 257 pupils and there is a need to provide improved and additional school SEND places. Currently, there are only three schools in Hillingdon that support children with SEND and each school is full, with demand increasing. The need is urgent as the pupils are already in primary schools and this needs to be reflected in an increase of secondary school provision.

Paragraph 95 of the NPPF (2021) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education

Policy S3 of the London Plan (2021) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

Policy S5 of the London Plan (2021) requires that existing sports and recreation facilities should be retained unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

At the local level, Policy CI 1 of the Hillingdon Local Plan: Part 1 (2012) supports the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 (2020) establishes the principle that development should not result in the loss an existing community facility. Policy DMCI 1A of the Hillingdon Local Plan: Part 2 (2020) also states that proposals for new schools and school expansions will be assessed against the following criteria:
A) The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).
B) The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.
C) The location and accessibility of the site in relation to:
i) the intended catchment area of the school;
ii) public transport; and
iii) the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.
D) The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

This application seeks temporary 2-year permission for a two-storey academic building (Use Class F1) in order to facilitate the development of a new school building under application reference 3348/APP/2023/138. Evidently, the proposal would not result in the loss of a community facility, and forms part of a development programme which would suitably provide a new school facility on previously developed land.

The development would take place on an existing area of play space for the school. It would not be permanent development, however, and a planning condition would be

secured, if approved, requiring that the play space area where the development sat shall be restored to a play space of at least equivalent quality as the pre-existing play space and/or the play space unaffected by the development.

Subject to the above planning condition, the development is considered to be acceptable in principle.

7.02 Density of the proposed development

Not applicable to the consideration of the application.

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

Not applicable to the consideration of the application.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:
A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
B) In consultation with the Airport Operator, the Council will ensure that:
i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The application site is not located within an air safeguarding zone. Further, no additional elements of landscaping or planting is proposed as part of the application which would encourage the nesting of birds. As such, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Not applicable to the consideration of the application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed temporary development would comprise a two storey block of modular units with access taken from the rear at ground floor and first floor level via a staircase. The block would measure circa 24m by 12.2m in footprint and 7.2m in height. Grey steel wall cladding would form the primary material of the block, with white PVC windows, grey PVC rainwater goods, and a black staircase.

The development would be set back at least 27m back from Royal Lane, in between the school sports hall and main entrance, behind a line of fencing. The block would sit below the roof line of the sports hall and main school building, establishing an ancillary hierarchy design relationship between the blocks. Although it would not be high quality development, it is considered to be sited and designed to reduce its impact on views taken from the street scene.

The temporary nature of the development means that only a temporary planning permission is considered appropriate. Based on the grant of a temporary planning permission, requiring the removal of the building at a later date, the proposed development is not considered contrary to the requirements of Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.08 Impact on neighbours

With regard to the impact on neighbouring residents, relevant planning policies and the associated supporting text is copied below for reference.

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The temporary development would be located over 40 metres from the nearest residential properties, located to the east on Royal Lane, over 40 metres from the closest properties

located on Clarkes Drive and over 80 metres from the closest properties located on Benson Close. In light of this, the proposed units and their associated use would not pose a detrimental impact in terms of amenity, outlook or daylight and sunlight. As such, the development is considered to accord with Policy DMHB 11, part b, of the Hillingdon Local Plan: Part 2 (2020).

7.09 Living conditions for future occupiers

Not applicable to the consideration of the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Northwood Way. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 1a (low). This indicates that access to public transport is moderate and that there is a dependency on the private car for trip making to and from the site.

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

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policy T6 of the London Plan (2021).

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

The proposal for the temporary school accommodation would not increase the number of students or staff and is only required during the construction phase of the main project proposed under application reference 3348/APP/2023/138. The school currently has 257 no. pupils which is proposed to increase by 8 no. to 265 no. pupils as part of the separate application. There are also 123 no. members of staff working at the school which is not proposed to increase as a consequence of the proposed facilities. Hence, the car parking provisions approved and implemented under the recent planning permission ref. 3348/APP/2020/1589 for the new two storey building, sports hall and multi use games court, are considered to be sufficient for the purposes of the proposed development.

The Highways Authority have confirmed no objection to the proposed temporary development subject to a planning condition which secures the final and detailed Construction Logistics Plan.

Subject to a planning condition, the proposed temporary development would not be considered contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

The development would not compromise the security of the school site and would be located within a contained area of the site, with boundary fencing separating the development and the school car park. The development is considered to accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible and inclusive design. Specifically, it should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment.

The Council's Access Officer notes that the proposed classrooms would not be accessible to disabled children using a wheelchair and do not lend themselves to the principle and spirit of inclusive education. However, no accessibility objection is raised as the classrooms are required to support the construction of the new school facility proposed under application ref. 3348/APP/2023/138 which would be inclusive and accessible. The temporary units would be removed once the new school building is completed and occupied.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of the application.

7.14 Trees, landscaping and Ecology

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green

infrastructure.

There are no Tree Preservation Orders or Conservation Area designations affecting the site and there are no trees within the site which are to be removed. In essence, the proposal would redevelop an area of hardstanding.

The proposed temporary units would facilitate the development of a new school building under application reference 3348/APP/2023/138. Due to the nature of the proposal and physical constraints of the site, there is no proposal or need for tree planting. It is considered unreasonable to strictly apply the policy in this instance, given the nature and reason for the proposal. As such, the proposal is not considered to be contrary to Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Refuse and recycling bins are located to the southeast of the site, south of the main entrance of the school building. Refuse vehicles will access the site via the access from Royal Lane and will undertake collections from outside the main school entrance. This is as per the existing arrangements and is considered to be acceptable.

7.16 Renewable energy / Sustainability

Not applicable to the consideration of the application.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

The sustainable water management measures for the area of the site affected by the proposal have already been implemented and the proposed development would not have a material impact on this consideration. As such, the proposal is not considered contrary to Policies SI 12 and SI 13 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020)

7.18 Noise or Air Quality Issues

NOISE

Policy D14 of the London Plan (2021) states:
A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate

soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The temporary development would be located over 40 metres from the nearest residential properties, located to the east on Royal Lane, over 40 metres from the closest properties located on Clarkes Drive and over 80 metres from the closest properties located on Benson Close. In light of this, the proposed units and their associated use would not pose a detrimental impact in terms of noise, particularly as the activities associated with the classrooms would be internal as opposed to the existing external use of the play space.

It is noted that there would be noise impacts associated with the construction of the development, but this is controlled by The Control of Pollution Act 1974, the Clean Air Acts and other related legislation.

Given the considerations above, the proposed development would not be contrary to the requirements of Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy SI 1 of the London Plan (2021) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
B) Development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located in the Hillingdon Air Quality Management Area and within the catchment of the Hillingdon Hospital Air Quality Focus Area which is located circa 300m to the north-east. The proximity of Hillingdon Hospital is regarded as a sensitive

receptor in regard to the impacts of pollution from both the demolition and construction phases, and in the operational phase, from any impacts caused by any increases in traffic generation and/or exacerbation of congestion in the local area.

The proposed development would not increase staff or pupil numbers and would not therefore measurably exacerbate congestion and associated emissions. The proposed units would be set well within the school grounds, away from Royal Lane, Benson Close, Peel Way and Clarkes Drive. The proposed development is also temporary, so that any associated impacts would not be long-term.

In terms of construction, this would be subject to a Construction Logistics Plan that would seek to minimise the impacts of construction traffic, controlled by condition and the works, which would be limited by their scale and nature should be carried out in accordance with the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. This includes the requirement to comply with the Non Road Mobile Machinery Low Emission Zone regulations.

Given the above considerations, the proposed development would not be considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court

challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is not considered reasonable to request any planning obligations.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £0 for the proposed school use.

7.21 Expediency of enforcement action

Not applicable to the consideration of the application.

7.22 Other Issues

FIRE SAFETY

Policy D12 of the London Plan (2021) states:

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:
1) identify suitably positioned unobstructed outside space:
a) for fire appliances to be positioned on
b) appropriate for use as an evacuation assembly point
2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
3) are constructed in an appropriate way to minimise the risk of fire spread
4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
The statement should detail how the development proposal will function in terms of:
1) the building's construction: methods, products and materials used, including manufacturers' details
2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

It is noted that the proposed development does not constitute major scale development and as such a Fire Statement does not technically need to be submitted as per part B) of Policy D12. This policy does, however, require that the highest standards of fire safety are achieved under part A). This is especially important given the proposed school use of the development.

The proposed development would include a fire exit at ground floor and first floor level. A fire escape is also provided via an external staircase for the first floor level. No further information in respect of this has been submitted.

If recommended for approval, details to accord with Policy D12, part A), of the London Plan (2021) shall be secured by planning condition.

8. Observations of the Borough Solicitor

General
Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations
Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The

obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights
Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

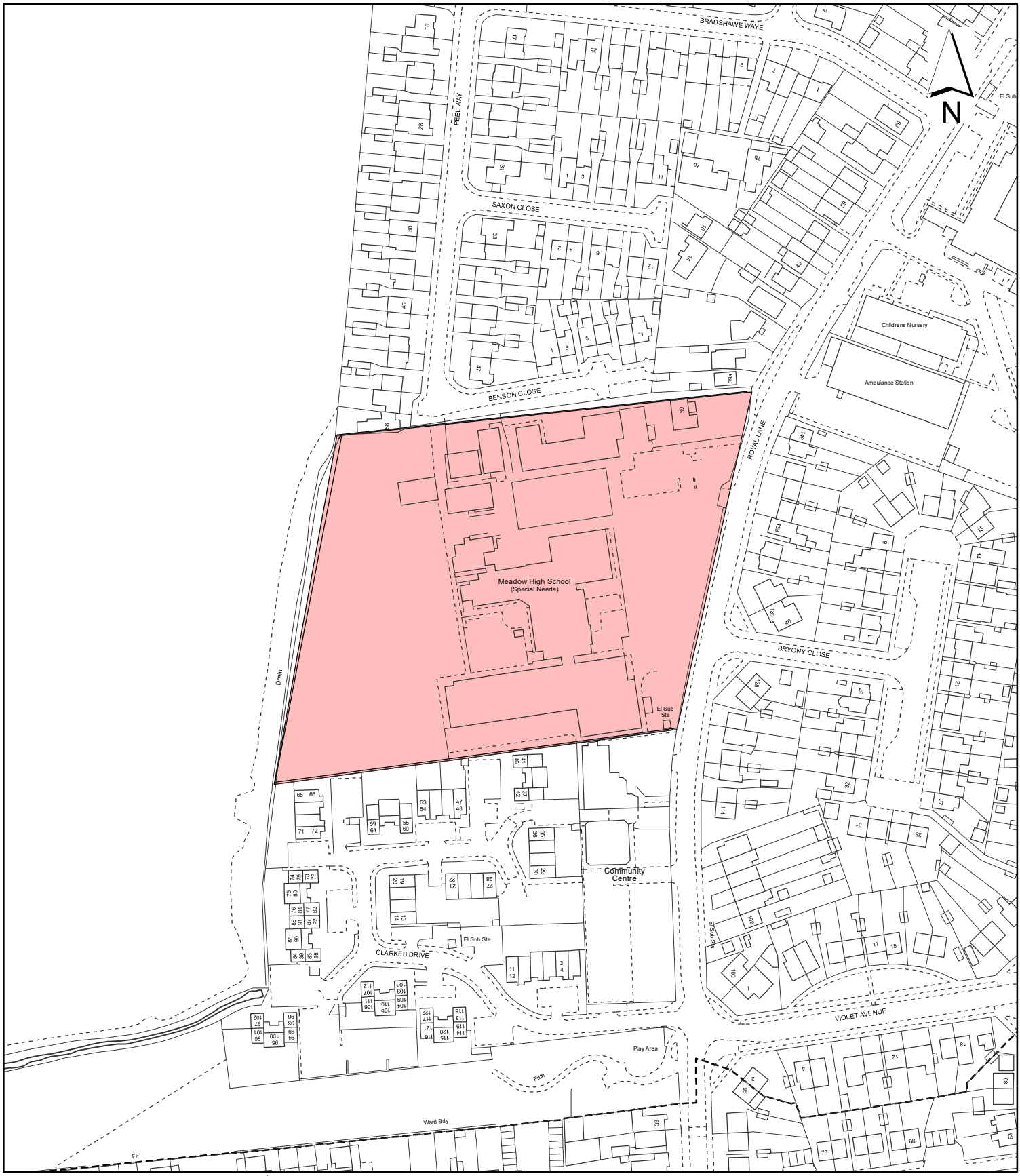
This application seeks temporary permission for a period of two years for the construction of a two-storey academic building (Use Class F1) in order to facilitate the development of a new school building under application reference 3348/APP/2023/138. The proposal is considered to be acceptable in principle and with regard to its impact on neighbour amenity, character of the area, local highway network, flooding, trees, landscaping and access.

On the basis that temporary permission is granted and subject to conditions, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (July 2021)
The London Plan (March 2021)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Meadow High School

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
3348/APP/2023/419

Scale:
1:2,000

Planning Committee:
Major

Date:
March 2023

HILLINGDON
LONDON

This page is intentionally left blank

Report of the Interim Director of Planning, Regeneration & Public Realm

Address DENVILLE HALL DUCKS HILL ROAD NORTHWOOD

Development: Demolition of no. 48 and no. 60 Ducks Hill Road, garage and wooden storage unit and the erection of three new buildings comprising of 12 assisted-living units (Class C2), proposed ancillary communal space, including cafe and restaurant, external connecting link building, landscaping and external works.

LBH Ref Nos: 924/APP/2022/3603

Drawing Nos:
P_GA (-4) 302.4
P_GA (-4) 303.1
P_GA (-4) 303.2
P_GA (-4) 303.3
P_GA (-4) 303.4
P_GA (-4) 302.3
P_GA (-4) 304.1
P_GA (-4) 304.2
P_GA (-4) 305.1
P_GA (-4) 305.2
Site Investigation Report 10767/JW Rev (
Air Quality Statement 25 November 2022
GSP-2018-1161-1 FINAL
Arboricultural Impact Assessment Rev D Nov 2022
Energy Statment CBG consultants 22.11.2022
Energy Statement Version 2 10407/005A11/LA
1521-LSL-XX-XX-RP-C-FRA
2022/5588 Heritage Impact Assessment
Landscaping DAS
Noise Assessment 09-21-88961 - AC - 1V1
P_DT (-23) 402
P_GA(-2)302.2
P_GA(-2)302.3
P_GA(-2)302.4
P_GA(-2)303.1
P_GA(-2)303.2
P_GA(-2)303.3
P_GA(-2)303.4
P_GA(-2)303.5
P_GA (-2) 304.1
P_GA (-2) 304.2
P_GA (-2) 304.3
P_GA (-2) 304.4
P_GA (-2) 304.5
P_GA (-2) 304.6
P_GA (-2) 304.7
Building A - Verified View and Method Statemer
P_GA (-4) 302.1
P_GA (-4) 302.2
P_GA (-2) 205.1
P_GA (-5) 202.1

P_GA (-5) 202.2
P_GA (-5) 203.1
P_GA (-5) 203.2
P_GA (-5) 204.1
P_GA (-5) 204.2
DH -10f - CGI
DH -10g - CGI
DH -10h - CGI
1521-LSL-XX-XX-RP-C-SWS
Sustainability Appraisal 17.11.2022
Transport Assessment dated Nov 2022
GHA/DS/122660:22
P_GA (-3) 302.1
P_GA (-3) 302.2
P_GA (-3) 302.3
P_GA (-3) 302.4
P_GA (-3) 303.1
P_GA (-3) 303.2
P_GA (-3) 304.1
P_GA (-3) 304.2
P_GA (-3) 305.1
P_GA (-3) 305.2
DH-00
DH-00a
DH-00b
DH-01r1
DH-01a
DH-02r1
DH-03r2
DH-04a
DH-04b
DH-05
DH -10h - CGI
DH -10i - CGI
DH -10j - CGI
DH -10a - CGI
DH -10b - CGI
DH -10c - CGI
DH -10e - CGI
DH -10k - CGI
DH -10l - CGI
DH -10m - CGI
GLA Carbon Emission Reporting Spreadsheet
MMEcology Dusk-Dawn Bat Survey Report October 2022
10407/004a11/LA
Planning Statement - Appendix 1 Pre-App Repor
MMEcology Preliminary Ecological Appraisal and Roost Assessment
MMEcology Reptile Survey Report October 2022
GA (-2) 101.3
P_GA (-2) 301.1

P_GA(-2)101.1
P_GA(-2)101.2
P_GA(-2)101.3
GSL22105-300
GSL22105-402
GSL22105-302
GSL22105-303
GSL22105-304
GSL22105-305
GSL22105-400
GSL22105-401
GSL22105-301
DH -10o - CGI
DH -10p - CGI
DH -10q - CGI
Fire Safety Statement 1.1. 17 Nov 2022
Areas & Uses Schedule
Design and Access Statement November 2022
Planning Statement - Denville Hal
DH -10n - CGI
Rev 02 - 2022.10.27 CMS
DH-05a
DH-06
DH-06a
DH-06b
DH-06c
DH-07
DH-08
DH-08a
DH-08b
DH-09

Date Plans Received: 25/11/2022 **Date(s) of Amendment(s):**

Date Application Valid: 05/12/2022

1. SUMMARY

Denville Hall is an existing retirement home (care home with nursing). The proposed development seeks permission to extend provision onsite through the demolition of two existing dwellings and the construction of three new buildings comprising 12 new C2 Use Class units and an ancillary restaurant/cafe/cinema.

The proposed use of the accommodation is considered to be acceptable given the site already benefits from C2 Use within other existing buildings on site, intensifying the amount of built form within the site to cater for 12 new units, which in turn frees up other housing within an important element of housing choice for Hillingdon's residents that allows older people who need care to remain in the borough.

The overall design and scale of the proposal is considered acceptable, making best use of a brownfield site in accordance with the principles of the London Plan. Moreover, the roof

design and materials respond to the constraints of the site which include the setting of the Locally Listed and Grade II Listed Buildings either within or close to the site boundary, help to reduce the perceived scale of the development and help to integrate the proposal with its surroundings. The design of the development is also considered to preserve the historic fabric of the aforementioned heritage assets.

The development would not lead to significant harm to neighbouring residential properties in terms of a loss of light, outlook or privacy, or an increased sense of enclosure, nor would the proposal significantly worsen air quality or noise conditions in the area, and parking provision is considered acceptable and proportionate to the scale of development

Overall, it is considered that the proposal would result in a number of significant benefits and generally accords with the development plan, and on this basis is recommended for approval subject to the conditions and planning obligations listed in this report.

2. RECOMMENDATION

That delegated powers be given to the Interim Director of Planning, Regeneration and Public Realm to grant planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i) Occupation restrictions and level of care to secure Use Class C2

ii) Air Quality Positive financial contribution of £9,784;

iii) A carbon offsetting contribution of £25,669 based on £95 per tonne over a period of 30 years, or a reduced figure if greater on-site carbon savings are shown to be implementable through an updated Energy Strategy;

iv) HUDU contribution of £6,487 towards healthcare facilities to support the additional population;

v) A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;

vi) Details shall be submitted for a Construction and Employment Training scheme in accordance with the Council Planning Obligations SPD with the preference being for an in-kind, on-site scheme to be delivered;

vii) To enter into a s278 agreement to secure highway works involved with the relocation of the the existing access entrance to the site and any works associated to the improvements required to facilitate the secondary entrance; and

viii) A financial contribution equal to 5% of the total cash contributions, for Project Monitoring and Management.

N.B. The payment of all financial contributions shall be made prior to

commencement of development.

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 and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Interim Director of Planning, Regeneration and Public Realm), delegated authority be given to the Interim Director of Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to secure the necessary legal obligations associated with the proposed development and provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Air Quality, Carbon Offseting, HUDU Health Contribution, Travel Planning, Highways Works, Employment Strategy and Construction Training, and Project Management and Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policy DF1 of the London Plan (March 2021); and paragraphs 54-57 of the National Planning Policy Framework (July 2021).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 **Time Limit**

The development hereby approved 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 COM4 **Approved Plans**

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

GA (-2) 101.3
P_GA(-2)301.1
P_GA(-2)303.4
P_GA(-2)303.5
P_GA (-2) 304.1
P_GA (-2) 304.2
P_GA (-2) 304.3
P_GA (-2) 304.4
P_GA (-2) 304.5
P_GA (-2) 304.6
P_GA (-2) 304.7

P_GA(-2)303.3
P_GA(-2)303.2
P_GA(-2)303.1
P_GA(-2)302.4
P_GA(-2)302.3
P_GA(-2)302.2
P_DT (-23) 402
P_GA (-3) 303.2
P_GA (-3) 304.1
P_GA (-3) 304.2
P_GA (-3) 305.1
P_GA (-3) 302.4
P_GA (-3) 302.3
P_GA (-3) 302.2
P_GA (-3) 302.1
P_GA (-3) 305.2
P_GA (-4) 302.4
P_GA (-4) 303.1
P_GA (-4) 303.2
P_GA (-4) 303.3
P_GA (-4) 303.4
P_GA (-4) 302.3
P_GA (-4) 304.1
P_GA (-4) 304.2
P_GA (-4) 305.1
P_GA (-4) 305.2
P_GA (-4) 302.1
P_GA (-4) 302.2
P_GA (-3) 303.1
P_GA (-2) 301.5
DH-05a
DH-06
DH-06a
DH-06b
DH-09
DH-07
DH-08
DH-08a
DH-08b
DH-06c
DH-01r1
DH-02r1
DH-03r2
DH-05

REASON
In the interests of proper planning, and to ensure the approved development complies with the provisions of the London Plan (2021), the Hillingdon Local Plan: Part One - Strategic Policies (2012), and the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

3 RES5 **General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been

completed in accordance with the specified supporting plans and/or documents:

Areas & Uses Schedule
Design and Access Statement November 2022
Surface Water Drainage Strategy 1521-LSL-XX-XX-RP-C-SWS
Transport Assessment November 2022
GLA Carbon Emission Reporting Spreadsheet
Flood Risk Assessment 1521-LSL-XX-XX-RP-C-FRA
Sustainability Statement Version 2 10407/006a11/LA
Overheating Report Version 2 10407/004a11/LA
Heritage Impact Assessment 2022/5588
Arboricultural and Planning Integration Report GHA/DS/122660:22
Arboricultural Impact Assessment Rev D Nov 2022
Construction Method Statement Rev 02 - 2022.10.27 CMS
MMEcology Preliminary Ecological Appraisal and Roost Assessment
MMEcology Dusk-Dawn Bat Survey Report October 2022
MMEcology Reptile Survey Report October 2022
Noise Assessment 09-21-88961 - AC - 1V1
Energy Statement Version 2 10407/005A11/LA
Planning Statement - Denville Hall
Site Investigation Report 10767/JW Rev 0
Air Quality Statement 25 November 2022
Fire Safety Statement Issue 1.1. 17 Nov 2022

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
In the interests of proper planning, and to ensure the approved development complies with the provisions of the London Plan (2021), the Hillingdon Local Plan: Part One - Strategic Policies (2012), and the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

4 NONSC **Accessibility 1**

Buildings A and B hereby approved shall accord with London Plan Policies D5(B5) and D12(A) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

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

5 NONSC **Accessibility 2**

The development hereby approved shall ensure that 4 ground floor units within Building A and 2 units within Building B, are constructed to meet the standards for a Category 3, M4(3)(2)(b) Wheelchair Accessible Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015. All such provisions shall remain in place for the life of the building.

REASON
To ensure an appropriate standard of housing, in accordance with Policy D7 of the

London Plan (2021).

6 NONSC Demolition and Construction Management and Logistics Plan

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration, dust and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The Control of Dust and Emissions from Construction and Demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):
(i) a programme of works, including hours of construction;
(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;
(xiv) an asbestos survey and management plan; and

(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:
- all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
- all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, DMHB 11 and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7 NONSC **Ancillary use of cafe/resturant**

The communal areas (cafe/restaurant, gym, bar,) illustrated on the approved floor plans shall remain ancillary to the main C2 Use of the buildings for the lifetime of the development.

REASON
To protect the residential amenities of local residents in accordance with Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

8 NONSC **Air Quality**

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements in terms of air quality.
2) consider the implementation of a FAST electric vehicle charging bay for cars. This is to be implemented above the minimum number of charging points required in the London Plan.
3) Develop a robust Travel Plan to make it ambitious with a clear and effective strategy to encourage staff / users of the site to
a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.
The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON
As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policies SI1 and T4 of the London Plan (2021), and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

9 NONSC **Bat Mitigation Plan**

The development must proceed in accordance with an approved bat mitigation licence issued by Natural England with full details of the mitigation requirements provided to and approved in writing by the Local Planning Authority which shall be submitted and approved prior to the commencement of the development.

REASON
To ensure the protection of bats in accordance with the NPPF (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

10 RES19 **Ecology**

Prior to above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall show dedicated areas for the management of wildlife. The plan shall also include a diverse range of planting through an updated landscaping plan that has been developed to improve biodiversity. Finally, the plan shall also show the inclusion of wildlife enhancement features (i.e. bat and bird boxes as well log piles) throughout the landscaped areas and within the fabric of the buildings. The development must proceed in accordance with the approved plan.

REASON
To ensure the development incorporates measures to improve biodiversity whilst protecting the interests of aircraft safety in compliance with Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMAV 1 and DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy G6 of the London Plan (2021).

11 NONSC **Bin Store and Refuse Management Plan**

Prior to any above ground works for the development hereby approved (excluding demolition), a refuse management plan and details of the bin stores shall be submitted to and approved in writing by the Local Planning Authority.

A. The refuse management plan shall include details of how the waste generated by the development will be collected, managed and how the waste stored within the individual refuse stores will be placed in the refuse collection point on the day of collection.

B. details of covered and secure facilities to be provided for the screened storage of refuse bins within the site shall be 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. The details should demonstrate that there is sufficient space for the separate collection of general waste, recycling, clinical and food waste.

REASON
To ensure compliance with Policies SI7 and D6 of the London Plan (2021) and Policy EM11 of the Hillingdon Local Plan: Part One - Strategic Policies (2012).

12 NONSC **Energy**

Prior to the commencement of the development hereby approved (including demolition), unless the development proceeds in accordance with the Energy Strategy Report (April 2022), an Updated Energy Strategy shall be submitted to, and approved in writing by, the local planning authority. The Updated Energy Strategy shall either:

(A) include full details of the low and zero carbon technologies (excluding 'Be Lean' measures) set out in the Energy Strategy Report (April 2022), which are required to achieve on-site carbon savings of at least 36% of CO2, compared with the baseline regulated energy demand; or

(B) shall be updated to include an assessment of the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO2 and tCO2), and shall then set out the measures and technology required to achieve a reduction greater than 36% in the CO2 associated with the baseline regulated energy demand.

Carbon-saving measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels), and the Updated Energy Strategy must clearly set out any shortfall (tCO2) of the zero-carbon requirement.

If an Updated Energy Strategy is approved, the development must proceed in accordance with the approved Updated Energy Strategy.

REASON
In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan (2021).

13 NONSC **Contaminated Land**

(i) The development shall not commence until a detailed scheme to deal with the identified unacceptable concentrations of contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the required remediation scheme shall be completed before any part of the development is occupied or brought into use. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

14 RES7 **Materials (Submission)**

Prior to above ground level works (excluding demolition) details of all materials and external surfaces, including details of any balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

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

15 NONSC **Mobility Scooters**

Notwithstanding the approved plans, prior to above ground level works updated drawings demonstrating the provision for secured and covered storage for mobility scooters shall be submitted and approved in writing by the Local Planning Authority.

REASON
To ensure the proposed development is in accordance with Policy H13 of the London Plan (2021).

16 RES24 **Secured by Design**

The dwelling(s) and ancillary use buildings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

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 ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D12 of the London Plan (2021).

17 NONSC **Fire Safety Strategy**

A) Prior to the commencement of the development hereby approved (excluding demolition), the principles of a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

(i) the building's construction: methods, products and materials used, including manufacturers' details
(ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
(iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
(iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
(v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
(vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

18 NONSC **Noise**

1. For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 1 hr, for any one-hour period between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

2. The rating level of noise caused by the operation of the permitted development shall not exceed 40 dB LAeq, 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAeq, 1 hour for any hour between 0700 and 2300. The rating level shall be determined one metre free field externally from any window or door of any permanent residential premises, or equivalently noise sensitive premises, using the methods described in 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014

REASON
To ensure compliance with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (2012).

19 NONSC **Overheating**

Prior to commencement of superstructure works, an Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall

demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building including where possible through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI4 of the London Plan (2021).

20 RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) 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 (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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 BS 3998:2010 'Tree work - Recommendations' 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 DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

21 RES9 **Landscaping (car parking & refuse/cycle storage)**

Prior to above ground level works (excluding demolition) a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants, including pollution absorbing plant, giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Car Parking Layouts for 32 cars (including demonstration that 2 parking spaces are served by active electrical charging points and a further 2 passive electrical charging points and 4 accessible spaces)
2.c External Lighting
2.d Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years.
3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other
5.a Existing and proposed functional services above and below ground
5.b Proposed finishing levels or contours

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy G5 of the London Plan (2021).

22 NONSC **Servicing and Delivery**

Prior to the occupation of the development hereby approved, a Delivery and Servicing Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

REASON
To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

23 NONSC **Drainage Plan**

Prior to the commencement of development a detailed drainage strategy shall be submitted and approved in writing by the Local Planning Authority. The drainage plan shall include:

1. The proposed location(s) of the rainwater harvesting subterranean tank(s) and small pump set(s) within drawings.
2. Clarifies, via the submission of an updated SuDS proforma that rainwater storage for later use is feasible.
3. Demonstrates the maintenance tasks, frequencies, and owner for the proposed rainwater harvesting subterranean tanks and pump sets.

REASON
To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 12 of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan 2021 and national guidance.

DMH 8	Sheltered Housing and Care Homes
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP H12	(2021) Supported and specialised accommodation
LPP H13	(2021) Specialist older persons housing
LPP HC1	(2021) Heritage conservation and growth
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking

LPP T6.1	(2021) Residential parking
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

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

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

4 I72 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

5 I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at cil@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

6

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line. Please refer to the Wholsesale; Business customers; Groundwater discharges section.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information.

Water Comments
With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

3. CONSIDERATIONS

3.1 Site and Locality

Denville Hall is located on the west side of Ducks Hill Road approximately 30m north of its junction with Northgate. The site encompasses approximately 3.2 acres and is located within 1.2km of Northwood Underground Station and Northwood Town Centre. The site is close to the Copsewood Estate Area of Special Local Character (on the east side of Ducks Hill Road), and its tree-lined western boundary forms the boundary with the Metropolitan Green Belt. Its northern boundary is formed by modern residential properties on Muscovy Place and Cygnet Close. On the eastern side lies Ducks Hill Road, with residential properties to the south and parkland associated with the Riverside Club to the west.

The northern part of the site lies within Tree Presevation Order (TPO) no. 424 and the site has a Public Transport Access Level (PTAL) of 1a (poor).

Denville Hall is a retirement home (care home with nursing) with a current capacity of 40 residents and 50 staff. Residents are all housed within single rooms with en-suite facilities. It includes a dementia ward (15 residents) and a resident age range of 75-100+. Average age of residents is 85 years old. The original building was built in 1880's and it has been in

use as a retirement home for approximately 50 years.

Within the Denville Hall site are five buildings, dispersed across the curtilage. The focus is the 16th Century locally listed building (partially rebuilt in 1851) with a very large modern purpose-designed extension to the north, which houses the retirement home and specialist dementia wing. There are four further buildings on site and there is a Grade II Listed Building at 58 Ducks Hill Road.

3.2 Proposed Scheme

The application proposes the demolition of existing residential accommodation (Use Class C3) and the construction of 12 new units for specialist older persons accommodation (Use Class C2).

To enable the development, several buildings on the site will be demolished and new buildings will house the proposed new uses and activities. As part of this, the architectural proposal includes an extended soft and hard landscaping area.

The proposed development will comprise a single-storey Restaurant and Cafe (Building C) which will connect the existing main building to a new block of six assisted living units to the north of the site (Building B). A smaller link, in the form of a see-through glazed bridge, would lead to the six assisted living units within a new building (Building A) towards the front of the site. Building B also houses recreational facilities at ground floor and basement levels.

The proposal includes the relocation of the existing main entrance into the site to facilitate the development. An amended entrance road serves to provide a larger formal garden area to the heritage building than at present. The proposals also include amended car parking layout with an increase from 29 to 32 car parking spaces, alterations to the access and works to the existing side entrance.

3.3 Relevant Planning History

924/APP/1999/2669 Denville Hall Ducks Hill Road Northwood

ERECTION OF A TWO STOREY EXTENSION TO DENVILLE HALL TO FORM A 40-BEDROO CARE HOME (INVOLVING DEMOLITION OF EXISTING EXTENSION) AND PROVISION OF 4 CAR PARKING SPACES

Decision: 09-08-2000 Approved

924/APP/2001/1725 Denville Hall Ducks Hill Road Northwood

DETAILS OF PERGOLA, CYCLE PARKING AND CAR PARKING IN COMPLIANCE WITH CONDITIONS 3, 10 AND 11 OF PLANNING PERMISSION REF.924/APP/1999/2669 DATED 09/08/00; ERECTION OF A TWO STOREY EXTENSION

Decision: 03-01-2002 Approved

924/APP/2001/1727 Denville Hall Ducks Hill Road Northwood

DETAILS OF MATERIALS IN COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSIO REF. 924/APP/1999/1409 DATED 09/08/00; ERECTION OF A TWO STOREY EXTENSION

Decision: 12-09-2001 Approved

924/APP/2001/1729 Denville Hall Ducks Hill Road Northwood

DETAILS OF LANDSCAPING SCHEME IN COMPLIANCE WITH CONDITION 6 OF PLANNING PERMISSION REF.924/APP/1999/2669 DATED 09/08/00; ERECTION OF A TWO STOREY EXTENSION

Decision: 03-01-2002 Approved

924/APP/2001/407 Denville Hall Ducks Hill Road Northwood

DETAILS OF TREE RETENTION AND PROTECTION IN COMPLIANCE WITH CONDITIONS 4 AND 5 OF PLANNING PERMISSION REF.924/APP/1999/2669 DATED 09/09/00; ERECTION C CARE HOME

Decision: 28-03-2001 Approved

924/APP/2003/1968 Denville Hall Ducks Hill Road Northwood

DETAILS OF A LANDSCAPE MANAGEMENT SCHEME, TREE REMOVAL AND PLANTING IN COMPLIANCE WITH CONDITION 9 & 4 OF PLANNING PERMISSION REF.924/APP/1999/ 26 DATED 09/08/2000; ERECTION OF A TWO STOREY EXTENSION TO DENVILLE HALL TO FORM A FORTY-BEDROOM CARE HOME (INVOLVING DEMOLITION OF EXISTING EXTENSION) AND PROVISION OF 40 CAR PARKING SPACES

Decision: 23-10-2003 Approved

924/R/95/1261 Denville Hall Ducks Hill Road Northwood

Tree surgery to one Oak (T4) on TPO 424, including thinning the crown by 20% by the removal c branches of no more than 2"(5cm) diameter

Decision: 11-09-1995 Approved

924/TRE/2015/82 Denville Hall Ducks Hill Road Northwood

To carry out tree surgery including a crown lift to 2.5m to one Monterey Pine (T1); and a crown lif to 4m and the cutting back of branches to provide up to 2.5m clearance between the tree and the adjacent building, to one Oak (T4) on TPO 424

Decision: 30-06-2015 Approved

924/TRE/2019/281 Denville Hall Ducks Hill Road Northwood

To carry out tree surgery, including a lateral crown reduction (pruning side limbs) by 2-3m, to one oak, T4 on TPO 424.

Decision: 21-01-2020 Refused

924/TRE/2020/51 Denville Hall Ducks Hill Road Northwood

To carry out tree surgery, including a crown thin by 20% and crown lift by 5m to One Oak, T4 on TPO 424

Decision: 07-04-2020 Approved

Comment on Relevant Planning History

The planning history of the site is as follows:

924/TRE/2020/51 Tree works Approved
924/TRE/2019/281 Tree works Refused
924/TRE/2015/82 Tree works Approved
924/APP/2003/1968 Landscape Management Approved
924/APP/2001/1725 Pergola and Parking Details Approved
924/APP/2001/1727 Details of Materials in 924/APP/1999/1409 Approved
924/APP/2001/1729 Landscaping scheme in 924/APP/1999/2669 Approved
924/APP/2001/407 Tree retention details in 924/APP/1999/2669 Approved
924/APP/1999/2669 Erection of a 40 bed two-storey extension Approved
924/R/95/1261 Tree works Approved
34950/87/784 Residential development 2 units (Outline) Approved
35995/85/0464 Residential development 4 units (Outline) Approved
3495/2125 (1966) Use of the Existing Building as Residential Annex Approved

Off these historical planning permissions, the permission delivered under 924/APP/1999/2669 is the most relevant given that it established the precedent for increasing the capacity and level of provision on site in a way that was considered to maintain the significance of the heritage assets within and surrounding the site.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

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

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

The proposed development would be assessed against the policies and proposals in the Development Plan set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance:

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMH 8	Sheltered Housing and Care Homes
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP H12	(2021) Supported and specialised accommodation
LPP H13	(2021) Specialist older persons housing
LPP HC1	(2021) Heritage conservation and growth
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th January 2023**

5.2 Site Notice Expiry Date:- **14th January 2023**

6. Consultations

External Consultees

PUBLIC CONSULTATION:

Letters dated 07-12-22 were sent to 32 nearby properties, a site notice was displayed outside the site for a period of 21 days and a press notice was displayed in a local newspaper. All methods of consultation expired 14-01-23.

6 objections were received following public notification, raising the following material considerations:
- Impact upon the Locally and Grade II Listed buildings.
- Cramped and congested form of development too close to neighbouring boundaries
- Destroys the original landscaping within the site
- Noise
- Impacts upon neighbouring properties due to the scale and layout of the new buildings
- Materials are not in keeping within local context
- Secondary access is not acceptable in terms of its usability due to narrow width/highway safety concerns
- Intensification of the use of the site would lead to a rise in visitors
- The scale presents an over development of the site
- The development would lead to detrimental harm upon local biodiversity
- Loss of natural light
- Loss of privacy
- Loss of outlook

It should be noted that during the public consultation process 12 comments in support of the development have also been received.

HISTORIC ENGLAND
On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

GREATER LONDON ARCHEAOLOGICAL ADVISORY SERVICE (GLAAS)
No objection

THAMES WATER
Waste Comments
Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line. Please refer to the Wholsesale; Business customers; Groundwater discharges section.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information.

Water Comments
With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

LONDON FIRE BRIGADE
The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (as amended) in London.

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have the following observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.

The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout,

access to it, and water supply infrastructure if available.

CLINICAL COMMISSIONING GROUP (CCG)
I have reviewed the planning documents and I can see that there is a net increase of 5 units for this development. I have used the HUDU to assess the impact to the NHS, the ICB would like to request a capital contribution of £6,487 to increase healthcare capacity in the north of the Borough.

Internal Consultees

ACCESS OFFICER
The site is currently occupied by a 16th century locally listed building, a single storey mid-century bungalow (Building A), a disused building divided into flats (Building B), an outbuilding (Building C) and a derelict old garage (Building D). The rest of the site is mostly covered by soft landscaping with the main building next to a large car park. An application of this type and scale is subject to compliance with London Plan Policies D1, D5, D12, H13, and T6. The following accessibility observations are provided along with Conditions as set out below:

1. Buildings A and B would be a new construction comprising twelve assisted living units. Four wheelchair user units are shown on the ground floor of Building A, with an additional two on the second floor within Building B. An evacuation lift is shown within Buildings A and B. The following conditions should be attached:

Buildings A and B hereby approved shall accord with London Plan Policies D5(B5) and D12(A) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

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

2. The wheelchair user units within Buildings A and B should be designed to accord with the technical requirements set out in Approved Document M to the Building Regulations to be Wheelchair Accessible (M4(3) (2)(b) with the following condition attached to any approval:

The development hereby approved shall ensure that 4 ground floor units within Building A, and 2 units within Building B, are constructed to meet the standards for a Category 3, M4(3)(2)(b) Wheelchair Accessible Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the buildings.

Reason
To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021).

3. Building C is an extension to the existing Denville Hall listed building to accommodate dinning and cafe facility. No accessibility concerns are raised for this building.

Conclusion: Acceptable.

HIGHWAY OFFICER
Site Characteristics & Background
The proposal consists of an established care home facility with a maximum capacity of 40 residents housed in single rooms which is accessed off Duck's Hill Road (DHR) with approximately 29 parking

spaces including 9 visitor and 17 staff spaces.

It is proposed to retain the main building (Denville Hall) with the construction of three new buildings (A, B & C). Buildings A & B consisting of 'assisted living' accommodation (12 units) would replace No's 60 and 48 DHR respectively whilst Building C (providing a communal space) would replace a portion of the existing car park. The existing car park quantum would be re-configurated and increased marginally from 29 to 32 spaces in total. 14 spaces would now be accessed via a relocated internal access road (30m due north of existing). The remaining 18 spaces (including 2 disabled compliant) in proximity of Building B would be accessed by the intensified use of an existing secondary access located some 140m north of the existing main entrance adjacent to 'Muscovy Place' on DHR.

The relocated main access would retain a gated arrangement set-back from the public highway and measure in excess of 5 - 5.5m in width as is the case at present. The secondary access measures up to approximately 4.5m in width.

The surrounding road network is devoid of parking restrictions and the location exhibits a 'very poor' public transport accessibility level (PTAL) rating of 1a which heightens dependency on the use of private motor transport to and from the site.

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

Residential 'Assisted Living' Care Home (C2)
In order to comply with the maximum parking standard there is a requirement for 1 space per 4 dwellings to be provided together with a single space for use by a warden. A provision for emergency vehicle parking is also recommended.

With 12 additional 'assisted living' residents, this would equate to a maximum requirement of approximately 3 spaces. An increase of 3 spaces is proposed which, on balance is considered a marginal rise and broadly in line with the above standard. A 'turning head' is to be provided at the top end of the main access road which can be utilised for emergency vehicle i.e. ambulance parking thereby satisfying the emergency vehicle parking requirement.

Electric Vehicle Charging Points (EVCPs)
Within the final parking quantum, there is a requirement for EVCPs to be provided in line with the Local Plan: Part 2 which would equate to a minimum of 5% of spaces allocated for 'active' provision with the same percentage dedicated to 'passive'. The applicant indicates that this would be applied solely to the new 3 spaces rather than the whole parking quantum (including existing). However, when the above percentage is applied to the additional spaces, less than one space would apply. It is therefore considered reasonable to apply the 5% provision to the full parking quantum which would amount to only 2 'active' & 2 'passive' spaces. A suitable planning condition should therefore be applied.

Disabled Compliant Parking Provision
In accordance with the policy standard - a minimum of 10% of parking spaces should be disabled compliant. 2 spaces are to be provided, however 4 spaces should be secured to satisfy this requirement.

Mobility Scooter Parking
The London Plan (2021) advises that for age-specific housing, parking and charging spaces for mobility scooters should be provided. Policy H13 highlights the suitable levels of safe storage and

charging facilities for residents' mobility scooters. This aspect has not been referenced hence this should be remedied via planning condition.

Cycle Parking
'Secure and accessible' on-plot cycle parking provision should fall in line with the London Plan (2021) standards or Hillingdon's Local Plan: Part 2 standards with 1 cycle space per 3 staff.

Notwithstanding the above standards, it is acknowledged that staffing levels are to remain unchanged which supports the case for no additional provision.

Vehicular Trip Generation
Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

It is acknowledged that general and established vehicular activity is low given the nature of the relatively dormant use profile of care home uses and in this case, as current staff levels based on a 12 hour shift pattern (8am to 8pm) are to be maintained without change, the reported 'worst-case' level of 16 two-way staff vehicle movements during the morning peak traffic period is considered realistic and is not subject to any discernible variation resulting from the proposal. The pm traffic peak would appear to be unaffected due to the shift pattern. In summary, the existing level of activity is considered relatively inconsequential in terms of overall base-line traffic imposition terms hence the proposal's likely activity is therefore considered relatively absorbable in generation terms and can be accommodated within the local road network without notable detriment to traffic congestion and road safety.

Internal Access Road Layout/Main Vehicle Access Provision
The proposed internal parking and road layout arrangement should conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is an operational and safety benefit derived from a site arrangement which allows all vehicles using the site to enter and leave in a forward gear without hindrance resulting from an inadequate road layout design (or other obstructions such as parked vehicles). This is the recommended best practice on operational and highway safety grounds which is also applicable to servicing/delivery, emergency and refuse collection vehicles.

With reference to the above, a vehicle 'swept path' analysis had been submitted and it has been demonstrated that the internal roadway served by the new main site aperture allows acceptable access to all of the surface level parking spaces and can satisfactorily cater for service, refuse collection and emergency vehicles without hindrance by allowing such vehicles to enter and leave the site in a forward gear thereby conforming to established best practice.

In terms of the physical relocation itself, the new main access would be facilitated at the applicant's expense and should conform to council standards in terms of build quality and dimension. This would be arranged post-permission via a formal/legal agreement i.e. s278 of The Highways Act 1980.

Satisfactory highway visibility splays at the relocated main access point on DHR are also considered deliverable and the applicant has demonstrated this to be so.

Secondary Access Road
An existing relatively narrow vehicular and pedestrian access roadway is in place to serve as a secondary access facility to the site envelope from DHR. It currently serves No.48 DHR which is utilised as ancillary accommodation to Denville Hall. The use of roadway is to be intensified to facilitate access to 18 staff parking spaces located in proximity of Building B. The true width of the

access road appears to vary up to a width of 4.5m and there is no opportunity to enhance this variable width due to land constraints.

Within 'MfS' there is clear guidance as to what road widths are acceptable when proposals, such as the one submitted, are vetted for suitability. It is recommended that, ideally, road widths should not fall below a threshold of 4.1m (with an absolute minimum of 2.75m for any reasonable length of roadway). This measure is based on providing safe and usable access for both passenger and service/emergency vehicles (i.e. fire tenders etc) allowing concurrent use by pedestrians/cyclists in an unencumbered manner with the provision of passing places (wherever possible).

Notwithstanding the above, it is noted that this roadway is an established access and falls above the allowable minimum width threshold hence given the scale of proposal and anticipated level of use, it's use is considered acceptable in principle. To support this aspect, a demonstration of the adequacy of the roadway in terms of the suitably for two passenger vehicles and pedestrians to safely pass and repass unabated has been presented. It is also noted that as there is no specific opportunity to enhance mutual sight-line inter-visibility at the established access point due to 3rd party land constraints on both sides of the access, the status-quo is accepted as a satisfactory arrangement primarily on the low level of anticipated usage and linear road alignment which allows for adequate visibility splays.

Construction Management Plan (CMP)
A full and detailed CMP will be a requirement given the constraints and sensitivities of the local road network. The plan will need to be secured under planning condition in order to optimise construction related routing and frequency thereby avoiding/minimising potential detriment to the surrounding public realm.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

PLANNING POLICY OFFICER
Existing buildings
The proposal would result in a loss of 7 Residential Units (Use Class C3), the applicant has set out in the planning statement that the units were last occupied in 2017. Given that the proposal is ultimately for an increase in residential floorspace it is considered that the loss of the existing residential accommodation would comply with Policy DMH 1 of the Local Plan: Part 2 (2020).

Specialist Older Persons Housing
The proposed development would include 12 self-contained units, with kitchen and washing facilities. Given the layout of these units it is considered that the occupants could live independently, without any assistance. The applicant has stated that the proposal would comply with Paragraph 4.13.4 of the London Plan. Paragraph 4.13.4 of the London Plan sets out that the Policy H13 contains requirements for 'specialist older person housing' and that it does not apply to accommodation which is considered 'care home accommodation. In this regard, 'care home accommodation' is considered to be developments which have the following attributes:

- Where personal care and accommodation are provided together as a package with no clear separation between the two.
- The person using the service cannot choose to receive personal care from another provider.
- People using the service do not hold occupancy agreements such as tenancy agreements, licensing agreements, licences to occupy premises, or leasehold agreements or a freehold
- Likely Care Quality Commission regulated activity will be 'accommodation for persons who require

nursing or personal care'

The applicant has provided a very limited argument in relation to each of the points set out in Paragraph 4.13.4 and has concluded that the scheme would not be required to generate any affordable housing. However, at this stage the applicant has not provided clear details with regard to each of the attributes to establish that the proposal would be considered "Care Home Accommodation". For example, the applicant has set out "personal care packages and accommodation are provided together at Denville Hall. The level of care provision can therefore be adjusted as residents needs alter over the course of their stay." It is accepted and understood that the level of care provision is determined by the need of the resident. However, some clarification should be provided with regards to the minimum care provided to each individual. It is recommended that the minimum level of care should be addressed through the s106 agreement, to ensure that the proposal would comply with Paragraph 4.13.4.

Policy DMH 8 of the Local Plan: Part 2 (2020) is relevant for the application and requires that accommodation is located near shops and community facilities and is easily accessible by public transport. The proposal is considered to be located within cycling and walking distance from Northwood Tube station and Northwood (Green Lane) Town Centre. In addition to this, there are bus stops available in close proximity to the application site as well as other facilities. As such, it is considered that this part of Policy DMH 8 of the Local Plan: Part 2 (2020) is complied with.

It is considered that extensions within the curtilage of the existing retirement home would not create a concentration of uses that would cause harm to the existing local residential character or amenity, in addition, there is an identified need for older people housing identified in Hillingdon's 2018 Strategic Housing Market Assessment (SHMA).

Use Class
It is advised that a legal agreement is sought which restricts occupancy of the units to the elderly and people in need of personal care. Without this, the proposal would not fall within Use Class C2 and would instead be considered to fall within Use Class C3. If this is the case, the acceptability of the proposed housing mix which is primarily 1-bedroom flats would need to be reconsidered as it is an unsuitable housing mix for general residential accommodation.

Ancillary Use
It should be noted that no objection is raised to the restaurant/cafe/cinema as long as these uses remain ancillary to the main use of the site as a retirement home. A condition should be imposed to ensure that these uses remain ancillary to the main use of the site in perpetuity.

Case Officer comment:
In response to the request for additional information to demonstrate a minimum level of care provision, the applicant has provided the following information:
- Occupation requirement of being over 65 years of age.
- Units are provided to allow residents to live with an element of independence while receiving personal care and health care.
- A minimum personal care package of 1.5hrs per resident provided upon occupation with any additional health care to be agreed following assessment of potential occupier's ongoing care needs
- 24-hour support staff are available on site, 7-days a week, with emergency alarm system and on-site nurses station.
- Domestic assistance is provided such as shopping and laundry service.
- Meals are provided within either individual units or communal on-site restaurant.
- Care Quality Commission (CQC) regulated activity would 'Accommodation for persons who require nursing or personal care'.

This detail is considered to be adequate to demonstrate that the minimum level of care would meet

the London Plan requirements for Policy H12. As such no affordable housing contribution is required.

AIR QUALITY OFFICER (summary)
The proposed development is located outside the LBH Air Quality Management Area but within the LBH Northwood West Focus Area bringing additional traffic emissions which will add to current poor air quality. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, Policy DMEI 14 of the London Borough of Hillingdon Local Plan - Part 2, requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

The proposed development is air quality neutral for C2 use and not air quality positive. According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities needs to be mitigated.

Damage Costs and Mitigation Measures
Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The undiscounted level of mitigation required to the proposed development for traffic emissions is £15,052. Once all deductions were applied, the remaining value of mitigation due is £9,784. Flat rate deductions applied are as follow: Travel Plan (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift, community support, etc.) (15%), totalling a reduction of £5,268. Therefore, a section 106 agreement with the LAP of £9,784 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, Air Quality conditions are required to reduce operational emissions AND manage construction emissions as required by the Mayor of London:

Condition Air Quality - Low Emission Strategy
No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:
1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements in terms of air quality.
2) consider the implementation of a FAST electric vehicle charging bay for cars. This is to be implemented above the minimum number of charging points required in the London Plan.
3) Develop a robust Travel Plan to make it ambitious with a clear and effective strategy to encourage staff / users of the site to
a) use public transport;

b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.
The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason
As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

Conditions - Reducing Emissions from Demolition and Construction
A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).
Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)
B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

Reason
Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

Context
The proposed development, while outside the Air Quality Management Area, will affect identified LBH Air Quality Focus Areas. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by Local Plan Part 2 Policy DME1 14.

TREES OFFICER
No objection

ENERGY
The development should achieve zero carbon standards but only achieves 15%. The development is measured against the new 2021 Building Regulation standards which builds in significant savings into the baseline position and therefore effectively delivers a large percentage of the savings. As a result, the baseline position of 10.6tCO2 per annum is a very low starting point. In order to achieve the remainder of the savings, there would need to be a significant recourse to renewable technology such as PV panels. This would have a further impact in this area and on the listed building and would not necessarily be the optimum solution.

In summary, although the development is not policy compliant and is not zero carbon (in percentage terms) it has a carbon footprint of just 9tCO2 per annum; for context the annual average carbon footprint of a person in the UK is 10tCO2. Consequently, I consider the proposals acceptable in terms of energy requirements; seeking significant design changes to secure the minimum onsite

35% (i.e. a further 2tCO2) would result in a negligible savings, and is likely to introduce further policy conflicts, i.e. in relation to PV.

The development must comply with the requirements of the energy assessment and this should form part of a compliance condition.

A contribution of £25,669 to the Council's carbon offset fund is required to make up for the remaining 9tCO2 that is short of the zero carbon target.

ECOLOGY
The site has been subjected to a series of ecological assessments with species specific surveys relating to bats and reptiles. The bat survey has identified one of the existing buildings (B5) to likely support a roost. All bat species are protected in the UK and therefore the loss of a roost is an adverse effect associated with the development. The identification of bats on sites also requires the planning authority to consider whether the harm is unavoidable. Although the works would be subject to further legislative requirements, there is still a role for the planning authority in considering the implications. Natural England cannot give their licence until planning permission is in place; in turn, the Council cannot reach a positive determination until it is satisfied that a bat licence would likely be issued.

The Government guidance states, before you can grant planning permission, you must:
- make sure any mitigation or compensation conditions you impose do not conflict with the requirements of a bat mitigation licence
- be confident that Natural England will issue a licence

You do not need to consult Natural England on the wording or discharge of any conditions you impose on a planning proposal. Natural England is unable to provide advice on this. Part of the licence consideration is to determine whether there is an overriding need for the development that outweighs the impacts to the bats and if there is, that mitigation is in place to preserve the conservation of the species.

With regards to mitigation, the proposals are commensurate with the scale and nature of the features identified in the survey work. Consequently, I am satisfied that the mitigation proposed would be sufficient to determine that a Natural England licence would be forthcoming, or could be forthcoming given the alternative options available on the site.

It will be the role of the case officer to make the case for the need for the development.

Assuming the case is made, the following condition would also be necessary:

Condition:
The development must proceed in accordance with an approved bat mitigation licence issued by Natural England with full details of the mitigation requirements provided to and approved in writing by the Local Planning Authority.

Reason
To ensure the protection of bats in accordance with the NPPF and Local Plan.

Please note that the licence may allow for some works to take place and therefore a pre-commencement condition may be in conflict with a timetable set out in the licence. However, we need to understand what the long term mitigation strategy is so that it does not conflict with other requirements on the site. For example, we may have reason to resist the location of some bat mitigation measures as they could constrain future development or changes on site.

In addition to the above, the standard condition requiring an ecological enhancement plan should be attached to any subsequent approval.

CONTAMINATED LAND OFFICER
I have reviewed a copy of the geo-environmental information within the following report submitted in support of the application:

Report Title: Site Investigation Report; Ref: 10767/JW; Date: 27th October 2022; Prepared by Soil Consultants Limited.

The report provides suitable information which includes the required updated risk assessment and refined conceptual site model.

Notwithstanding the suitably outlined proposals to address unacceptable concentrations of identified contaminants, which include ground gas (Carbon Dioxide) and PAH (Benzo-a-Pyrene), further details are required to clearly identify the lateral and vertical extent of contamination and to more precisely define acceptable methods to fully address and remediate those affected areas accordingly.

I therefore recommend the following conditions to be imposed if planning permission is granted:

(i) The development shall not commence until a detailed scheme to deal with the identified unacceptable concentrations of contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the required remediation scheme shall be completed before any part of the development is occupied or brought into use. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

Reason
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11:

Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

Observations
The report indicates that risk assessment was conducted in accordance with the use of trigger levels for public open space (residential).

Therefore, it is imperative that forthcoming reports provide suitable information which fully justifies the selection of POS(resi) on this occasion, particularly concerning suitable protection measures to be introduced to eliminate the risks from ground gas and vapours intruding within the proposed buildings.

NOISE OFFICER
It would appear this may need a condition to ensure the new dwellings meet recommended noise values set out in guidance and noise caused by the proposed development (the later phases) meet external noise values set out in guidance, so my comments would be:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty. Hence:

1. For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 1 hr, for any one-hour period between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

2. The rating level of noise caused by the operation of the permitted development shall not exceed 40 dB LAeq, 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAeq, 1 hour for any hour between 0700 and 2300. The rating level shall be determined one metre free field externally from any window or door of any permanent residential premises, or equivalently noise sensitive premises, using the methods described in 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014

I think their BS4142 assessment is unduly onerous, as it does not seem to consider context which tends to suggest it would be unreasonable to set limit values below the external values implied by BS8233 and explicit in WHO 1999/2009, hence 40 night comes from the 2009 night noise guidelines corrected for character.

URBAN DESIGN AND HERITAGE
Conservation/Urban Design Comments

The applicant has worked proactively with the Conservation/Urban Design officers to resolve the issues raised.

Height, scale and massing of Building A, B and C
Through the pre-app process Building A has been reduced in height with the removal of the first floor at the lower end of the building. The verified view from Ducks Hill Road looking towards no. 62 confirms that this section of the building does not protruding beyond the roofline of the properties which sit in front of it. According the height and massing of building A is accepted.

The scale and massing of Building B and C was broadly accepted during the pre-app process.

Materiality of the proposed buildings
All the proposed building have a unifying design approach. The roof material of clay roof tiles is supported as these are extensively used in the historic buildings in the immediate area. The roof tiles fold down the building sides for building A and B, with hidden gutters.

The facades are partially glazed with partially timber cladding on the ground floor to Build A and B. This design intent is echoed in Building C and the link. This use of a simple palette of materials is supported. The lightweight facade treatments of Building C is a mitigating approach to limit the impact on the setting of the non-designated heritage asset.

To conclude the outstanding issues regarding the height and massing of the proposed buildings, raised at the pre-app stage, has been resolved. Further clarity regarding the building materiality with clear design concept that reflects the context has been provided and is accepted. It is recommended that a Condition be added to provide a sample of the materials with specification before construction.

FLOODING OFFICER
Review Summary
This application has changed from the previous application submitted in the following way(s):
- Types of conveyance / attenuation features: Rainwater harvesting (including subterranean tanks) for irrigation methods is now proposed.
- Runoff attenuation volume (m3): The applicant has clarified that the proposed attenuation volume is 147m3.
- Maintenance plan: The applicant has stated that a maintenance owner is to be secured through an appropriately worded planning condition. Maintenance tasks, frequencies, and owners have not been specified for the proposed rainwater harvesting measures.

The applicant has provided the estimated greenfield and proposed runoff volumes (1 in 100 year 6 hr); the applicant has provided calculations to demonstrate the required attenuation volumes; the applicant has provided evidence of correspondence with Thames Water confirming sufficient sewer capacity.

Recommendation and Requests
We object to the application for the following reasons:
1. The applicant has not specified the proposed location(s) of the rainwater harvesting subterranean tank(s) and small pump set(s).
2. The SuDS proforma supplied still states that rainwater storage for later use is neither feasible nor proposed despite the applicant stating that subterranean tanks to be used for rainwater harvesting are proposed.
3. The applicant has not provided maintenance tasks, frequencies, or owners for the proposed rainwater harvesting subterranean tanks and pump sets.

To address the above, please can the applicant submit information which:
1. Demonstrates the proposed location(s) of the rainwater harvesting subterranean tank(s) and small pump set(s) within drawings.
2. Clarifies, via the submission of an updated SuDS proforma that rainwater storage for later use is feasible.
3. Demonstrates the maintenance tasks, frequencies, and owner for the proposed rainwater harvesting subterranean tanks and pump sets.

Case Officer comments:
The objection raised is not an in principle objection but rather a requirement for the applicant to submit additional information to ensure the development complies with the relevant flood related policies. As such the additional details can be secured by way of an appropriately worded condition,

which is recommended to be attached should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application proposes the demolition of existing residential accommodation (Use Class C3) and the construction of 12 new units for specialist older persons accommodation (Use Class C2). As such the following are relevant to the assessment of the application:

Paragraph 60 of the NPPF sets out the requirement for Planning Authorities to identify the minimum number of homes needed through a strategic assessment, which can be referred to by developers to ensure that what is being proposed at application stage meets an identified need.

Section 4.13.14 of the London Plan (2021) states that care home accommodation (C2) is an important element of the suite of accommodation options for older Londoners and this should be recognised by boroughs and applicants. To meet the predicted increase in demand for care home beds to 2029, London needs to provide an average of 867 additional care home beds a year. The provision of Care Quality Commission (CQC) rated Good or Outstanding care home beds is growing at around 3,525 bed-spaces a year in London and provision of dementia-capable bed spaces at a rate of 2,430 places a year. If the rates of supply and demand remain constant it should be possible to meet potential demand for both care home beds and dementia care home beds.

The London Plan states that the Mayor will support the provision of high quality health and social care appropriate for a growing and changing population, particularly in areas of under provision or where there are particular needs.

Policy GG1 of the London Plan places emphasis on the need to support and promote the creation of an inclusive London where all Londoners, regardless of their age, disability, gender, gender identity, marital status, religion, race, sexual orientation, social class, or whether they are pregnant or have children, can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.

Policy GG4 of the London Plan (2021) states there to be a need to ensure that the housing needs for all individuals are met. More specifically section C refers to the requirement for housing to meet identified and specialist needs.

Policy H12 of the London Plan (2021) states that applications which involve the delivery, retention and refurbishment of specialist living accommodation should be supported by Planning Authorities where the proposal would meet an identified need. It goes on to say that the form of these types of facilities will differ depending on the groups which it is intending to accommodate.

Policy H13 of the London Plan (2021) states that boroughs should work positively and collaboratively with providers to identify site which may be suitable for specialist older person housing taking into account local housing need, the need for sites to be well connected and the increasing need for accommodation suitable for people with dementia. Part B of H13 goes on to state older persons provision should deliver affordable housing in accordance with London Plan Policy H4 and H5, and be accessible/inclusively designed.

Policy DMH 8 'Sheltered Housing and Care Homes' of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states:

A) The development of residential care homes and other types of supported housing will be permitted provided that:
i) it would not lead to an over concentration of similar uses detrimental to residential character or amenity and complies with Policy DMH 4: Residential Conversions;
ii) it caters for need identified in the Council's Housing Market Assessment, in a needs assessment of a recognised public body, or within an appropriate needs assessment and is deemed to be responding to the needs identified by the Council or other recognised public body such as the Mental Health Trust;
iii) the accommodation is fully integrated into the residential surroundings; and
iv) in the case of sheltered housing, it is located near to shops and community facilities and is easily accessible by public transport.

B) Proposals for residential care establishments which fall under Use Class C2 must demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Existing buildings
The proposal would result in the loss of 7 residential units (Use Class C3). However given that these units were last occupied in 2017, the buildings on site which are occupied benefit from C2 use and the proposal would result in an uplift in residential floor space, albeit C2 use rather than C3, the development would comply with Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Specialist Older Persons Housing
The supporting Planning Statement and proposed plans indicate the 12 new units would be self contained as they would benefit from kitchen and washing facilities. As such occupants could live independently without any assistance. The supporting document states that the proposal would comply with Paragraph 4.13.4 of the London Plan. Paragraph 4.13.4 of the London Plan sets out that the Policy H13 contains requirements for 'specialist older person housing' and that it does not apply to accommodation which is considered 'care home accommodation. In this regard, 'care home accommodation' is considered to be developments which have the following attributes:

- Where personal care and accommodation are provided together as a package with no clear separation between the two.
- The person using the service cannot choose to receive personal care from another provider
- People using the service do not hold occupancy agreements such as tenancy agreements, licensing agreements, licences to occupy premises, or leasehold agreements or a freehold
- Likely CQC regulated activity will be 'accommodation for persons who require nursing or personal care'

The initial submission did not provide a reasonable level of detail to demonstrate compliance with the above and allow the Council to make a conclusive decision on whether an affordable housing contribution should be applicable or not. However the submission did state that the development would accord with the second, third and fourth point within Policy H13 above. The applicant has now submitted details of the minimum level of care as shown below:
- Occupation requirement of being over 65 years of age.
- Units are provided to allow residents to live with an element of independence while receiving personal care and health care.

- A minimum personal care package of 1.5hrs per resident provided upon occupation with any additional health care to be agreed following assessment of potential occupier's ongoing care needs.
- 24-hour support staff are available on site, 7-days a week, with emergency alarm system and on-site nurses station.
- Domestic assistance is provided such as shopping and laundry service.
- Meals are provided within either individual units or communal on-site restaurant.
- Care Quality Commission (CQC) regulated activity for 'Accommodation for persons who require nursing or personal care'.

The applicant has also stated that the element of care will depend on the individual needs of the occupants thus it is difficult to describe these needs within a standard "care package". Notwithstanding this it is considered that a reasonable level of detail has been provide to demonstrate that the scheme would comply with para 4.13.4 and a Head of Term is also suggested to secure a more robust set of details and to ensure the minimum level of care is delivered on site.

With regards to Policy DMH 8, the site benefits from C2 Use and the proposal seeks what is in essence an extension to this existing use. As such the development would not result in an over concentration of care provision within this location. Furthermore, as indicated in the comments from the Councils Planning Policy Officer, there is an identified need for older people housing identified in Hillingdon's 2018 Strategic Housing Market Assessment (SHMA), this development would assist with meeting this identified need and is therefore considered to comply with Policy DMH 8 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Use Class
The applicant will need to enter into a legal agreement which prohibits the use of the new units as C3 as the unit mix would not be considered unsuitable for general residential accommodation.

Ancillary Use
It should be noted that no objection has been raised relating to the restaurant/cafe/cinema as long as these uses remain ancillary to the main use of the site as a retirement home. Planning Policy have suggested a condition should be attached to any grant of consent to ensure that these uses remain ancillary to the main use of the site in perpetuity.

Conclusion
The impact resultant of the proposed loss of the existing C3 accommodation is considered to be outweighed by the benefits of the new C2 accommodation provision for which there is an identified need for within the Councils SMHA. As stated above the development plan provides support for the provision of specialist living accommodation such as the proposed units and the development is considered to integrate well with the existing C2 use on site.

No objection has been raised by the Councils Planning Policy Officer who supports the proposal subject to the aforementioned Heads of Term to be secured as part of a legal agreement and relevant condition. As such the proposal is considered to accord with the relevant policies referred to above.

7.02 Density of the proposed development

Density matters are associated with C3 Use Class residential accommodation, given the proposed C2 Use Class no concerns are raised with regard to density.

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

ARCHAEOLOGY
Policy HC1 of the London Plan (2021) and Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure that areas which are identified as being of archaeological interest are protected.

The site is not located within a designated Archaeological Priority Area, however as the scale of the development constitutes a major application GLAAS have been consulted. No objection has been raised, therefore the proposal is deemed to be acceptable in terms of archaeology.

HERITAGE
The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should 'should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' and in relation to conservation areas, special attention must be paid to 'the desirability of preserving or enhancing the character or appearance of that area'.

The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

London Plan (2021) Policy HC1 states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

The proposals are within the setting of a Grade II Listed Building - The Cottage, and a Locally Listed Building (non-designated heritage asset) - Denville Hall. The application site area is fairly extensive and includes three separate buildings. All three properties share the same principal access off Ducks Hill Road, adjacent to the Grade II Listed cottage.

The site itself has an extensive history, with 16th century origins. The original 16th century house was historically known as Maze Farmhouse. For this reason, the site has the potential of some archaeological interest. It has notable historic associations, however in the mid-19th century it was rebuilt by Daniel Norton in a Victorian Gothic style and the site was renamed Northwood Hall. The hall was then subsequently renamed Denville Hall in 1925 when the property was purchased by Alfred Denville, who converted the house to a retirement home for actors.

Denville Hall is a Locally Listed Building. The original building largely dates from 1851 however has been significantly extended to the rear. The original property is two-storeys

with an attic. Constructed in a stock brick it has a steep plain tiled roof. The site associated to Denville Hall includes two detached houses, Nos 48 and 60, which are located within the curtilage of the Locally Listed Building. The buildings date from the 1930s when the estate associated to Denville Hall was sold off and developed for housing. The buildings form part of the original development of the road. They were originally constructed as single residential dwelling houses, and share a principal access from Duck Hill Road, Nos 48 and 60 still retain direct access to Ducks Hill Road.

No 60 is located directly to the north-west of the Grade II Listed cottage fronting onto Ducks Hill Road. It is a single storey bungalow building, constructed of traditional materials. The proximity of the building to the Grade II listed cottage has resulted in some harm to what was original an open rural environment. Nevertheless, the low rise nature of the existing property allows it to quietly exist the setting of the cottage. No 48 is a two-storey building with a gable roof form. It also appears constructed of traditional materials. The current condition of the existing buildings is partly due to neglect.

The Grade II listed cottage is a single storey building constructed of flint and red brick. It dates from the late 18th century and originally formed part of the historic Denville (Northwood) Hall estate. Access to the cottage is located along the south elevation and includes a projecting open porch canopy. Brick hood moulds feature over the casement windows. The east elevation fronting onto the road is gable ended and features a canted bay window at ground floor and small casement to the side and above. The casement windows are of historic and architectural interest, with small diamond glazing bars, significantly contributing to the significance of the heritage asset. To the rear the property has been extended, with built form extending up to the rear site boundary. There is also a detached garage structure to the north of the historic cottage. It should be noted that the drawings do not accurately show the existing built form on the site associated to the listed cottage. The site associated to the cottage is open in character and appearance with a low rise brick and flint boundary wall to the front. The openness of the site allows for some views of the bungalow to the rear of the listed building, from the street scene.

Building A
It should be noted that part of the site which is proposed to accommodate Building A already accommodates an existing building therefore the principle of constructing a building in this location is acceptable. It is therefore the design of the new building and its potential impact upon the heritage assets which should be subject to scrutiny.

Building A is located behind 58 Duckshill Road and within the plot which was formally occupied by No 60 Duckshill Road. The building proposed is a t-shape design measuring approximately 21m in depth (north to south) and approximately 23.5m in width. The height of the building alternates between 8m which is the highest part of the two storey element and 5m which is the lowest part of the single storey element. The proposal is for a unconventional design which responds to the site constraints such as the Grade II Listed building to the front of the site and the TPO trees within close proximity to the location of the new building. The height of the building has been reduced and the roof form amended so that it would sit comfortably behind No.58 resulting in a limited impact upon the setting of the Listed Building when viewed from the road. The applicant has submitted a verified view a evidence to support this which is welcomed.

The building would be constructed using Cross Laminated Timber (CLT). The elevations and CGI's indicate that the same material / colour palette would be used for the upper and lower sections of the elevations and the roof where possible. This effectively disguises the

complex and unconventional roof forms.

A landscape buffer is proposed between Building A and the shared boundary with No.58 which will soften the appearance of Building A from within the boundary of No.58 and from the road. As stated above the verified view taken from Ducks Hill Road demonstrates that Building A would sit comfortably within the setting of No.58 therefore it would not result in undue harm to the heritage asset.

The building would also be located approximately 36m to the east of the main block which is a Locally Listed Building. Given the significant separation distance between the existing and proposed building, the impact of the proposals is deemed acceptable.

Building B
Similar to Building A, the plot proposed to construct Building B already accommodates an existing building which would be demolished. The existing building is described as a single storey mid century bungalow however the existing plans indicate accommodation was provided across 3 floors above ground level but benefits from further accommodation within the basement (cinema and recreational space). As such the building is considered to be a two storey building with further accommodation provided within the roof space.

The proposed building would measure approximately 10.5m in height which is approximately 3m higher than the existing building. Whilst this is not an insignificant increase the building would be set more 55m away from the Locally Listed Building on site and more than 65m away from 58 Duckshill Road which is a considerable distance. The ground floor element would integrate with Building C which is the restaurant building and the upper floors would benefit from a width of approximately 24m. The upper floors have been designed to feature the same CLT material as Block and a lighter material at ground floor level with additional glazing to help break up the scale bulk and massing of the building from both long and short range views.

Given the distance the building would be located away from the heritage assets, the bespoke materials which would be used to construct the development and the cohesive design of the upper floors, Building B is not considered to give rise to detrimental harm upon the two heritage assets mentioned above.

Building C
Building C is proposed in the location of the existing plant and refuse housing. The existing buildings which span approximately 9m combined would be demolished and replaced by the restaurant building which would extend the full width of the existing car park from the Locally Listed Building and integrate with proposed Building B. Building C would is considered to be an extension to the Locally Listed Building and whilst it would not harm any historic built fabric it would result in the site being further developed. It is recognised that due to its location Building C would result in harm to the non-designated heritage asset however, the lightweight appearance of the structure reduces the potential harm and is therefore considered to be acceptable.

Glazed link
Keeping the walkway away from the boundary with 52 Ducks Hill Road, as shown on the proposed drawings, is considered an improvement upon the initial proposal for a covered walkway to link all of the new buildings. The existing thick laurel hedge would help to screen the walkway and reduce the visual impact from no. 52. It should also be noted that there are existing structure in the location which will accommodate Building C which are not as

lightweight in appearance as the proposed building therefore would result in existing harm upon the setting of the Locally Listed Building. The planning statement refers to the link as being essential to the delivery of the new accommodation and ancillary use spaces. Given the nature of the occupants for this type of accommodation this is considered to be justified. The lightweight materials and intricate design of the structure are welcomed.

Conclusion
Local, regional and national planning policy requires decision makers to assess applications which could result in potential harm to a heritage asset with the upmost scrutiny. The applicant has undertaken lengthy pre-application discussions with the Local Planning Authority resulting in a number of design iterations to bring about a scheme which integrates with the heritage assets whilst providing the applicant with additional C2 accommodation.

As set out above the design of the new buildings and covered walk-way respond to the site constraints and are considered to protect the historic fabric of the Locally Listed and Grade II Listed buildings referred to above. The design of the proposed buildings accompanied by the landscaping enhancement would not result in potential harm upon the non-designated and designated heritage asset.

Furthermore the proposal seeks to provide assisted living accommodation (Use Class C2) which there is an underlying need for within Hillingdon. As such should harm of been identified it is likely to have been less than substantial and would of been outweighed by the benefits of the proposal.

7.04 Airport safeguarding

The National Planning Policy Framework requires that planning decisions promote public safety and take into account wider security and defence requirements by:
a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:
A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
B) In consultation with the Airport Operator, the Council will ensure that:
i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The site is not located within an area identified as being within an air safeguarding zone and the scale of development is comparable with existing buildings within close proximity to the site. As such no air safeguarding concerns are raised and the scheme complies with

the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.05 Impact on the green belt

Although the application site itself is not located within the Green Belt, the site is bounded to the north by Green Belt open land. As such it is important to consider the development's impact upon the openness of the Green Belt.

Whilst the development would result in an uplift in built form and broadly taller buildings than the ones which they are proposed to replace, the buildings would be located at least 45m from the shared boundary with the Green Belt land to the north. Almost the entire northern boundary is lined with mature trees significantly taller than the buildings which sit behind them and there is a land level change resulting in the buildings being set much lower down when viewed from within the Green Belt looking across the application site. The nearest part of the development to the Green Belt would be the construction of the car park which is towards the north eastern corner which would not be visible from within the open land. Furthermore the scheme proposes comprehensive landscaping enhancements which would add to the existing green buffer between the buildings and the open Green Belt land.

The scale of the proposed buildings is considered to be a minor change, there is significant screening to protect views of the buildings from within the Green Belt and the land which abuts the northern boundary is similar in character to the Green Belt itself. As such the development would not conflict with any national, regional or local level Green Belt policy.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The proposals are within the setting of a Grade II Listed Building - The Cottage, and a

Locally Listed Building (non-designated heritage asset) - Denville Hall. The application site area is fairly extensive and includes three separate buildings. All three properties share the same principal access off Ducks Hill Road, adjacent to the Grade II Listed cottage. Section 7.3 of this committee report assesses the potential impact upon the heritage assets therefore this section of the report will deal with the potential impact upon the street scene only.

The site is located on Ducks Hill Road which is a highly residential area with two / three storey dwellings located to the east, west and south of the site and the north is Green Belt open land. The properties which front Ducks Hill Road vary in scale and design but are mostly traditional dwellings constructed of brick with tiled pitched roofs and are set back within there respective plots with extensive foliage as the front boundary treatments. The site is a complex shape whereby the main entrance and Locally Listed Building front Ducks Hill Road, however the rest of the site sits behind residential plots outside of the applicants ownership which front Ducks Hill Road apart from an existing secondary access which is located adjacent to the Cedars.

The site frontage benefits from trees which line the front boundary and provide a green screen either side of an existing vehicle and pedestrian entrance which leads up to the car park in front of the main Locally Listed Building. Although the proposal includes an amendment to the existing access to the front which would require the removal of a proportion of the soft landscaped area to the east of the entrance, trees would be retained within this section so the screening would not be removed.

The proposed new buildings would not be visible from Ducks Hill Road up to the point where it meets No.58 where minor views of Building A would be visible. The applicant has submitted a verified view taken from in-front of No.58 which demonstrates the building would not result in a substantial change therefore the buildings impact is considered to be acceptable. Minor long distance views of the end of Block C which is to be constructed adjacent to the non-designated heritage assets would be visible however there are a number of mature trees in place which prevent views of the majority of the building and it's lightweight appearance further reduce the potential impact upon the street scene.

With regards to Building B, this would potential be visible from Ducks Hill Road between No.52 and the residential block referred to as 1-8 Cedar. The building would benefit from a height of approximately 10.5 which results in a roof line which would sit above the No.52 but comparable to the ridge height of 1-8 Cedar. Almost the entire frontages of both these plots are lined which mature trees and benefit from further tree cover within the site. As such views of Building B from Ducks Hill Rd with be very limited result in a very minor change to the street scene.

Finally the proposal includes the retention of the existing secondary access located some 140m north of the existing main entrance adjacent to 'Muscovy Place' on Ducks Hill Road. The access itself is not subject to assessment but details of the boundary treatments are required in order to ensure that the boundary treatment used would integrate with the surrounding area.

Taking the above points into consideration, whilst there would be a change to the street scene the change would be very limited thus the proposed development is considered to accord with policy BE1 of the Local Plan Part 1, Policies DMHB 10, DMHB 11 and DMHB 12 of the Local Plan Part 2.

7.08 Impact on neighbours

The NPPF includes as a core planning principle that planning should always seek to secure a high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice guidance.

Concerns were raised with regard to the proximity of the proposed built form of Building A in the south of the site and adjacent neighbouring properties during pre-application discussions. The revised masterplan indicates an increase in the separation distance between Building A and 50 & 52 Ducks Hill Rd which is now 5m at ground floor level and approximately 20m at first floor level. The applicants planning statement makes reference to the section which has been submitted illustrating a 25 degree line to demonstrate that the development would not result in undue harm to light levels for the neighbouring dwellings. The proposed plans illustrate the design of Building A has taken care to maintain the exiting residential amenity of existing residential properties 50 and 52 Ducks Hill Road and the listed cottage at 60 Ducks Hill Road. In fact, with regard to No.60 Ducks Hill Road, the proposed plans demonstrate that the new proposed Building A will actually improve the outlook and light to the rear of No.60 Ducks Hill Road by removing the built form nearest to it that has the greatest impact upon it. It should also be noted that Building A does not feature any windows at first floor level which would contravene the 21m separation distance between existing and new habitable room windows.

Building B is located in excess of 21m from the nearest residential properties both within Muscovy Place and Cedar Grange. The orientation and location of Building B has, again,

been chosen carefully to full protect and improve upon the exiting surrounding residential amenity of both nearby properties at Muscovy Place and Cedar Grange. Furthermore the illustrative masterplan demonstrates that the new Building B improves upon the existing separation distances set by the existing building at 60 Ducks Hill Road. With specific reference to Cedar Grange, the masterplan shows that the separation distances are increased from 18.8m at the closest point to 24.4m.

The proposed new buildings are therefore, fully compliant with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) in that it does not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

7.09 Living conditions for future occupiers

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

As the proposal is for a care home, there are no relevant internal or external amenity space standards, however, as a form of residential accommodation, it is nonetheless important to ensure that the resultant development would provide a high quality of life.

The proposed layout consists of units which would appear to be sufficient for independent living and this is common across the existing buildings. Notwithstanding this the applicant has agreed to provide a level of care which would demonstrate that the development accords with the requirements to be considered C2 rather than C3 and this will be secured via a legal agreement. Furthermore, the proposal includes an ancillary, restaurant/cafe/cinema room whereby residents will gather in a communal space to eat and socialise. Additional social communal areas are provided within the proposed new gardens.

Each of the units benefits from adequate internal space designed to be appropriate for the type of occupant the site accommodates. Each unit would benefit from adequate outlook, daylight and sunlight and the external amenity areas and landscape enhancements would provide residents with adequate external amenity. This is considered to represent an appropriate level of provision, which would provide valuable and usable external amenity space for future occupiers.

Overall, it is considered that the living conditions for future occupiers would be acceptable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people. The NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:
A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
iii) provide equal access for all people, including inclusive access for disabled people;
iv) adequately address delivery, servicing and drop-off requirements; and
v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The site has a PTAL rating of 1a (Poor), however, it is located within about 1.2km of Northwood Underground Station and Northwood Town Centre. The proposal includes the re-alignment of the existing main entrance to the site which would require part of the soft landscaped area to the east of the site entrance to be removed. Whilst regrettable, no objection is raised to this as the proposal is supported by a plethora of landscape enhancement across the site. In commenting on the proposal the Councils Highways Officer raises no objection to the proposed re-alignment of the existing main entrance or the improvement works to permit the use of the secondary entrance adjacent to 'Muscovy Place' on Ducks Hill Road.

The secondary access which leads to the new car park in the north eastern corner of the site has been reviewed by the Councils Highways engineer who is satisfied that the applicant has demonstrated enough space for two way vehicle movement and pedestrian access safely. No objection has been raised regarding the secondary access which will need to be subject to improvement works such as the provision of a new surface, new boundary treatment and clearance of any overgrown planting. The comments received during the public consultation relating to highway safety and specifically the secondary access have been noted, whilst it is correct that the width of the existing access road varies from 4.5-6m, this exceeds the minimum requirements set out within the Manual For Streets (MFS) and is therefore considered to be acceptable.

In terms of car parking, the landscaping plan indicates that the existing car park would increase from 29 spaces to 32. The existing car park which extends from the access road at the main entrance around the rear of the plot subject to the redevelopment for Block A, will be subject to redevelopment to provide Block C. The displaced spaces are proposed to be relocated to the north eastern corner of the site and accessed via the improved, existing secondary entrance referred to above. 14 spaces are to be retained within the existing parking area accessed via the main entrance and the remaining 18 located to a new parking area in the north eastern corner of the site. Policy DMT 6 of the Hillingdon Local Plan Part Two (2020) requires 1 car parking space per 4 C2 units, the development would provide 12 units thus 3 additional spaces are required. As stated above the proposal would result in an increase of 29 to 32 spaces equating to an additional 3 thus the proposal meets the policy requirements.

It is recommended that a condition be attached to any grant of planning permission to secure 2 parking spaces to be served by active electrical charging points and a further 2 spaces to be served by infrastructure to provide electrical charging points in the future. It is also recommended that 4 accessible spaces are secured, in line with the minimum 10% of total car parking spaces as required by policy.

With regards to cycle parking, it is noted that whilst there is an uplift in the number of units C2 units proposed this would not result in an increase in staff numbers. The Local Plan states that where a development proposes an increase in staff numbers, 1 space per 3 staff is required. As no increase in staff numbers is proposed no additional cycle spaces are required.

It is noted that the applicants submission does not refer to the provision for mobility scooters. It is anticipated that this could be designed into the scheme relatively easily therefore a condition pertaining to the submission of revised plans incorporating Mobility Scooters within the design has been included.

Taking the above points into consideration, the proposal is considered to be acceptable subject to the applicant entering into a s278 agreement for the works required to re-align the main entrance.

7.11 Urban design, access and security

SECURITY
Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a Secured by Design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London

Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:
1) be designed taking into account London's diverse population;
2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
4) be able to be entered, used and exited safely, easily and with dignity for all; and
5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Policy D7 of the London Plan (2021) states:
A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The application proposes 12 new C2 units for which four would be designed to meet wheelchair user requirements and this would be located on the ground floor of Building A and a further two on the first floor of Building B. This is considered to exceed the policy requirements within Policy D7 mentioned above and is welcomed. The Councils Accessibility Officer has reviewed the proposal and has raised no objection subject to conditions pertaining to one of the evacuation lifts meeting the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, and remaining so in perpetuity, and the units within buildings A and B should be designed to accord with the technical requirements set out in Approved Document M to the Building Regulations to be Wheelchair Accessible (M4(3) (2)(b).

Subject to these two conditions the application is considered to accord with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Affordable housing is not a requirement for C2 uses where and appropriate level of care is care is provided and occupiers would use shared communal facilities (i.e. it would not include self-contained dwellings). An appropriate level of care is proposed to be secured through a s106 legal agreement should the application be determined for approval. As such, affordable housing is not required to be provided.

The proposal would provide specialist housing for older people, where care is provided on-site, and the principle of this land use is discussed in Section 7.01 'Principle of Development' of this report.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:
i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The application site benefits from a reasonably large quantum of soft landscaping although there is a significant amount of site area covered by built form. Some of the existing landscape has been left uncared for which has led to overgrown planting within the areas of the site which are subject to this proposal. With regards to trees the site has a number of Cat A1 trees of important merit that and some of these are lost currently within the overgrown landscape. Of the 25 trees suggested for removal only 5 of these are Cat B, the rest are C or U. The majority of trees suggested to be felled are due to poor health and management.

The applicant is proposing a comprehensive set of landscaping enhancements and the Landscaping Design Proposal sets these out in 5 defined areas.

Area 1 - The original Denville Hall and access road with off-site Grade II Listed Cottage
The proposed relocation of the entrance would result in a proportion of the existing landscaping to the east of the entrance being lost and there are trees within this area which would also be lost. New trees are proposed to offset the loss, the landscaping in this area will be cut back and improved and the existing entrance gates will be reused which is welcomed.

Area 2- The Redwoods and the garden around them
This area is located to the north of the existing building to be demolished which is No.60. The area accommodates 2 giant Redwoods. Currently it is overgrown and too dense to be considered usable. Tree removal is proposed within this area however the large redwoods would be retained and new trees planted which would allow the mature redwoods to breath and this is welcomed.

This area will become a private communal garden for residents of Building A and their

visitors, with a circular wheelchair accessible path in porous resin bound, allowing for a flat area of mown lawn in the centre to open up the space, surrounded with appropriate seasonal herbaceous planting, ferns and grasses. Small Acers, multi stem Betula and evergreen hedges will be planted around the rear patio areas, to provide privacy from the new communal garden into the ground floor flats. The connecting walkway between Building A and the cafe would be amongst the new planting and trees, there will be a viewing platform accessible from the Building C, overlooking the Redwood Garden.

Area 3 - NW side of the site, with Monterey pine and large lawn
The proposed landscaped masterplan indicates the large lawn and Monterey Pine Tree are to be retained, whilst providing herbaceous planting borders adjacent to the cafe Patio. The lightweight appearance of Building C would allow for clear views out on both sides to the landscaping which creates visual connectivity. The landscaping around Building C will provide sensory planting, with some dappled shade, and ornamental water features within. A resin bound wheelchair path, following a similar route to the existing, will lead around the perimeter of the lawn, towards the top boundary, where there are two resting spots proposed, and clear a vista through to the open fields beyond; thereby expanding the sense of space and potential of the site.

Area 4 - North side - currently overgrown, would become the woodland walk & Area 5 The existing side access road.
The central lawn would be connected directly to the Oak tree and woodland garden. There will be a new wheelchair accessible woodland walk, maintaining key trees, thinning out a lot of self-seeded trees, replanting the understory, and providing a Gazebo for rain cover. A wildlife pond would be centrally located off the path, to provide additional interest, and improve habitats and biodiversity. The new staff car parking would be relocated utilizing one third of this area, accessible via the existing access road, that would also be resurfaced in porous resin bound, and cleared of overgrown vegetation to ensure maximum width for vehicles and passing points.

Urban Greening
The applicants Sustainability Statement provides information relating to Urban Greening. The document states that the proposal would achieve a UGF score of 0.68 which exceeds the London Plan (2021) requirement of 0.4 for residential developments. Page 10 and 11 of the document demonstrate how the score will be achieved.

Conclusion
The applicant has submitted a comprehensive scheme of landscaping enhancements details of which are set out above. Although the tree loss is regrettable the level of replanting outweighs the loss and the variety of species to be planted is welcomed. It should also be noted that the Council's Tree Officer has raised no objection to the felling of the 25 existing trees or the proposed replanting. The UGF score exceeds the minimum requirement. Taking these points into consideration, the proposed development would accord with above policies.

ECOLOGY
Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

An Ecological Assessment and Reptile Survey has been submitted in support of the application. The documents identify that existing building B5 is likely to support bat roosting. The Council's Ecology Officer has stated that the information which has been submitted suggests appropriate mitigation is proposed and would be sufficient to ensure that where a licence is required for the works which have a potential to impact the Bat roosting areas, would be sought from Natural England. Natural England cannot give their licence until planning permission is in place; in turn, the Council cannot reach a positive determination until it is satisfied that a bat licence would likely be issued. The Councils Ecology Officer has stated that the proposed mitigation is considered to be satisfactory and is of the opinion that it would not conflict with Natural England License requirements.

Notwithstanding the above, the applicant is required to submit details of the approved bat mitigation license issued by Natural England with full details of the mitigation requirements provided to and approved in writing by the LPA prior to the commencement of the development including demolition of the existing buildings. Further ecological enhancements are also suggested by the Ecology Officer thus a condition pertaining to the submission of specific ecological enhancement plan is required to ensure the development delivers the biodiversity net gain which is a policy requirement.

Subject to the agreement of these conditions the proposal is considered to be acceptable in ecology terms.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The application is not supported by a refuse strategy however the proposed plans indicate each building would benefit from an individual bin store. There is a bin collection point indicated on drawing No DH-03r2 at the front of Building C where the refuse vehicle would be able to enter the site travel around the internal roundabout and then load the refuse onto the truck. As no refuse management plan has been submitted, the details of how collection will take place and the method for moving the bins from the individual bin stores to the collection point would need to be secured via an appropriately worded condition. It is noted that the bin store locations are in excess of the 15m acceptable drag distance, therefore a management plan to ensure the bins are placed at the collection point by the operators of the development would be required, should the application be determined for approval.

The proposed bin store appears to be large enough to include the required number and type of bins, however no further details have been provided, and as such, a condition requiring further details of the proposed bin store, including details of the number and type of bins to be provided, and a management plan is required.

Subject to the agreement to these conditions the proposal is considered to be acceptable in terms of waste management.

7.16 Renewable energy / Sustainability

ENERGY

Policy SI 2 of the London Plan (2021) requires major developments to be net zero-carbon. Major development proposals are expected to include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided that an alternative proposal is identified and delivery is certain.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2021).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The application is supported by an Energy Assessment which states that the development would achieve a 15% carbon reduction, as such the development would not be policy compliant. The applicant states that the development could achieve a higher standard of renewable energy provision on site through the measures such as PV panels however this would result in a negative impact on both the design of the new buildings and also the heritage assets. As such it is clear that the policy requirement needs to balanced against the potential harm. In essence the development needs to provide mitigation for the additional 9tCO2 per annum generated by the development to bring the proposal up to a policy compliant standard. As such a a financial contribution of £25,669 is sought to offset the shortfall in on site mitigation. The proposal has been reviewed by the Councils Energy Officer who has raised no objection subject to the agreement of the offset contribution to be secured by a s106 legal agreement.

7.17 Flooding or Drainage Issues

Policy SI 13 of the London Plan (2021) requires development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk

mitigation, or which would increase the risk or consequences of flooding, will be refused.

The applicant has submitted a Flood Risk Assessment and Surface Water Strategy which sets out how water generated by the development will be discharged and dealt with, within the boundary of the site. It is also confirms that the site is not located within an area identified as being subject to fluvial flooding. The documents have been reviewed by the Councils Flood Risk Consultant who has not raised an in principle objection to the proposal but has stated a requirement for additional SUDs information is required. For example further information relating to rainwater harvesting has been requested, however it is understood the applicant is proposing to utilise rainwater harvesting as one of the SUDs measures but the location and design would not be confirmed until RIBA stage 3 which is the more detailed design stages (for building regulations). Whilst the objection raised by the Flood Consultant is noted, the additional detail can be secured by way of an appropriately worded condition.

As such, subject to a condition pertaining the submission of a revised SUD's strategy the proposed development is considered to accord with relevant policies set out above.

7.18 Noise or Air Quality Issues

NOISE
Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The applicant has submitted a noise assessment which includes a review of the potential noise impacts upon local residents and occupants within the site itself. The document sets out the noise expectancy arising from the cafe/restaurant (Building C), cinema room (Building B) and the residential accommodation proposed. Furthermore the document

states that noise from plant equipment would be restricted to 5db and below and the same limit is applicable to the restaurant/cafe use. Mitigation is provided in the form of glazing and the overheating strategy which has been submitted raises no concerns. The Council's Noise Officer has reviewed the document and raised no objection to the proposal, as such the application is considered to comply with the above policies.

AIR QUALITY
Paragraph 181 of the National Planning Policy Framework (February 2019) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan and Policy SI1 of the London Plan (2021), and paragraph 170 of the National Planning Policy Framework (2021).

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all development proposals are required to comply with the following:
i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:
A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
B) Development proposals should, as a minimum: i) be at least "air quality neutral"; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is located within an Air Quality Focus Area and given the scale this is a proposal for a major scale development, the applicant is required to demonstrate the proposal would be air quality positive and not just air quality neutral. The applicant has submitted an Air Quality Assessment which demonstrates the development would be air quality neutral but not air quality positive. The additional trips generated by the development require mitigation to be provided, however in the absence of appropriate on site mitigation a damage contribution is applicable. In this case the applicant has provided a comprehensive landscaping scheme with additional tree planting and a commitment to submitting a robust travel plan which will detail targets for shifting travel to and from the site to more

sustainable modes. This results in a reduction in the damage cost required from £15,052 to £9,784. The applicant has agreed to pay the damage cost which will be secured within a s106 legal agreement.

Taking the above points into consideration, the proposal is considered to be acceptable subject to conditions pertaining to low and reducing emissions strategies and the securing of the above damage cost within a s106 legal agreement.

7.19 Comments on Public Consultations

6 objections and 12 comments in support were received during the public consultation process. The matters raised are discussed in greater detail in the relevant sections of this report. It is considered that the proposed care home use is acceptable in this location, providing a form of residential accommodation which will free up housing elsewhere in the borough and would not lead to significant harm to residential amenity.

The scale of the proposal is considered acceptable, recognising that efforts to reduce the height the Build A to reduce the potential impact upon the Grade II Listed Building which is located in front of this part of the site, whilst the overall design is considered to be unlike the traditional buildings which line the front of Ducks Hill Road, the unique design is considered to respond to the constraints of the site and both the Councils Urban Design/Heritage Officer and Historic England have raised no objection.

The level of parking is considered appropriate for a development of this size, particularly in an area of PTAL 1 where there is a stronger reliance on the motor vehicle to travel to and from the site. However it is important to note that future occupiers are unlikely to be driving and parking would therefore be for visitors and staff. To respond to the concerns regarding the safety of the secondary access, it is important to note that this is an existing access road and it has been tested by the Councils Highway Engineer who has confirmed it would allow for two-way vehicle and pedestrian movement in accordance. As such no highway concerns have been raised.

With regards to biodiversity, Officers consider the landscaping scheme to be comprehensive and would lead to a biodiversity net gain as well as achieving a UGF score of 0.68, which is higher than the policy requirements.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Development Management Policies (Planning Obligations and Community Infrastructure Levy) sets out that planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it, to ensure that development is sustainable in accordance with the NPPF (2021). Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL) and through planning obligations.

Specifically, planning obligations are used to secure the provision of affordable housing in relation to residential development schemes, and where a development has infrastructure needs that are not addressed through CIL to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal. Applications which fail to include appropriate planning obligations to make the proposal acceptable will be refused. Planning obligations run with the land, are legally binding and enforceable.

The Community Infrastructure Levy Regulations, the NPPF and Planning Practice Guidance have put three tests on the use of planning obligations into law. In this regard, planning obligations must meet the following tests to be lawful:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonable related in scale and kind to the development.

The following Heads of Terms are proposed, to be secured through a section 106 legal agreement to either ensure policy compliance (e.g. affordable housing) or to address deficiencies in the scheme which could not be addressed through amendments to the plans:

i) Secure use of the building as a care home, falling within the C2 use class and the submission of details relating to an established minimum level of care to be provided.
ii) Air Quality Positive financial contribution of £9,784
iii) A carbon offsetting contribution of £25,669 based on £95 per tonne over a period of 30 years, or a reduced figure if greater on-site carbon savings are shown to be implementable through an updated Energy Strategy;
iv) HUDU contribution of £6,487 towards healthcare facilities to support the additional population;
v) A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;
vi) Details shall be submitted for a Construction and Employment Training scheme in accordance with the Council Planning Obligations SPD with the preference being for an in-kind, on-site scheme to be delivered;
vii) To enter into a s278 agreement to secure highway works; and
viii) A financial contribution equal to 5% of the total cash contributions, for Project Monitoring and Management.

In addition, the scheme would also be liable for payments under the Mayoral Community Infrastructure Levy (MCIL2), at a rate of £60 per sqm, subject to indexation, but would not be liable under Hillingdon's CIL charging schedule.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

HEALTH INFRASTRUCTURE

The supporting text to Policy DF1 of the London Plan (Delivery of the Plan and Planning Obligations) explains that the demand for health services in London is increasing due to a growing and ageing population and an increase in complex and long-term health conditions, and as such, across London, developer contributions are used to fund the capital costs of new or expanded primary and community care facilities. This is needed to meet the increasing demand for services which arises from population growth in areas of intensification or growth. Using the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) allows local planning authorities, in conjunction with Clinical Commissioning Groups and NHS England, to calculate the capital cost of the additional health facilities required to meet the increased demand from developments.

In this instance, whilst it is recognised that the proposed C2 use would provide an element of care, it would primarily be a place where people live on a permanent basis and would introduce a high number of elderly residents who would may need fairly high levels of care. Additionally, the borough's CIL charging schedule does not allow CIL to be applied to C2 uses, and consequently there would be no scope to improve local health services using

CIL.

In conjunction with the NHS, the HUDU model has been applied to this development, and a capital contribution of £6,487 towards healthcare facilities would be required to support the additional strain placed on local services as a result of the increase in population. This contribution would be secured as a planning obligation.

CONTAMINATED LAND
Policy DME1 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The applicant has submitted a phase 1 contaminated land desktop study which concludes that the initial surveys identified possible risk of contamination. The Councils Contaminated Land Officer has reviewed the document stated that further information should be submitted to (1) identify in full the contamination risk, (2) a detailed remediation strategy for mitigating the potential contamination and (3) evidence to demonstrate the remediation has been carried out.

Subject to conditions pertaining to the above the development is considered to be acceptable.

FIRE SAFETY
Policy D12 (Fire safety) of the London Plan (2021) says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety.

The proposal is supported by a Fire Safety Statement which sets out details of an evacuation strategy, alarm and detection system and means of escape provisions. It should be noted that the suitability of the structure and materials themselves would be considered in more depth at detailed design stage whereby the applicant would need to demonstrate accordance with the fire safety related building regulations. As such the outline Fire Safety Statement is considered to be robust however further information is required following the comments relating to the need for one of the lifts to be amended in accordance with the Access Officers request for one of the evacuation lifts meeting the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. Furthermore the applicants Fire Safety Statement does not cover the building's construction: methods, products and materials used, including manufacturers' details. A condition for a revised Fire Safety Strategy is therefore required and recommended should the application be determined for approval.

8. Observations of the Borough Solicitor

General
Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use

of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations
Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights
Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposed development is considered to represent an appropriate land use, optimising the site's potential to provide needed care home accommodation, which has been established at a regional and local level, which in turn frees up housing elsewhere in the

borough as future occupants seek to downsize or for those who require daily care which can not be administered at home. The surrounding residential character of the area would remain largely unchanged as a result of the proposed development.

The site accommodates a Locally Listed Building and is bounded by a Grade II Listed Building therefore specific scrutiny of the potential harm has been undertaken. The design of the development responds to these constraints and the overall design and scale of the proposal is considered acceptable. As such the development would not result in harm to designated and non-designated heritage assets. The proposed material palette is bespoke and responds to the green and woodland feel of the site.

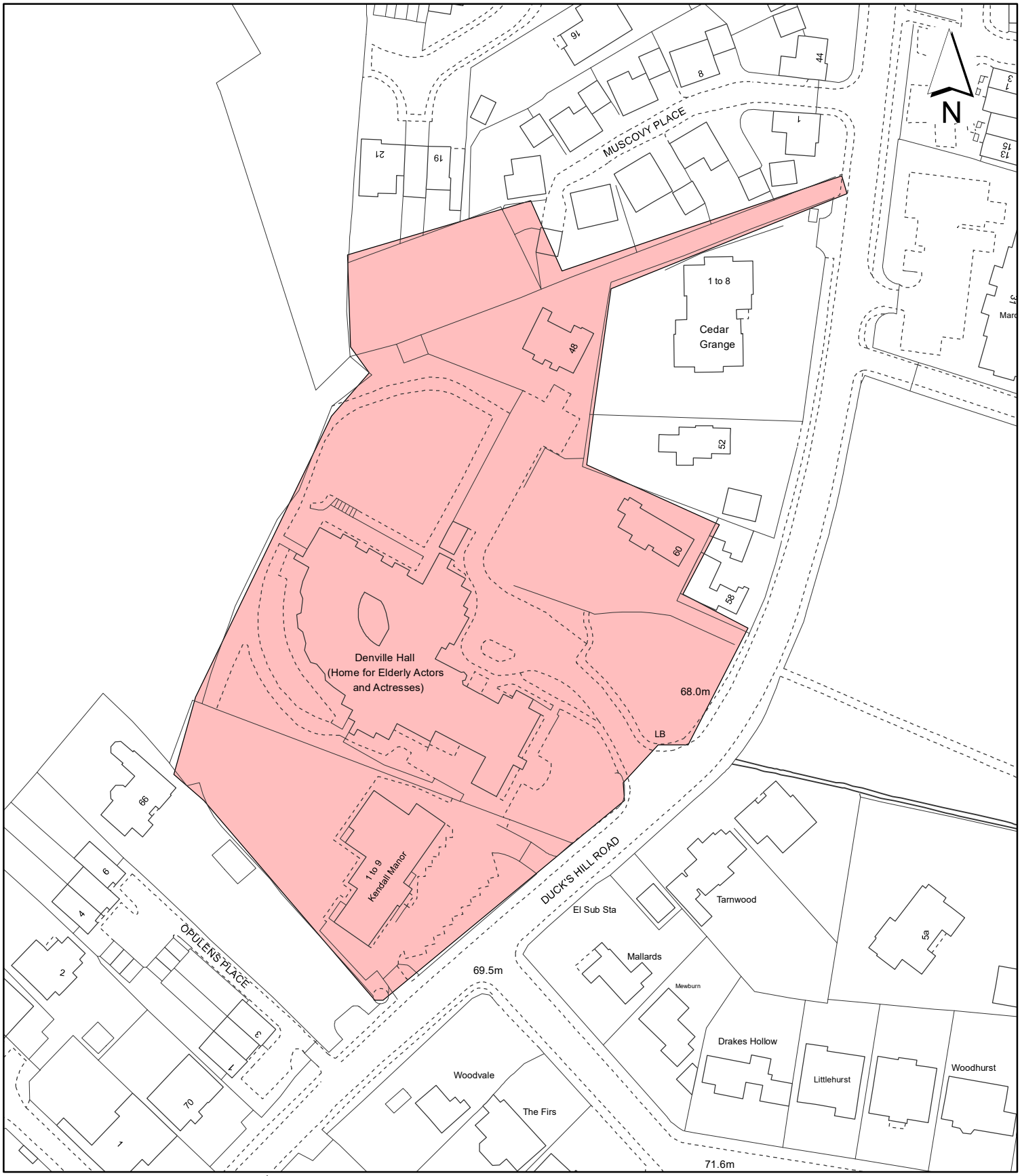
The development would further not lead to significant harm to neighbouring residential properties in terms of a loss of light, outlook or privacy, or an increased sense of enclosure, nor would the proposal significantly worsen air quality or noise conditions in the area, and parking provision is considered acceptable and proportionate to the scale of development.

Overall, it is considered that the proposal would result in a number of significant benefits and generally accords with the development plan, and on this basis is recommended for approval subject to the conditions and planning obligations listed in this report.

11. Reference Documents

National Planning Policy Framework (July 2021)
The London Plan (March 2021)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Christopher Brady **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Denville Hall

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
924/APP/2022/3603

Scale:
1:1,250

Planning Committee:
Major

Date:
March 2023

HILLINGDON
LONDON

This page is intentionally left blank

Report of the Interim Director of Planning, Regeneration & Public Realm

Address MAPLE AND POPLAR DAY CENTRE MAPLE ROAD HAYES

Development: Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Compliance with Supporting Documentation), 6 (Landscaping Scheme) and 20 (Revised balcony siting / obscure glazing) of planning permission ref. 43762/APP/2018/396, dated 12-04-2018 for 'Demolition of vacant Maple and Poplar Day Centre and construction of 34 residential units' (as amended by 43762/APP/2022/1639 dated 21st June 2022 and 43762/APP/2023/573 datec 02-03-2023) in order to allow the re-siting, internal and external changes, including a new floor to the northern block and the reconfiguration of the car parking and landscaping layout on the wider site.

LBH Ref Nos: 43762/APP/2022/3588

Drawing Nos:
02250 Rev. P02 (Site / Landscape Plan)
Preliminary Ecological Appraisal, January 2023
Transport Statement Addendum, January 2023
1200/P Rev. 04 (North Block Floor Plans)
1210/P Rev. 01 (Unit Type A and B - M4(3) Floor Plans
1401/P Rev. 01 (North Block Elevations)
1300/P Rev. 00 (Proposed Sections)
1800/P Rev. 01 (Proposed Views)
0100 Rev. P02 (Sustainable Drainage Details)
Arboricultural Report, 11th November 2022
Energy Statement, November 2022
Email from Drainage Consultant, Jonathan Bowdery dated 27.1.23
PL 11
PL 12 Rev. A
PL 13
PL 14 Rev. A
PL 17 Rev. A
PL 18
PL 23
PL 24
Longitudinal Sections of Surface Water Sewer received 6/2/23
Email from Thames Water Developer Services Connection Team dated 7/11/22, received 6/2/23
Thames Water Notice of Consent to Connect to a Public Sewer dated 7/11/22, received 6/2/23
1000/P Rev. 00 (Site Location Plan)
Design & Access Statement Addendum November 2022
0001/P Rev. P02 (Drainage Layout)
Flood Risk Assessment, Rev. 1.1, dated November 2022
Below Ground Drainage Calculations, Rev. 01, December 2022

Date Plans Received: 21/11/2022
Date Application Valid: 22/11/2022

Date(s) of Amendment(s): 27/01/2023
01/02/2018
06/02/2023
16/01/2023

Major Applications Planning Committee -
PART 1 - MEMBERS, PUBLIC & PRESS

19/12/2022
11/01/2023
29/11/2022
25/11/2022
06/01/2023

1. SUMMARY

Planning permission was granted on 12th October 2018 (43762/APP/2018/396 refers) on this site for the demolition of the two former single-storey day centre buildings and replacement with two 3-storey blocks of flats, accommodating a total of 34 residential units (100% affordable housing) positioned around a central car parking area, with vehicular access being provided from the existing site access from Maple Road. Works have commenced on the southern block (previously referred to as Block B), but due to the presence of a water main close to the approved siting of the northern block (previously referred to as Block A), the plans for this block are being revised in order to allow the northern block's re-siting, together with internal and external changes, including an additional floor and the reconfiguration of the car parking and landscaping layout on the wider site.

The proposal would still result in 34 affordable residential units being provided on site (17 units within each block), sited around a central car parking area, but due to the re-configured footprint of the northern block, it would now accommodate an additional floor level and the unit mix within this block has been revised, with a greater proportion of smaller units, although a larger 3 bedroom unit is also included.

It is considered that the physical changes to the north block are acceptable, as are the changes to the proposed unit mix within this block, given that the wider site would now provide a more diverse unit mix and include a family sized (3 bedroom unit) unit. No objections are raised to the re-configured parking layout which would still provide the same level of off-street parking as the approved scheme.

2. RECOMMENDATION

1.That delegated powers be given to the Director of Planning, Regeneration and Public Realm to grant planning permission subject to:

A) That the Council enter into a Statement of Intent/Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:

Non - Monetary Contributions:

(i) Affordable Housing:

100% Affordable Housing.

(ii) Restriction on Parking Permits for future residents

Monetary Contributions:

(i) Carbon Emission Offsetting

Contribution of £67,260

(ii) Construction Training:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iii) Travel Plan:

To include £20,000 Bond

(iv) Project Management & Monitoring Fee:

5% of total monetary contributions

B) That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 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 the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Public Realm), delegated authority be given to the Director of Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of affordable housing, highways, travel plan, carbom emission offsetting and construction training). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2021).'

E) That subject to the above, the application be deferred for determination by the Director of Planning, Regeneration and Public Realm under delegated powers, subject to 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 changes negotiated by the Director of Planning, Regeneration and Public Realm to issuing the decision:

1 COM4 **Accordance with Approved Plans**

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

02250 Rev. P02 (Site / Landscape Plan)
1200/P Rev. 04 (North Block Floor Plans)
1210/P Rev. 01 (Unit Type A and B - M4(3) Floor Plans)
1401/P Rev. 01 (North Block Elevations)
1300/P Rev. 00 (Proposed Sections)
1800/P Rev. 01 (Proposed Views)
0100 Rev. P02 (Sustainable Drainage Details)
0001/P Rev. P02 (Drainage Layout)
PL 11,
PL 12 Rev. A,
PL 13,
PL 14 Rev. A,
PL 17 Rev A,
PL 18,
PL 23,
PL 24

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

REASON
To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

2 COM5 **General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Preliminary Ecological Appraisal, January 2023;
Transport Statement;
Transport Statement Addendum, January 2023;
Arboricultural Report, 11th November 2022;
Energy Statement, November 2022;
Overheating Assessment, March 2018;
Overheating Assessment, November 2022;
Design & Access Statement;
Design & Access Statement Addendum November 2022;
Flood Risk Assessment Rev. 1.1, dated November 2022;
Below Ground Drainage Calculations, Rev. 01, December 2022;
Email from Neilcott Construction dated dated 27.1.23;
Longitudinal Sections of Surface Water Sewer;
Email from Thames Water Developer Services Connection Team dated 7/11/22;
Thames Water Notice of Consent to Connect to a Public Sewer dated 7/11/22
Noise Survey and Assessment Report - PC-17-0245-RP2 Rev A; and
Air Quality Assessment.

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON
To ensure that the development complies with the objectives of Policies D14, G6, G7, SI 1, SI 2, SI 4 and SI 13 of the London Plan (2021) and Policies DMHB 14, DMEI 2, DMEI 7, DMEI 10, DMEI 14, DMT2 of the Hillingdon Local Plan Part 2 (2020).

3 COM6 **Levels**

The development shall be carried out in accordance with the existing and proposed level details approved under application reference 43762/APP/2022/1663, dated 9/8/22. Any changes to the approved level details would require a further consent from the Local Planning Authority.

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4 COM8 **Tree Protection**

The development shall be carried out in accordance with the tree protection details approved under application reference 43762/APP/2018/4418, dated 12/2/19, as amended by the Arboricultural Report, 11th November 2022. Any changes to the approved protection details would require a further consent from the Local Planning Authority.

REASON
To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

5 COM9 **Landscaping (car parking & refuse/cycle storage)**

Within two months of the date of this permission, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
2.a Waste Storage
2.b Cycle Storage (34 spaces)
2.c Means of enclosure/boundary treatments, including creation of defensible space around ground floor windows;
2.d Car Parking Layouts (34 spaces including 4 x disabled parking bays, 2 x motorcycle parking spaces, 20% of car parking spaces served by active electrical vehicle charging points and a further 20% served by passive facilities);
2.e Hard Surfacing Materials
2.f External Lighting

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years.
3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the

landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and SI 7 of the London Plan (2021).

6 COM10 **Tree 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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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 BS 3998:2010 'Tree work - Recommendations' 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 DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 RES7 **Materials (Submission)**

The development shall be carried out in accordance with the material details approved under application reference 43762/APP/2022/2142, dated 17/8/22. Any changes to the approved materials would require a further consent from the Local Planning Authority.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

8 NONSC **Noise-sensitive Buildings - use of specified measures**

Prior to occupation, a noise assessment shall be submitted to the Council for approval of

external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, and of acoustically attenuated mechanical ventilation as specified in report ref: PC-17-0245-RP2 Rev A. to achieve internal room and external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON
To ensure that the amenity of the occupiers of the proposed development is not adversely affected by transport noise in accordance with Policy D14 of the London Plan (2021).

9 RES22 **Parking Allocation**

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

10 RES24 **Secured by Design**

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

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 ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Local Plan Part 2 (2020) and Policy D12 of the London Plan (2021).

11 H8 **Surfacing and marking out of access/parking/servicing areas**

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON
To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policies DMT 2 and DMT 6 of the of the Hillingdon Local Plan Part Two 2 (2020).

12 NONSC **Demolition Method Statement**

The development shall be carried out in accordance with the construction management plan details approved under application reference 43762/APP/2022/1663, dated 9/8/22.

Any changes to the approved construction methodology would require a further consent from the Local Planning Authority.

REASON
To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part Two 2 (2020).

13 NONSC **Step Free Access Details**

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

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

14 NONSC **Accessibility Standard**

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

REASON:
To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

15 NONSC **Wheelchair Accessible Units**

The development hereby approved shall ensure that two, one bed ground floor units are constructed to meet the standards for a Category 3, M4(3)(2)(b) Wheelchair Accessible Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:
To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021).

16 NONSC **Sustainable Water Management**

The development shall be carried out in accordance with the sustainable water management details approved under application reference 43762/APP/2022/1663, dated 9/8/22. Any changes to the approved sustainable water management details would require a further consent from the Local Planning Authority.

REASON
To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy SI 13 Flood Risk Management of the London Plan (2021) and to be handled as close to its source as possible in compliance with Policy SI 13 Flood Risk Management of the London Plan (2021), and to conserve water supplies in accordance with Policy SI 15 Water Infrastructure of the

London Plan (2021), National Planning Policy Framework (2021).

17 NONSC **Carbon Emission Reduction Measures**

The development of the south block shall be constructed in accordance with the details of the solar panels approved under application reference 43762/APP/2022/2227, dated 4/11/22. Prior to above ground works on the north block, or if the details alter from those approved on the south block, full details showing the design, scale and specification of the roof mounted solar panels shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

All measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation set out within the submitted Energy Statement 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 Policy SI 1 of the London Plan (2021).

18 NONSC **Protection of Residents From Poor Air Quality**

Mechanical ventilation with NOx / NO2 filters must be fitted at all units on the ground and first floors. Air inlets should be located as far from the A312 as possible to result in the greatest improvement in air quality.

The current green barrier between the A312 and the development must, as a minimum, be retained, and where possible should be enhanced in order to provide further protection for the future residents from the operation of the A312.

The residential travel plan should incorporate targets for reduced vehicle use, for the use of low/zero emission road vehicles, and for the promotion of sustainable travel modes such as walking and cycling.

REASON
To safeguard the amenity of future occupants and the surrounding areas in accordance with Policy EM 8 of the Hillingdon Local Plan: Part One Strategic Policies and Policy DMEI 14 of the Hillingdon Local Plan Part Two 2 (2020).

19 NONSC **Vibration Levels**

Prior to Occupation of the development, details shall be submitted to and approved in writing by the Council, of building vibration levels and, together with mitigation measures as specified in report ref: PC-17-0245-RP2 Rev A. Details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason:
To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected by ground - or airborne vibration in accordance with Policy DMEI 14 of the Hillingdon Local Plan Part Two 2 (2020).

20 COM30 **Contaminated Land**

The development shall be carried out in accordance with the contaminated land remediation works approved under application reference 43762/APP/2022/1663, dated 9/8/22. Any changes to the approved remediation would require a further consent from the Local Planning Authority.

The works, in order to address identified contaminants at the site, are to be implemented and recorded strictly in accordance with the recommendations and strategy provided within Section 8 of the approved Phase II Site Investigation Report. Copies of the records upon completion of the works should be submitted to LPA.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan Part Two 2 (2020).

21 NONSC **Obscure Glazing**

The side kitchen / living / dining room windows on the west elevation on the first and second floors of the north block facing No. 151 Maple Road shall be glazed with permanently obscured glass and be 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 DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

22 NONSC **Ecological Mitigation and Enhancement**

Within two months of the date of the decision details of ecological mitigation and enhancement, based on the recommendations of the Preliminary Ecological Appraisal shall be submitted to and approved by the Local Planning Authority.

The development shall be carried out in strict accordance with the approved details.

Reason
To maintain and enhance the ecological value of the site, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part Two 2 (2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations,

including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG6	(2021) Increasing efficiency and resilience
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H10	(2021) Housing size mix
LPP S4	(2021) Play and informal recreation
LPP E11	(2021) Skills and opportunities for all
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

LPP DF1	(2021) Delivery of the Plan and Planning Obligations
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

3 I70 **LBH worked applicant in a positive & proactive (Granting)**

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

4 I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at cil@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

5

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Plant Protection
Cadent
Block 1; Floor 1
Brick Kiln Street
Hinckley
LE10 0NA
E-mail: plantprotection@cadentgas.com
Telephone: +44 (0)800 688588

6

The footway and carriageway on The Parkway must not be blocked during the construction of the development. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the parkway, A312.

All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

No skips or construction materials shall be kept on the footway or carriageway on the Transport for London Road Network (TLRN) at any time.

7 I15 **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 which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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

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

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

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

8 I17 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

9 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

10 I44A Prevention of Litter

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

11 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently under construction, with the development of the southern block.

The site boundaries are marked by a green buffer of grass, medium sized trees and hedging. The buildings were most recently in use as day centres but have been vacant since the beginning of 2016. The site has its own access road, which is taken from Maple Road which is to the west.

Surrounding development is predominantly residential and extends to the east and west of the site. Buildings present nearby consist of a mix of two-storey terraced dwellings with gable roofing and three-storey blocks of flats with shallow pitched roofing. A recently completed three-storey flat roofed residential development (111 Maple Road) has introduced flat roof elements into the street scene.

Maple Road maintains a sense of verdancy due to the presence of street trees, grass verges, landscaped site frontages and pockets of green space to the rear of buildings although this has been partially eroded as a result of a number of front gardens being paved over to provide car parking.

The A312 (Parkway), which is a multiple carriageway road, flanks the site to the east, running from north to south. A dense buffer of trees and hedging is in place alongside the eastern boundary and provides a screen that prevent views of the road as well as providing some noise and air emission mitigation. The buffer widens to the north of the site.

The site backs on to an open green area to the south.

3.2 Proposed Scheme

This S73 application seeks a minor material amendment to revise Conditions 2 (Approved Plans), 3 (Compliance with Supporting Documentation), 6 (Landscaping Scheme) and 20 (Revised balcony siting / obscure glazing) of planning permission ref. 43762/APP/2018/396, dated 12-04-2018 for the 'Demolition of vacant Maple and Poplar Day Centre and construction of 34 no. 2-bed/ 4-person Flats in 2 no. 3-storey new builds' (as amended by 43762/APP/2022/1639 dated 21st June 2022) in order to allow the re-siting, internal and external changes to Block B and the reconfiguration of the car parking and landscaping layout on the wider site. The revisions are required due to the proximity of a water main which is located to the south and east of the approved siting of Block B.

As compared to its approved siting, the proposed new siting of Block B would be set further back to the north and west of the site and involve the furthest projecting part of its front elevation being sited approximately 1m further north and the building at its furthest point would project a further 4m to the rear. As regards its eastern side elevation, this would be sited a further 9.7m to the west and its western side elevation would be set back a further

0.7m from the site's western boundary.

In order to maintain the same number of residential units, a new recessed top floor level would also be added. As previously proposed, all floors would be provided with lift access and all units would provide Affordable Housing.

The approved scheme provided 17 x two bedroom, 4 person flats within each of the blocks, 2 units of which on the ground floor would be for wheelchair users. This would give a total of 68 bed spaces within each block (136 in total).

The proposal would also provide 17 units within the re-configured north block, but comprise 6 x one bedroom, two person units, eight x two bedroom, three person units, two x two bedroom, four person units and a three bedroom, five person unit, with two of the one bedroom, two person units on the ground floor being for wheelchair users. This would give a total of 49 bed spaces within Block B (117 in total).

As previously proposed, all floors would be provided with lift access.

A hard surfaced car parking area with a capacity for 34 vehicles, including 4 disabled bays, would still be provided in between the two buildings. The existing site access would be utilised with the parking area to the north of the access road, which serves properties to the west of the site, being unaffected. 34 cycle parking spaces would also be provided.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission for the demolition of vacant Maple and Poplar Day Centre and construction of 34 no. 2-Bed / 4-Person Flats in 2 no. 3-storey new builds (43762/APP/2018/396 refers) was granted on 12/10/2018.

Condition 5 (Site clearance) of the above permission was approved on 12/2/19 (43762/APP/2018/4418).

A non-material amendment application to alter the timescales for the submission and approval of details relating to conditions 8 (External Materials) and 16 (Renewable Energy) in connection with the original permission from 'pre-commencement of works' to 'above ground works' was approved on 21/6/22 (43762/APP/2022/1639 refers) and these conditions were subsequently approved on 17/8/22 and 4/11/22 respectively (43762/APP/2022/2142 and 2227 refer).

Conditions 4 (Existing and Proposed Levels), 6 (Landscaping), 13 (Construction Management Plan), 15 (SUDS) and 19 (Contamination) were approved on 9/8/22 (43762/APP/2022/1663 refers).

In order to allow the currently proposed revisions to be considered under a S73 application, a further non-material application to revise the description of development on the original permission by replacing 'no. 2-Bed / 4-Person Flats in 2 no. 3-storey new builds' with 'residential units' was approved on 2/3/23 (43762/APP/2022/573 refers).

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in

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

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

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

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.T1	(2012) Accessible Local Destinations
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG6	(2021) Increasing efficiency and resilience

LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H10	(2021) Housing size mix
LPP S4	(2021) Play and informal recreation
LPP E11	(2021) Skills and opportunities for all
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development

DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th December 2022**

5.2 Site Notice Expiry Date:- **30th December 2022**

6. Consultations

External Consultees

134 surrounding properties were consulted on this application, it was advertised in the local press on 7/12/22 and a site notice dated 7/12/22 was displayed adjacent to the site on 2/12/22, with the last closing date for representations being 30/12/22. A further 14 day consultation period was carried out on 15/2/23, with a closing date of 1/3/23. No consultation responses have been received.

Thames Water:

Having reviewed the details, we have no comments to make at this time.

Should the details of the application change, we would welcome the opportunity to be re-consulted.

National Highways:

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the M4, particularly M4 J3 approximately 3 miles south of the site.

The material amendments in question are for the internal reconfiguration of the site following issues raised during detailed site construction surveys. None of the conditions seeking to be varied by the applicant are conditions that National Highways recommended for the original application. The number of flats, vehicle and cycle spaces all remain the same. Given the internal nature of the proposed changes, we are satisfied that the proposals would not materially affect the safety, reliability and/or operation of the strategic road network (SRN) (the tests set out in DfT C2/13 para 10 and MHCLG NPPF para 111).

We raise no objections to Conditions 2, 3, 6 and 20 being varied as set out in the application. Please do keep us informed of any other relevant planning applications through our inbox PlanningSE@nationalhighways.co.uk.

London Fire Brigade:

The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

Internal Consultees

POLICY OFFICER:

Principle of development

The site benefits from planning permission under application reference, 43762/APP/2018/396, and the proposed development relates to a minor material amendment (S73). Given this, it is considered that the principle in terms of residential development on the site has been established. However, the changes would not conform with the original description of the development. As previously discussed, this could be amended under other mechanisms. As such, if officers are minded to approve the application these changes should be done before issuing a decision.

Case Officer comment:
A non-material amendment application to revise the description of development to omit reference to building heights and unit mix has already been approved (43762/APP/2022/573 refers).

Housing mix
The Local Plan: Part 2, states in Policy DMH2: Housing mix that "The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect

the Council's latest information on housing need.".

Policy H10 of the London Plan sets out that Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme. The previous application referenced 43762/APP/2018/396 permitted 34 x 2-bedroom flats, where 17 of these were located within block A (the north block). The current application proposes a housing mix for block A (north block) comprising of:

· 6 x 1 bedroom flats
· 10 x 2 bedroom flats
· 1 x 3 bedroom flat

The proposal relates to a scheme of 100% affordable housing and has a low PTAL rating with the closes bus stops located on Yeading Lane approximately 0.3 miles west of the application site with bus connections to Hayes Town, Harrow and Northolt. Brookside Primary school, Belmore Primary School and Barnhill Community High School are also located less than a mile from the site. In comparison to the previous permission granted would provide one family unit on the site and would result in 6 one-bedroom units. As such, it is considered that when relating the current proposal to the previously approved housing mix it is deemed that the proposed housing mix is acceptable.

Affordable housing
The scheme would provide 100% affordable housing, as set out within the design and access statement of the original scheme under application reference 43762/APP/2018/369. It is the policy teams understanding that this is not changing as a result of the current proposal and as such it is considered that the principle with regard to affordable housing has been established on the site.

Vehicle parking
The Design and Access statement sets out that the proposal would result in 36 parking spaces in total, however when reviewing the proposed site layout, in this regard, it is clear that two of these spaces relate to motorcycle parking. Overall, the proposal of 36 vehicle parking spaces for the development as a whole (34 residential units) complies with the parking standards set out within policy T6.1 of the London Plan in terms of the number of Vehicle parking spaces provided.

Case Officer comment:
To clarify, the proposed site plan shows a total of 34 car parking spaces and 3 motorcycle spaces which is considered acceptable.

URBAN DESIGN / CONSERVATION OFFICER:

The variation of Condition 2 (Approved Plans), reduces the footprint of Block B (the northern block) and increases the height from three to four storeys with associated internal and external alterations. These changes are necessitated due to the 6m Affinity Water Main easement.

The updated layout locates Block B further back from the main Partway Dual Carriage Way, which is a positive alteration. The increased building height by one storey avoids reducing the number of units to achieve optimum density for the site. Although it is acknowledged that this delivers a four story building within the immediate context where the prevailing height is 3 storey. The pitched roofs of the adjacent three storey buildings will broadly be the same height as Block B at four storeys with the proposed flat roof.

The combination of setting the top floor back from the western elevation, adjacent to the neighbouring properties, with distances between increased improves the interface between Block B and the neighbouring properties. Accordingly, Condition 2 (Approved Plans), and Condition 20

(revised balcony siting/obscured glazing) is accepted and the Condition can be discharged.

The reconfiguration of the car parking and landscaping layout on the wider site is accepted. Therefore, Condition 6 (Landscaping Scheme) can be discharged.

HIGHWAY ENGINEER:

The revised drawing no 1100/P has been reviewed. As per condition 6 of the decision notice the plan must show 34 spaces for cycle storage, 34 car parking spaces including 4 x disabled parking bays, 2 x motorcycle parking spaces and 20% of car parking spaces served by active electrical vehicle charging points and a further 20% served by passive facilities. The drawing does not show the 20% active and passive electric charging vehicle points. The applicant must resubmit the drawing showing electric vehicle charging points.

Comments on revised plan

As requested by the Highway Authority revised plans have been submitted which show that 20% of car parking spaces would be provided with an active electric vehicle charge point with a further 20% having passive provision. There are no highway objections to this planning application

CONTAMINATION OFFICER:

No comments regarding land matters.

SUSTAINABILITY MANAGER:

I have considered the energy assessment in respect of the design of both north and south block since the energy information is presented for both.

I have no objections to the proposed development subject to formal agreement of the design, type and specification of the PV panels.

The applicant will also be required to pay £67,260 as a carbon offset for failing to achieve the onsite zero carbon requirements.

The combined shortfall is 23.6tCO2

I have no objection in relation to the ecology information.

DRAINAGE CONSULTANTS:

Review Summary
This application has changed from the previous application submitted in the following ways:
· Type of development: N/A
· Types of conveyance / attenuation features: N/A
· Runoff rate restriction (l/s): 3 l/s
· Runoff rate restriction per hectare (l/s/ha): N/A
· Runoff attenuation volume (m3): N/A
· Maintenance plan: N/A
· Any other previously identified outstanding matters: A pumped discharge to the surface water sewer at 3 l/s has been confirmed.

Recommendation and Requests
We recommend approval for the following reasons:
· The discharge rate has been agreed at 3 l/s, which has been approved by Thames Water.
· The inclusion of a pumped discharge has been justified.
· The applicant has provided a drawing displaying the cover and invert levels, pipe sizes and gradients of the on-site drainage.

AIR QUALITY OFFICER:

As no air quality contribution was sought on the original application and there are no changes to number of units, or aspects that would impact on traffic levels, there appear no grounds to now ask for a contribution via the S73 process.

It should be noted that conditions were sought for the protection of public exposure for new residents (use of mechanical ventilation, enhancement of green barrier to A312) plus minimising traffic associated with the development in terms of residential travel plans.

WASTE SERVICES:

Details required on bin storage areas: - Minimum number of containers required per block = 4 x 1100 litre, with 50/50 split of recycling and waste - space should be considered for a food waste recycling unit up to 240 litres in size - Residents and staff should not have to carry waste more than 30 metres from their front door. - Waste collection crews and caretakers should not have to: carry waste sacks more than 15 metres carry bins or move wheeled bins (up to 360 litres) more than 10 metres manually navigate flights or steps or steep slopes or marked changes in level move larger wheeled bin more than 10 metres - The enclosure or chamber should be large enough to allow clearance of 150mm between each bin and the walls. - There should be space in front of the bins to allow residents to easily access the bins when depositing waste. If many multiple bins are used then there should be sufficient space to rotate the bins in between collections. - The walls should be made from an impervious, non-combustible material that ideally has a fire resistance of one hour when tested to BS 476-21. - If a gate or door is added to the enclosure or chamber it should be metal, hardwood or softwood clad with metal. Ideally it should have a fire resistance of 30 minutes when tested to BS 476-22. - The door frame should allow clearance of 150 mm either side of the bin, when it is being pulled out for collection. The door frame should be rebated into the reveals of the opening. - There should be a latch or clasp to hold the gate / door open while the collection process takes place.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The acceptability of the principle of the re-development of this site, including the loss of the former day centre and its residential re-use has already been established by the grant of the original permission on 12th October 2018 (43762/APP/2018/396 refers) which has been implemented.

7.02 Density of the proposed development

The density of the previously approved scheme was considered to be acceptable. With a site area of 4,200 m² (0.42 hectares), the previous committee report advised that the density of the proposed development equates to approximately 81 dwellings per hectare, or 243 habitable rooms per hectare, which is similar to the density of surrounding residential development and that this level of density represents the top end of the density spectrum and is therefore considered to represent an optimal development of the site.

The proposed changes on this scheme would provide the same unit density, but there would be a slight reduction in the habitable room density to 231 habitable rooms per hectare. Given the small reduction and that this figure is still within the upper level of the recommended range of 150 - 250 habitable rooms per hectare, it is considered acceptable, particularly given that the change has been necessary due to the discovery of a water main, an additional constraint to development on site and that the London Plan is moving away from prescribed density standards to a more design led approach, with the proposed changes to the northern block being considered in Section 7.07 of this report.

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

The site is not located in, or within close proximity of any area or building which is the subject of designated heritage status, including an archaeological protection zone / area. As such, there are no designated heritage assets that would be affected by the proposal.

7.04 Airport safeguarding

Not applicable as the height of the revised proposed north block does not exceed the threshold for consultation with Heathrow Airport Limited or the MoD (Northolt). The proposal therefore does not raise any airport safeguarding issues.

7.05 Impact on the green belt

The site is located within an established built-up area that is a minimum of 630 metres from the nearest green belt land, with a number of buildings and major infrastructure such as roads in the intervening area.

It is therefore considered that the proposed development would not impact upon the open character of the green belt in any way.

It is considered that adding an additional floor to the north block, given the separation distances involved, would not impact on the openness of the nearest part of the Green Belt

7.07 Impact on the character & appearance of the area

As regards the original scheme, the committee report advised that the site did benefit from mature vegetation, particularly on its boundaries which helps to screen the site and as regards to siting and the northern block:-

'The proposed buildings would be located towards the northern and southern end of the site respectively. This northern building would respond to the general building line defined by 131 - 151 Maple Road. This would result in the building appearing as a natural continuation of existing development along the street, therefore preventing it from appearing incongruous or disruptive.'.....

'The scale of the buildings are comparable with surrounding flats, many of which are three-storeys in height and slightly taller than the proposed buildings due to having pitched roofing. Dwellings are generally in the form of terraced houses, establishing a pattern of buildings with wide frontages. The buildings are of contemporary design and do not attempt to mimic the general pattern of development on the street, which consists of two and three-storey pitched roof buildings. However, it is noted that the nearby development of 111 Maple Road has introduced contemporary design of a similar scale and appearance into the street scene and, given the proposal site does not possess a direct street frontage, it is considered beneficial for it to possess its own sense of character in any case.

The development would utilise the existing site access, with no significant modifications made and, the frequency of the use of this access road as a result of the development would not increase to a degree that would lead to it being out of keeping with its surrounding by way of representing an over intensive use of the site.

A number of trees, as well as sections of hedgerow, would be removed to allow for the site to accommodate the proposed buildings. However, this loss would be mitigated by new landscaping that would be carried out as part of the proposed scheme, with the green buffers on all site boundaries being preserved. As such, the site would continue to contribute towards the semi-verdant nature of the overall street scene and surrounding area.'

The proposed northern block would still sit opposite the southern block, separated by the car parking area, but it would no longer be a mirror image of the southern block in terms of its scale and proportion.

That said, although the revised north block would be a four storey building, the new top floor is largely recessed from the building frontages so as to maintain the overall impression of a three storey block, particularly as viewed from ground level. As noted in the previous officer's report, surrounding flatted development tends to be taller than the previously proposed 3 storey flat roofed buildings due to their pitched roofs. Given the recessed nature of the fourth storey and due to this site being largely screened from Maple Road by its green boundary buffers, and as the north block would still have a complementary design with matching materials, its revised footprint and massing would still sit comfortably opposite the southern block. The Council's Design Officer also concurs with this assessment.

It is therefore considered that the proposed development would result in an acceptable visual impact and provide spatial characteristics which relate to the surrounding area and, as such, is in accordance with Policies DMHB 11 and 12 of the Hillingdon Local Plan.

7.08 Impact on neighbours

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

The committee report on the original scheme advised that:-

'The closest residential dwelling to the northern block is no. 151 Maple Road which is approximately 10 metres to the west of the northern building within the development. Whilst this is closer than the 15 metre separation required by the Residential Layouts SPD, this is acceptable as it involves a relationship between side elevations.

Although the northern building extends towards the rear to roughly the same extent as the rear garden of 151 Maple Road, it does not come close to breaching a 45 degree splay taken from any habitable room windows serving that dwelling, nor would it compromise outlook given the degree of separation between the proposed building and the neighbouring site and the fact that the building would not be within the field of vision when looking directly towards the far end of the rear garden.

It is therefore considered that the proposed development would not appear overbearing towards neighbouring residential properties nor would it generate undue levels of overshadowing.'

The proposed new siting of the northern block would result in its front elevation being sited slightly further forward on its plot and it would be sited some 0.5m further away from no. 151 Maple Road to the west, with the separation distance increasing from 10.0 to 10.5m. The revised footprint of the block does involve the further projection of the block to the rear,

by some 4.0m, but at this point, the block has been stepped in further from the side boundary and would be sited some 12.9m from the side boundary so that again, it would not breach a 45 degree line of sight taken from any habitable room window serving the adjoining dwelling. Furthermore, the proposed additional fourth storey has been set back by a minimum distance of some 2.75m from the side elevation of the block which increases at the rear to approximately 3.75m so as to reduce the appearance of the bulk and massing of the building as viewed from the neighbouring property. It is therefore concluded as previously on the consented siting of the block that given the degree of separation between the proposed building and the neighbouring site and the fact that the building would not be within the neighbouring property's field of vision when looking directly towards the far end of the rear garden the building would not compromise the outlook of the neighbouring property.

In addition to the previous report considering that the proposed development would not appear overbearing towards neighbouring residential properties, it also advised that it would not generate undue levels of overshadowing and given the separation distances involved, this assessment remains valid for the revised scheme.

The previous committee report went on to advise:-

'There are a number of windows serving habitable rooms, as well as balconies, at all floor levels, on the western elevation of the northern building, facing towards properties on Maple Road. Direct views from these features would largely be towards the flank elevation of 151 Maple Road, which does not contain any habitable room windows although the balcony would offer views of the rear garden. Views from the balcony towards the rear garden would be partially obstructed by site landscaping but, nevertheless, it is considered necessary to require screening to be provided to the southern edge of the balcony in order to restrict potential views.

There would be no neighbouring habitable room windows that would be within 21 metres and a 45 metre splay of any of the windows or balconies on the northern building on any of the proposed buildings and, as such, it is not considered that the buildings would offer invasive views of surrounding residential properties.'

It is noted that notwithstanding the above, a condition was attached at committee which required the balconies on the first and second floor of the northern block facing No. 151 Maple Road to be re-positioned from the west elevation to the north elevation of the kitchen/ living/ dining room and that the window openings on the west elevation to the kitchen/ living/dining be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level.

The current proposal does not involve siting any balconies on the west elevation of the northern block. The proposed block does still contain bedroom and kitchen/ living/ dining room windows in this elevation, but the potential for overlooking is no greater than the consented scheme, particularly as the additional floor and its side windows are set well back from the edge of the roof and the roof's parapet wall will screen any close views from these windows and the only amenity space on this side of the roof is sited at the front and a similar condition is also recommended requiring that the kitchen/ living/dining room windows at first and second floor levels facing No. 151 Maple Road (which are secondary windows) be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level.

The previous committee report on the original consented scheme went on to advise that:-

'The balconies and terraces serving the residential units would not be of sufficient size to allow for large congregations of people that may cause disturbance to neighbouring residents given their raised nature and proximity to neighbouring sites. The main amenity area serving the development would be the communal space at ground level which would be distributed around the site, primarily towards the eastern side, away from neighbouring residential development.

The main car park would be positioned towards the interior of the site and this siting would prevent engine noise and headlights from disrupting neighbouring residents.'

This assessment remains valid for this application.

It is therefore considered that the proposed development accords with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

INTERNAL AMENITY:

The previous committee report on the original scheme advised that:-

'The Gross Internal Area (GIA) provided within each unit is in excess of the minimum space standards set out in legislation. Each unit has an uncomplicated internal layout which would allow for effective circulation and ensure no rooms are of an awkward shape or size. The majority of habitable rooms would have more than one window, maximising natural light permeation, particularly as all windows are close to full room height.

All units would be dual aspect allowing for adequate sunlight and ventilation provision, in accordance with para. 2.3.40 of the London Plan Housing SPG (2016).

All ground floor windows would face towards defensible space in order to maintain the privacy of future occupants.'

The units within the revised northern block would also satisfy the minimum internal space standards for 1 Bed, 2 Person; 2 Bed, 3 Person; 2 Bed, 4 Person and 3 Bed, 5 Person flats of 50, 61, 70 and 86sq. m respectively. The bedrooms also satisfy the minimum areas and widths specified by Policy D6 of the London Plan (2021).

The majority of the units would also be dual aspect, with the exception of one east facing unit on each floor.

All the ground floor unit windows would also face towards defensible space, thereby maintaining the privacy of occupants.

As regards outlook, the previous committee report advised:-

'With the exception of those on the western elevation, all windows that serve habitable rooms within the development are well in excess of 15 metres from neighbouring buildings, and 21 metres from neighbouring habitable rooms, with largely unobstructed outlooks. Those on the western elevation face towards 151 Maple Drive, some 10 metres away. However, the windows face the flank elevation of the building, which is not of significant length, and it is not considered the proximity to this building would therefore obstruct natural

light provision and outlook to the extent that these windows would fail to provide a suitable living environment for future occupants.'

The current proposal increases the minimum separation distance to 10.5m and therefore given the previous assessment which remains valid, the proposed units are considered to afford an appropriate sense of outlook.

The original committee report also advised that:-

'The submitted noise survey shows that the site is subjected to significant levels of noise throughout the day and night, primarily as a result of the proximity to the A312. The noise survey demonstrates how noise within the interior of the building can be reduced through the use of appropriate sound insulation measures. Further details of appropriate mitigation measures will be secured by planning condition.'

A similar condition forms part of the officer's recommendation on this S73 application.

EXTERNAL AMENITY:

Policy DMHB 18 of the Local Plan, Part 2 (2020) requires all new residential development to provide good quality and useable private outdoor amenity space which should be provided in accordance with the standards set out in Table 5.3 and that balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

Table 5.3 requires amenity space to be provided as follows:-

1 bed flat - 20 m² per flat
2 bed flat - 25 m² per flat
3 bed flat - 30 m² per flat

This equates to an overall requirement for the revised housing mix within the north block of 400 m² of amenity space as compared to the previous requirement of 425 m² of amenity space of for the north block (850 m² for the whole scheme).

Each unit would have access to a private terrace or balcony, which would satisfy the amenity space dimensions stipulated by the Local Plan. In total, the proposed balconies and terraces serving the units in the north block would provide a total of 142 m² of private space. As on the original consented scheme, the primary amenity space would be provided in the form of a communal landscaped area to the sides and rear of each building which previously provided a combined area of 1,250 m² which was significantly above standards. The current scheme, whilst communal amenity space is lost at the rear, is gained along the eastern side of the northern block so that the quantum of communal space is comparable to the consented scheme. As such, this S73 application similarly provides good quality and useable amenity space that greatly exceeds standards.

7.10 Traffic impact, car/cycle parking, pedestrian safety

A revised Transport Statement Addendum, January 2023 has been submitted in support of this S73 application which assesses whether the proposed changes to the originally consented scheme have any implications for highway matters. It concludes that the proposed changes do not affect the 2018 approved development feasibility status, in traffic and transport terms.

The current S73 application has revised the car parking layout, with car parking still

proposed in a similar location, between the two buildings and the required number of vehicle and cycle parking spaces. The Council's Highway Engineer initially raised concern that the proposal did not make provision for electric charging points, as required by Condition 6 of the original permission. Revised plans have been submitted which show 34 parking spaces of which 4 would be accessibility spaces, with 7 active and 7 passive spaces shown and provision for 34 covered and secure cycle spaces and 3 motorcycle spaces. The Highway Engineer advises that following the receipt of the amended plan, there are no highway objections to this planning application.

It is therefore considered that the proposal would comply with Local Plan Policies DMT 5 and DMT 6 of the of the Local Plan, Part 2 (2020).

7.11 Urban design, access and security

A Secure by Design condition is recommended as per the original consent.

The proposed development would therefore be in accordance with Policy DMHB 11 of the Local Plan, Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

The revised layout for the north block incorporates a lift serving all floors and 2 wheelchair accessible units on the ground floor, but these would now be 1 bed units as opposed to the 2 bed units previously approved. The Council's Accessibility Officer has reviewed the application and advises that whilst one bedroom wheelchair accessible units are not a preferred option, it is not feasible to incorporate 2 x 2 bedroom wheelchair accessible units on the ground floor, without reducing the overall number of dwellings and/or foregoing the three bed family unit on the ground floor. As there are 2 x 2 bed wheelchair accessible units being provided in the south block, taking this into consideration along with other housing priorities, the provision of 2 x 1 bed units is on balance acceptable in this instance. The Accessibility Officer raises no objections to the scheme, subject to conditions requiring details of step free access and to ensure that the units satisfy appropriate accessibility standards. These form part of the officer's recommendation.

7.13 Provision of affordable & special needs housing

The development would provide 100% Affordable Housing, this provision being secured by way of a Section 106 Agreement.

This revised scheme would provide 6 x 1 bedroom; 27 x 2 bedroom and 1 x 3 bedroom affordable units. The loss of 2 bedroom affordable units is regrettable, but given that the overall number of affordable units remains the same, and a 3 bedroom affordable unit is now being provided which are required by the Borough's latest SHMA for Affordable Housing and the change to the scheme has been necessary to mitigate an unforeseen constraint on site, the change to the mix of affordable housing is considered to be acceptable.

The requirements of Local Plan (Part One) Policy H2 are still fulfilled with the delivery of in excess of 35% affordable housing.

7.14 Trees, Landscaping and Ecology

Trees and Landscaping:

This S73 application is supported by a revised Arboricultural Report, which advises that an updated survey was undertaken on 24/10/22. The report includes a tree surgery schedule and a tree protection plan that generally indicate that more trees will be retained on site, to the north east and east of the northern block, including a tree group to the east, comprising Field Maple, Hawthorne and Laurel with some further tree loss to the west of the north

block. All the trees to be removed are Category C, being of low quality that should not be a constraint on development. Given that all the trees to be removed are of low quality and there is no overall net loss of trees, the revised scheme is acceptable, in accordance with Policy DMHB 14 of the Local Plan, Part 2 (2020).

Ecology:

A preliminary Ecological Appraisal has been submitted in support of this S73 application. It advises that a previous appraisal was undertaken in connection with the original scheme in 2018, including badger monitoring and reptile surveys and that this current appraisal involved an extended Phase I Habitat Survey which was was undertaken on 22/11/22. It advises that the site is currently under development and is mainly of low ecological value (bareground and buildings) and the works will be restricted to these areas with boundary habitats retained. The appraisal recommends mitigation and enhancement measures for nesting birds, bats and reptiles including precautionary working methods, retention and protection of existing habitats and new habitat creation and that in so doing, any adverse effects from the proposed development on the habitats and species on site will be fully mitigated.

The Council's Sustainability Officer has reviewed the ecology information and advises that there are no objections. A condition is recommended to ensure that a scheme for ecological mitigation and enhancement, following the recommendations of the appraisal, is submitted.

7.15 Sustainable waste management

The revised car parking layout incorporates 2 covered and secure bin stores sited either side of the access into the site, close to the entrances to the north and south blocks.

The Highway Engineer raises no objections to this layout. Waste Services do provide generic comments on the location and specification of the bin stores, but their location and details have been previously approved under 43762/APP/2022/1663 on which Waste Services were consulted and did not raise an objection.

It is considered that this is an acceptable arrangement for domestic waste, in accordance with Policy SI 7 of the London Plan.

7.16 Renewable energy / Sustainability

The original consented scheme proposed energy efficiency measures in the form of the use of high performance insulated building materials, low energy lighting and the use of natural ventilation. Further carbon reductions are to be achieved through the use of roof mounted solar PV panels, the details of which are to be secured by condition.

The energy saving approaches proposed achieved a carbon emission reduction of 35.5% from the baseline rate and in order to be London Plan compliant which requires zero carbon residential development, a carbon offset payment of £54,360, secured through the S106 Agreement, was to be paid.

The Council's Sustainability Manager has reviewed this S73 application and advises that the energy information is presented for both the north and south block and that there are no objections to the revised proposal, subject to formal agreement of the design, type and specification of the PV panels. This is secured by condition.

The officer also advises that based on the latest information provided within the Energy Statement, November 2022 which applies to both blocks, the new carbon offset payment

required for failing to achieve the onsite zero carbon requirements for the whole development is £67,260. This forms a Heads of Term within the recommended S106 Agreement.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and, as such, is not subject to significant risk of tidal or fluvial flooding. Part of the northern end of the site is identified as being susceptible to surface water flooding.

This S73 application is supported by a revised Flood Risk Assessment, Rev. 1.1, dated November 2022. This has been reviewed by the Council's Drainage Consultants and ffurther to their initial objections, additional information has been submitted in the form of additional below ground drainage calculations, an email dated 27/1/23 dealing with the specific concerns / queries raised by the consultants, copies of correspondece from Thames Water, confirming connection to the public sewer is acceptable and a longitudinal section of the sewer which illustrates its need to be pumped.

The Council's Drainage Consultants have removed their objection, advising that :-

·The discharge rate has been agreed at 3 l/s, which has been approved by Thames Water
·The inclusion of a pumped discharge has been justified.
·The applicant has provided a drawing displaying the cover and invert levels, pipe sizes and gradients of the on-site drainage.

The proposed development therefore satisfies Policies SI 12 and S! 13 of the London Plan (2021) and Policy DMEI 10 of the Local Plan, Part 2 (2020).

7.18 Noise or Air Quality Issues

Noise Issues:

The revised siting of the north block moves this block further away from the adjoining A312 (Parkway) multiple carriageway, which is a positive alteration. The Council's Noise Officer raises no objections to the S73 application.

Air Quality Issues:

The Council's Air Quality Officer advises that no air quality contribution was sought on the original application and there are no changes to number of units, or their aspects that would impact on traffic levels. As such, there are no grounds to now ask for a contribution via the S73 process. However, the officer does advise of the need to attach the conditions and secure a travel plan that previously formed part of the original consent which seek to reduce exposure of the new residents to pollution. These form part of the officer's recommendation on this S73 application.

7.19 Comments on Public Consultations

No public consultation responses have been received.

7.20 Planning Obligations

The following contributions or planning obligations are required in order to mitigate the impacts of the development as required by Policy DMCI 7 (Planning obligations and CIL) of the Local Plan Part 2 Development Management Policies (2020). If the application were to be considered for approval, the following S106 Heads of Terms would be pursued by the Council at that time.

Non-Monetary Contributions:

(i) Affordable Housing:

100% Affordable Housing.

(ii) Restriction on Parking Permits for future residents.

Monetary Contributions:

(i) Carbon Emission Offsetting:

Contribution of £67,260

(ii) Construction Training:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iii) Travel Plan:

To include £20,000 Bond

(iv) Project Management & Monitoring Fee:

5% of total monetary contributions

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

FIRE STRATEGY

A Fire Statement has been submitted for the north block in compliance with Policy D12 of the London Plan (2021). This specifies the building construction and fire safety measures that will reduce the risk of fire, in accordance with relevant standards. Means of escape are identified and fire service vehicles will be able to access the main building entrance via Maple Road and a dry rising main will be provided, with the inlet point adjacent to the building entrance and an outlet located on the landing of each floor which will comfortably be within 45m of the furthest point of the furthest dwelling, in accordance with relevant Building Regulations.

The submitted Fire Strategy has broadly acknowledged and covered the relevant requirements and is therefore considered robust and fit for purpose.

The London Fire Brigade raises no objections.

OVERHEATING ASSESSMENT

This considers the revised layout and design of the north block in relation to the risk of overheating in the bedrooms and living areas. The thermal analysis undertaken demonstrates that all the rooms / areas assessed satisfy relevant standards and GLA guidance, with the exception of 1 double bedroom in the unit in the south eastern corner on the top floor. The report advises that this can be mitigated by increasing the openable window area of the room by replacing the upper pane opening type from a top hung to a

side hung window. The report concludes that once mitigation this applied, all the units have an acceptable risk of overheating, and no further requirements are needed to ensure the comfort of the unit occupiers.

The supporting document condition will ensure that the recommendations of the report are implemented.

CIRCULAR ECONOMY STATEMENT

This has been submitted in response to Policy SI 7 of the London Plan (2021) and acknowledges that the scope of the report has been limited as works implementing the original permission, including the demolition of the existing buildings on site, have already been undertaken. The statement goes on to advise of the principles and aims of the circular economy and the key part it plays in the sustainability strategy for the scheme. It advises that circular economy targets and commitments will be developed further at the detailed design stage, but will follow:

- creating a programme and outline methods that will allow the development to meet long-term goals,
- development of a site waste/resource management plan,
- refinement of end of life building / material strategies

The statement is considered to provide a useful framework to ensure the scheme makes a full contribution to sustainability objectives.

CONTAMINATION

The Council's Contamination Officer raises no objection to this S73 proposal.

8. Observations of the Borough Solicitor

General
Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be

permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations
Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights
Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

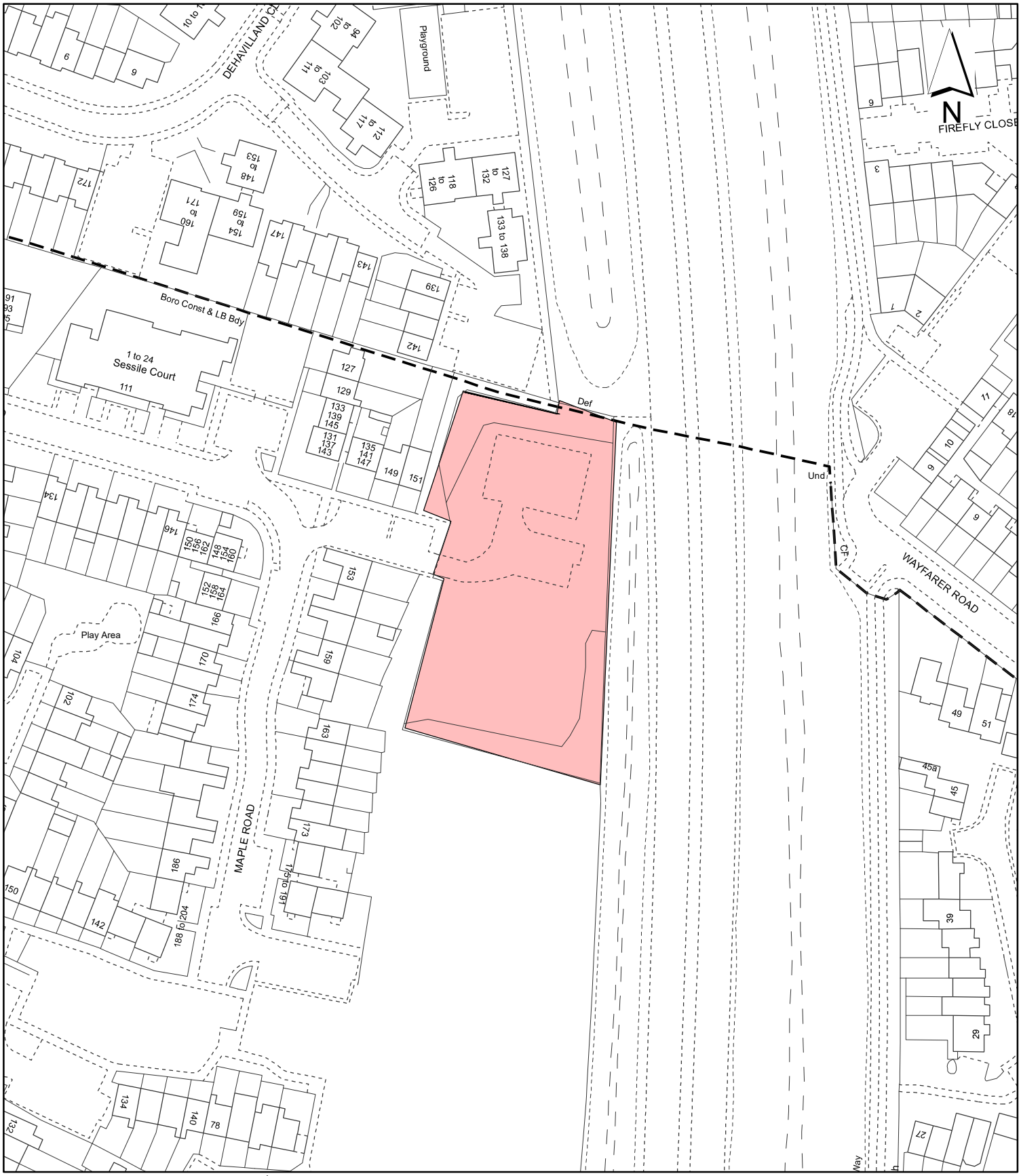
10. CONCLUSION

It is considered that this revised S73 proposal is acceptable for the reasons set out in this report and, as such, it is recommended that the application is approved, subject to the S106 Agreement and the attached planning conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management policies (January 2020)
London Plan (March 2021)
National Planning Policy Framework (2021)
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Planning Obligations

Contact Officer: Richard Phillips **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Maple and Poplar Day Centre

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
43762/APP/2022/3588

Scale:
1:1,250

Planning Committee:
Major

Date:
March 2023

HILLINGDON
LONDON

This page is intentionally left blank

Report of the Interim Director of Planning, Regeneration & Public Realm

Address THE FORMER VICTORIA PUB AND REAR GARAGE COURT AREAS ACCESSED FROM SANDOW CRESCENT 32 NORTH HYDE ROAD HAYES

Development: Demolition of existing buildings and erection of 2 blocks of flats comprising 38 units (7 x studio, 6 x 1-bed, 14 x 2-bed and 11 x 3-bed) with 2 disabled parkin spaces and vehicular access off North Hyde Road and rear garage court areas accessed from Sandow Crescent.

LBH Ref Nos: 21432/APP/2021/4649

Drawing Nos: 637-CDA-XX-ZZ-DR-A-20-0200 Rev. 07 (Proposed South Block Elevations
000-CDA-DR-A-15-001 Rev. 02 (North Block Unit B2-0-01 Floor Plan
000-CDA-B1-01-DR-A-15-012 Rev. 01 (South Block Unit B1-01-04 Floo Plan)
000-CDA-A-00-DR-A-00-0100 (Location Plan, Aerial 3D Site Image an Existing Elevations)
637-CDA-A-ZZ-DR-A-01-0110 Rev. 01 (Existing Former Public House Plans)
Air Quality Assessment, September 2022 (Ref. H3383-AQ-v3)
Cover Letter dated 7/10/22
Daylight and Sunlight Report (Neighbouring Properties), dated 3 September 2022
Daylight and Sunlight Report (Within Development), dated 30 Septembe 2022
London Plan Fire Safety Statement, 15 September 202
Flood Risk Statement and Drainage Strategy, September 2022 (Report Ref 2106060-01A)
637-CDA-ZZ-XX-DR-A-90-0100 Rev. 0
Noise Assessment, September 2022
000-CDA-DR-A-15-005 Rev. 02 (North Block Unit B2-0-05 Floor Plan
637-CDA-XX-XX-DR-A-05-0400 Rev. 04 (Proposed Site Sections
Sustainability and Energy Statement, dated 20th September 202
Transport Statement Addendum, dated 22nd September 202
Viability Appraisal & Report, dated 7th October 202
Planning Statement
Travel Plan
Response to WFMO comments received 22/3/22
Viability Appraisal & Report received 31/3/2
Contaminated Land Risk Assessment, Phase 1 Desk Study Report, dated 3/12/21
Transport Statement, dated 17 December 2021
Urban Greening Factor Calculatior
Tree Survey, Arboricultural Impact Assessment and Arboricultural Metho Statement dated 13th December 2021
000-CDA-DR-A-15-002 Rev. 01 (North Block Unit B2-0-02 Floor Plan
000-CDA-DR-A-15-003 Rev. 01 (North Block Unit B2-0-03 Floor Plan
000-CDA-DR-A-15-004 Rev. 01 (North Block Unit B2-0-04 Floor Plan
000-CDA-DR-A-15-006 Rev. 01 (North Block Unit B2-0-06 Floor Plan
000-CDA-DR-A-15-007 Rev. 01 (North Block Unit B2-0-07 Floor Plan

000-CDA-DR-A-15-008 Rev. 01 (North Block Unit B2-01-01 Floor Plan
000-CDA-DR-A-15-009 Rev. 01 (North Block Unit B2-01-02 Floor Plan
000-CDA-DR-A-15-010 Rev. 01 (North Block Unit B2-01-03 Floor Plan
000-CDA-DR-A-15-011 Rev. 01 (North Block Unit B2-01-04 Floor Plan
000-CDA-DR-A-15-012 Rev. 01 (North Block Unit B2-01-05 Floor Plan
000-CDA-DR-A-15-013 Rev. 01 (North Block Unit B2-01-06 Floor Plan
000-CDA-DR-A-15-014 Rev. 01 (North Block Unit B2-01-07 Floor Plan
000-CDA-DR-A-15-015 Rev. 01 (North Block Unit B2-03-02 Floor Plan
637-CDA-XX-00-DR-A-00-0100 Rev. 09 (Proposed Site Plan
637-CDA-XX-XX-DR-A-05-0200 Rev. 09 (Proposed Site Elevations
000-CDA-DR-A-15-001 Rev. 01 (South Block Unit B1-0-01 Floor Plan
000-CDA-DR-A-15-002 Rev. 01 (South Block Unit B1-0-02 Floor Plan
000-CDA-DR-A-15-003 Rev. 01 (South Block Unit B1-0-03 Floor Plan
637-CDA-XX-ZZ-DR-A-20-0100 Rev. 09 (Proposed South Block Floo
Plans)
637-CDA-XX-03-DR-A-01-0103 Rev. 11 (Proposed Third Floor Site Wide
Plan)
Addendum 2 - Bin Store Calculatior
Addendum 3 - Bin Lorry Access to Refuse Store
Agent's email dated 3.11.22 Re. Sunlight / Daylight Reviev
000-CDA-DR-A-15-004 Rev. 01 (South Block Unit B1-0-04 Floor Plan
000-CDA-DR-A-15-005 Rev. 01 (South Block Unit B1-01-01 Floor Plan
000-CDA-DR-A-15-006 Rev. 01 (South Block Unit B1-01-02 Floor Plan
000-CDA-DR-A-15-007 Rev. 01 (South Block Unit B1-01-03 Floor Plan
000-CDA-DR-A-15-008 Rev. 01 (South Block Unit B1-03-01 Floor Plan
000-CDA-DR-A-15-009 Rev. 01 (South Block Unit B1-03-02 Floor Plan
000-CDA-DR-A-15-010 Rev. 01 (South Block Unit B1-03-03 Floor Plan
000-CDA-DR-A-15-011 Rev. 01 (South Block Unit B1-03-04 Floor Plan
Design and Access Statement, January 2023
637-CDA-XX-XX-DR-A-20-0200 Rev. 07 (Proposed North Block Elevations
637-CDA-XX-XX-DR-A-20-0100 Rev. 08 (Proposed North Block Ground an
First Floor Plans)
637-CDA-XX-XX-DR-A-20-0101 Rev. 08 (Proposed North Block Second an
Third Floor Plans)
637-CDA-XX-00-DR-A-01-0100 Rev. 10 (Proposed Ground Floor Site Wide
Plan)
637-CDA-XX-01-DR-A-01-0101 Rev. 10 (Proposed First Floor Site Wide
Plan)
637-CDA-XX-02-DR-A-01-0102 Rev. 10 (Proposed Second Floor Site Wide
Plan)
637-CDA-XX-04-DR-A-01-0104 Rev. 10 (Proposed Roof Level Site Wide
Plan)

Date Plans Received: 29/12/2021

Date Application Valid: 29/12/2021

Date(s) of Amendment(s): 31/03/2022
22/03/2022
03/11/2022
17/03/2023
01/03/2023
29/12/2021

1. SUMMARY

This application is for the demolition of the former Victoria Public House building and the garages / buildings in the garage courtyard areas to the rear and erection of 2, part three storey, part four storey residential blocks to provide a total of 38 residential units.

The principle of the development, including the loss of a small amount of industrial / commercial floor space within the garage courtyard areas and the residential use of the site is acceptable. The scheme is also considered to be of an acceptable scale and design, having regard to the need to ensure that efficient use is made of brownfield sites and the two residential blocks have a suitable siting that will ensure that their impact upon neighbouring residential properties is acceptable and that appropriate provision has been made to safeguard the re-development potential of adjoining sites.

The scheme will provide suitable residential accommodation that satisfies relevant standards and provides a good mix and quality of external amenity space. The scheme is acceptable in terms of its impact on trees and will involve the significant greening of the site.

The scheme would be car free, which is considered acceptable on the edge of Hayes town centre, close to the Hayes and Harlington Station.

It is recommended for approval, subject to the recommended S106 Agreement and conditions.

2. RECOMMENDATION

That delegated powers be given to the Interim Director of Planning, Regeneration and Public Realm to GRANT planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 278, to secure the following Heads of Terms:

i) 6 Affordable Housing Units, comprising 22 habitable rooms, including 2 shared ownership ownership (8 habitable rooms) and 4 social rented units (14 habitable rooms) to include Review Mechanism (Early and Late Stage; GLA GLA standard wording)

ii) Carbon offset payment of up to £8,114* to secure the necessary CO2 savings required plus a clause ensuring that the applicant undertakes monitoring and reporting of the carbon performance of the buildings in line with the London Plan 'be seen' requirements. This shall also identify triggers and measures to ensure any shortfalls in performance are understood and mitigation is identifiable and deliverable to resolve failures to meet targets. The reporting shall be undertaking annually for 5 years.

***On commencement of development (excluding demolition), the shortfall (where applicable) identified in the Energy Assessment required by the Energy Condition shall form an in lieu contribution to the Council's carbon offset fund at £95/tCO2 annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).**

iii) £33,509 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

iv) Highways: S278/S38 agreement to secure highway works:-

a) Resurfacing of the footway between Hayes Health Centre and the Esso petrol station just east of the site boundary which shall include the removal and reinstatement of the redundant vehicle crossover on the western side of the application site.

b) Residential Parking Permits
Restriction on future occupiers to obtain a parking permit to join any parking management scheme in the vicinity of the site.

v) Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances;

vi) Public Open Space contribution - £50,730

vii) Health Provision contribution - £14,789

viii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 / 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 the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Interim Director of Planning, Regeneration and Public Realm), delegated authority be given to the Interim Director of Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, travel plan, carbon offsetting and air quality, construction training). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2021).'

E) That if the application is approved, the following conditions be imposed:

1 RES3 **Time Limit**

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

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

2 RES4 **Accordance with Approved Plans**

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

Sitewide Plans:-

637-CDA-XX-00-DR-A-00-0100 Rev. 09 (Proposed Site Plan)
637-CDA-XX-00-DR-A-01-0100 Rev. 10 (Proposed Ground Floor Site Wide Plan)
637-CDA-XX-01-DR-A-01-0101 Rev. 10 (Proposed First Floor Site Wide Plan)
637-CDA-XX-02-DR-A-01-0102 Rev. 10 (Proposed Second Floor Site Wide Plan)
637-CDA-XX-03-DR-A-01-0103 Rev. 11 (Proposed Third Floor Site Wide Plan)
637-CDA-XX-04-DR-A-01-0104 Rev. 10 (Proposed Roof Level Site Wide Plan)
637-CDA-XX-XX-DR-A-05-0200 Rev. 09 (Proposed Site Elevations)
637-CDA-XX-XX-DR-A-05-0400 Rev. 04 (Proposed Site Sections)
637-CDA-ZZ-XX-DR-A-90-0100 Rev. 07 (Landscape Plan)

South Block Plans:-

637-CDA-XX-ZZ-DR-A-20-0100 Rev. 09 (Proposed South Block Floor Plans)
637-CDA-XX-ZZ-DR-A-20-0200 Rev. 07 (Proposed South Block Elevations)

North Block Plans:-

637-CDA-XX-XX-DR-A-20-0100 Rev. 08 (Proposed North Block Ground and First Floor Plans)
637-CDA-XX-XX-DR-A-20-0101 Rev. 08 (Proposed North Block Second and Third Floor

Plans)
637-CDA-XX-XX-DR-A-20-0200 Rev. 07 (Proposed North Block Elevations)

Unit Layout Plans:-

South Block:-
000-CDA-DR-A-15-001 Rev. 01 (South Block Unit B1-0-01 Floor Plan)
000-CDA-DR-A-15-002 Rev. 01 (South Block Unit B1-0-02 Floor Plan)
000-CDA-DR-A-15-003 Rev. 01 (South Block Unit B1-0-03 Floor Plan)
000-CDA-DR-A-15-004 Rev. 01 (South Block Unit B1-0-04 Floor Plan)
000-CDA-DR-A-15-005 Rev. 01 (South Block Unit B1-01-01 Floor Plan)
000-CDA-DR-A-15-006 Rev. 01 (South Block Unit B1-01-02 Floor Plan)
000-CDA-DR-A-15-007 Rev. 01 (South Block Unit B1-01-03 Floor Plan)
000-CDA-B1-01-DR-A-15-012 Rev. 01 (South Block Unit B1-01-04 Floor Plan)
000-CDA-DR-A-15-008 Rev. 01 (South Block Unit B1-03-01 Floor Plan)
000-CDA-DR-A-15-009 Rev. 01 (South Block Unit B1-03-02 Floor Plan)
000-CDA-DR-A-15-010 Rev. 01 (South Block Unit B1-03-03 Floor Plan)
000-CDA-DR-A-15-011 Rev. 01 (South Block Unit B1-03-04 Floor Plan)

North Block:-

000-CDA-DR-A-15-001 Rev. 02 (North Block Unit B2-0-01 Floor Plan)
000-CDA-DR-A-15-002 Rev. 01 (North Block Unit B2-0-02 Floor Plan)
000-CDA-DR-A-15-003 Rev. 01 (North Block Unit B2-0-03 Floor Plan)
000-CDA-DR-A-15-004 Rev. 01 (North Block Unit B2-0-04 Floor Plan)
000-CDA-DR-A-15-005 Rev. 02 (North Block Unit B2-0-05 Floor Plan)
000-CDA-DR-A-15-006 Rev. 01 (North Block Unit B2-0-06 Floor Plan)
000-CDA-DR-A-15-007 Rev. 01 (North Block Unit B2-0-07 Floor Plan)
000-CDA-DR-A-15-008 Rev. 01 (North Block Unit B2-01-01 Floor Plan)
000-CDA-DR-A-15-009 Rev. 01 (North Block Unit B2-01-02 Floor Plan)
000-CDA-DR-A-15-010 Rev. 01 (North Block Unit B2-01-03 Floor Plan)
000-CDA-DR-A-15-011 Rev. 01 (North Block Unit B2-01-04 Floor Plan)
000-CDA-DR-A-15-012 Rev. 01 (North Block Unit B2-01-05 Floor Plan)
000-CDA-DR-A-15-013 Rev. 01 (North Block Unit B2-01-06 Floor Plan)
000-CDA-DR-A-15-014 Rev. 01 (North Block Unit B2-01-07 Floor Plan)
000-CDA-DR-A-15-015 Rev. 01 (North Block Unit B2-03-02 Floor Plan)

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

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3 RES5 **General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Design and Access Statement, January 2023
Air Quality Assessment, September 2022 (Ref. H3383-AQ-v3)
Cover Letter dated 7/10/22
Daylight and Sunlight Report (Neighbouring Properties), dated 30 September 2022
Daylight and Sunlight Report (Within Development), dated 30 September 2022

London Plan Fire Safety Statement, 15 September 2022
Flood Risk Statement and Drainage Strategy, September 2022 (Report Ref. 2106060-01A)
Noise Assessment, September 2022
Sustainability and Energy Statement, dated 20th September 2022
Transport Statement Addendum, dated 22nd September 2022
Viability Appraisal & Report, dated 7th October 2022
Planning Statement
Travel Plan Statement dated 17 December 2021
Contaminated Land Risk Assessment, Phase 1 Desk Study Report, dated 3/12/21
Transport Statement, dated 17 December 2021
Urban Greening Factor Calculation
Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement dated 13th December 2021
Addendum 2 - Bin Store Calculation
Addendum 3 - Bin Lorry Access to Refuse Store
Right of Light email dated 2.11.22 Re. Sunlight / Daylight Review
Ardent Emails dated 1/3/23 and 15/3/23

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure that the development complies with the objectives of Policies D5, D7, D12, D14, H4, H6, G6, G7, SI 1, SI 2, SI 4, SI 7, SI 13 and T4 of the London Plan (2021) and Policies DMHB 14, DMEI 2, DMEI 7, DMEI 10, DMEI 12, DMEI 14 and DMT2 of the Hillingdon Local Plan Part 2 (2020).

4 RES6 **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 know 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 DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

5 RES7 **Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including detailed design of balconies, windows, doors, window / door reveals and roof parapets have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6 RES8 **Tree Protection**

No site clearance or construction work shall take place until a Tree Protection Plan which incorporates the tree protection recommendations and arboricultural methodology contained within the submitted Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement has been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. 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.

Thereafter, the development shall be implemented in accordance with the approved details.
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:
2.a There shall be no changes in ground levels;
2.b No materials or plant shall be stored;
2.c No buildings or temporary buildings shall be erected or stationed.
2.d No materials or waste shall be burnt; and.
2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON
To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
2.a Refuse Storage including food waste;
2.b Cycle Storage (68 cycle spaces, including 66 long stay and 2 short stay)

2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts (2 disabled persons parking spaces including demonstration that all parking spaces are served by electrical charging points)
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (such as play equipment and furniture, to include a 245sqm play area)

3. Living Walls and Roofs
3.a Details of the inclusion of living walls and roofs
3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance
4.a Landscape Maintenance Schedule for a minimum period of 5 years.
4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other
6.a Existing and proposed functional services above and below ground
6.b Proposed finishing levels or contours

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMHB 19, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

8 RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) 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 (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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 BS 3998:2010 'Tree work - Recommendations' 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 DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990

9 NONSC **Replacement Access Detail**

Notwithstanding the access junction details shown on the Proposed Site Plan, (Drw. No. 637-CDA-XX-00-DR-A-00-0100 Rev. 09 refers), revised plans showing the removal of the triangular feature indicated on the access road bell mouth where it intersects with North Hyde Road and its replacement with standard 'Give Way' junction road markings shall be submitted to and approved by the Local Planning Authority.

The development shall be implemented in accordance with the revised details.

REASON
To ensure that development proposals do not prejudice highway safety, in accordance with Policy T4 of the London Plan (2021) and Policy DMT 2 of the Hillingdon Local Plan Part Two 2 (2020).

10 NONSC **Service and Delivery Plan**

The access gates shall not be installed until a Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by, the Local Planning Authority that demonstrates how delivery and servicing vehicles would be afforded appropriate access to the site and that an appropriate level of servicing space is provided on site for the different operations.

The development shall be implemented in accordance with the approved details.

REASON
To ensure that delivery and service vehicles to the site have efficient access arrangements that would prevent the need for vehicles to queue and block the adjoining public highway, in accordance with Policies T4 and T7 of the London Plan (2021) and Policy DMT 2 of the Hillingdon Local Plan Part Two 2 (2020).

11 NONSC **Fire Evacuation Lift Condition**

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per block designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, as shown in the Fire Safety Statement, received 7/10/22. The required evacuation lift shall serve all floors and remain in place for the life of the development.

REASON:
To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with Policies D5 and D12 of the London Plan (2021).

12 NONSC **Accessible Play Equipment**

Prior to occupation, the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses, shall be submitted to, and approved in writing, by the Local Planning Authority.

The play equipment shall be installed in accordance with the approved details.

REASON:
To ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with Policy D5 of the London Plan (2021).

13 NONSC **Energy Condition**

Prior to commencement of development (excluding demolition), a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the energy and sustainability statement (Maven, 20 September 22) target of 92% reduction will be achieved in the development. The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define (including plans and specifications) the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet the minimum onsite carbon savings of 92%.

The Energy Assessment shall also provide details of the 'be seen' recording and reporting measures to be agreed in writing by the Local Planning Authority. The 'be seen' measures must comply with the requirements of London Plan Policy SI2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.

The development must proceed and be operated in accordance with the approved details.

REASON
To ensure the development's regulated energy demand doesn't contribute to CO2 emissions in accordance with Policy SI2 of the London Plan.

14 NONSC **Overheating Condition**

Prior to commencement of superstructure works, a final Overheating Strategy, based on the submitted Sustainability and Energy Statement, dated 20/9/22 shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building including where possible through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

15 RES15 **Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the

provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy SI5 of the London Plan and will:

i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
ii. include a timetable for its implementation; and
iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
iv. provide details of water collection facilities to capture excess rainwater;
v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policy SI5 of the London Plan (2021).

16 NONSC **Contamination Condition**

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies DMEI 11 (Protection of Ground Water Resources) and DMEI 12 (Development of Land Affected by Contamination) of the Hillingdon Local Plan: Part 2 (January 2020).

17 COM31 **Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

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 ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan Part 2 and Policies D11 and D12 of the London Plan (2021).

18 NONSC **Gate details**

Prior to their installation, full details of the design, height, functioning and maintenance of the vehicular and pedestrian access gates shall be submitted to and approved by the Local Planning Authority.

The gates shall be installed and maintained in accordance with the approved details.

REASON
To ensure that the gates present a satisfactory appearance and provide appropriate access into and out of the site, in accordance with Policies DMHB 11 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

19 NONSC **Bird Hazard Management Plan**

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

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

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

Reason
It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy DMAV 1 of the Hillingdon Local Plan Part 2 (2020) .

20 NONSC **Privacy Screen Details**

Full details of side privacy screens to be installed on the roof terraces and balconies to protect the privacy of adjoining residents shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved details.

REASON:
To ensure that residents within and adjoining the development are not overlooked and have adequate levels of privacy, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

21 NONSC **Internal Noise Level**

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8hrs between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON:
To ensure that residents are not exposed to excessive noise, in accordance with Policy D14 of the London Plan (2021).

22 NONSC **Non Standard Condition**

No development shall commence until a Control of Dust and Emissions from Construction and Demolition Plan has been submitted to, and approved in writing by the LPA. This must demonstrate compliance (drawn up in accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

The development shall be carried out in strict accordance with the agreed plan.

REASON:
In order to safeguard air quality during demolition and construction works, in compliance with Policy SI 1 of the London Plan (2021).

23 NONSC **NRMM Condition**

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition"

dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

Reason:
In order to safeguard air quality during demolition and construction works, in compliance with Policy SI 1 of the London Plan (2021) and London's Low Emission Zone for non-road mobile machinery as per the requirements of the London Environment Strategy.

24 OM19 **Construction Management Plan**

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

(i) a programme of works, including hours of construction;
(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels

illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;
(xiv) an asbestos survey and management plan; and
(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

25 NONSC **Non Standard Condition**

Prior to any above ground works for the development hereby approved (excluding demolition), a Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to, and approved in writing by, the local planning authority. The BEMP shall demonstrate how the development hereby approved shall seek to maximise the delivery of on-site biodiversity improvements, including through the delivery of new trees, flower-rich perennial planting, mature shrubs, green roofs and walls, and bird or bat boxes.

In addition, the proposal shall achieve an Urban Greening Factor (UGF) of at least 0.40.

The development shall thereafter be implemented in accordance with the approved BEMP.

REASON
In order to encourage a wide diversity of wildlife on site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG6	(2021) Increasing efficiency and resilience
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP H1	(2021) Increasing housing supply
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP H10	(2021) Housing size mix
LPP E2	(2021) Providing suitable business space
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality

LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI13	(2021) Sustainable drainage
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T9	(2021) Funding transport infrastructure through planning
DME 2	Employment Uses Outside of Designated Sites
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports

3 I70 **LBH worked applicant in a positive & proactive (Granting)**

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

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 may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

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 - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).

6 I4 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).

7 I6 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 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

For Private Roads: Care should be taken during the building works hereby approved to

ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

9 I70 **LBH worked applicant in a positive & proactive (Granting)**

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

10 I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

11

The Bird Hazard Management Plan to be submitted (Condition) must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

12

Given the nature of the proposed development, it is possible that a crane may be required during its construction. The applicant's attention is therefore 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 http://www.aoa.org.uk/policy-campaigns/operations-safety/

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

13

The Council's Waste Services advise that provision should be made for recycling with the individual waste containers supplied. Containers are preferred to be metal and coloured green for general waste, and black for dry mixed recycling. These can be purchased or hired directly from Hillingdon's recycling team or sourced elsewhere.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.36ha. application site is an irregular shaped site situated on the north east side of North Hyde Road, some 110m to the east of its traffic lighted junction with Station Road to the south of Hayes town centre. The site comprises two elements, the converted former Victoria Public House and its rear car park and the garage courtyard areas behind.

The former public house building is 2-storeys in height and is of a traditional design with a pitched roof and red brick / white rendered elevations and a pitched roof single storey projecting rear wing which fronts and is accessed from North Hyde Road and now provides 7 residential units. To the rear of this, are two single storey garage courtyards that would have historically served as garage space for the surrounding residential dwellings and are accessed from Sandow Crescent to the east via a narrow access way. Some of the garage courtyard buildings are larger than the domestic sized garages and many of these have been used to provide various commercial uses in the past, although many of the buildings and garages now appear to be currently vacant and have fallen into disrepair. The site also includes an overgrown footpath that runs along the western boundary on the northern part of the site that links with Nestles Avenue.

The site is mainly surrounded by residential development, with two storey properties mainly in use as flats / maisonettes adjoining the site to the north on Nestles Avenue and to the east on Sandow Crescent. To the souith, on the opposite side of North Hyde Road are mainly two storey houses. To the west is a three storey flatted block, with a health centre and children's nursery to the north west, which front Old Station Road. There is also an electricity sub-station located adjacent to the north west corner of the site which is accessed from within the site via the access from Sandow Crescent.

The site is located within an established residential area of Hayes and is within walking distance of Hayes and Harlington Station. The application site falls within the Hayes Opportunity Area identified within the London Plan (2021). The application site is located within the Hillingdon Air Quality Management Area, the Hayes Air Quality Focus Area and is potentially contaminated.

3.2 Proposed Scheme

This application is for the demolition of the existing buildings on site and erection of 2 x part three, part four storey flatted blocks, comprising a total of 38 units (7 x studio, 6 x 1-bedroom, 14 x 2-bedroom and 11 x 3-bedroom). The southern block would front North Hyde Road and provide 16 units, 4 on each floor, with the northern block to the rear, providing 22 units, 7 on each of the lower floors, with a single unit on the third floor. The blocks would have flat roofs, with the upper floor on each block being recessed and the flat roof areas would mainly provide green roofs incorporating photovoltaic panels.

Vehicular access to the site would be from North Hyde Road on the eastern side of the site which would be gated with a separate pedestrian access and the development would essentially be car free, with 2 disabled parking spaces being provided towards the end of this access which would terminate approximately halfway along the site's eastern boundary. The existing vehicular access to the rear of the site from Sandow Crescent would be retained, although this would only serve the retained electricity sub-station. The disused footpath that links the northern part of the site with Nestles Avenue that runs along the western side of the side would be re-instated, but again it would be gated at its northern end.

All the units would have their own garden / balcony / roof terrace space and communal amenity space would be provided between the blocks including a children's play area and a multi use 'home zone' area that would provide a kick about / games area aswell as serving as the access to the disabled person parking spaces.

The scheme has been amended and as originally submitted was for 41 units.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is various planning history on this site and its component parts:-

Victoria Public House:

An application (21432/APP/2015/2629 refers) for the conversion of public house (Use Class A4 - Drinking Establishments) to 5 x 1 bedroom and 2 x 2 bedroom self - contained flats (Use Class C3) was approved on 10/11/15.

Rear Courtyard Area only:

An application (879/APP/2017/1462 refers) for the re-development of the rear courtyard area to provide 7 x 3-bedroom dwellings with associated parking and amenity space was refused on 3/10/17 as firstly, it was considered that the proposed existing access from Sandow Crescent was inadequate to serve the development, secondly that the proposed units were unsatisfactory and substandard and thirdly that the scheme was inefficient development that failed to safeguard the satisfactory development of adjoining sites.

A similar application (66133/APP/2018/540 refers) for 7 x 3-bedroom dwellings with associated parking and amenity space was refused on 3/10/17 for the same first and third reasons of 879/APP/2017/1462 above and a subsequent appeal was dismissed on 1/7/19 on these two grounds.

A further application (879/APP/2018/3557 refers) to re-develop the site for 5 x 3-bedroom, two storey, attached dwelling houses and erection of a two storey building to include 2 x 1

bedroom and 1 x 2 bedroom self-contained flats with associated parking, landscaping and amenity space was refused on 15/7/19 for identical reasons to 66133/APP/2018/540.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

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

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.E7	(2012) Raising Skills
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF11	NPPF 2021 - Making effective use of land

NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG6	(2021) Increasing efficiency and resilience
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP H1	(2021) Increasing housing supply
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP H10	(2021) Housing size mix
LPP E2	(2021) Providing suitable business space
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI13	(2021) Sustainable drainage
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts

LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T9	(2021) Funding transport infrastructure through planning
DME 2	Employment Uses Outside of Designated Sites
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd March 2022**

5.2 Site Notice Expiry Date:- **9th March 2022**

6. Consultations

External Consultees

ORIGINAL 41 UNIT SCHEME:

69 neighbouring properties were consulted on the original application submission on 31/1/22, and the application was advertised in the local press on 9/2/22 and 3 site notices dated 9/2/22 were put up around the site on 3/2/22, with the last consultation period closing on 2/3/22. 8 responses were received, making the following comments:-

Character
(i) The height of the building is excessive and not in character with the surrounding 2 storey properties in North Hyde Road, Nestles Avenue & Sandow Crescent. The proposal will be a blot on the landscape and look like a concrete/brick jungle. In order to maintain the visual amenity and remain in keeping with neighbouring buildings, proposal should only be 2 stories high plus roof garden.
(ii) The proposed development has now increased from 7 houses to 41 units. There is a huge housing development on the old Nestles factory just yards from Sandow Crescent and directly opposite the entrance to the Crescent yet another one. Building on such large expanses of land is understood, but to build flats on a small piecemeal plot of land in the middle of a residential area of 2 storey houses is just not acceptable, as well as being unnecessary and impracticable, given the size and location of the site.

Highway Issues / Parking

(iii) This area of Hayes already has a huge shortage of adequate parking and local area is already overcrowded with vehicles and commuters for Hayes and Harlington station parking and causing a nuisance in surrounding streets. The amount of parking proposed, with just 5 disabled parking spaces serving 41 flats is not going to work, loading / turning space will be blocked and the problem pushed onto the surrounding roads. Sandow Crescent in particular has a major parking problem as there are currently 11 parking spaces for the 16 properties and once the garages are no longer available, there will be even less space,
(iv) The access route for heavy goods vehicles and all types of Emergency/NHS/Delivery vehicles is very restricted, particularly on Sandow Crescent which is a very narrow road and not substantial enough to accommodate such traffic,
(v) North Hyde Road is already exceedingly busy from the approved development in Nestles Avenue and it and surrounding streets will become even more congested affecting safety and risk of accidents,
(vi) If the alleyway in Sandow Crescent that currently leads to the garages is used by any vehicles, it will become a rat run to avoid the 4-way traffic system at the junction of North Hyde Road & Station Road. Would it possible for access to the electricity substation to be granted from the North Hyde Road entrance and could the alleyway please be narrow enough that a vehicle could not pass,
(vii) We currently have residents parking with the control hours being Monday - Friday 9am to 5pm. This was granted as people were parking for the station during working hours. We would need reassurance that residents of the proposed development would not be able to apply for residents parking in Sandow Crescent. We would also request the restriction hours are increased to 24 hours and 7 days a week and be enforced on a 24/7 basis,
(viii) If permission is granted, construction work on the weekend may result in additional on-street parking by construction workers as parking is only currently controlled from Monday to Friday.
(ix) For the social housing proportion, if families have 2 or 3 cars, Council would still allocate them a flat in a complex with no parking spaces,

Amenity
(x) Proposal will result in loss of light and overshadowing, particularly to Asa Court directly to the west in the mornings and during the winter months and to rear gardens of properties in Sandow Crescent.
(xi) The proposal with 4 floors, including terraces and balconies will result in overlooking and a loss of privacy to adjoining properties, particularly those flats on the eastern side of Asa Court which will be directly overlooked, together with the car park and properties in Sandow Crescent, especially with

their rear garden/kitchen windows facing the development. Nobody wants to be overlooked to this extent,
(xii) Development is literally in our back garden,
(xiii) Construction times and associated noise and pollution from the demolition and rebuild of the development will have a great effect on the environment and detrimentally effect the lives of local inhabitants, particularly those on Sandow Crescent, with works being at the rear. This will be difficult for the Council to monitor/control,
(xiv) Noise, disturbance and pollution will result from the use, particularly bearing in mind that majority of properties are rented out and some properties in area already have more than one family living in a small 2 bedroom maisonette so that the amount of people and noise pollution that proposal will bring to the area may rise increasingly and to an intolerable level,
(xv) Proposed use of cobbles at the rear of properties on Sandow Crescent will increase noise, particularly as there is potential for cars to come and go at all hours of the day and night,
(xvi) Hazardous materials pose a threat,
(xvii) We will no longer be able to look across at trees and wildlife,
(xviii) Proposal will exacerbate problems of rubbish, which is often left on the streets for collection and attract vermin.
(xix) Proposal is causing anxiety and will result in mental health issues within our streets.

Other
(xx) Social housing tenants can be difficult to cope with and can be quite challenging,
(xxi) It is not clear how our properties will be separated from the development apart from Pleached Trees. This is a health and safety issue which needs to be addressed.
(xxii) There is no need for these dwellings to be build, as the surrounding area is already being overdeveloped, with Barratt building in excess of 1500 units, Bellway have built 175, Crest Nicholson are building 200 and more are expected within the next 5 years from various other developers.
(xxiii) Residents' concerns need to be taken into consideration,
(xxiv) Disappointed that I was not contacted by post of the proposed plans.

REVISED 38 UNIT SCHEME:

Following the receipt of revised plans and documentation, a further 14 day consultation period was undertaken on 11/10/22, with an expiry date of 24/10/22. 3 responses have been received from neighbours, raising the following concerns:-

Highway Issues / Parking
(xxv) Although the development would not be for car owners as there are now only 2 disabled parking places within the development, I would still like some reassurance that the residents of Sandow Crescent will not be impacted by residents of the proposed development or their visitors parking in Sandow Crescent as already difficult,
(xxvi) North Hyde Road is very congested most of the day and additional traffic that will arise will make situation worse for local residents,

Amenity
(xxvii) The planned building will directly block sunlight in the mornings,
(xxviii) The planned building will directly overlook Asa Court giving a loss of privacy,
(xxix) I understand that the garage access road from Sandow Crescent cannot be closed as access is needed for the electricity substation. Although the access road will be gated that is only reliable if the current undesirables don't know the code. Would it be possible for CCTV to be installed in the access road to prevent anti-social behaviour,
(xxx) The noise and pollution due to the demolition will inevitably give rise to disturbance for local residents,

Other

(xxxi) Since a security team were removed from the Sandow Crescent garages we have had nothing but problems with drug dealing and anti-social behaviour,
(xxxii) When a garage roof was hanging by a thread during the high winds we couldn't contact anyone and had to ask the planning agent to advise owners. He did this for us but doesn't make me feel comfortable that the owners of the property will be at all interested if there are problems during or after the development.
(xxxiii) There are a large number of flats etc being built in the Hayes / Uxbridge area and this development is an unnecessary addition,
(xxxiv) My family's concerns provided in a letter on the original scheme need to be taken into account.

NATS:
The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

HEATHROW AIRPORT:

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

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

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

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

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information
The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season

gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

We would also 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 http://www.aoa.org.uk/policy-campaigns/operations-safety/

All crane applications should be sent to Heathrow's Works Approval Team via the following address

Airside_Works_Approvals@heathrow.com

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

METROPOLITAN POLICE SECURE BY DESIGN OFFICER:

I do not object to the installation of gates for residents, providing it is 2.1m tall, suitably robust, and cannot be easily bypassed/climbed owing to the properties that it will be adjoining, and needs to self close and lock - furthermore it needs to be fobbed both ways if this is deemed a fire route and emergency egress is required this would result in the gate not being secured in one direction - in which case I do not support this proposal and refer back to my preference of not opening up this path way.

In relation to the general application I request that a planning condition is attached that Secured by Design accreditation is achieve to ensure that the site is safe and has the minimum amount of security installed for the risk of crime that it will face in this locality.

LONDON FIRE BRIGADE:

The London Fire Brigade (LFB) has been consulted with regards to the above-mentioned premises and have no further observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.

Other comments:
The Applicant is advised to ensure the plans conform to Part B of Approved Document of the

Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities, then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision.

Once we have received this information then the LFB can provide a response on the consultation. advice in regard to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

Any queries regarding this letter should be addressed to FSR-AdminSupport@london-fire.gov.uk if you are dissatisfied in any way with the response given, please ask to speak to the Team Leader quoting our reference.

SCOTTISH AND SOUTHERN ELECTRICITY:

No response.

EXTERNAL DAYLIGHT / SUNLIGHT CONSULTANT (SUMMARY):

Whilst AY are generally in agreement with the approach, scope and methodology used there are two clarifications recommended below.

AY recommend clarification is sought as to the information used constructing the 3D context model.

AY recommend that all sensitive neighbouring properties are included within the No Sky Line analysis and contour plots provided regardless of whether floor plans have been obtained.

Regarding the internal daylight and sunlight report, AY are satisfied with the methodologies implemented and the schemes internal daylight and sunlight amenity performance.

OFFICER COMMENT: Clarifications have been provided by the Applicant team and the Councils external consultants are satisfied with the clarification.

EXTERNAL VIABILITY CONSULTANT (SUMMARY):

Our view is that based on our analysis above the affordable provision is 18% with a 70:30 split between social rent and shared ownership housing. This reflects the conservative assumptions above regarding land transactions..

EXTERNAL DRAINAGE CONSULTANT (SUMMARY):

We object to the application for the following reason:

- The required storage volume calculations and MicroDrainage calculations have been based upon the proposed impermeable area and not the whole site area.

To address the above, please can the applicant submit information which:

- Amends the calculations so the whole site area is included.

(OFFICER COMMENT: The above details have been conditioned.)

Internal Consultees

COMMENTS ON REVISED PLANS:

POLICY OFFICER:

In regards, to the new consultation, whilst the housing mix has been altered slightly, I do not consider this would change the conclusion of the previous comments provided.

Policy Officer's previous comments provided on the original scheme:-

Principle of Development

The applicant has confirmed that the site current consists of the following uses:

· 7 self-contained dwellings - C3 (406 sqm)

· 4 terraces of garages used for ancillary residential storage - C3 (371 sqm)

· 4 office / light industrial units - E (g)(i) or (g)(iii) (314 sqm)

The proposal would result in the loss of residential units. However, this is part of an overall net increase in residential floorspace and therefore would be acceptable. There is no policy that protects garages for ancillary residential storage.

The proposal would result in the loss of commercial units formerly used as office and light industrial units in Sandow Industrial Estate. Part of the site is therefore a non-designated industrial site, as it compromises uses included within Policy E4 Part A of the London Plan (2021). Policy E7 outlines that residential development on non-designated industrial sites should only be supported where:

1) there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or

2) it has been allocated in an adopted local Development Plan Document for residential or mixed-use development; or

3) industrial, storage or distribution floorspace is provided as part of mixed-use intensification (see also Part C of Policy E2 Providing suitable business space).

The proposal does not comply with criterion 2) and 3). The applicant has submitted the following relevant comments in terms of justifying the loss of non-designated industrial floorspace in relation to criterion 1):

· The 'employment' part of the site is very small, equating to less than 20% of the overall site area, and is landlocked by the garages to the north and the converted public house to the south. It would therefore be impractical to try and redevelop this part of the site for any meaningful employment use, particularly given the narrow width of the access and residential character of Sandow Crescent. Moreover, the site is of insufficient size, shape, or dimension to make for any meaningful redevelopment and allow service vehicles to enter and exit the site in forward gear;

· The buildings have been vacant for several years and are in poor condition such that it would not be viable to reinvest into the buildings to bring them up to lettable standard, particularly given the poor rental values that would be achieved given the sites isolated location and constrained access;

The Case Officer should come to a view, based on their site assessment, as to whether the above is accurate. However, the argument put forward is logical and it does not seem plausible that the site will be brought back into a formalised industrial use. Typically, marketing evidence would be required to demonstrate no reasonable prospect of future use, however this could be avoided on this scheme due to the small scale of the floorspace and comments above. Please note that the applicant's comments on the poor quality of the units should be provided to the financial viability consultant to assist in assessing the existing use value of the site.

Comprehensive Development

Policy DMHB 11 of the Local Plan: Part 2 (2020) outlines that development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. 157 Old Station Road is a large low-density plot to the west of the applicant's site with development potential. The applicant should provide a drawing demonstrating 21m distances from habitable windows and balconies on the western elevation, to hopefully demonstrate that 157 Old Station Road would not be required to include an onerous setback if it were redeveloped.

Affordable Housing

The site is required to deliver affordable housing. A calculation is required to work out what proportion of the site is non-industrial floorspace. This proportion will be required to achieve 50% affordable housing by habitable room, with the remainder of the site required to achieve 35%. The affordable housing itself does not need to be delivered on a particular proportion of the site and can be spread as appropriate.

The applicant has submitted a financial viability assessment that will be reviewed.

Housing Size Mix

The proposed housing size mix is as follows:

· 4 x Studio
· 7 x 1 Bedroom
· 20 x 2 Bedroom
· 10 x 3 Bedroom

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial

borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

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

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

The proposal is partly contrary to Policy DMH 2 in so far as it does not reflect the latest information on housing need in full. In terms of the site-specific factors that may allow such a contradiction, the site has a high PTAL rating (4-5) and would only be a 3-4 minute walk from the new Crossrail Station at Hayes & Harlington. The site is also close to the shops and amenities within Hayes town centre.

Noting the above, it is consider that the proposal would comply with the housing size mix policies in the Development Plan.

CONSERVATION / URBAN DESIGN OFFICER:

The following comments relate to amended drawings / Design and Access received 10th October 2022. The development has now been reduced from 41 to 38 Units.

The amended drawings have taken into consideration previous design concerns outlined within previous comments dated 6th June 2022.

The concerns over the top-heavy appearance of the third storey of Block 1 has been addressed by increasing the setback and increasing the roof parapet height. This has visually decreased the height of the top storey improving the proportions of the building. The block now sits more quietly within the street scene.

The parking and public footpath at the front of Block 1 have now been removed allowing for a much-improved landscaping scheme that incorporates trees, soft planting and front boundary hedging. These are significant improvements that will provide an attractive setting for the development in direct views from the junction opposite as well as in oblique views along North Hyde Road.

Previous concerns raised over Block 2 were over the cramped nature of the development which was exacerbated by the block being 3 part four-stories in height which had an overbearing impact on the adjacent two-storeys maisonettes. This relationship has now been improved with the reduction on residential units and the proposed three storeys with setback fourth floor unit is now much more discreet and considered acceptable.

Concerns had also been raised with the potential future redevelopment of 157 Old Station Road (surgery) as the development had not taken into account a 21 metre separation distance between (potential) habitable rooms. The development has now been set back further from the boundary and provides the necessary separation distances. This has also increased the soft landscaping and improved amenity space to the ground floor units and the setting of the development as a whole.

The proposed architectural language of the facades is considered acceptable and would sit

comfortably with the existing built context. The primary palette of materials of brick along with articulation and richness to the facade would add visual interest to the street scene and are generally considered to be of high standard of design.

The detailed design of the blocks, the choice of materials and the quality of workmanship will be important factors in the success of the scheme and could be controlled by relevant conditions should the application be minded or approval.

No objection to the proposals subject to conditions controlling all external materials; detailed design of balconies, windows, doors, window / door reveals and roof parapets; hard and soft landscaping details.

HIGHWAY ENGINEER:

An application has been received seeking planning permission to demolish the former Victoria public house and construct 2no. blocks of flats in its place comprising 7no. studio, 6no. one-bed, 14no. two-bed and 11no. three-bed units, 38no. in total. The application site is situated on the north side of North Hyde Road, Hayes just on the edge of the town centre providing reasonable access to a range of shops, services, facilities, and transport opportunities. North Hyde Road forms part of the Hillingdon classified road network and is a bus route. North Hyde Road has footways and street lighting on both sides of the carriageway, it has a 30mph speed limit.

The development would be car-free apart from 2no. blue badge/accessible parking spaces, the applicant has provided plans showing how the number of blue badge/accessible spaces could be increased by a further 2no. spaces in response to demand. These car parking spaces would be situated in a courtyard.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location considering service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 5 indicating access to public transport is good compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan (2021) Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development in a location with a PTAL ranking of 5 with the unit mix proposed the London Plan requires that the development is car-free, the proposal is in accordance with this policy.

The published London Plan 2021 Policy T6.1 Residential Parking requires that disabled persons parking should be provided for new residential developments delivering 10no. or more units. As a minimum it requires the Highway Authority to ensure that for 3% of dwellings, at least 1no. one designated disabled persons parking bay per dwelling is available from the outset. For this development this would be 1no. space to be provided prior to occupation with provision for a further 3no. in response to demand, 4no. spaces in total. As the development would provide 2no. spaces upon first occupation with scope to increase provision by a further 2no. the development is in accordance with these standards.

There would be 56no. cycle parking bays located across 2no. cycle stores, 3no. flats would provide with 2no. bays each. The overall total of long stay parking for residents would be 62no. bays. In

addition to this there would be 6no. short-stay larger cycle parking bays for visitors.

Whilst the published London Plan 2021 Policy T5 Cycling would require 66no. long-stay cycle parking spaces, this development would have a shortfall of just 4no. spaces which is considered insignificant, the 62no. long-stay spaces proposed is accepted. Policy T5 would require a minimum of 2no. short-stay cycle parking spaces, the 6no. proposed is therefore in accordance with this standard.

The main access to the proposal would be via a gated single-track driveway situated immediately on the eastern flank of the proposal site. This access would have two gates that would operate independently of each other, one for pedestrians and one for vehicles. The Highway Authority notes that the driveway is not wide enough to two vehicles to pass but is not unduly concerned about this taking into account it provides access to just 2no. car parking spaces. Swept path drawing have been provided that show a refuse vehicle could enter and leave the site in a forward gear. As well as this vehicular site access there are also pedestrian/cycle access from the northern boundary of the site accesses on to Sandow Crescent and Nestle Avenue.

On the western side of the site there would be a second vehicle crossover leading to a vehicle hardstanding. Leading from this driveway would be a footway to the main entrance of the development. The Highway Authority is concerned that visitors and delivery/servicing vehicles will park on this driveway, this raises highway concerns as it is anticipated that drivers would leave by reversing onto North Hyde Road which would present a risk to road safety and impede the free flow of traffic. The Highway Authority require that the applicant submits revised plans showing this hardstanding removed with a footway provided in its place instead. The Highway Authority also requires that the developer enter a 1990 Town and Country Planning Act legal agreement obliging the developer to reinstate the redundant vehicle crossover. The Highway Authority considers that the development could be best serviced by allowing delivery vehicles to enter the central courtyard to park and unload. To allow this to happen the gates at the front of the driveway would need to be removed.

As mentioned above the proposal would be car-free save for 2no. blue badge/accessible car parking spaces. Despite the site having a high PTAL ranking and good access to shops, services, facilities, and transport opportunities there is risk that some residents may resort to owning and using a private car for trip making. In the absence of any parking being provided on-plot they may resort to parking injudiciously on-street presenting a risk to road safety and impeding the free-flow of traffic. To reduce the likelihood of this happening, the Highway Authority requires that the applicant enters a 1990 Town and Country Planning Act s.106 legal agreement that requires them to fund the delivery of works that will facilitate safe and convenient active travel to and from the site. This will broaden the travel choice offered to occupants and visitors thereby reducing the incentive to own and use a car. This would allow the site to be self-sufficient in transport terms given that on-plot parking would be limited.

There are no highway objections to this proposal subject to the following S106 obligations and conditions.

S106 Obligations:

The developer enters a 1990 Town and Country Planning Act s.106 legal agreement requiring them to enter a 1980 Highways Act legal agreement with the Council obliging them to resurface the footway between Hayes Health Centre and the Esso petrol station just east of the site boundary which shall include the removal and reinstatement of the redundant vehicle crossover on the western side of the application site.

REASON to be in accordance with the published London Plan 2021 Policy T2 Health Streets which

requires that "Development proposal should demonstrate how they will deliver improvements that support the ten Health Streets Indicators in line with Transport for London guidance".

The Highway Authority required that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement with the Council that prohibits future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site.

REASON to be in accordance with the published London Plan 2021 Policy T6.1 Residential Parking

Conditions

Revised plans are submitted showing the removal of the triangular feature indicated on the access road bell mouth where it intersects with North Hyde Road and its replacement with standard Give Way junction road markings.

REASON To accord with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger".

The Highway Authority require that the applicant submit a Service and Delivery Plan to the Council for approval that details how internet delivery vehicles, and the like will gain access into the site to delivery their goods.

REASON to be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impact which requires that development proposals "should not increase road danger" and to be in accordance with Policy T7 Deliveries, servicing, and construction.

ACCESS OFFICER:

This proposal comprising of 38 flats within 2 blocks is subject to compliance with London Plan policy D1, D5, D7, D12, S4 and T6.1. The latest plans have been evaluated and the following issues remain outstanding:

1. An identifiable drop off point for door-to-door transport services such as Dial a Ride, taxis, and hospital transport is still not shown on plan. Details requested.
2. An accessible parking bay should be allocated to every M4(3) wheelchair accessible/adaptable unit. The latest plan 637-CDA-XX-00-DR-A-00-0100 Rev. 08 appears to show a reduction of accessible parking bays. The number of accessible parking bays should be clarified,
3. 10% of this redevelopment must meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures. The number of units should be clearly identifiable on plan.
4. Given that only one lift per block is shown on plan, all M4(3) units must be located on the ground floor.
5. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type. Details requested.
6. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Details requested.
7. Details of the materials palette, with particular attention given to the paver types intended for use within the public realm. A methodology statement should detail the materials to be installed in accordance with BS8300:2018.

Conclusion: Unacceptable. The above issues outlined above should be clarified and/or resolved prior

to any approval with the following conditions attached to any planning permission: a) The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per block designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, as shown in the Fire Safety Statement, received 7/10/22. The required evacuation lift shall serve all floors and remain in place for the life of the development. REASON: To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan policy D5 and D12. b) Prior to occupation, the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses, shall be submitted to, and approved in writing, by the Local Planning Authority. REASON: To ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with London Plan policy D5.

Comments on revised plans received 1/3/23:

These revised plans are largely acceptable, apart from drawing no 000-CDA-DR-A-15-001 Rev. 01 (North Block Proposed Flat Type B2-0-01 Floor Plan received 1/3/23).

In essence, this M4(3) unit features an entrance lobby which would compromise the requirement to provide an unobstructed area of 1500 x 1800 mm from the closed front door to a wall, door, or other obstruction opposite.

The design of this unit should be amended accordingly, or plans of a substitute M4(3) unit submittec

Case Officer comment:
The layout plan of this unit has now been revised and the Accessibility Officer has confirmed that the amended layout is acceptable.

TREE OFFICER:

This site is occupied by a former two-storey pub, recently converted into flats, accessed from the north side of North Hyde Road. The land package includes an adjacent area of land to the north which is currently overgrown and inaccessible.

This plot connects through to Nestles Avenue to the north and Sandow Crescent, to the east.

There are a number of trees on, and off, site around the north and west boundaries.

Although not protected by TPO or Conservation Area designation, selected trees contribute to the character and appearance of the area and should be retained where appropriate.

Comment
This submission follows pre-application ref. 21432/PRC/2021/136, to develop the whole site comprising two options for residential units

Design and Access Statement
The D&AS, supported by the proposed layout plans, shows the current layout in two blocks. The layouts reflect previous recommendations made in the light of the pre-application drafts. A landscaped buffer has been retained between North Hyde Road and the front block. Groundfloor units have private amenity space and / or landscaped defensible space. The upper floors will have private balconies, or terraces, which should be should be a suitable usable size. The rear block features an intensive green roof / roof garden for use by residents. The flat roofs will include extensive green roofs designed to promote biodiversity incorporating photovoltaics. At ground level

the landscape layout has been designed to accommodate a variety of interlinked spaces for use by all ages, with integral play spaces. Planting proposals will include the specification of native species and ornamental space is of know value to wildlife, to enhance biodiversity. The report includes some indicative plant and hard surface materials and design images.

Impact on Existing Trees
The scheme is supported by a tree report by Challice Consulting which has identified and assessed 12 individual trees and 6 groups, which are on the site or close enough to influence it. There are no A category trees. 5 trees are category B; T1 lime, T8 Japanese maple, T11 Norway maple, T12 Tulip tree and T18 sycamore. (According to BS5837:2012, A and B grade are particularly worthy of retention due to their condition, value and anticipated useful life.) The other trees are of lower value, with 12 x C category and 1 x U grade. At 10.2, the report confirms that 5 individual trees (T2, T4, T5, T9 and T10) and 3 groups (G3, G15 and G17) will be removed to enable the development. All of these trees are moderate to poor quality; C grade with the exception of G17 (U grade). The summary (clause 14.0) confirms that the arboricultural impact of the scheme is relatively minor. The retained trees can be afforded an appropriate degree of protection and there will be opportunities to plant new native and ornamental trees as part of the landscape proposals.

Arboricultural Method Statement (AMS)
An AMS is provided at 15.0-28.0, which specifies a pre-commencement meeting with an arboricultural consultant(16.0). Notes of the meetings or any issues arising should be forwarded to trees@hillingdon.gov.uk, for information.

Urban Greening Factor
This scheme (over 10 residential units) should be supported by an Urban Greening Factor calculation with a target score of 0.4. No UGF assessment appears to have been submitted.

Recommendation
An Urban Greening Factor assessment is required, prior to determination.

Case Officer comment:
An UGF assessment has now been submitted which gives a score of 0.4.

If you are minded to approve this scheme please add pre-commencement condition RES8 (Construction Management Plan to incorporate the tree protection recommendations and arboricultural method statement) and conditions RES9 (parts 1,2,3,4,5 and 6) and RES10.

NOISE OFFICER:

It is recommended that no objection is made on noise grounds subject to the inclusion of suitable condition which should be achievable based on the information provided and considering the context of the proposed development. Hence:
For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8hrs between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

The measured values did seem surprisingly high for a single carriageway, presumably a busy road but nothing obviously unusual.

SUSTAINABILITY OFFICER:

Energy

The Energy Assessment is broadly acceptable but is lacking in details to allow for a final understanding of the zero carbon solutions. However, it has demonstrated an emissions saving of 61% which means the 39% (29.4tCO2) shortfall is required to be secured through a cash in lieu contribution.

Condition
Prior to commencement of development (excluding demolition), a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the energy and sustainability statement (Maven, December 21) target of 71% reduction will be achieved in the development. The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define (including plans and specifications) the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet the minimum onsite carbon savings of 71%.

The Energy Assessment shall also provide details of the 'be seen' recording and reporting measures to be agreed in writing by the Local Planning Authority. The 'be seen' measures must comply with the requirements of London Plan Policy SI2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.

The development must proceed and be operated in accordance with the approved details.

Reason
To ensure the development's regulated energy demand doesn't contribute to CO2 emissions in accordance with Policy SI2 of the London Plan.

Section 106 Requirement
Prior to commencement of development (excluding demolition), the shortfall identified in the Energy and Sustainability Statement shall form a cash in lieu contribution to the Council's carbon offset fund at £95/tCO2 annualised over 30 years i.e. 11.4tCO2 x 30 x 95 = £32,544

Case Officer comment:
The Sustainability Officer's comments are based on the previous Energy Assessment which has now been superseded. The revised Sustainability and Energy Statement, dated 20th September 2022 revises the energy strategy and gives residual emissions of 2.847tCO2 which equates to a carbon offset contribution required of 2.847 x 30 x 95 = £8,114. This figure forms part of the Heads of Term within the recommended S106 Agreement.

AIR QUALITY OFFICER:

The proposed development is located within the Hayes Focus Area, bringing additional traffic emissions which will add to current likely exceedances. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality

Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation.

Therefore, the total emissions associated with these activities needs to be mitigated.

DAMAGE COST AND MITIGATION MEASURES
Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

The level of mitigation required to the proposed development for traffic emissions is £39,422. Once all deductions were applied, the remaining value of mitigation due is £33,509. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (0%), totalling a reduction of £5,913.

Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of £33,509 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, Air Quality conditions are required to manage construction emissions as required by the Mayor of London.

Conditions - Reducing Emissions from Demolition and Construction
A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason:
Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/."

Reason:
Compliance with the London's Low Emission Zone for non-road mobile machinery as per

requirements of the London Environment Strategy

Context
The proposed development is within an Air Quality Management Area and will affect identified Air Quality Focus Areas. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:
Local Plan Part 2 Policy DME1 14
A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
B) Development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

CONTAMINATION OFFICER:

I have reviewed a copy of the geo-environmental information within the following report submitted in support of the application:

Title: Phase 1 desk Study Report; Ref:PH1-2021-000106; Date:03/12/2021; Prepared by: STM Environmental Consultants Ltd

The report provides details of a phase 1 study and includes an initial Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

The CSM and PRA identify six potential pollutant linkages of possible concern, and their potential risk/s were assessed to vary between very low to moderate. These require the site to be investigated to confirm their presence (or absence) and as applicable assess their significance in terms of risk/s to the various current identified and proposed receptors.

I therefore recommend the following condition/s to be imposed if planning permission is awarded:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

WASTE OFFICER (comments of 31/1/23):

Access for collection is acceptable.

Minimum capacity is acceptable and consideration should be made for recycling within the containers supplied. Containers are preferred to be metal and coloured green for general waste, and black for dry mixed recycling. These can be purchased or hired directly from Hillingdon's recycling team or sourced elsewhere.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Loss of Existing Buildings:

The former Victoria Public House building is 2-storeys in height and is of a traditional design with a pitched roof and red brick / white rendered elevations. The building, although not unattractive, is not of such architectural or historical importance as to warrant its protection, particularly as Policy HC7 of the London Plan (2021) which seeks to protect public houses that have a heritage, economic, social or cultural to local communities focuses on the importance of the public house use.

No objections are raised to the loss of the garages which are in an poor state of repair.

Loss of Existing Uses on Site:

The applicant has confirmed that the site current comprises the following uses:-

- 7 self-contained dwellings - Class C3 (406 sqm),
- 4 terraces of garages used for ancillary residential storage - Class C3 (371 sqm), and
- 4 office / light industrial units - Class E (g)(i) or (g)(iii) (314 sqm)

Residential Loss:

Policy H8, Part A of the London Plan (2021) states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.

Policy DMH1 of the Hillingdon Local Plan: Plan 2 - Development Management Policies (2020) advises that the net loss of housing will be resisted unless the housing is replaced with at least equivalent residential floorspace.

The proposal would result in the loss of the seven residential units within the converted public house building. However, as the building's re-development is part of an overall net increase in residential units and overall floorspace on site, no objections are raised in terms of Policy H8 of the London Plan (2021) and Policy DMH1 of the Local Plan (2020). There are no policies that protect garages for ancillary residential storage.

Commercial / Industrial Loss:

Policy E4, Part A of the London Plan (2021) requires a sufficient supply of land and premises in different parts of London to meet current and future demands for industry and related functions which are then identified and Part C lists the 3 types of industrial site, including Strategic Industrial Locations (SIL), Locally Significant Industrial Sites (LSIS) and Non-Designated Industrial Sites. Policy E7, Part C identifies the criteria against which proposals for mixed or residential use on Non-Designated Industrial Sites will be considered.

Policy DME 2 of the Local Plan: Part Two (2020) notes that proposals which involve the loss of employment floorspace or land outside of designated employment areas will normally be permitted if:
i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or
ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or
iii) Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes; or
iv) The new use will not adversely affect the functioning of any adjoining employment land; or
v) The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

The proposal would also result in the loss of the garage courtyards at the rear of the site which include commercial units formerly used for office and light industrial purposes. This part of the site is not designated and therefore forms a non-designated industrial site, as it compromises uses included within Policy E4 Part A of the London Plan (2021). Policy E7 outlines that residential development on non-designated industrial sites should only be supported where:

1) there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or

2) it has been allocated in an adopted local Development Plan Document for residential or

mixed-use development; or

3) industrial, storage or distribution floorspace is provided as part of mixed-use intensification.

The proposal does not comply with criterion 2) and 3). The applicant has submitted the following relevant comments in terms of justifying the loss of non-designated industrial floorspace in relation to criterion 1):

- The 'employment' part of the site is very small, equating to less than 20% of the overall site area, and is landlocked by the garages to the north and the converted public house to the south. It would therefore be impractical to try and redevelop this part of the site for any meaningful employment use, particularly given the narrow width of the access and residential character of Sandow Crescent. Moreover, the site is of insufficient size, shape, or dimension to make for any meaningful redevelopment and allow service vehicles to enter and exit the site in forward gear;

- The buildings have been vacant for several years and are in poor condition such that it would not be viable to reinvest in the buildings to bring them up to lettable standard, particularly given the poor rental values that would be achieved given the sites isolated location and constrained access;

The rear courtyard areas do have very poor access, which is gained by a very narrow single width access road which connects with Sandow Crescent which itself forms a very narrow residential cul-de-sac which is typically heavily parked with extremely limited capacity for vehicles to turn. The garages are also in a poor state of repair. Furthermore, given that the site is also surrounded by residential properties in close proximity, it is concluded that the site is not suited to being brought back into a formalised industrial / commercial use and the applicants assessment is accurate. The Council's Policy Officer also considers this assessment to be plausible and advises that typically, marketing evidence would be required to demonstrate that there is no reasonable prospect of future use, however this could be avoided on this scheme due to the small scale of the floorspace and the comments above. As such, the proposal is considered to be acceptable in terms of Policy E7 of the London Plan (2021) and Policy DME 2 of the Local Plan: Part Two (2020).

Proposed Residential Use:

The NPPF encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. An important component of this is to ensure that as much use as possible of previously-developed or 'brownfield' land is made.

Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners, those involved in planning and development must:
· ensure that more homes are delivered.
· support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
· create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
· identify and allocate a range of sites, including small sites, to deliver housing locally,

supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.
· establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value.

Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan.

This application has been revised and now seeks to deliver 38 residential units, which will come forward within two, three to four storey flatted blocks. The overall level of development is considered to be appropriate to ensure that effective and efficient use is made of this brownfield site whilst maintaining the character of the area and the amenities of adjoining residents.

Safeguarding the Development Potential of Adjoining Sites:

Policy DMHB 11 of the Local Plan: Part 2 (2020) outlines that development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. No. 157 Old Station Road is currently in use as a surgery and forms a large low-density plot to the west of the application site which does have development potential.

The scheme has been revised and now the proposed buildings on this side of the site would maintain a typical separation distance to the boundary of some 10.5m so that if any future residential re-development scheme on the adjoining site did the same, an adequate 21m separation distance between habitable room windows on each site would be maintained to ensure that an adequate level of privacy for their residential occupiers would be provided.

Housing Size Mix:

The proposed housing size mix is as follows:

· 7 x Studio (18%)
· 6 x 1 Bedroom (16%)
· 14 x 2 Bedroom (37%)
· 11 x 3 Bedroom (29%)

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

Family housing is defined within the glossary of the London Plan (2021) and outlines that it must generally be of a size that has three or more bedrooms. It is worth noting that the

Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021).

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally being more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

In terms of the site-specific factors, the site has a high PTAL rating (4-5) and would only be a 3-4 minute walk from the new Crossrail Station at Hayes & Harlington. The site is also close to the shops and amenities within Hayes town centre. The site is therefore considered suitable to provide for some smaller sized units. However, pre-application advice also advised that the development should provide at least 25% of the units as family sized units throughout the proposal and with 29%, the scheme complies with the advice and provides a good mix of studio, 1, 2 and 3 bed units.

Noting the above, it is consider that the proposal would comply with the housing size mix policies in the Development Plan.

7.02 Density of the proposed development

Policy GG2 (Making the Best Use of Land) of the London Plan (March 2021) states that in order to create successful sustainable mixed use places, development proposals must proactively explore the potential to intensify the use of land to support additional homes and work spaces, promoting higher density development in locations that are well-connected by public transport, walking and cycling. The policy further states that this will be achieved through enabling development of brownfield land. The optimum development capacity of a site should be determined through applying a design-led approach.

Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (March 2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

Policy DMHB 17 of the Local Plan, Part 2 advises that all new residential development should take account of Table 5.2 (Residential Density Matrix), which outlines suggested residential densities for different types of location and type of unit. For residential areas with a suburban character within 800m of a town centre and a PTAL of 2 to 3, schemes which mostly contain flats should be within the range of 50 - 110 units per hectare (u/ha) and 150 - 330 habitable rooms per hectare (hr/ha).

Notwithstanding the fact that the application site has a better PTAL score which is not included within the table, with a unit density of 106u/ha and habitable room density of 292 hr/ha, the scheme would satisfy both standards.

However, it is noted that these standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure.

The policy then goes on to highlight the relevant considerations which would contribute in defining an appropriate density such as site context, amenity considerations etc. These aspects of the proposal are considered in detail within the relevant sections of this report, but it is concluded that overall, the cumulative impacts of the proposal do not suggest that the scheme is of such a density that it is inappropriate in terms of the character and amenity of the local area.

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

The application site does not form part of or is located close to a conservation area or an area of special local character. Furthermore, there are no statutorily or locally listed buildings within or in the vicinity of the site and it is also not located within an archaeology priority area / zone. As such, the proposal would be unlikely to affect any heritage asset, in compliance with Policy HE1 (Heritage) of the Local Plan Part 1.

7.04 Airport safeguarding

The relevant airport and air traffic safeguarding authorities have been consulted and they advise that the proposals do not raise any safeguarding concerns, although Heathrow Airport Ltd do advise that this is subject to a Bird Hazard Management Plan condition being attached to any permission, together with an explanatory informative and advice being provided as regards the use of cranes. The condition and 2 informatives covering Heathrow Airport Ltd's concerns form part of the officer recommendation.

7.05 Impact on the green belt

The application site is not located within or close to the green belt so that no green belt issues are raised by this application.

7.07 Impact on the character & appearance of the area

Updated policies aimed at improving the design of new developments have been introduced into the NPPF in response to the findings of the Building Better, Building Beautiful Commission. These include changes to the overarching social objective of the planning system (paragraph 8b) to include the fostering of 'well-designed, beautiful and safe places'.

Paragraph 134 introduces a new requirement that development should be well designed. Development that is not well designed should be refused, 'especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.'

Conversely, paragraph 134 then goes on to say that significant weight should be given to developments that reflect 'local design policies and government guidance on design' and/ or 'outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area'.

Policy D1 of the London Plan (London's form, character and capacity for growth) requires developments to respond to local context by delivering buildings and spaces that are positioned and are of a scale, appearance and shape that responds successfully to the identity and character of the locality. Further, Policy D5 (Inclusive Design) requires developments to deliver inclusive environments that meet the needs of all Londoners.

Policy DMHB 11 of the Local Plan Part 2 (2020) requires all development to be designed to the highest standards and incorporate principles of good design, including harmonising with the local context; use of high quality building materials and finishes; internal design and layout maximises sustainability and is adaptable; protects features of positive value and their settings and includes landscaping and tree planting. Proposals should also not impact

upon the amenity, daylight and sunlight of adjoining properties and open space, development does not prejudice the development of adjoining sites and appropriate provision is made for the storage of waste and recycling.

Policy DMHB 12 re-iterates Policy DMHB 11 by stating that development should be well integrated with the surrounding area and be accessible by improving legibility and promote routes and wayfinding between the development and local amenities; public realm design takes account of the established townscape character and quality of the surrounding area; includes landscaping that is suitable for the area; makes provision for the safe and direct movement of pedestrians and cyclists; incorporates appropriate and robust hard landscaping; incorporates public art where appropriate and incorporates inclusive design. Public realm improvements will also be sought from developments close to transport interchanges and community facilities.

Whilst the former Victoria Public House building is not Statutorily or Locally Listed or is located within a conservation area or area of special local character, it does contribute positively to the appearance of the local townscape. However, the curtilage of the former public house building is almost entirely hard surfaced as is most of the area of the garage courtyards to the rear. It will be important for any re-development scheme to make a positive contribution to the townscape, including the provision of comprehensive landscaping.

The street scene along this part of the north side of North Hyde Road is of mixed scale and character, comprising Asa Court, a two and three storied gabled roof flatted block to the west and Nos. 34 to 38 North Hyde Road, a two storey hipped roof flatted block to the east, beyond which is a petrol filling station with a large canopy and a series of 4 storied flat roofed flatted blocks beyond. Properties surrounding the site are generally two storey residential units and on the opposite side of North Hyde Road, the pre-dominant character comprises two storey hipped roof houses. On the northern side of Nestles Avenue, the scale of development dramatically increases with re-development proposals involving residential blocks in excess of 10 storeys high.

In this context and given the requirement that the redevelopment of brownfield sites should make efficient use of land, it is considered that the proposed scale of development, with essentially two, three storey blocks with a recessed fourth floor is acceptable in this urban context, close to the Hayes town centre.

There is no defined building line along this part of North Hyde Road and the south block with a set back from the road of some 10m, would be sited no further forward than the nearest part of the staggered footprint of Asa Court to the west and significantly further back on its plot than the adjoining block to the east, which would allow comprehensive landscaping with tree planting to be provided to the front. The rear elevation of the south block would also roughly align with the rear elevations of the adjoining blocks.

The Council's Conservation / Urban Design Officer has provided advice on this scheme and advises that the revised scheme which reduces the number of units from 41 to 38 units has taken into consideration previous design concerns over the top-heavy appearance of the third storey of the south block which has been addressed by increasing the setback and increasing the roof parapet height. This has visually decreased the height of the top storey improving the proportions of the building. The block now sits more quietly within the street scene.

The parking and public footpath at the front of this block have also been removed allowing for a much-improved landscaping scheme that incorporates trees, soft planting and front boundary hedging. These are significant improvements that will provide an attractive setting for the development in direct views from the junction opposite as well as in oblique views along North Hyde Road.

As regards the northern block, the officer raised concerns regarding the cramped nature of the development which was exacerbated by the block being part four-stories in height which had an overbearing impact on the adjacent two-storey maisonettes. This relationship has now been improved with the reduction of the residential units and the proposed three storeys with a single setback fourth floor unit is now much more discreet and considered acceptable. The private garden areas around the building and boundary planting will also greatly improve its setting.

The officer also notes that the development has now been set back further from the boundary with No. 157 Old Station Road to allow adequate separation between potential habitable rooms. This has also increased the soft landscaping and improved amenity space to the ground floor units and the setting of the development as a whole.

In terms of the facades, the officer considers the proposed architectural language is acceptable and would sit comfortably with the existing built context. The primary palette of materials of brick along with articulation and richness to the facade would add visual interest to the street scene and are generally considered to be of high standard of design.

The officer concludes that the detailed design of the blocks, the choice of materials and the quality of workmanship will be important factors in the success of the scheme and could be controlled by relevant conditions. On this basis, the Urban Design Officer raises no objection to the proposals, subject to conditions controlling all external materials; detailed design of balconies, windows, doors, window / door reveals and roof parapets and hard and soft landscaping details.

It is also proposed that the access points into the site are gated. The gates on the Nestles Avenue and Sandow Crescent frontages would not appear as unduly prominent features within their respective streetscenes. As regards the North Hyde Road frontage, the southern block is already set back by some 10m from the road frontage and the proposed gates would be set a further 5m behind the building frontage. In such a position, the gates would largely be screened by the adjoining buildings.

The proposal is considered to present an acceptable appearance within the street scene and surrounding area, in compliance with Policy DMHB 11 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

The NPPF (2021) at Paragraph 125, Part C advises that:-

'local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).'

Policy D6 of the London Plan (2021) states that development should provide sufficient

daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so that they do not adversely affect their surroundings or the local character and Policy DMHB 11 of the Local Plan: Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 in the supporting text advises that a minimum 21m separation distance between windows of habitable rooms will be required to maintain privacy and prevent the possibility of overlooking and that new development should carefully consider layout and massing in order to ensure that development does not result in an increased sense of enclosure and loss of outlook (paragraph 5.40). As regards loss of daylight and sunlight, paragraph 5.41 states that development designs should optimise the levels of daylight and sunlight and expects the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) 'Site layout planning for daylight and sunlight: A guide to good practice'.

Impact on Outlook / Privacy

The proposed north block would maintain a minimum separation distance of at least 21m from the main rear elevations of properties fronting Nestles Avenue to the north (Nos. 2 - 32) and those fronting Sandow Avenue to the east (Nos. 2 - 16). It is considered that the separation distances, together with the modest extent of the third floor of the proposed building would ensure that the north block would not appear unduly prominent or result in any undue loss of privacy from these neighbouring properties. To the west of the proposed north block, there are also no residential properties within a 21m distance, but the adjoining sites do have development potential, particularly No. 157 Old Station Road, a large low-density plot. The scheme has been carefully designed so that the proposed north block would maintain a typical separation distance to the boundary of some 10.5m so that if any future residential re-development scheme on the adjoining site does come forward, by replicating this separation distance from the boundary, an adequate 21m separation distance between habitable room windows between the facing blocks would be maintained .

As regards the south block, this would front North Hyde Road, similar to that of the existing public house building and maintain a minimum separation distance of 21m to the north block. To the east, is an adjoining block of flats (Nos. 34 - 38 North Hyde Road) and the rear elevation of the proposed southern block would roughly align with the rear elevation of the adjoining block and the proposed block would be set back some 8.5m from its side elevation. The adjoining building does contain bedroom windows in its side elevation facing the site, but the privacy of these windows is already compromised as an access to this block runs along this side boundary and there are some existing ground floor windows in the public house building close to the shared boundary that directly face onto the adjoining block. The proposed building's eastern side elevation although mainly blank, does contain a bedroom window on the first and second floors but these are angled to the rear, away from the adjoining building and a third floor bedroom window is set back from the flank elevation of the building so that any impact on privacy would be largely screened by the building's parapet wall. Privacy screens will be required to ensure that the use of the roof terraces by the top floor flats does not permit overlooking which would be secured by condition. As such, it is considered that the proposal would not give rise to any greater adverse impacts

on this adjoining flatted block in terms of outlook and privacy.

To the west is Asa Court with its garage courtyard immediately on the boundary and this building also contains side habitable room windows which would be sited some 16m from the side elevation of the proposed south block. Again, bedroom windows are proposed in the side elevation facing Asa Court that would be angled to the rear so as to prevent any overlooking of the adjoining windows within a 45 degree line of sight. This relationship is considered acceptable as regards the impact of the development on the outlook and privacy of the occupiers of Asa Court.

DAYLIGHT AND SUNLIGHT

A Daylight and Sunlight Report (Neighbouring Properties), dated 30 September 2022 has been submitted in connection with the revised scheme. The report follows the latest BRE guidance (2022) and concludes that the proposed development will have a relatively low impact on the light received by its neighbours and that non-compliance with BRE recommendations is limited to the daylight tests in respect of windows at Nos. 34 and 38 North Hyde Road and 2 to 4 Sandow Crescent and given the overall high level of compliance with the BRE recommendations and the fact that the BRE guide is intended to be used flexibly, particularly in urban locations, the proposed development is acceptable in terms of daylight and sunlight impacts upon neighbouring properties.

The report has been reviewed by the Council's external consultants who comment on the following 4 properties where BRE daylight guidelines are not met:-

34 North Hyde Road
Four windows at No. 34 North Hyde Road would not comply with the recommended BRE guidelines for Vertical Sky Component (VSC). Three of these windows are sited underneath the building's existing overhanging roof and as a result, may experience a larger relative reduction. It has been confirmed through supplementary assessment that if the building's existing overhang were to be removed, these windows would meet BRE guidelines and therefore their non-compliance is not a direct consequence of the proposal. The fourth window in the side elevation is only marginally outside of the guidelines, retaining 0.77 of its VSC rather than the BRE recommended 0.8. The consultants consider the overall daylight impacts on this property to be acceptable, as are the impacts on sunlight which have been confirmed as being negligible.

38 North Hyde Road
As regards No. 38 North Hyde Road, six windows will not comply with the recommended BRE guidelines for VSC, with one window not being in compliance due to the overhanging roof. The third party consultants recommend that further context on the proposed changes to these windows is provided to enable further assessment. As regards sunlight, the report advises that there will be negligible sunlight impact on this property which the third party consultant has confirmed as being acceptable.

14 to 16 Sandow Crescent
The third party consultants requested clarification as to the description of its only window that would fall below the recommmended VSC as being secondary but do consider overall that the daylight impacts to this property to be acceptable, as are sunlight impacts which are negligible.

2 to 4 Sandow Crescent

Two windows will not comply with the recommended BRE guidelines for VSC, but again, both windows are sited below an existing overhanging roof and that may result in a larger relative reduction and that once the overhang is removed, these windows would comply. The consultants consider the overall daylight impacts on this property to be acceptable as are the impacts on sunlight which are negligible.

The report also advises that all garden and open spaces tested for overshadowing meet BRE recommendations and the consultants confirm that all relevant neighbouring amenity spaces will meet BRE guidelines.

The external consultant's assessment of the Daylight and Sunlight Report (Neighburing Properties) did not raise any fundamental objections, but did seek various clarifications which have since been submitted. The LPAs consultants have confirmed that they are either satisfied that their comments / concerns have now been clarified / overcome and understand the limitations of further analysis and the reasoning why this has not been pursued.

It is therefore considered that on the basis of the above assessment, the scheme has an acceptable impact on the amenities of surrounding properties and open space, in compliance with Policy D6 of the London Plan (2021), Policy BE1 of the Local Plan: Part One (2012) and Policy DMHB 11 of the Local Plan: Part Two (2020).

7.09 Living conditions for future occupiers

HOUSING STANDARDS

London Plan Policy D6 (High quality and standards) requires housing developments to be of the highest design quality and provide adequately-size rooms with comfortable and function layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. The policy requires development to meet the minimum standards, which will be applied to all tenures and residential accommodation that is self-contained. The minimum standards also align with the Nationally Described Space Standards.

At a local level, Policy DMHB 16 (Housing Standards) of the Local Plan Part 2 requires all housing development to have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, residential accommodation should meet or exceed the most up to date internal space standards.

All the residential units within the proposed blocks will at least meet and typically exceed the minimum space standards as set out by both the Mayor of London within the London Plan and the National Technical Standards (2015). This ensures that a high quality living environment is delivered.

EXTERNAL AMENITY SPACE

Policy DMHB 18 (Private Outdoor Amenity Space) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all new residential development to provide good quality and usable private amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2 which are as follows:

1 bedroom flat - 20 sqm per flat
2 bedroom flat - 25 sqm per flat
3 bedroom flat - 30 sqm per flat

The proposed unit mix requires a total of 940 sqm of useable private / communal external amenity space to be provided to meet the requirements of Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), through private balconies / private gardens and communal amenity space for the use of residents only. The scheme provides a mix of private gardens, roof terraces and balconies which equates to some 794sqm of private space. This figure excludes the two ground floor amenity areas which front North Hyde Road as these areas, although of a good size, are not generally included within the calculation of amenity space as they do not tend to afford an adequate level of privacy. The scheme also provides a communal green space between the blocks which will incorporate a children's play area and to the east of this, a multi-use 'home zone' area which will provide a kick about and games area and also serve to access the 2 disabled persons spaces, which together with a proposed small allotment garden to the north of the site, would comprise a total communal area of 623sqm to give a total of 1,418sqm of private and communal amenity space, which would exceed minimum standards. However, the scheme may need to provide 2 additional accessibility parking spaces in the future if demand arises (see Section below). Drw. No. ITB17034-GA-006 within the Transport Statement Addendum shows these spaces being provided in the south west corner of the home zone, which would remove approximately 60.5sqm of communal amenity space which would still give an overall figure of 1,357sqm, greatly exceeding the 940 sqm requirement to satisfy standards.

Paragraph 5.70 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) does advise that communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of a high quality with clear planning merits. All but one of the proposed units would have their own private amenity areas in the form of either a private garden, balcony or roof terrace which will be directly accessed from the living room and these private areas alone provide 88% of the total amount of amenity space required to serve the development in order to satisfy standards. The only unit which would not have private amenity space is the ground floor unit fronting North Hyde Road on the south east corner of the southern building and this unit would still have its own 25sqm front garden area (the unit in the south west corner of the building would have a similar front garden area but this unit also has a 29sqm garden area at the side which would provide adequate privacy).

In total the scheme therefore delivers a total of 1,418sqm of amenity space, which greatly exceeds standards and it is considered that the amenity space would be usable, good quality, conveniently located and provide differing types of space. This provision of high quality amenity space in the form of both private and communal amenity space will ensure residents have access to a policy compliant quantum of outdoor amenity space which would be usable, accessible and not overlooked.

CHILDREN'S PLAY SPACE

Policy S4 (Play and Informal Recreation) of the London Plan states that development proposals for schemes that are likely to be used by children and young adults should increase opportunities for play and informal recreation and enable children and young people to be independently mobile. The policy further states that for residential development proposals should incorporate good-quality accessible play provision for all ages. At least 10 square metres of playspace should be provided per child that provides a stimulating environment, is accessible to all safely from the street and forms an integral part of the surrounding neighbourhood. These spaces should also incorporate trees, be overlooked to enable passive surveillance and not be segregated by tenure.

At a local level, Policy DMHB 19 of the Local Plan: Part 2 (2020) requires that new residential developments which result in an occupancy of 10 or more children will be required to provide children and young people's play facilities on-site. Where a satisfactory level of provision cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area.

The development has been calculated to have a child yield of 25 with a policy compliant play area of 250sqm being required. The Design and Access Statement shows that a 245sqm play area can be provided on the communal amenity area between the two blocks. There are no objections to the very minor shortfall and the location of the space would achievegood levels of sunlight and is sufficiently remote from adjoining dwellings to cause disturbance whilst it would still benefit from natural surveillance. No objections are raised to this provision.

PUBLIC OPEN SPACE

Policy DMCI 4 of the Local Plan: Part 2 (2020) outlines that proposals for major new residential development must make provision for new or enhanced public open space. Given the size of the site, this would be best undertaken through an off-site contribution and in accordance with policy DMHB 19 of the Local Plan Part 2 (2020) and the GLA Children's Play Space SPG.

PRIVACY AND OUTLOOK

The relationship of surrounding buildings to the proposed development has been discussed in Section 7.08 above and the angling of the side windows on the south block will similarly ensure that there is no direct overlooking between habitable room windows and block would afford adequate levels of privacy for its residents. The separation distance between the proposed blocks also satisfies the 21m minimum distance to ensure that the potential for overlooking is minimised to acceptable standard.

DAYLIGHT AND SUNLIGHT

A Daylight and Sunlight Report (Within Development), dated 30 September 2022 has been submitted in connection with the revised scheme. The report follows the latest BRE guidance (2022) and concludes that the proposed development will achieve a high level of compliance with BRE recommendations and although a small number of rooms and 2 amenity areas do not meet the recommendations, the results are not unusual in an urban context and overall, the proposed design will provide adequate levels of natural light.

In particular, as regards daylight considerations, the report advises that 69 of the 105 rooms assessed (66%) achieve or surpass their minimum illuminance recommendation. As regards sunlight performance, 30 of the 38 units have at least one habitable room window which faces within 90 degrees of due south and 21 of these 30 units have a living room which receives a total of at least 1.5 hours of sunlight on 21st March.

As regards amenity space, with the exception of only two gardens, 56% or more of the area of each amenity space will receive at least 2 hours of sunlight on 21st March which is better than the BRE recommendation that at least 50% of any garden or amenity space should receive at least 2 hours of sunlight on 21st March.

The report has been reviewed by the Council's external consultants. They confirm that the results are correct and note that the report and the 66% compliance rate for the rooms is based upon multi use rooms being assessed against the highest and more onerous 200 lux target, but if the 150 lux target is used, an additional 10 rooms would meet guidelines and that 79 of the 105 rooms would pass and the compliance rate would increase to 75%. The report suggests that the level of compliance is high but the external consultants suggest that it is not particularly high, but do consider that the scheme would be likely to provide a satisfactory level of daylight amenity.

The consultants do confirm that both the sunlight and overshadowing performance are satisfactory.

In summary, the majority of habitable rooms and the outdoor amenity space would achieve relevant standards, in accordance with Policy DMHB 11 and Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D6 of the London Plan (2021). It is not considered that any short fall is a sustainable reason to refuse the application in this case.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The NPPF (2021) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impact of development are severe. The NPPF also says that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Policy T2 of the London Plan (2021) states that development proposals should deliver patterns of land use that enable residents to make shorter regular trips by walking and cycling and:-

i) demonstrate how they will deliver improvements that support the ten Healthy Street Indicators in line with TfL guidance,
ii) reduce the dominance of vehicles on London's streets, whether stationary or moving, and
iii) be permeable by foot and cycle and connect to local walking, cycle and public transport networks.

Policy T4 requires where appropriate, the submission of transport assessments / statements to ensure that impacts on the capacity of the transport network are fully assessed and mitigated.

Policy T5 requires development proposals to remove barriers to cycling and create a healthy environment in which people choose to cycle and development proposals should be in accordance with cycle standards.

Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity and that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Car-free development with no general parking should still provide disabled persons parking in line with standards.

Policy T6.1 advises that new residential development should not exceed the maximum

parking standards and residential parking spaces must make appropriate provision for elecrtric or Ultra-Low Emission vehicles.

Policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner and to be acceptable, schemes are required to i) be accessible by public transport, walking and cycling; ii) maximise safe, convenient and inclusive accessibility; iii) provide equal access for all people; iv) adequately address servicing requirements and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Policy DMT 2 seeks to minimise the impact of development on the surrounding highway with regards to traffic, air quality, noise, local amenity and safety.

Policy DMT 5 seeks to ensure development proposals make adequate and safe provision for pedestrians and cyclists.

Policy DMT 6 sets maximum parking standards for new development as outlined in Appendix C Table 1 to facilitate sustainable development. A variation of these requirements may be acceptable when:-

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendation.

The policy also states that all car parks provided for new development will be required to provide conveniently located parking spaces for wheelchair users and those with restricted mobility.

The application is supported by a Transport Statement, dated 17 December 2021 and a Transport Statement Addendum dated 22 September 2022.

The Council's Highway Engineer has reviewed the application and advises that being just on the edge of Hayes town centre, the sikte has reasonable access to a range of shops, services, facilities and transport opportunities. North Hyde Road forms part of the Hillingdon classified road network and is a bus route and according to the Transport for London WebCAT service, the application site has a PTAL ranking of 5 indicating access to public transport is good compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

CAR PARKING

The Highway Engineer advises that the published London Plan (2021) Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards and for a development in a location with a PTAL ranking of 5 with the unit mix proposed the London Plan requires that the development is car-free and the proposal is in accordance with this policy.

DISABLED PERSONS PARKING

The published London Plan 2021 Policy T6.1 Residential Parking requires that disabled persons parking should be provided for new residential developments delivering ten or

more units. As a minimum it requires the Highway Authority to ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset. For this development, one space should be provided prior to occupation with provision for a further three spaces in response to demand, giving a possible required total of four spaces. The Highway Engineer has confirmed that a as the development would provide two spaces upon first occupation with scope to increase provision by a further two spaces, the development is in accordance with these standards.

CYCLE PARKING

Two single tier cycle stores would be provided, one adjacent to the disabled persons parking spaces, close to the entrance of the north block and the other to the rear of the site, which would provide a total of 56 spaces. A visitor cycle shelter providing 2 spaces, together with 4 spaces for larger bikes would also be provided immediately outside the entrance to the north block. 3 ground floor flats in the north block would also have provision for 2 cycle spaces in their rear gardens. The proposal would therefore provide a total of 66 long stay (4 of which would be for larger cycles) and 2 short stay spaces which is in accordance with London Plan standards and to which the Highway Engineer raises no objections.

SITE ACCESS

The main access to the site would be from North Hyde Road, via a gated driveway situated immediately on the eastern flank of the proposal site. This access would have two gates that would operate independently of each other, one for pedestrians and one for vehicles. The Highway Engineer notes that the driveway may not be wide enough for two vehicles to pass but the Highway Authority is not unduly concerned about this as it only provides access to 2 car parking spaces (which might possibly increase to 4). A swept path drawing has been provided that shows that a refuse vehicle could enter and leave the site in a forward gear. As well as this vehicular site access, there is also the retained vehicular access from Sandow Crescent which is proposed to be gated. This will only serve the Scottish and Southern electricity sub-station immediately to the north of the site and the site's layout will not permit any greater vehicle permeability into the site. The proposals will also re-instate the footpath from the north of the site onto Nestles Avenue and again this will be gated to restrict access by the wider public.

On the western side of the site, the existing vehicular access serving the former public house car park would be closed and the access landscaped. The Highway Engineer requires the crossover to be re-instated as part of the highway works secured through the S106 Agreement. The Highway Engineer further considers that the development could be best serviced by allowing delivery vehicles to enter the central 'home zone' courtyard to park and unload. To allow this to happen, access arrangements for the gated access would need to be agreed, which would need to be secured by condition. These arrangements would also need to be suitable for emergency services (as noted within the submitted Fire Safety Statement).

RESTRICTION ON RESIDENT PARKING PERMITS

As mentioned above the proposal would be car-free save for 2no. blue badge/accessible car parking spaces. Despite the site having a high PTAL ranking and good access to shops, services, facilities and transport opportunities, there is a risk that some residents may resort to owning and using a private car for trip making. In the absence of any parking

being provided on-plot they may resort to parking injudiciously on-street presenting a risk to road safety and impeding the free-flow of traffic. To reduce the likelihood of this happening, the Highway Authority requires that the applicant enters a 1990 Town and Country Planning Act s.106 legal agreement that prohibits future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site.

HEALTHY STREETS

Also in order to encourage more sustainable means of travel, the Highway Engineer also requires the S106 Agreement to secure the delivery of works that will facilitate safe and convenient active travel to and from the site. This will broaden the travel choice offered to occupants and visitors thereby reducing the incentive to own and use a car. This would allow the site to be self-sufficient in transport terms given that on-plot parking would be limited. The works required are the resurfacing of the footway between Hayes Health Centre and the Esso petrol station just east of the site boundary which shall include the removal and reinstatement of the redundant vehicle crossover on the western side of the application site.

The recommended s106 requirements and conditions form part of the officer recommendation.

CONCLUSION

The application has been reviewed by the Highway Engineer who is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, subject to the above mentioned planning conditions and suggested planning obligations, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

SECURITY

Policy DMHB 15 (Planning for Safer Places) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure that all new development provides safe and attractive public and private spaces and promotes Secured by Design principles. This is supported by Policy D10 of the London Plan (2021).

The scheme has been reviewed by the Metropolitan Police's Secure by Design Officer. The officer does raise detailed requirements for the design and functioning of the access gates and this has been conditioned. Otherwise, subject to a condition to ensure that Secure by Design accreditation is achieved, the officer does not raise any objections to the scheme.

7.12 Disabled access

Policy D5 (Inclusive Design) of the London Plan (2021) advises that, inter alia, development proposals should achieve the highest standards of accessible and inclusive design.

Policy D7 (Accessible Housing) of the London Plan (2021) states that residential development must ensure 10% of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' with the remaining dwellings meeing Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

Following initial concerns raised by the Council's Accessibility Officer on the revised

scheme, a further comprehensive set of revised plans, including detailed floor plans of all the unit types have been submitted.

The officer advised that the latest revised plans are largely acceptable, apart from drawing no 000-CDA-DR-A-15-001 Rev. 01 (North Block Proposed Flat Type B2-0-01 Floor Plan received 1/3/23). This plan has been further revised and the Accessibility Officer has confirmed that the revised layout for this wheelchair accessible unit is acceptable.

Therefore the Accessibility Officer does not raise any further concerns and advises of the need for 2 conditions which require a Building Regulation compliant fire evacuation lift to be installed in each block (as per the submitted Fire Strategy) and for details of accessible play equipment for disabled children to be submitted. These form part of the officer's recommendation.

7.13 Provision of affordable & special needs housing

London Plan Policy H4 (Delivering Affordable Housing) identifies a strategic target of 50% of all new affordable homes delivered across London to be genuinely affordable. This will be achieved through requiring major developments, which trigger affordable housing requirements, to provide affordable housing through the threshold approach.

London Plan Policy H5 (Threshold approach to applications) states that the threshold level of affordable housing on gross residential development is initially set at:
1) a minimum of 35 per cent; or
2) 50 per cent for public sector land where there is no portfolio agreement with the Mayor; or
3) 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution where the scheme would result in a net loss of industrial capacity.

The Policy further states that to benefit from the Fast Track Route applications must meet all the criteria including meet or exceed the relevant threshold level of affordable housing, be consistent with relevant tenure split, meet other relevant policy requirement and demonstrate that the strategic 50% target has been taken account of.

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:
A) In accordance with national policy:
i) developments with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing;
ii) subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.
B) Affordable housing should be built to the same standards and should share the same

level of amenity as private housing.
C) Proposals that do not provide sufficient affordable housing will be resisted.
D) To ensure that Policy H2: Affordable Housing of the Local Plan Part 1 is applied consistently and fairly on all proposed housing developments, the requirement for affordable housing will apply to:
i) sites that are artificially sub-divided or partially developed;
ii) phased developments. Where a housing development is part of a much larger development of 10 or more units (gross), affordable housing will be required as part of the overall scheme; and
iii) additional units created through or subsequent amended planning applications, whereby the amount of affordable housing required will be calculated based on the new total number of units on the site. Affordable housing will be required where a development under the 10 unit threshold is amended to have 10 or more housing units in total (gross).
E) In exceptional circumstances, where on-site provision of affordable housing cannot be delivered and as a last resort, a financial contribution will be required to provide off-site affordable housing on other sites which may be more appropriate or beneficial in meeting the Borough's identified affordable housing needs.

Circa 30% of the site is located on a non-designated industrial site, where the affordable housing requirement is for 50%. The remainder of the site, which is not in industrial use is subject to a requirement for 35% affordable housing. This approach to considering a proportionate quantum on mixed use sites is advocated and accepted by the GLA. The proposal would be required to achieve 40% affordable housing subject to viability, to be calculated by habitable room.

In accordance with Regional and Local Policy, a Financial Viability Appraisal has been submitted as part of this planning application. The FVA concludes that having regard to the criteria as set out in the report, the proposed development is unable to provide any element of affordable housing provision, either on site or as an off-site commuted sum in lieu, already being in deficit by -£1,131,786 with an adjusted Developers Profit of 10.34%.

The FVA was reviewed by the Council's external consultants. They have reviewed development costs and query the benchmark land value and have undertaken a stand back analysis. This suggests that when compared to similar schemes in the surrounding area, this scheme could potentially generate greater sales values and that the applicants figures are not sufficiently robust. Based on their analysis, the external consultants consider, even based on conservative assumptions regarding land transactions, that the affordable provision should be 18% with a 70:30 split between social rent and shared ownership housing.

Further discussions have taken place and the external consultants recommend that 6 units, comprising 22 habitable rooms or 21% of the total, with 2 in shared ownership (8 habitable rooms) and and 4 social rented 14 habitable rooms) be provided.

It is recommended that this level of affordable housing is secured through the S106 agreement and that it also secures early and late stage review mechanism. In this way, given the volatility of the market, should potential cost savings be realised, any surplus would be shared with the Council.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy GG1 (Building strong and inclusive communities) of the London Plan requires those

involved in planning and development to provide access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation. Part E of Policy GG1 goes onto state that development must ensure that streets and public spaces are consistently planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which fosters a sense of belonging, which encourages community buy-in, and where communities can develop and thrive. Part G of Policy GG1 sets out to ensure new buildings and the spaces they create are designed to reinforce or enhance the identity, legibility, permeability, and inclusivity of neighbourhoods, and are resilient and adaptable to changing community requirements.

Policy G5 of the London Plan (2021) requires major development proposals to contribute to the greening of London and Boroughs should developan Urban Greening Factor (UGF) to identify the appropriate amount of urban greening tailored to local circumstances, but in the interim, the Mayor recommends a target score of 0.4 for developments that are predominantly residential.

At a local level, Policy BE1 (Built Environment) of the Local Plan Part 1 states that the Council will require developments to improve the quality of public realm and provide for public and private spaces which are attractive, safe, functional, diverse, sustainable, accessible to all and respect the local character. Policy EM4 (Open Spaces and Informal Recreation) further states that the Council will seek to protect existing tree and landscape features and enhance new areas of vegetation cover.

Policy DMHB 14 (Trees and Landscaping) of the Local Plan Part 2 requires developments to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. The policy further requires developments to provide a landscape scheme that includes both hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity.

A Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement has been submitted in support of the application.

The application has been reviewed by the Council's Tree Officer and they advise that the site includes an adjacent area of land to the north which is currently overgrown and inaccessible and there are a number of trees on and off site around the north and west boundaries, which although not protected by TPO or Conservation Area designation, selected trees do contribute to the character and appearance of the area and should be retained where appropriate.

The Tree Officer goes on to advise that the Design and Access Statement supported by the proposed layout plans, shows the proposed layout in two blocks. The layouts reflect previous recommendations made in the light of pre-application recommendations. A landscaped buffer has been retained between North Hyde Road and the front block. Ground floor units have private amenity space and / or landscaped defensible space. The upper floors will have private balconies, or terraces, which should be a suitable usable size. The rear block features an intensive green roof / roof garden for use by residents. The flat roofs will include extensive green roofs designed to promote biodiversity incorporating photovoltaics. At ground level the landscape layout has been designed to accommodate a variety of interlinked spaces for use by all ages, with integral play spaces. Planting proposals will include the specification of native species and ornamental space is of know value to wildlife, to enhance biodiversity. The report includes some indicative plant and hard

surface materials and design images.

Impact on Existing Trees
The Tree Officer advises that the scheme is supported by a tree report by Challice Consulting which has identified and assessed 12 individual trees and 6 groups, which are on the site or close enough to influence it. There are no A category trees. 5 trees are category B; T1 lime, T8 Japanese maple, T11 Norway maple, T12 Tulip tree and T18 sycamore. (According to BS5837:2012, A and B grade are particularly worthy of retention due to their condition, value and anticipated useful life.) The other trees are of lower value, with 12 x C category and 1 x U grade. At 10.2, the report confirms that 5 individual trees (T2, T4, T5, T9 and T10) and 3 groups (G3, G15 and G17) will be removed to enable the development. All of these trees are moderate to poor quality; C grade with the exception of G17 (U grade). The summary confirms that the arboricultural impact of the scheme is relatively minor. The retained trees can be afforded an appropriate degree of protection and there will be opportunities to plant new native and ornamental trees as part of the landscape proposals.

Arboricultural Method Statement (AMS)
An AMS is provided which specifies a pre-commencement meeting with an arboricultural consultant. Notes of the meetings or any issues arising should be forwarded to trees@hillingdon.gov.uk, for information.

Urban Greening Factor
An Urban Greening Factor calculation has been submitted, which gives a score of 0.4 for the development which satisfies Policy G5 of the London Plan (2021).

The Tree Officer concludes that the scheme is acceptable, subject to 3 recommended conditions. These have been included as part of the officer's recommendation.

ECOLOGY:

The NPPF promotes biodiversity in recognition of its role in supporting the natural and local environment, by requiring planning policies to protect sites of biodiversity value and provide net gain for biodiversity.

London Plan Policy G6 (Biodiversity and Access to Nature) states that development proposals should mitigate impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Policy EM7 (Biodiversity and Geological Conservation) of the Local Plan Policy Part 1 states that the Council will seek to protect and enhance the population of protected species and the provision of biodiversity improvements for all development where feasible should be explored. The policy further states that the provision of green roofs and living walls which contribute to biodiversity would be supported.

Policy DMHB 14 (Trees and Landscaping) of the Local Plan Part 2 states that the Council will expect all developments to retain or enhance existing landscaping, trees and biodiversity or other natural features of merit. Development proposals will be further required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity.

The application site is highly unlikely to provide any ecological interest as it is sited close to Hayes town centre and it is mainly covered by hardstanding. The proposal will significantly enhance the greening and biodiversity of the site.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Refuse storage would be provided on the ground floor within each building, on the side elevation, adjacent to the access in the case of the south block and adjacent to the main entrance on the north block.

Waste Services have reviewed the application and advise that access arrangements for refuse collection are acceptable. Furthermore, the capacity of the storage areas are acceptable and consideration should be made for recycling within the containers supplied. Containers are preferred to be metal and coloured green for general waste, and black for dry mixed recycling. These can be purchased or hired directly from Hillingdon's recycling team or sourced elsewhere.

An informative has been added to the officer's recommendation as regards the recycling and container comments.

7.16 Renewable energy / Sustainability

Policy SI2 of the London Plan (2021) establishes the energy hierarchy for minimising greenhouse gas emissions, sets targets and advises that boroughs must establish and administer carbon offset funds and Policy SI4 seeks to minimise adverse impacts of development on the urban heat island by addressing impacts of overheating and excessive heat generation.

A Sustainability and Energy Statement, dated 20th September 2022 has been submitted in support of the revised proposal which sets out how the development proposes to reduce carbon dioxide emissions in accordance with the energy hierarchy.

The Council's Sustainability Officer has reviewed the application and is broadly satisfied with the submission. However, a shortfall has been identified which is required to be secured through a cash in lieu contribution.

The officer recommends an energy condition, requiring the submission of a detailed energy assessment which demonstrates as a minimum that onsite carbon savings and a S106 Heads of Term to secure the appropriate carbon offset payment.

The condition and S106 Heads of Term form part of the officer's recommendation.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires

that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). Notably, local policy recommends that proposals that fail to make appropriate provision for flood risk and surface water flooding mitigation should be refused.

The application site is not within an area prone to flooding.

The application is supported by a Flood Risk Statement and Drainage Strategy, September 2022 which the Council's Drainage Consultants have reviewed, and whilst the broad details provided are acceptable, a condition has been imposed to secure the final detailed SUDs design across the site. A SuDS condition forms part of the officer recommendation.

7.18 Noise or Air Quality Issues

NOISE ISSUES:

The application is supported by a Noise Assessment, September 2022 which has been reviewed by the Council's Noise Officer.

The officer did mention that the measured noise values did seem high for a single carriageway but were not that unusual for a busy road and raises no objection to the proposal, subject to a condition which should be achievable, based on the information provided limiting internal noise levels. The recommended condition forms part of the officer's recommendation.

AIR QUALITY ISSUES:

The NPPF supports opportunities to improve air quality or mitigate impacts where necessary.

London Plan Policy SI 1 (Improving Air Quality) states that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits or delay the date at which compliance will be achieved or create unacceptable high levels of exposure to poor air quality. In order to achieve this, the Mayor will require development proposals to be at least Air Quality Neutral and be designed to prevent and minimise increasing exposure.

Policy EM 8 (Land, Water, Air and Noise) of the Local Plan Part 1 outlines that all developments should not cause deterioration in local air quality levels and should ensure the protection of both existing and new sensitive receptors. The Policy further states that all major developments within Air Quality Management Areas should demonstrate how air quality neutrality is achieved where appropriate.

Policy DMEI 14 (Air Quality) of the Local Plan Part 2 further states that development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. The policy further requires that development proposals as a minimum should be at least air quality neutral and ensure there is no unacceptable risk from air pollution to sensitive receptors, and actively contribute towards the improvement of air quality, especially within Air Quality Management Areas.

The Council's Air Quality Officer has reviewed the proposal, including the submitted Air Quality Assessment, September 2022 and advises that the proposed development is located within the Hayes Focus Area, bringing additional traffic emissions which will add to current likely exceedances. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, and thereby contribute to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation.

The officer advises that the total emissions associated with the development needs to be mitigated and these mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

To this end, the officer calculates the level of mitigation required to the proposed development for traffic emissions is £39,422. Once all deductions were applied, the remaining value of mitigation due is £33,509. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), totalling a reduction of £5,913.

Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of £33,509 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

The officer also advises that in addition, 2 air quality conditions are required to manage construction emissions as required by the Mayor of London.

The S106 air quality contribution and the 2 conditions form part of the officer recommendation.

7.19 Comments on Public Consultations

The residents comments raising material planning considerations have been dealt with in the various sections of the committee report.

7.20 Planning obligations

S106 PLANNING OBLIGATIONS:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis: i) to secure the

provision of affordable housing in relation to residential development schemes; ii) where a development has infrastructure needs that are not addressed through CIL; and iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms
ii. directly related to the development, and
iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is considered that the planning obligations set out in section 2 of this report can be requestec

i) 6 Affordable Housing Units, comprising 22 habitable rooms, including 2 shared ownership ownership (8 habitable rooms) and 4 social rented units (14 habitable rooms) to include Review Mechanism (Early and Late Stage; GLA GLA standard wording).

ii) Carbon offset payment of up to £8,114* to secure the necessary CO2 savings required plus a clause ensuring that the applicant undertakes monitoring and reporting of the carbon performance of the buildings in line with the London Plan 'be seen' requirements. This shall also identify triggers and measures to ensure any shortfalls in performance are understood and mitigation is identifiable and deliverable to resolve failures to meet targets. The reporting shall be undertaking annually for 5 years.

*On commencement of development (excluding demolition), the shortfall (where applicable) identified in the Energy Assessment required by the Energy Condition shall form an in lieu contribution to the Council's carbon offset fund at £95/tCO2 annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).

iii) £33,509 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

iv) Highways: S278/S38 agreement to secure highway works:-

a) Resurfacing of the footway between Hayes Health Centre and the Esso petrol station just east of the site boundary which shall include the removal and reinstatement of the redundant vehicle crossover on the western side of the application site.

b) Residential Parking Permits

Restriction on future occupiers to obtain a parking permit to join any parking management scheme in the vicinity of the site.

v) Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances;

vi) Public Open Space contribution - £50,730

vii) Health Provision contribution - £14,789

viii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

FIRE STRATEGY

A London Plan Fire Safety Statement, dated 15 September 2022 has been submitted in support of the revised application.

It advises of the measures that will be employed to satisfy Policies D5 and D12 of the LOndon Plan (2021), including the following:-

- An evacuation lift will serve every floor throughout this development. These are lifts that operate as normal passenger lifts allowing everyday use in non-emergency situations, but have been specifically designed to be used in an evacuation situation with additional functions and capabilities if required.

- Building materials will comply with Regulation 7(2) of the Building Regulations and the materials of the external walls will achieve relevant standards.

- Travel distances throughout the development will be in accordance with BS 9991 and elements of the building design, including compartmentation, automatic fire detection and fire alarm systems, sprinkler systems and ventilation systems will be provided where required in accordance with their relevant British Standards.

- Inspection, maintenance and testing procedures will be established t ensure all fire protection systems operate effectively,

- Fire service access will be provided via North Hyde Road. Fire mains will be required in the north block as the 45m permissible distance is exceeded,

- Security features to access any building and site will be considered to ensure fire service response times are not delayed,

- The fire strategy for the proposal will need to be developed further as the building design

develops.

The submitted Fire Safety Statement has broadly covered the relevant requirements and the London Fire Brigade raise no objections. The statement is therefore considered robust and fit for purpose.

CONTAMINATION:

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer has reviewed the application, including the submitted Phase 1 desk Study Report, dated 3/12/21 and advises that the report provides details of the phase 1 study and includes an initial Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA). Six potential pollutant linkages were identified, and their potential risk/s were assessed to vary between very low to moderate.

The Council's Contamination Officer advises that, notwithstanding the conclusions and recommendations outlined within the phase 1 assessment, if planning permission is granted, a condition requiring a scheme to be submitted to deal with the potential contamination on site should be imposed.

The recommended condition forms part of the officer's recommendation.

OVERHEATING

Policy SI4 (Managing heat risk) of the London Plan outlines that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

The Sustainability and Energy Statement advises of the measures that will mitigate the potential for overheating, including the use of thermally efficient building materials; efficient mechanical ventilation (with heat recovery) to be used to control air quality to all apartments; opening windows that will provide purge ventilation and apartments having been designed to be deliberately deep, which naturally provides shading to the internal

spaces of the units and the 'g' value of the glazing used for external doors and windows will have a 0.63 specification which will reduce the transmittance of solar radiation through the glass.

It is considered that the above strategy and mitigation measures, as set out in the submitted Energy report, which have been conditioned, will satisfactorily address overheating issues, in compliance with Policy SI4 (Managing heat risk) of the London Plan.

HEALTH

HEALTH INFRASTRUCTURE

The supporting text to Policy DF1 of the London Plan (Delivery of the Plan and Planning Obligations) explains that the demand for health services in London is increasing due to a growing and ageing population and an increase in complex and long-term health conditions, and as such, across London, developer contributions are used to fund the capital costs of new or expanded primary and community care facilities. This is needed to meet the increasing demand for services which arises from population growth in areas of intensification or growth. Using the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) allows local planning authorities, in conjunction with Clinical Commissioning Groups and NHS England, to calculate the capital cost of the additional health facilities required to meet the increased demand from developments.

In this instance,using the HUDU model, and a capital contribution of £14,789 towards healthcare facilities would be required to support the additional strain placed on local services as a result of the increase in population. This contribution would be secured as a planning obligation.

8. Observations of the Borough Solicitor

General
Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations
Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights
Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The principle of the development, including the loss of a small amount of industrial / commercial floor space within the garage courtyard areas and the residential use of the site is acceptable. The scheme is also considered to be of an acceptable scale and design, having regard to the need to ensure that efficient use is made of brownfield sites and the two residential blocks have a suitable siting that will ensure that their impact upon neighbouring residential properties is acceptable and that appropriate provision has been made to safeguard the re-development potential of adjoining sites.

The scheme will provide suitable residential accommodation that satisfies relevant standards and provides a good mix and quality of external amenity space. The scheme is acceptable in terms of its impact on trees and will involve the significant greening of the site.

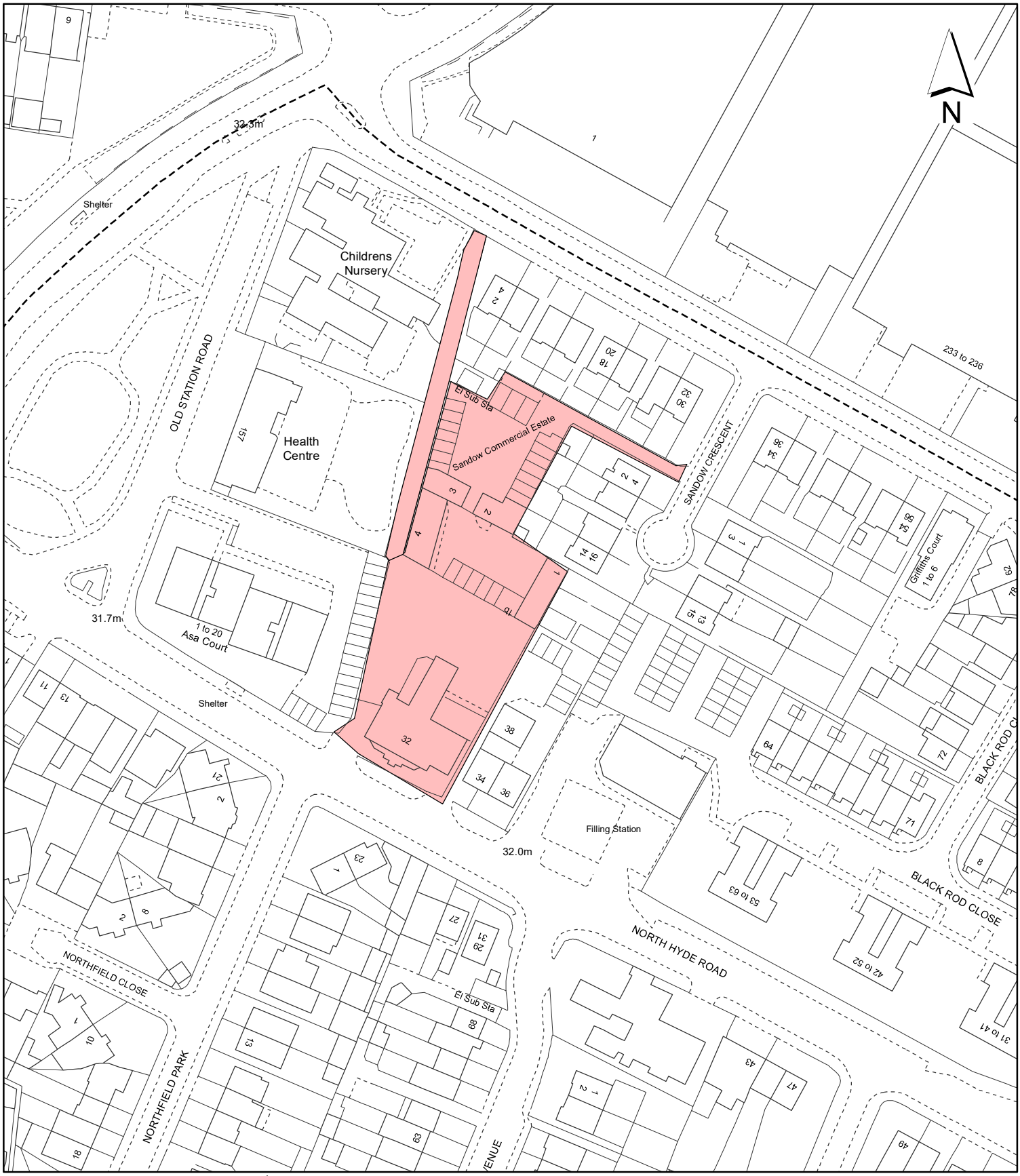
The scheme would be car free, which is considered acceptable on the edge of Hayes town centre, close to the Hayes and Harlington Station.

It is recommended for approval, subject to the recommended S106 Agreement Heads of Terms and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management policies (January 2020)
London Plan (March 2021)
National Planning Policy Framework (2021)
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Planning Obligations

Contact Officer: Richard Phillips **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Former Victoria PH, North Hyde Road

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
21432/APP/2021/4649

Scale:
1:1,250

Planning Committee:
Major Page 284

Date:
March 2023

HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address MURRAY ENGINEERING (HAYES) LTD SILVERDALE ROAD HAYES

Development: Demolition of a two-storey building and associated structures (Use Class E(g)(iii)) and the erection of a replacement six-storey (plus basement) mixed-used building with industrial floorspace (Use Classes B2, B8, E(g)(ii), and (iii)) at basement and ground floor level with residential uses (Use Class C3) above, together with associated car parking, cycle parking, refuse areas and mechanical plant.

LBH Ref Nos: 12795/APP/2021/1584

Drawing Nos: 710-15-001 (Rev. P3)
710-00-002 (Rev. P3)
710-15-003 (Rev. P2)
710-15-004 (Rev. P2)
710-15-005 (Rev. P2)
710-15-006 (Rev. P2)
710-15-007 (Rev. P2)
710-15-030 (Rev. P2)
710-15-031 (Rev. P2)
710-15-032 (Rev. P2)
710-01-014 (Rev. P6)
Letter of Potential Interest in Commercial Uni
Flood Risk Assessment and Drainage Assessment - 881872-R1(01)-FRA (April 2021)
Contamination Phase 1 Desk Study (April 2021)
Daylight, Sunlight & Overshadowing Report (04-10-22)
Affordable Housing Schedule
Applicant response to Metis (04-11-22)
Drainage Assessment - 10-01 (Rev. P6)
Daylight, Sunlight & Overshadowing Report (25-11-22)
Flood Risk Assessment & Drainage Assessment (January 2023)
Flood Risk and Drainage consultation letter (13-01-23
Marketing Report (15-04-21)
Air Quality Assessment - 443580/AQ/02 (02) (March 2021)
Economic Benefits Report (April 2021)
Employment Land Review Update (21-04-21)
Arboricultural Planning Statement - Version B (February 2021
Preliminary Ecological Appraisal (14-04-21)
Lighting Impact Assessment (26-02-21)
Energy & Sustainability Statement - 713121R(02) (06-04-21)
Daylight, Sunlight and Overshadowing Report (26-02-21
Construction Logistics Plan (March 2021)
Noise Impact Assessment - 29768239-RSK-RP-002-(02) (March 2021)
Fire Statement - SC21036 (19-04-21)
Mechanical, Electrical and Public Health Planning Stage Plant Space Repor (April 2021) (Rev. 01)
Structural Condition Survey - 0629-ACIES-XX-RP-S-0001 (Rev. P02) (15tl April 2021)
Heritage Statement (April 2021)

Preliminary Basement Impact Assessment - 372399 R01 (02) (27-04-21)
Planning Statement (19-08-22)
Daylight, Sunlight & Overshadowing Report (25-08-22)
Design and Access Statement (August 2022)
Transport Statement (July 2021) - 661866-TS (2.2)
710-15-033 (Rev. P2)
710-15-035 (Rev. P2)
710-15-036 (Rev. P2)
710-15-037 (Rev. P2)
710-15-050 (Rev. P2)
710-15-060 (Rev. P1)
710-15-061 (Rev. P1)
710-15-034 (Rev. P2)
194589-T-01
1070001-RSK092-SIL-L-005
710-15-009 (Rev. P3)
710-01-010 (Rev. P6)
710-01-011 (Rev. P9)
710-01-012 (Rev. P5)
710-01-013 (Rev. P6)
710-15-015 (Rev. P5)
710-15-016 (Rev. P3)
710-15-017 (Rev. P3)

Date Plans Received:	21/04/2021	**Date(s) of Amendment(s):**	23/09/2022 22/04/2021 22/09/2022 15/11/2022 23/04/2021 27/10/2022
Date Application Valid:	21/04/2021		

1. SUMMARY

The proposal seeks to demolish the existing two-storey industrial building and associated structures within the site, and erect a six-storey (plus basement), mixed-use residential and industrial building, comprising of 20 residential units at first floor level and above, with 648 sqm of industrial floorspace at ground floor level and within a basement.

The site falls within the Strategic Industrial Location (SIL) for sites near to Hayes Town Centre, at its north-western edge, with land to the north, west and south (former Chailey Industrial Estate, Silverdale Industrial Estate and Benlow Works respectively) removed from the SIL to allow for residential or mixed-use developments to come forward as allocated sites, whilst to the east is an industrial and residential building within the Nitrams unit. As a result of this site's unique position on the edge of a SIL and surrounded by existing and proposed residential uses, the proposed development is considered to be acceptable in principle despite the partial conflicts with the London Plan and Hillingdon Local Plan policies in respect of SILs and industrial uses. Moreover, it is considered that the proposal would re-provide the same level of industrial capacity through the introduction of a basement and at ground floor level, with the provision of 20 new homes at first floor level and above, of which, 36% would be secured as affordable housing.

The proposed building would be built up to the front and side boundaries of the site, creating a main continuous frontage facing southwards towards Silverdale Road, and creating a small, enclosed area to the rear for communal amenity space. The facade of the building has sought to replicate the more intricate appearance of the Grade II listed Benlow Works, opposite, than the more industrial-like buildings to the east, with extensive use of red brick and detailed design features such as hit-and-miss brickwork, soldier courses and arches. The overall scale and massing are considered acceptable for the evolving context of the area, with the detailed design of a high-quality which would provide a visual counterpoint to Benlow Works.

The widespread provision of on-site parking would be impractical noting the other policy requirements of the London Plan and Hillingdon Local Plan, and the site has a PTAL of 3, with good access to doorstep amenities within walking distance at Hayes Town Centre. As such, a car-free approach is supported, subject to providing wheelchair accessible spaces on-site, securing a financial contribution to extend the Hayes Parking Management Scheme to include the site, and preventing future occupiers from being eligible for parking permits, to limit opportunities for on-street parking for future occupants.

Internal living conditions are considered to be acceptable, although it is recognised that elements of the scheme, such as refuse collection distances, slightly exceed the guidelines. Nonetheless, the layout of the units is considered to result in fit and functional internal spaces within a very constrained plot, and it is recognised that the generally southerly orientation of the scheme means that the single-aspect units will benefit from good access to direct sunlight, and opportunities to provide multiple aspects for the proposed corner units have been maximised.

The scheme performs relatively well against the BRE guidance for daylight and sunlight to neighbours for a major development in a built up area, with only minor impacts to daylight to some lower windows within the larger residential scheme occupying the former Chailey Industrial Estate to the north. However, it should be noted that the proposed development would have a fairly significant impact on the amenity of the flat to the rear of the Nitrams unit, in terms of a reduction in daylight and outlook.

Therefore, whilst there is a partial policy conflict with the development plan policies in respect of SILs and industrial uses, weighing up the overall planning balance, it is considered that the proposal is acceptable, and is recommended for approval, subject to the conditions and obligations listed in this report.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Public Realm to grant planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

(i) £26, 500 as a financial contribution towards off-site public open space provision, to offset the on-site shortfall;

(ii) £13, 578 as a financial contribution to be used by the Council to fund measures to reduce poor air quality within the borough;

(iii) £7, 500 as a financial contribution to be used to fund off-site cycle hire

provision in the vicinity of the site;

(iv) £15, 000 as a financial contribution to be used towards consulting and implementing an extension to the nearby parking management scheme to include the application site;

(v) £37, 239 as a financial contribution to be used to fund the capital cost of local health infrastructure to support the additional population arising from the development;

(vi) A carbon offsetting sum based on an Updated Energy Strategy to be submitted to discharge Condition 7, with the offset calculation based on £95 per tonne of CO2 over a 30 year period;

(vii) A full Residential Travel Plan, including a Low Emission Strategy, is to be submitted and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;

(viii) A full Non-Residential Travel Plan, including a Low Emission Strategy, is to be submitted and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;

(ix) Enter into a s278 agreement for works to the Highway, including the dropping and raising of kerbs (as required) and other such works as may be required to the highway to implement the development;

(x) To prevent future occupiers from being eligible for parking permits within the borough;

(xi) A full and detailed Construction and Employment Training scheme in accordance with the Council Planning Obligations SPD with the preference being for an in-kind, on-site scheme to be delivered;

(xii) To secure 36% affordable housing (by habitable room), with a tenure split of affordable rent to intermediate of 67/33 (by habitable room) in accordance with submitted Affordable Housing Schedule, and subject to an early-stage review mechanism; and

(xiii) A Project Monitoring and Management Fee, equalling 5% of the total financial contributions paid under this agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Public Realm), delegated authority be given to the Director of Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to secure the necessary legal obligations associated with the proposed development and provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Public Open Space, Air Quality Offsetting, Active Travel, Parking Permit Restrictions, HUDU Health Contribution, Carbon Offsetting, Travel Planning, Highways Works, Construction and Employment Training, Affordable Housing and Project Monitoring). The scheme therefore conflicts with Policy DF1 of the London Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) and the Planning Obligations Supplementary Planning Document (2014).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 **Time Limit**

The development hereby approved 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 COM4 **Approved Plans**

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

710-00-002 (Rev. P3),
710-01-010 (Rev. P6),
710-01-011 (Rev. P9),
710-01-012 (Rev. P5),
710-01-013 (Rev. P6),
710-01-014 (Rev. P6),
710-15-001 (Rev. P3),
710-15-003 (Rev. P2),
710-15-004 (Rev. P2),
710-15-005 (Rev. P2),
710-15-006 (Rev. P2),
710-15-007 (Rev. P2),
710-15-009 (Rev. P3),
710-15-015 (Rev. P5),
710-15-016 (Rev. P3),
710-15-017 (Rev. P3),
710-15-030 (Rev. P2),
710-15-031 (Rev. P2),
710-15-032 (Rev. P2),
710-15-033 (Rev. P2),
710-15-034 (Rev. P2),
710-15-035 (Rev. P2),

710-15-036 (Rev. P2),
710-15-037 (Rev. P2),
710-15-050 (Rev. P2),
710-15-060 (Rev. P1),
710-15-061 (Rev. P1),
194589-T-01, and
1070001-RSK092-SIL-L-005.

And the submitted documents, titled:

Heritage Statement (April 2021), Structural Condition Survey - 0629-ACIES-XX-RP-S-0001 (Rev. P02) (15th April 2021), Mechanical, Electrical and Public Health Planning Stage Plant Space Report (April 2021) (Rev. 01), Fire Statement - SC21036 (19-04-21), Noise Impact Assessment - 29768239-RSK-RP-002-(02) (March 2021), Construction Logistics Plan (March 2021), Daylight, Sunlight and Overshadowing Report (26-02-21), Daylight, Sunlight & Overshadowing Report (25-08-22), Daylight, Sunlight & Overshadowing Report (04-10-22), Daylight, Sunlight & Overshadowing Report (25-11-22), Energy & Sustainability Statement - 713121R(02) (06-04-21), Lighting Impact Assessment (26-02-21), Preliminary Ecological Appraisal (14-04-21), Letter of Potential Interest in Commercial Unit, Flood Risk Assessment and Drainage Assessment - 881872-R1(01)-FRA (April 2021), Contamination Phase 1 Desk Study (April 2021), Affordable Housing Schedule, Applicant response to Metis (04-11-22), Marketing Report (15-04-21), Air Quality Assessment - 443580/AQ/02 (02) (March 2021), Economic Benefits Report (April 2021), Employment Land Review Update (21-04-21), Arboricultural Planning Statement - Version B (February 2021), Flood Risk and Drainage consultation letter (13-01-23), Drainage Assessment - 10-01 (Rev. P6), Transport Statement (July 2021) - 661866-TS (2.2), Design and Access Statement (August 2022), Planning Statement (19-08-22), Preliminary Basement Impact Assessment - 372399 R01 (02) (27-04-21), and Flood Risk Assessment & Drainage Assessment (January 2023).

REASON
In the interests of proper planning, and to ensure the approved development complies with the provisions of the London Plan (2021), the Hillingdon Local Plan: Strategic Policies (2012), and the Hillingdon Local Plan: Development Management Policies (2020).

3 OM19 **Construction Management Plan**

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

(i) a programme of works, including hours of construction;
(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local

highway network within the vicinity of the application site;
(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;
(xiv) an asbestos survey and management plan; and
(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the

London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

4 COM15 **Sustainable Water Management**

Prior to commencement of the development hereby approved (excluding demolition), a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how water is managed and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage:

i. Surface water discharge - the submitted drainage strategy must confirm the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes an off-site connection through a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that provide wider biodiversity, water quality and amenity benefits.

iii. Infiltration drainage - where infiltration drainage is proposed, a ground investigation must be provided to establish the level of groundwater on the site; to demonstrate the suitability of infiltration techniques proposed on the site by providing the results of infiltration testing in line with BRE Digest 365; and to confirm the suitability of infiltration drainage based on any encountered ground contamination.

iv. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Any increases above greenfield rates must be adequately justified and may be subject to developer contributions.

v. Drainage calculations - include calculations to demonstrate the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event. The proposed attenuation volume of each feature should be clarified, and these should be incorporated into the MicroDrainage calculations and there should be no flooding in the 1 in 30-year event.

vi. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. The location and extent of the flooding for the 1 in 100-year event should be marked on a drawing. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes, maintenance frequencies and responsible authority (Private Management Company, homeowner, etc.).

iii. Where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and/or grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 10 of the Local Plan Part 2 (2020) and Policy SI 12 of the London Plan (2021).

5 A39 **Contaminated Land**

(i) Prior to the commencement of the development hereby approved (excluding demolition), a scheme to deal with unacceptable concentrations of contamination, including any identified asbestos materials, within the soil shall be submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to

show that the works have been carried out in full and in accordance with the approved methodology.

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

All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Development Management Policies (2020).

6 A35 **Piling Method Statement**

Prior to the commencement of the development hereby approved (excluding demolition), a Piling Method Statement, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works, shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any subsequent piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON
To ensure the proposed works in close proximity to underground sewerage utility infrastructure, and which has the potential to significantly impact local underground sewerage utility infrastructure are accounted for in accordance with Policy SI 13 of the London Plan (2021).

7 SUS1 **Updated Energy Strategy**

Prior to the commencement of the development hereby approved (excluding demolition), an Updated Energy Strategy shall be submitted to, and approved in writing by, the local planning authority. The Updated Energy Strategy shall include an assessment of the annual baseline regulated energy demand (kwhr) as per 2021 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO2 and tCO2), and shall then set out the measures and technology required to achieve, as far as practicable, the zero carbon standards of the London Plan and an on-site reduction equal to or greater than 35% in the CO2 associated with the baseline regulated energy demand.

The Updated Energy Strategy shall clearly define the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet as far as practicable the zero carbon standards of the London Plan and the minimum standards for onsite energy efficiency. Carbon-saving measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e.

roof plans showing the inclusion of PV panels), and the Updated Energy Strategy must clearly set out any annual shortfall (tCO2) of the zero-carbon requirement.

The Updated Energy Strategy shall also provide details of the 'be seen' recording and reporting measures and demonstrate that the 'onsite saving' is being achieved in perpetuity.

The development must proceed in accordance with the approved Updated Energy Strategy.

REASON
In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan.

8 COM7 **Materials**

Prior to any above ground works for the development hereby approved (excluding demolition), details of all materials and external surfaces, including fenestration, balconies, boundary treatments and balustrades, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

9 RES9 **Landscaping and Screening**

Prior to any above ground works for the development hereby approved (excluding demolition), a scheme of landscaping shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include:

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

B. Details of Landscape Maintenance
B.a Landscape Maintenance Schedule for a minimum period of 5 years
B.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

C. Details of 30 sqm of doorstep play space within the podium-level communal amenity space, including specific details of accessible play equipment and furniture

D. Details of planting and privacy screening up to a height of at least 1.8 metres around the boundary of the external communal amenity space at podium (first floor) level

E. Schedule for Implementation

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the area in accordance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Development Management Policies (2020).

10 B14A **Biodiversity and UGF**

Prior to any above ground works for the development hereby approved (excluding demolition), a Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to, and approved in writing by, the local planning authority. The BEMP shall demonstrate how the development hereby approved shall seek to maximise the delivery of on-site biodiversity improvements, including through the delivery of new trees, flower-rich perennial planting, mature shrubs, green roofs and walls, and bird or bat boxes.

In addition, the proposal shall achieve an Urban Greening Factor (UGF) of at least 0.40, as shown on Drawing No. 1070001-RSK092-SIL-L-005.

The development shall thereafter be implemented in accordance with the approved BEMP.

REASON
In order to encourage a wide diversity of wildlife on site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

11 TW4 **Fire Strategy**

A) Prior to any above ground works for the development hereby approved (excluding demolition), the principles of a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

(i) the building's construction: methods, products and materials used, including manufacturers' details
(ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
(iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
(iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
(v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
(vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority.

This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

12 H14 **Cycle Storage**

Prior to any above ground works for the development hereby approved (excluding demolition), further details of the 44 residential cycle spaces and 8 non-residential cycle spaces shall be submitted to, and approved in writing by, the local planning authority.

The details shall demonstrate how the cycle spaces according with the London Cycling Design Standards (LCDS), and in particular, shall show that at least 20% of the residential spaces are provided as Sheffield stands at a standard spacing (1.2m preferred, 1.0m minimum), that at least 5% of cycle parking spaces are suitable to accommodate larger and adapted cycles (with a minimum of 1.8m spacing between stands), and one of the lifts serving the basement cycle store is at least 1.2 metres x 2.3 metres, and has a minimum door opening of 1 metres.

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 encourage an uptake in cycling in accordance with Policy T5 of the London Plan (2021).

13 OM15 **Waste Management Strategy**

Prior to any above ground works for the development hereby approved (excluding demolition), a Waste Management Strategy shall be submitted to, and approved in writing by, the local planning authority. The Waste Management Strategy shall include relevant details setting out how both the residential and non-residential on-site waste storage and collection will be managed, demonstrating that there is sufficient space for the separate collection of general waste, recycling, and food waste.

REASON
To ensure compliance with Policies SI7 and D6 of the London Plan (2021) and Policy EM11 of the Hillingdon Local Plan: Strategic Policies (2012).

14 A12 **Parking Design and Management Plan**

Prior to any above ground works for the development hereby approved (excluding demolition), a Parking Design and Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the following:

(i) The arrangements for all on-site parking, including a booking system, and to include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for use by the development hereby approved (e.g. staff, visitors, residents) and shall not be used for any other purpose or leased/sub-let.

(ii) Details of 3 wheelchair accessible spaces; two for residential use and one for non-residential use, to be permanently retained within the car parking area.

(iii) Details of 3 active electric vehicle charging points.

The vehicle parking provision and its management, as outlined in the approved Parking Design and Management Plan, shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and the parking spaces shall not be used for any other purpose for the lifetime of the development.

REASON
To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T6 and T6.1 of the London Plan (2021).

15 COM25 **Delivery and Servicing Plan**

Prior to the first use of the industrial floorspace hereby approved, a Delivery and Servicing Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

REASON
To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

16 COM12 **Restriction of floorspace to SIL-appropriate uses**

The non-residential floorspace hereby approved at ground and basement level, as shown on Drawing Nos. 710-15-017 (Rev. P3) and 710-01-010 (Rev. P6), shall be used as industrial floorspace only, falling within the B2, B8, E(g)(ii) or E(g)(iiii) use classes, as set out in the Town and Country Planning (Use Classes) Order (1987) (as amended).

REASON
To ensure the development does not lead to a loss of industrial capacity within a SIL in accordance with Policies E4, E5 and E7 of the London Plan (2021).

17 DIS4 **M4(2)**

(A) The dwellings hereby approved shall ensure that 90% be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

(B) Of the remaining 10%, 1 x two-bedroom unit shall be constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable Standard dwelling and 1 x one-bedroom unit shall be constructed to meet the standards for a Category 3, M4(3)(2)(b) Wheelchair Adaptable Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and as shown on Drawing Nos. 710-01-011 (Rev. P9) and 710-01-013 (Rev. P6), and all such provisions shall remain in place for the life of the building.

(C) The development hereby approved shall include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The evacuation lift shall serve all floors and remain in place for the life of the development.

(D) All Wheelchair Accessible Standard M4(3)(2)(b) and Wheelchair Adaptable Standard M4(3)(2)(a) units shall each be allocated an accessible parking space, capable of accommodating a high sided vehicle, designed to accord with the specifications set out in BS 8300:2018 which shall remain in place in perpetuity.

REASON
To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D5 and D7 of the London Plan (2021).

18 COM31 **Secured by Design**

The development hereby approved shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No part of the development hereby approved shall be occupied until accreditation has been achieved.

REASON
To ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy D11 of the London Plan (2021).

19 A32 **Noise**

(A) For the lifetime of the development hereby approved the noise level shall not exceed 35 dB LAeq 16 hrs between 07:00 and 23:00 and 30 dB LAeq 8hrs between 23:00 and 07:00, measured inside any room of any approved dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

(B) For the lifetime of the development hereby approved the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

REASON
To protect the amenity of future occupiers and existing nearby residents in accordance with Policies D13 and D14 of the London Plan (2021).

20 NONSC **Non Standard Condition**

Prior to commencement of superstructure works, an Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building including where possible through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S1	(2021) Developing London's social infrastructure
LPP S2	(2021) Health and social care facilities
LPP S4	(2021) Play and informal recreation
LPP SD1	(2021) Opportunity Areas
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

3 I63 **Public Sector Equality Duty of the Equality Act 2010.**

As part of the decision making process the Local Planning Authority have taken due

regard to the public sector equality duty of the Equality Act 2010.

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

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

5 I72 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

6 I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a two-storey industrial building sited on the northern side of Silverdale Road, and within the Strategic Industrial Location (SIL) covering sites located near Hayes Town Centre. The existing building has an overall functional and utilitarian appearance which is representative of its existing use and the wider industrial estate, which is characterised by large shed-type warehouses and industrial units. Unlike most of the surrounding buildings within the SIL, the existing building is built entirely using red brick, whereas most of the more modern industrial units nearby use a mix of brick and metallic panelling or panelling only. The exception to this is the Grade II listed Benlow Works, approximately 20 metres south of the application site, which is a four-storey, red-brick building dating from the early 20th century.

The application site lies to the south of the former Chailey Industrial Estate, for which planning permission was granted under application reference 2102/APP/2018/4231 (dated 04-10-19) for a residential led development of 331 flats up to ten storeys in height, and to the west of Silverdale Industrial Estate, for which permission was granted under application reference 71374/APP/2016/4027 (dated 26-07-19) for a residential-led development of 122 flats up to nine-storeys in height.

To the east of the application site is a part single, part two storey industrial building which also comprises a residential unit at first floor level, which was granted a certificate of lawfulness which established its current residential use. To the west of the site is a single storey building occupied by a motor vehicle garage beyond which the area is characterised by suburban residential dwellings.

As set out above, the application falls lies within a Strategic Industrial Location (SIL), and also falls within the Hayes Opportunity Area, Hillingdon Air Quality Management Area (AQMA), and Hayes Air Quality Focus Area (AQFA).

3.2 Proposed Scheme

This application seeks full planning permission for the demolition of the existing industrial building on the site, and the erection of a six-storey (plus basement) mixed-use development, comprising of an E use class unit at ground and basement level, with 20 flats above. Each proposed flat would be provided with its own private amenity space in the form of a balcony, terrace or garden, and additional communal terraces are proposed to the rear.

The proposed building would be built up to the front and side boundaries of the site, creating a main continuous frontage facing southwards towards Silverdale Road, and creating a small, enclosed area to the rear for communal amenity space. The facade of the building has sought to replicate the more intricate appearance of Benlow Works than the more industrial-like buildings to the east, with extensive use of red brick and detailed design features such as hit-and-miss brickwork, soldier courses and arches.

Three wheelchair accessible parking bays are proposed to the front of the site, near to the communal entrances, with two provided for the residential development and one provided for the proposed industrial unit.

It should be noted that whilst a generic E use class is sought, a condition restricting the use of the proposed non-residential floorspace to use class E(g)(ii) and E(g)(iii) is recommended as all other E class uses would be inappropriate within a SIL.

3.3 Relevant Planning History

12795/APP/2019/3828 Murray Engineering (Hayes) Ltd Silverdale Road Hayes

Demolition of the existing building and the erection of a 6 storey building to provide 26 (16 x 1-bed, 7 x 2-bed and 3 x 3-bed) residential units (Use Class C3) and commercial floor space at ground floor level (Use Class B1) including the excavation of a basement to provide 13 car parking, cycle parking and associated works.

Decision: 23-04-2020 Refused

2102/APP/2018/4231 Chailey Industrial Estate Pump Lane Hayes

Redevelopment of the site to provide three buildings ranging from 2 to 10 storeys in height delivering 331 residential units and 710 sq.m of ground floor commercial floorspace (Use Classe A1, A2, A3, B1, D1 or D2), including the provision of private and communal amenity areas, child play space, car parking, secure cycle parking, refuse storage areas and other associated development (AMENDED MAY 2019).

Decision: 19-06-2019 Approved

71374/APP/2016/4027 Silverdale Industrial Estate Silverdale Road Hayes

Demolition of existing buildings and redevelopment of the site to provide a podium at ground leve and buildings ranging from four storeys to nine storeys, comprising 122 residential units (Use Class C3) and 230 sq.m of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and th extension of Shackles Dock.

Decision: 16-04-2019 Approved

Comment on Relevant Planning History

A previous application on the site for the demolition of the existing building and erection of a six-storey building with commercial space at ground floor level and 26 flats above, was refused on 23-04-2020. This previous proposal was refused on nine grounds, and broadly these related to (1) a loss of Strategic Industrial Land, (2) a loss of employment opportunities, (3) a lack of affordable housing, (4) overdevelopment leading to harm to the setting of Grade II listed Benlow Works, (5) loss of outlook to neighbouring residential properties, (6) poor quality accommodation, (7) a contrived parking solution, (8) a lack of accessibility, and (9) a failure to provide critical infrastructure through planning obligations.

Also of relevance are application references 2102/APP/2018/4231 (dated 04-10-19) and 71374/APP/2016/4027 (dated 26-07-19), which granted permission for two residential-led developments of 331 flats and 122 flats, and which are sited approximately 20 metres north and west of the application site, respectively.

4. Planning Policies and Standards

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

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

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

The National Planning Policy Framework (NPPF) (2021), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations, as discussed below.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S1	(2021) Developing London's social infrastructure
LPP S2	(2021) Health and social care facilities
LPP S4	(2021) Play and informal recreation
LPP SD1	(2021) Opportunity Areas
LPP SI1	(2021) Improving air quality

LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th October 2022**

5.2 Site Notice Expiry Date:- **25th May 2021**

6. Consultations

External Consultees

GREATER LONDON ARCHAEOLGY ADVISORY SERVICE (17-05-21): Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

HEATHROW AIRPORT SAFEGUARDING (11-05-21): We have now assessed the below application against safeguarding criteria and can confirm we have no safeguarding objections to the proposed application. However, we would like to make the following observation regarding cranes.

Given the nature of the proposed application, it is possible that a crane may be required during development. 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'.

LAMBERT SMITH HAMPTON (DAYLIGHT/SUNLIGHT) (10-11-22): With regards to the surrounding properties, 6 windows from 18 tested fall short of the target value. Of these, 1 window falls marginally short (1%), 4 windows are 7-9% short and 1 window falling 23% short. Room layouts were known for rooms at Fairview so ADF analysis was undertaken. All rooms pass this test.

All surrounding windows pass sunlight testing.

The amenity area at the front of Fairview also meets the target value for overshadowing. With the proposed development, no reflectance values are given for daylight analysis and there is no justification for sunlight results. Of the 50 rooms tested for daylight, 28 (56%) fall short of the target values.

LAMBERT SMITH HAMPTON (DAYLIGHT/SUNLIGHT) (22-12-22): With regards to the surrounding properties, 6 windows from 18 tested fall short of the target value. Of these, 1 window falls marginally short (1%), 4 windows are 7-9% short and 1 window falling 23% short.

Room layouts were known for rooms at Fairview so ADF analysis was undertaken. All rooms pass this test.

All surrounding windows pass sunlight testing.

The amenity area at the front of Fairview also meets the target value for overshadowing.

Of the 50 rooms tested for daylight, 28 (56%) fall short of the target values.

LONDON FIRE BRIGADE (28-05-21): The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no further observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.

NATIONAL AIR TRAFFIC SERVICES (06-05-21): The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

NHS CCG (03-11-22): I have run the HUDU model and NW London ICB would like to request a capital contribution of £37,239 to put towards local health facilities.

THAMES WATER (04-05-21): With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Details of a Piling Method Statement should be secured by way of condition.

Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

TRANSPORT FOR LONDON (07-05-21): Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 - 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards.

TRANSPORT FOR LONDON (21-10-22): Thank you for consulting TfL on the above application. The site is located on Silverdale Road and approximately 690m from The Parkway which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which could impact the safety and performance of the TLRN.

The closest train station is Hayes and Harlington which serves the Great Western Railway (GWR) and the Elizabeth line. The station is located approximately 400m southwest of the site. Consequently, the site has a PTAL of 4, on a scale of 0 to 6b, where 6b is highest, and so overall the site is regarded as being fairly well connected by public transport.

For developments that are in proximity to the A312, a contribution towards delivering a package of measures, including a Healthy Streets Scheme for the A312 Bulls Bridge Junction, is sought, in line with Policy T4. However, noting the scale of the proposed development a contribution towards this scheme will not be sought from this development at this time. TfL will however be expecting a firm commitment from this development to the Council's Healthy Streets scheme in this area, secured through the appropriate mechanism. Noting the uses proposed, and the current industrial nature of the surrounding area, particular attention should be given to the Healthy Streets indicator 'People feel safe' and 'People feel relaxed'.

TfL welcome the car-free nature of the proposal. An appropriate contribution towards reviewing local parking controls and a permit-free agreement should be secured through the appropriate mechanism.

The proposed 3 blue badge parking spaces are in line with London Plan Policy T6 where it is required that for 3% of residential dwellings a disables bay is provided. Please ensure, in line with Policy T6, that upon future demand an additional 7% of dwellings could be provided with disabled persons' parking spaces.

In line with London Plan Policy T6, at least 20% of parking spaces should have active charging facilities, with passive provision for all remaining spaces. 52 cycle parking spaces are proposed: 44 for residential units and 8 for commercial units, which is in line with the minimum standards identified in Policy T5. Of the 44 residential cycle spaces and 8 commercial cycle spaces, please provide details about how many long stay and short stay cycle parking spaces will be provided. It is proposed that Sheffield stands will be provided for commercial cycle parking, which is welcomed and in line with the London Cycle Design Standards (LCDS). However, it is unclear whether Sheffield stands will also be provided for residential at basement level. TfL recommend that at least 20% of stands for the residential element take the form of Sheffield stands at standard spacing (1.2m preferred, 1.0m minimum).

From the plans provided, it does not appear that the applicant is providing any stands suitable for larger and adapted cycles. In line with LCDS, at 5% of cycle parking provision should be suitable to accommodate larger and adapted cycles, with a minimum of 1.8m spacing between stands. It is noted that the cycle parking is to be located in the basement, to be accessed via two lifts. TfL's preference would be for cycle parking to be located at ground floor level, to support ease of access.

However, should it remain within the basement it should be ensured that lifts are in line with the dimensions detailed in LCDS, which for ease of reference is: 1.2m x 2.3m (minimum) and a minimum door opening of 1000mm. It should be ensured that aisle widths, as detailed in Figure 8.1 of the LCDS, are being achieved.

The delivery and servicing is proposed to be an on-street compound which is located along the front of the site which will be controlled by a supervisor. This does not meet the requirements of Policy T7. However, as Hillingdon Council are the planning authority and decision maker it is for them to decide on the acceptability of this.

Delivery and servicing should also occur outside of peak hours and a contingency plan should be provided within the Delivery and Servicing Plan (DSP) in regard to missed delivery slots. A full Delivery and Servicing Plan (DSP) should be secured through condition. This should be prepared in line with TfL guidance. It should contain detail on the measures that will be implemented to minimise

the impact of the delivery and servicing activity at this site on the surrounding transport network. It should also explore the opportunities for sustainable and active freight at this site.

The applicant has provided an outline Construction Logistics Plan (CLP) and have highlighted within this document that some of the construction methods have not yet been decided upon. A full CLP should be secured through condition in line with Policy T7, detailing the final agreed construction methodology.

Within the outline CLP, the applicant has stated that they are looking at the possibility of using a crane. Should a crane be used, it must be ensured that the crane does not block pedestrian/cycle access along Silverdale Road in line with Policy T7 and the Healthy Streets Approach. No oversailing the highway.

It is noted that during the construction phase of development, hoarding will be used across the site compound and the pedestrian footway will be closed and redirected along the south side opposite the site. We are interested to know whether closing this footpath could be avoided. If not, the footpath proposed to be used instead must be of good quality, wide enough for higher pedestrian flows, and accommodate safe and comfortable movement of pedestrians from all walks of life in line with Policy T3 and the Healthy Street programme. This redirection of pedestrians should also provide a safe way to cross the two-way traffic flow along Silverdale Road.

The outline CLP notes that a 'banksman' will be present when vehicles arrive and depart to safeguard pedestrians and cyclists. Please could the applicant provide more details about how this will operate. In addition, the CLP outlines that vehicles entering and leaving the site will all use the Parkway (A312) which forms part of the TLRN. Minimising the impacts along this road network is vital and so TfL recommend the applicant using, where possible, sustainable delivery vehicles such as cargo bikes, in line with policy T7.

In response to our comments above, TfL do not object to the proposal provided our policies are abided by, amendments are made to improve the quality of cycle parking and there are changes to the documents to address queries made.

Internal Consultees

ACCESSIBILITY OFFICER (07-05-21): This latest scheme is for 22 residential units across five storeys with Use Class E units on the ground and basement levels. Accessible parking spaces are provided at ground level. The scheme now includes 6 x 2 bed units and 16 x 1 bed units, of which two are wheelchair adaptable in accordance with London Plan policy D7.

Two lifts are now provided, however, there is no mention of London Plan policy D5 and D12 and the requirement for one of those lifts to be a designated fire evacuation lift.

The proposed scheme is acceptable from an accessibility perspective, subject to conditions requiring compliance with the relevant M4(2) and M4(3) standards and the need to install a fire evacuation lift.

ACCESSIBILITY OFFIER (28-09-22): This latest scheme is for 20 residential units across five storeys with Use Class E units on the ground and basement levels. Accessible parking spaces are provided at ground level. The scheme now includes 6 x 2 bed units and 16 x 1 bed units, of which two are wheelchair adaptable in accordance with London Plan policy D7. Two lifts are now provided, however, there is no mention of London Plan policy D5 and D12 and the requirement for one of those lifts to be a designated fire evacuation lift.

The proposed scheme is acceptable from an accessibility perspective, subject to conditions requiring compliance with the relevant M4(2) and M4(3) standards and the need to install a fire

evacuation lift.

AIR QUALITY (19-11-22): The proposed development is located within the Hayes Focus Area, bringing additional traffic emissions which will add to current likely exceedances. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

The level of mitigation required to the proposed development for traffic emissions is £13,578. Therefore, a section 106 agreement with the LAP of £13,578 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, two Air Quality conditions are required to develop and implement a Low Emission Strategy and manage construction emissions as required by the Mayor of London.

CONTAMINATED LAND (17-10-22): I have reviewed a copy of the geo-environmental information within the Phase 1 Desk Study. The report provides an account of findings from a desk-based study which was conducted to establish whether current or historical activities at or near the site may have created potentially significant environmental liabilities for the subject property.

An appropriate initial Conceptual Site Model (CSM) was produced along with a Preliminary Risk Assessment (PRA), and plausible contaminant linkages were identified during the phase 1 study. I recommend conditions to control potential contamination issues.

FLOOD AND WATER MANAGEMENT (17-12-21): As a major application a drainage strategy for the site should be submitted as it is a material planning consideration. As one is not submitted this application should be refused.

There is however reference in the BIA to a drainage strategy and the inclusion of a blue roof "The proposed drainage strategy will incorporate a blue roof structure of 608.7m2 that will discharge at restricted rates into the existing surface water sewer connection" Though no further detail provided.

A BIA has been submitted but no site-specific investigations have been undertaken to inform the BIA. Where the basement extends the full extent of the boundary on all sides this must be undertaken as the impact could be significant on surrounding area, as there is not scope for mitigation, and cannot be conditioned.

FLOOD AND WATER MANAGEMENT (07-10-22): We object to the application for the following

reasons:

1. Does not comply with Policy SI 13 of the London Plan's Drainage Hierarchy.
2. The applicant has not confirmed the existing and proposed runoff rates for the 1 in 1-year, the 1 in 30-year and the 1 in 100-year event (including a 40% climate change consideration).
3. The applicant has not included the existing and proposed runoff rates within the drainage calculations.
4. The applicant has not confirmed what flow control device (such as a hydrobrake) will be used in the design. The flow control device should be illustrated on the Drainage Assessment Drawing.
5. The applicant has not provided the greenfield, existing and proposed runoff volume for the 1 in 100-year six-hour event.
6. Does not comply with Defra's Non-Statutory Technical Standards for Sustainable Drainage S7 and 8.
7. The applicant has not illustrated the routes flow will take in events that exceed the 1 in 100-year event (plus 40% climate change) event, in line with Defra's Non-Statutory Technical Standards for Sustainable Drainage S9.
8. The applicant has not confirmed the maintenance tasks and frequencies for the proposed blue roofs or for the mandatory flow control device.
9. The applicant has not named the maintenance owner.
10. The applicant has not confirmed through written consent that Thames Water have capacity to accommodate the 2.5 l/s within their existing networks for the proposed discharge point.

To address the above, please can the applicant submit information which:

1. Carries out infiltration testing to demonstrate that this is not a feasible method of discharge for the site.
2. Confirms the existing and proposed runoff rates for the 1 in 1-year, 1 in 30-year and 1 in 100-year (plus 40% climate change consideration) event.
3. Updates the drainage calculations to confirm the existing and proposed runoff rates.
4. a) Confirms what flow control device the applicant will use in the design and b) Illustrates the flow control device within the Drainage Assessment Drawing.
5. Confirms the greenfield, existing and proposed runoff volume for the 1 in 100-year six-hour event
6. Updates the drainage calculations to indicate whether the site will experience flooding up to and including the 1 in 100-year (plus 40% climate change) event.
7. Illustrates the routes flow will take in events that exceed the 1 in 100-year event (plus 40% climate change) event.
8. Confirms the maintenance tasks and frequencies for the proposed blue roofs and for the mandatory flow control device.
9. Names the maintenance owner.
10. Confirms through written consent that Thames Water have capacity to accommodate the 2.5 l/s within their existing networks for the proposed discharge point.

FLOOD AND WATER MANAGEMENT OFFICER (03-02-23): We object to the approval of the application for the following reasons:

· The proposed discharge rate (4.59 l/s) is not the greenfield rate, nor is it a maximum of 2 l/s. No justification has been provided for why the proposed runoff rates are not the greenfield rates The drainage calculations must be amended to include all drainage features. Calculations should be provided for the existing run-off values.
· The location of the flow control device should be supplied on the drainage diagram.
· The proposed runoff volume for the 1 in 100-year six-hour event must be provided, with calculations.
· The drainage calculations must be amended to indicate whether the site will experience flooding up to and including the 1 in 100-year (plus 40% climate change) event. The whole site and all the

drainage features should be included.
· On-site flow routes for the whole site as a result of the 1 in 100-year event with a climate change consideration should be included on the Drainage Strategy Diagram.

The below items can be addressed at discharge of condition stage:

· Confirms the maintenance tasks and frequencies for the proposed blue roofs and for the mandatory flow control device.
· Names the maintenance owner.
· Infiltration testing should be carried out to demonstrate whether it is feasible to infiltrate from the proposed permeable paving.

ENERGY OFFICER: No comments received.

HIGHWAYS (16-11-22): A planning application has been received seeking permission to demolish an existing two-storey building and the erection of a replacement six-storey building in its place to provide 20no. residential units and 648sq.m Use Class E(g) floor space at ground floor and basement level.

The application site is situated on the edge of Hayes town centre on the northern side of Silverdale Road, it benefits from offers good access to a range of shops, services, facilities and transport opportunities. Silverdale Road is a no through road aligned in an east-west direction; the application site is situated at the far western end. The street comprises a mix of both residential and industrial/retail uses and benefits from a 30mph speed limit, street lighting and footways on either side of the carriageway.

A single yellow line parking restriction is in operation between 08:00 and 18:30 hours Monday to Saturday on the northern side of the carriageway, there is no restriction on the southern side. Transport for London use as system called PTAL (Public Transport Accessibility Level) to measur access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 0 indicating access to public transport is poor compared to London as a whole. However, just 80 metres away PTAL increased to 5 which is good.

Other than 3no. disabled/accessible car parking spaces the development would car free. Two spaces would be for the residential use and 1no. for the commercial use. All three of these parking spaces would be provided with active electric vehicle charge points.

There would be 44no. long stay residential cycle parking spaces in the basement, 4no. short stay spaces along the site frontage and a further 4no. at the rear of the building for the commercial use. However, the 4no. commercial cycle parking spaces are difficult to access and therefore not in accordance with London Cycle Design Standards and the published London Plan Policy 5.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 car parking standard requires that an application such as this provides up to 1.5no. spaces per dwelling. However, taking into the application sites accessible location the standard of car parking provision is considered acceptable.

London Plan policy T5 Cycling requires that the development provides a minimum of 28no. residential cycle parking spaces, the 44no. long stay spaces proposed is therefore in accordance with this policy. Policy T5 requires that the 648sq.m of commercial floor space provides 4no. cycle parking spaces, the 4no. proposed is therefore in accordance with this policy.

Refuse collection would involve residents placing their refuse in collection points located at the front of the development just behind the disabled parking areas. On collection day the refuse vehicle would stop on-street and the operatives wheel the bins to the vehicle for unloading.

The Highway Authority notes that as the development falls within Use Class E, the commercial element of the proposal could be used as a Creche, day nursery or day centre without needed planning permission. These types of development generate a high volume of pick up/drop off traffic for which Silverdale Road and the proposal is unsuited. These types of uses would create parking stress, impede the free flow of traffic, and increase the road safety risk. The highway authority requires a planning condition/other that prevents the commercial use of the proposal from being used as a creche, day nursery or day centre.

London Plan Policy T2 Healthy Streets requires that development proposals should demonstrate "how they will deliver improvements that support the ten Healthy Streets indicators". This is information is usually presented in an Active Travel Zone assessment which has not been provided. The delivery of Healthy Streets improvements helps make car free developments self-sufficient in transport terms through the delivery of works that make active travel safer and more convenient, these modes then become genuine alternatives to trip making by the private car. The Healthy Streets improvement that the Highway Authority shall expect the development to deliver is a contribution towards cycle facilities along Pump Lane near its junction with Silverdale Road at a cost of £7500.

As the development would be car free there is a possibility that some residents may still chose to own and use a car and with no car parking on-plot will park on-street resulting in parking stress. To protect against this the Highway Authority, require the applicant to contribute towards the provision of a residents parking management scheme Little Road and Chalfont Road should the development lead to parking problems which are brought to the Councils attention by local residents.

A Travel Plan has been submitted alongside this planning application which has been assessed and judged to be weak. If the Travel Plan does not adequately facilitate public transport use, car sharing, home working and active travel residents may resort to owning a car and parking on-street leading to parking stress, impinging on the free flow of traffic, and increase the road safety risk. The Travel Plan shall be revised and resubmitted with a £20,000 bond provided as surety that the Travel Plan will be implemented and the targets attained.

There are no highway objections to this proposal subject to conditions being imposed which control cycling provision, parking provision, construction impacts, delivery and servicing and the commercial use of the ground and basement levels.

A Travel Plan (and bond), the prevention of future occupiers from being eligible for parking permits within the borough alongside consultation on the extension of a parking management scheme to cover the site, off-site cycle facilities to support Healthy Streets initiatives and a section 278 agreement should all be secured as obligations in a legal agreement.

NOISE (10-10-22): Sufficient information has been provided by the Applicant to make a recommendation with respect to noise, including a noise impact assessment report. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.

PLANNING POLICY (13-10-22): The planning application is a resubmission of a similar proposal (12795/APP/2019/3828) that was refused in April 2020. An objection was made by the Planning Policy Team on this application. The proposal was then revised and new evidence provided. The London Plan (2021) has also since been published, forming part of the Development Plan for the

London Borough of Hillingdon. The Policy Team submitted comments on the proposal in June 2021. These have been included below with changes to reflect resubmitted information from September 2022.

The proposed development includes the loss of a two-storey building and the smaller ancillary buildings around it, which is vacant. The building was occupied by Murray Productions Ltd. Until December 2019, however they have since moved to a new industrial unit in West Drayton. Murray Productions Ltd. are a specialised precision engineering company, with their website stating they operated out of the application site for over 45 years.

The applicant asserts that the building has operated under Use Class B1(c), which is now considered to be E(g)(iii). The Council has previously queried why the building is not considered to operate under the Use Class B2. There is no doubt by either party that the site has been used for industrial processes, as defined within the Town and Country Planning (Use Classes) Order 1987. However, there is a disagreement about whether this industrial process could be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. The applicant asserts that the site was light industrial, based on the previous occupant creating precision engineered components and providing a list of equipment formerly used at the building. They also state that the use did not cause harm to the amenity of any residents.

Notwithstanding the above, Officers consider that the appropriate Use Class is B2. It is considered that the equipment listed has the capacity to create noise that would have been heard in and outside of the building during working hours. A demonstration video on the company's website shows signage stating that hearing protection must be worn by users inside the building. Furthermore, the noise assessment formerly submitted as part of the previous application (12795/APP/2019/3828) outlines under that the noise environment at all measurement locations was affected by 'intermittent fixed plant activity associated with the current Murray Productions facility'. Whilst the previous landowner may not have received any complaints regarding the noise, this is not the test outlined in the Town and Country Planning (Use Classes) Order 1987. The test is whether the use 'can be carried out in any residential area without detriment to the amenity of that area by reason of noise'. If the use was taken out of its obvious industrial surroundings and placed within a residential area, it would almost certainly have a detrimental impact on the amenity of that residential area. The application form and planning description should be amended accordingly.

The main building is stated to be 585 sqm (GIA), with an additional 2-storey ancillary outbuilding with is 70 sqm (GIA) and two 1-storey ancillary units with a total GIA of 42 sqm. The total floorspace is therefore 697 sqm. The site is located within a Strategic Industrial Location (SIL), referred to as the Hayes Industrial Area in Policy E5 of the London Plan (2021). This policy states that Boroughs should define the detailed boundaries of SILs in policies maps as part of their Development Plans. These detailed boundaries were established as part of the Local Plan: Part 2 - Site Allocations and Designations (2020).

Having reviewed the Planning Statement, it is important to comment on a few more important statements so that decision-makers and future applicants have the correct information:

The site is not located within the Heathrow Opportunity Area. The site is located within the Hayes Opportunity Area. Please note there is different commentary and indicative targets for these Opportunity Areas.

The development does not constitute intensification. The development is co-location for the purpose of interpreting the London Plan (2021) and associated guidance and evidence. The London Plan (2021) uses three terms separately for managing industrial land, which are industrial intensification, co-location and substitution. It also references the Industrial Intensification Primer (2017), which

clearly distinguishes between industrial intensification and co-location of industrial uses with residential.

SILs are London's main reservoir of land for industrial, logistics and related uses. SILs are given the strongest strategic protection because they are critical to the effective functioning of London's economy. They can accommodate activities which - by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements - can raise tensions with other land uses, particularly residential development. Policy E5 outlines that SILs should be managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy. It also outlines that Boroughs should develop local policies to protect and intensify the function of SILs and enhance their attractiveness and competitiveness for the functions set out in Part A of Policy E4. Importantly, whilst Policy E5 confirms that both light and general industrial uses are acceptable in SILs, residential development is not a function of SILs.

The applicant has suggested that the proposal is following a 'plan-led process' in line with Policy E5 a), on the basis that the applicant considers the proposal is in accordance with the Development Plan. Clearly the 'plan-led process' being referred to is the remaining criteria within the policy itself, which includes criterion B 4) and outlines that where SILs are to be released for alternative uses, this must be carried out through a planning framework or Development Plan document review process and adopted as policy in a Development Plan. The proposal is clearly not being led through this process, but via another ad-hoc planning application outside of the Local Plan review. The proposal would therefore conflict with this part of Policy E5.

As outlined in the response to the previous application, the Council has already undertaken a process of SIL consolidation and release for alternative uses, which took place through the Local Plan: Part 2 (2020). This was based on the identified scope for release in that Mayor of London's Land for Industry and Transport SPG (2012) and the Council's own Employment Land Study Update (2014), which made recommendations as to which sites should be released, which were then considered against the wider strategic benefits of doing so. It should be noted that during the examination process of the Local Plan: Part 2, the Mayor of London raised concerns that the quantity of industrial land being released through this process was excessive. Whilst the local planning authority disagreed with this conclusion, it was recognised that any further release of industrial land in the future would need to be undertaken in line with the Mayor's London Industrial Land Demand Study (2017), which highlights that industrial land release in London has taken place well in excess of previously established London Plan monitoring benchmarks.

'Through the local plan process the site remains designated as SIL, even though the local plan evidence base and supporting documents demonstrate the premises unsuitability for the designation.'

The local plan process and its associated evidence did not demonstrate or conclude that the site is unsuitable for SIL. The assessment undertaken by Consultants URS in 2014 for the Pump Lane SIL recommended that the Pump Lane cluster retained its designation as SIL.

Policy E5 Part c) is clear that the development proposal in SILs that should be supported are those which fall within the industrial-type activities set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function. This does not include residential development. Furthermore, Policy E7 Part b) is clear that only in LSIS, but explicitly not SIL, the scope for co-location industrial uses with residential and other uses may be considered. Notably, the co-location of LSIS would also only permitted through a plan-led or masterplanning process. The Industrial Intensification Primer is also explicit on pages 24 and 25 that co-location should not be considered within designated industrial areas as conflicts with surrounding sites may be created and should only be considered where social infrastructure is sufficient. The logic behind the London Plan (2021)

and associated guidance not supporting new residential development via co-location in designated industrial locations is:

These areas have been designated to attract uses which by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements will typically raise tensions with other land uses. They are therefore not typically appropriate environments for residential development.

Designated industrial locations typically have limited social infrastructure necessary to accommodate new residents and the need for new infrastructure is unlikely to have been assessed and allocated to a development site.

Existing industrial uses with these externalities should have the right to operate without new restrictions being imposed on them via the introduction of residential development. Doing so risks their displacement to less favourable locations.

Sites should be repurposed for alternative industrial uses where possible to ensure industrial capacity is retained.

Policy DME 1 of the Local Plan: Part 2 (2020) was developed under the context of the 'limited release of industrial land' identified on Map 4.1 of the London Plan (2016) and the previous evidence base outlined above. It takes a different approach to repurposing SIL than Policy E5 of the London Plan (2021), in so far as it provides a criteria-based policy for repurposing land outside of a review of the Development Plan.

Policy DME 1 outlines the proposals for other uses in SILs (such as residential) will only be acceptable where there is no realistic prospect of the land being developed in accordance with expected uses or the site has been vacant and consistently marketed for a period of two years. The applicant has confirmed in their Planning Statement (Para. 6.1.29) that they still have not undertaken a formal marketing exercise since the previous user vacated on 12/12/2019.

In terms of whether there is a realistic prospect of the land being developed in accordance with expected SIL uses, the applicant has submitted several separate documents covering this issue. An Employment Land Review by Pegasus Group has been submitted, which includes an assessment of the suitability of the site in Chapter 5, including points about road access, servicing, car parking and surrounding uses. As outlined in the response to the previous application, Officers do not agree with the findings in the report and consider that the wider area performs well in its function as a SIL. As highlighted in the response to the previous application, the areas suitability as a SIL has already been examined through the Employment Land Review (2014) and was deemed to perform well as a whole. The commentary on the compatibility with surrounding uses also fails to consider the separation distances that have been designed into the new residential schemes and the Agent of Change principle installed in Policy D13 of the London Plan (2021).

The applicant has also submitted a structural condition survey of the existing main and ancillary buildings. The survey concludes that both are at or beyond their original intended design life and suffer from a significant number of defects that would prevent the building from being relet in its current condition. These include corrosion of reinforcement within column casings, damage to the concrete casings, damage to concrete windowsills and lintels, damage to brickwork, extensive damage to concrete ground floor slab and first floor structural topping, damage to external yard slab. Extensive works are therefore recommended if the life of the building is to be extended and relet. Alternatively, the building would need to be demolished and rebuilt if it is to remain in industrial use for a longer period of time.

A corresponding Market Report has also been submitted by Savills, which looks at the viability of both refurbishing and rebuilding the site, so that it would be attractive for a new industrial user. The

report concludes that even prior to profits being considered, it would not be viable to undertake either the refurbishment or rebuild, noting the identified costs of the works and the anticipated upper limits of the projected returns. It is also agreed that the limited size of the site (0.08ha) and the poor site access prevent the site from being appropriate for other SIL compliant uses, such as distribution, waste management or a wholesale market.

The proposal would therefore meet the test within Policy DME 1, so far as there is no realistic prospect of the land being used for a use identified as being SIL compliant. Whilst the proposal has been progressed outside of the Development Plan review process, contrary to Policy E5 of the London Plan (2021), a refusal purely on this basis would result in this site remaining vacant until the review was completed.

Furthermore, the site is well-connected by public transport, walking and cycling, meaning that it would not have failed this part of the selection criteria. Its location on the very edge of the SIL and its close proximity to the town centre also means that residents would not have the typical issue accessing social infrastructure that would be found in other parts of designated industrial land. The number of residents would not be of a quantum that would have a material impact on infrastructure providers, particularly when contributions are taken into account. Noting the unique circumstances regarding this site, it is considered that an in-principle objection to the redevelopment of the site for alternative non-SIL compliant uses would not be justified.

However, there are still other policy requirements for new developments being proposed in or adjacent to SILs. Policy DME 1 states that development adjacent to SILs must be located and/or designed to not compromise the integrity or operation of these employment areas. Policy E5 outlines that development proposals within SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis. Residential development adjacent to SILs should be designed to ensure that existing or potential industrial activities in SIL are not compromised or curtailed. Particular attention should be given to layouts, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation in the residential development. Regarding noise specifically, Policy D13 of the London Plan (2021) outlines that proposals should manage noise and other potential nuisances by separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

If a residential proposal is to be permitted on this site, it would need to be designed to mitigate against the adjacent unit to the east, which currently has the right to operate any industrial process (B2) on a 24hr basis. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue to grow without unreasonable restrictions being placed on them.

The proposal has been built up against the site occupied by Nitram Vacuum Heat Treatments Company, meaning there would be no separating distance between the existing noise-generating business and the new residential units. The immediate area next to the site boundary is used for parking and servicing. Google imaging also shows how the building has operated with the service doors open. The entrance for the new residential units would be adjacent to this part of the neighbouring site. In terms of the private amenity space for the new residential units, the first-floor external amenity space backs directly onto the adjacent industrial building. The 1st to 5th floor balconies in the south-eastern corner remain facing onto the neighbouring industrial site. It is still unclear what consultation has been undertaken with the neighbouring site occupied by Nitram Vacuum Heat Treatments Company. Confirmation should be sought on the existing residential unit within the site (i.e. is it just occupied by a user of the industrial building), as well as the company's views on whether the redevelopment of the Murray Engineering site would have a harmful impact on their ability to grow without unreasonable restrictions being placed on them.

It should also be clarified that planning policy consider that the scheme would result in a net loss of industrial capacity. The proposal appears to re-provide less than the 697m2 of floorspace on site, whilst also reducing operational capacity. The applicant has argued in the Planning Statement that the proposal provides non-residential floorspace that is compatible with the SIL uses allowed in the Development Plan. It has been suggested (Paragraph 6.1.34) that the following uses outlined within Policy E4 of the London Plan (2021) could operate out of the site:

· Light industrial.
· Emerging Industrial-related sectors.
· Flexible (Formerly B1c/B2/B8) hybrid space to accommodate services that support the wider London economy and population.
· Low-cost industrial and related space for micro, small and medium-sized enterprises (see also Policy E2 Providing suitable business space).
· Research and development of industrial and related products or processes (Formerly Class B1b).

However, there are clear and obvious deficiencies with the layout, access and design of the non-residential floorspace that would prevent it from being attractive and useable for those uses. The West London Affordable Workspace Study provides design guidance on what specifications are needed to facilitate workspace as part of a co-located scheme with residential (Chapter 3 Design and Typological Responses). It is clear that the access and servicing arrangements would not be appropriate for the light industrial uses highlighted above, noting in particular that there is no service yard, no designated loading area and no double door access for larger goods. Any large deliveries would likely conflict with the shared space for accessible residential parking and the main entrance lobby. The workspace study also outlines that light industrial space would typically require a ceiling height of at least 4.5m. The use of large basement with a small lift to the ground floor would also appear to be an unattractive proposition for a lot of industrial operators. The applicant has cited the existing car parking provision of 6 spaces as inadequate for typical industrial operators, but has only included one designated space within the new unit. No information has been provided about the floor loading capacity required to accommodate a light industrial user or the noise attenuation measures that would be included to prevent conflict with the residential tenants. Whilst the floorspace might be useable for a small office provider, however this would be contrary to the town centre first principles outlined in the Development Plan and not relate to industrial reprovision.

Whilst it is noted that a letter has been submitted by an individual representing a light industrial user in North Yorkshire, it is not considered that the unit would be a favourable letting prospect for the majority of light industrial users. It is therefore recommended that limited weight should be attached to the benefits of this element of the scheme.

The site is located within the Hayes Opportunity Area (OA). The Hayes OA is identified within the London Plan (2021) has having an indicative capacity to deliver a net increase of 4,000 new homes and 1,000 new jobs. Policy SD1 notes that boroughs through decisions should take account of these indicative capacity targets for homes and jobs. Policy E2 of the Local Plan: Part 1 (2012) also outlines that the Council will accommodate 9,000 new jobs during the plan period and this employment growth will be directed to SILs, in addition to other suitable sites.

As outlined above, it is highly unlikely that the non-residential element of the scheme would be desirable to future users and would not be occupied. The proposal would therefore not provide any new viable business space to facilitate the creation of new jobs.

However, as the site is currently vacant and without a reasonable prospect of being brought back into use in its existing format, it would not be rational to conclude that the proposal results in a loss of jobs. The new evidence therefore indicates that the proposal no longer conflicts with Policy E2 of the Local Plan: Part 1 (2012) or Policy SD1 of the London Plan (2021), with the net change in jobs being zero.

Policy H5 of the London Plan (2021) outlines that the threshold level of affordable housing is 50% for Strategic Industrial Locations for residential uses where the scheme would result in a net loss of industrial capacity. Paragraph 4.5.7 clarifies that due to the difference in values between industrial and residential development, residential development proposals that would result in a net loss of industrial floorspace capacity on Strategic Industrial Locations are expected to provide at least 50% affordable housing to follow the Fast Track Route. If this is not possible, detailed viability evidence will be needed to justify a lower level of affordable housing. As a result of the conclusion above that the scheme would not provide appropriate floorspace for the stated industrial uses, there would clearly be a net loss in industrial capacity. The applicant must therefore provide 50% affordable housing on site or provide detailed viability evidence to justify a lower level of affordable housing.

If a viability assessment is submitted, the information submitted as part of the application will be used to determine the Existing Use Value (EUV) for the site. This includes the applicant's current position that the site cannot be rented in its current format and therefore would not generate any income.

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

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

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

The previous housing size mix breakdown was follows:

16 x One-bedroom units (72.7%)
6 x Two-bedroom units (27.3%)

The proposal therefore did not include any family units and would be contrary to Policy DMH 2 of the Local Plan: Part 2 (2020). Whilst the scheme's relatively high PTAL rating and its proximity to the town centre would suggest a higher proportion of one- and two-bedroom units should be provided in accordance with Policy H10, this is not sufficient justification for an entirely one- and two-bedroom scheme that would prevent a mixed community, excluding residentials units for families.

However, as previously outlined in the response to the last application, it would appear there are significant deficiencies with the site and Officers would not want to encourage using it for family units. This includes the absence of high-quality private amenity space, play space and public open space, as well as concerns regarding the location of the site within an established and protected industrial estate. If a residential scheme can be successfully brought forward on this site, it is likely that these deficiencies would make family units undesirable.

The amended proposal now includes three-bedroom family units and fewer one-bedroom units. This is inconsistent with the response to the previous application and the advice given on this resubmitted application and it is not clear why this amendment has been made.

Policy DMCI 4 of the Local Plan: Part 2 (2020) outlines that proposals for major new residential development must make provision for new or enhanced public open space. The limited site area and location make it inappropriate for new public open space and therefore a contribution to the enhancement of nearby public open space would be expected instead.

TREE AND LANDSCAPE OFFICER (01-07-21): This site is occupied by a light industrial building situated on the north side of Silverdale Road.

The plot lies to the south of the Fairview residential development and opposite the Benlow Works, a grade II listed industrial building. The site is on the northern edge of the industrial estate area, at the interface with existing and proposed residential properties.

There is one tree, a sycamore, located immediately to the north of the existing building, however, there are no TPO's or Conservation Area designations which might constrain development.

The site has been the subject of previous application ref. 12795/APP/2019/3828 for a six-storey, 26 residential unit development. The current scheme proposes six-storeys and 22 units.

A tree report by ADAS, updated February 2021 confirms that the sycamore is a 'C' grade tree - the removal of which would not normally be considered a constraint on development. In view of the species and the proximity of the tree to the existing building, it is likely to be a self-set.

The tree will be removed to enable the construction of the proposed six-storey block. There is no objection subject to its replacement as part of a comprehensive landscape scheme.

The D&AS has no chapter on landscape and, therefore, fails to provide the site analysis or set any clear landscape objectives for the site. This is borne out by the scant detail on plan.

Amenity space appears to be provided by private balconies, with the exception of a north-facing communal roof terrace on level 1, situated in the north-east corner of the site. No design objectives or thought appears to have gone into this space, without which it would be unsafe to rely on landscape condition due to the technical and cost constraints posed by roof gardens.

There is no space or scope for landscape enhancement at ground level. An Urban Greening Factor plan and calculation by ADAS has achieved a score of 0.14 which compares unfavourably with the target score of 0.4 for residential developments. Most of this score is achieved due to the proposed blue roof system with a small contribution by a roof garden in the north-east corner which will feature perimeter hedging and two specimen trees. The tree report refers to the possibility of introducing green walls (or roofs?) which, if introduced, would contribute to the UGF score.

The lack of consideration of landscape quality for the scheme, together with the low Urban Greening Factor score suggests that this scheme fails to satisfy policies DMHB11, DMHB14 and DMHB18. It would be unsafe to assume that a landscape condition of any quality can be secured through conditions. The application should be refused on this basis.

URBAN DESIGN AND CONSERVATION (28-06-21): The application seeks permission to demolish the existing two-storey light industrial building (Use Class E (g)/ former B1 (C)) and to erect a 6-storey mixed-used building with basement comprising 684 sq.m of Class E space at ground and basement levels and 22 residential units above including car parking, cycle parking, refuse with associated works.

A similar scheme for the re-development of the site was discussed in depth under pre-app 12795/PRC/2019/51 during which a number of design concerns were raised. A subsequent planning application was refused under application no. 12795/APP/2019/3828 which included design reasons for refusal.

The current application has sought to address some of the design concerns and other planning issues, however, there are still a number of design concerns that have not been addressed and others that have arisen with the new design.

The proposed development is currently occupied by a two-storey flat roofed light industrial building constructed from a concrete frame / brick infill, painted metal framed windows. The building is currently vacant having been previously occupied by Murray Productions Ltd. until December 2019.

The existing light industrial building is of no architectural interest but is reflective of the light industrial character of the Silverdale Road and environs.

The proposed development site is situated in a prominent location on the Silverdale Road on a bend opposite the western end of Benlow Works a grade II listed building. This red brick industrial building is a local landmark and originally formed part of an orchestrelle factory that was built 1909-11. The building is the most prominent building along this stretch of the Silverdale Road and is seen within wider views in the local area.

The proposal would see the demolition of a currently vacant 2-storey light industrial building (Use Class E (g)/ former B1 (C)) for the erection of a 6-storey mixed-used building.

The building is proposed to be constructed from brick and its architectural language is influenced by the grade II listed Benlow Works factory building opposite but with residential elements such as balustrading and external balconies. The fifth storey is set back behind a glass balustrade and has rounded arched roof forms.

There are concerns that the site is being developed in isolation and not part of a more comprehensive scheme such as the Chailey Industrial Estate directly to the north. The development would affect the quality of future redevelopment of the adjacent garage site to the west due to its close proximity and windows as well as the industrial unit directly to the east (Nitram).

The industrial buildings along this stretch of the Silverdale Road are generally low in height between 1-2 storeys and are set back from the pavement allowing for the industrial units to be softened with planting and trees. Benlow works is the dominant building within this industrial area at four-storeys and benefits from being set back from the road and having well considered fenestration to each of its elevations.

The proposed development by contrast is proposed to be built hard up against the boundaries of the site and does not provide any landscaping or meaningful space around the building resulting in a cramped form of development and 'canyon' effect to Silverdale Road. Other recently approved developments within the area are set within larger sites that contain landscaping and areas of public realm. The proposed scheme does not provide any meaningful setting within the site for a development of this size and does not provide any 'breathing' space around its perimeter.

The block of flats is a development being proposed in isolation and would stand out prominently within the immediate street scene which is industrial in character with buildings set back from the street. The cramped nature of the site has resulted in the introduction of undercroft parking for four cars and bin storage and introduced a wide expanse of dropped curb. This creates an unattractive ground floor street frontage at the eastern end of the building which emphasises the cramped nature of the development.

Attempts have been made to improve the appearance of the eastern elevation by introducing windows and decorative brickwork which is an improvement on the previously refused scheme. There are, however, problems with the introduction of windows to this eastern elevation as they face onto the adjoining site and could prejudice future development due to the requirement to provide 21 metres separation distances between windows of habitable rooms. It would also prevent a flank wall from being constructed close to the boundary of the site.

Twelve (55%) of the residential units are currently shown as single aspect, however, if the windows were removed from the eastern elevation then this figure would increase to 77% single aspect dwellings. Under the supporting text to Policy (DMHB 11) Design of New Development it states that: The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.

The proposed development site, as previously indicated, is situated within a sensitive location on a bend in the road directly opposite the western end of the grade II listed building Benlow works.

The application, therefore, needs to be assessed in terms of its impact on the setting of the statutory listed building Benlow Works.

The submission includes a number of views showing the visual relationship between the proposed development in the setting of the grade II listed building Benlow Works along Silverdale Road and from the Fairview Homes development at the former Chailey Industrial Estate directly to the north.

The proposed six-storey block is built directly on the back edge of the pavement and would be higher than Benlow Works. The development as a consequence will compete with and dominate views of Benlow Works in kinetic views looking east along Silverdale Road.

The existing two-storey industrial unit does not compete with Benlow works due to its modest height and bulk which appears subordinate despite it fronting directly onto the back edge of the pavement. The proposed building keeps to the same alignment but now extends up to 6-storeys and has an increased footprint at the eastern end that incorporates the vehicular access / parking area. This substantial increase in volume and height has an impact on the setting of the Benlow works by dominating the view looking east along Silverdale Road and affecting the profile of Benlow works when viewed against the skyline diluting its dominance in the streetscene and its presence as a local landmark within these important views.

The harm identified would be considered 'less than substantial harm' to the setting of Benlow Works. In line with paragraph 196 of the NPPF, the less than substantial harm arising from the impact of the development on the setting of Benlow Works would need to be weighed against the package of public benefits arising from the scheme.

The impact of the development on other heritage assets has also been considered but these are of a sufficient distance way that their settings would not be affected by the proposals.

The development for the above reasons would not provide a high-quality development and would harm the setting of the heritage asset and wider townscape contrary to policies set out within the Local Development Plan.

WASTE STRATEGY (08-06-21): The application submitted has a multi-use of commercial and residential units and these bin stores must be kept separate. The bin stores are located beside one another therefore we would advise that these bin stores are clearly sign posted for residential and commercial uses and, if possible, provide locks to prevent commercial from using the residential bins and vice versa.

The Refuse Strategy states that the refuse room is located on "the ground level with external access from the street that will be within 25m of the waste collection point".

The London Borough of Hillingdon has a policy whereby the collection crews can pull bulk bins a maximum of 10 meters from the bin store to a location where the collection vehicle can stop safely.

Please can more information be provided on where the collection vehicle can stop and if there is a dropped kerb for crews to safely transport the bins from the bin store to the collection vehicle. If the distance from the bin store to the dropped kerb/safe stopping area is over 10 meters the developer/managing agent will be responsible for ensuring that the bins are taken to a secure location within 10 meters of the collection vehicle for collection and returning them to the bin store after collection.

Residents should have to walk no more than 30 meters from their premises to the bin store to dispose of their waste.

I have calculated that at least 3 x 1100 litre bulk bins will be required to facilitate the waste produced by residents and space for a 240 litre bin for food waste.

WASTE STRATEGY (31-10-22): In addition to previous recommendations, we would advise a 50/50 split of general waste and dry mixed recycling containers, plus space allocated for future installation of a communal food waste recycling unit and should conform to the standing advice for properties within Hillingdon.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 119 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Policy GG2 of the London Plan (Making the best use of land) incorporates this requirement and states that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must enable the development of brownfield land, as well as utilising small sites wherever possible, in accordance with Policy H2 of the London Plan (Small sites).

Moreover, Policy GG4 (Delivering the homes Londoners need) sets out that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered, must support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable and must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing. This should further be considered in the context of Policy GG5 of the London Plan (Growing a good economy) which requires boroughs to plan for sufficient employment and industrial space in the right locations to support economic development and regeneration whilst ensuring that sufficient high-quality and affordable housing, as well as physical and social infrastructure is provided to support London's growth.

Policy H1 of the London Plan (Increasing housing supply) sets the 10-year housing targets for each London borough, and this places a 10-year housing completions target for the

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

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

Policy E4 of the London Plan (Providing suitable business space) states that the provision, and where appropriate, protection of a range of business spaces (Use Class E(g)(iii), B2 and B8), in terms of type, use and size, should be supported, ensuring that new business spaces are fit for purpose having regard to the type and use of the space. As such, proposals which involve the loss of existing business spaces should either demonstrate that there is no realistic prospect of the site being used for business purposes in the future or ensure that an equivalent amount of space is re-provided in the proposal which is appropriate in terms of its type, use and size (i.e. ensure there is not net loss of industrial capacity).

Policy E5 (Strategic Industrial Locations) of the London Plan sets out that Strategic Industrial Locations (SILs) should be managed to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy. Proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis.

Policy E7 of the London Plan (Industrial intensification, co-location and substitution) sets out that the intensification of uses in Use Classes E(g)(iii), B2 and B8 (occupying all categories of industrial land) should be proactively encouraged through the introduction of small units, the development of multi-storey schemes, the addition of basements and the more efficient use of land through higher plot ratios. Intensification can be used to support the delivery of residential and other uses, such as social infrastructure, or to contribute to town centre renewal. It should be noted in this regard that Policy E7 makes clear that co-locating residential and industrial uses may be appropriate in LSISs (but will not normally be appropriate within SILs), and should normally be plan-led.

Where mixed-use developments (industrial and residential uses) are proposed for sites within, or on the edge of SILs, the industrial and related activities on-site and in surrounding parts of the SIL must not be compromised in terms of their continued efficient function, access, service arrangements and times of operation, noting that many industrial businesses have 7-day/24-hour access and operational requirements. Additionally, the intensified industrial uses on-site must be completed in advance of any residential component being occupied, and the proposed residential accommodation must include mitigation to ensure compliance with the relevant standards for safety and security, vibrations and noise (having regard to the agent of change principles), potential contaminated land and air quality.

The supporting text to Policy E7 outlines that all boroughs are encouraged to explore the potential to intensify industrial activities on industrial land to deliver additional capacity and

to consider whether some types of industrial activities (particularly light industrial) could be co-located or mixed with residential and other uses, however does advise that SILs should be reserved for industrial (and industrial-related) functions only.

At a borough level, Policy DME 1 of the Hillingdon Local Plan: Development Management Policies (Employment Uses on Designated Sites) states that the council will support employment proposals in SILs, and proposals for other uses in SILs will only be acceptable where there is no realistic prospect of the land being developed for industrial uses, or the site has been vacant and consistently marketed for a period of 2 years without success, and in any event, the proposed alternative use must not conflict with the policies and objectives of this Plan.

The proposed development would involve the demolition of the existing industrial building, which has a GIA of 585 sqm of usable floorspace (excluding two outbuildings which have GIAs of 42 sqm and 70 sqm), and the erection of a mixed-use, industrial and residential building which would provide 648 sqm of industrial floorspace at ground floor level and within a basement, with 20 residential units above, across floors one to five. The existing building is a two-storey industrial unit, which previously operated under either the E(g)(iii) or B2 use class, as a manufacturer of specialist aircraft components, but has been vacant since December 2019. Prior to this, it had been operational for 45 years.

The precise function of the existing outbuildings is not known, presumably as some form of storage supporting the main use of the building, with at least one of these buildings (the single-storey structure) clearly unsuitable for long-term industrial uses, demonstrated through the condition survey. This smaller building has an overall ramshackle appearance, with a new roof and doors required before it could be used meaningfully, and is considered not to contribute to the industrial capacity of the site. The two-storey outbuilding in the north-east corner of the site appears to be more useable than the single-storey structure, at least in terms of its current condition, however because of its small size in a very tight corner, immediately abutting a flat above the adjacent industrial unit, this second building is not particularly functional or fit-for-purpose for continued industrial uses, and it does not appear intrinsically linked to the main building.

Taking a practical view, it is considered that the two-storey outbuilding does provide existing industrial capacity, whereas the single-storey structure makes no contribution, and consequently the proposed scheme would be 7 sqm below the target re-provision of 655 sqm of industrial floorspace. In this regard, Policy E4 of the London Plan sets out that proposals which involve the loss of existing business spaces should either demonstrate that there is no realistic prospect of the site being used for business purposes in the future or ensure that an equivalent amount of space is re-provided in the proposal which is appropriate in terms of its type, use and size (i.e. ensure there is not net loss of industrial capacity).

No attempts to market the site have been made, as confirmed in the submitted Planning Statement, and therefore to comply with Policy E4, whilst being mindful of Policy E5 which requires SILs to be sustained as London's largest concentrations of industrial land, any re-development should ensure that the industrial capacity of a site either remains the same or increases through redevelopment proposals. The proposal, as a matter of fact, results in less industrial floorspace across the site than at present, however it is considered this would not lead to a loss of industrial capacity, noting that the existing building is relatively old, in a poor state of condition, and is unlikely to attract significant interest from an industrial user without a significant level of investment to refurbish the buildings (or

demolish and re-build a purely industrial scheme) and is therefore likely to remain vacant for some time without action. Additionally, whilst no marketing evidence demonstrates this position conclusively, it is recognised that a marketing exercise would probably show that there is little market interest in the existing site for its current use because of its poor condition. In failing to undertake any marketing, the proposal also partly conflicts with Policy DME 1 of the Hillingdon Local Plan, however this policy does not take into account the proposed co-location, which means that the site will retain a SIL-appropriate use at ground and basement level and therefore the SIL's industrial capacity will remain unchanged.

Some concerns were initially raised about the functionality and usability of the proposed floorspace as a result of its irregular shape and columns, however, in support of the application, a letter of interest from a potential occupier has been submitted which outlines an interest in maintaining a light industrial use within the proposed development, stating that they would potentially be interested in taking on the entire industrial floorspace (at basement and ground floor level) with the layout as proposed if the scheme were delivered. This letter provides some comfort that the space would attract market interest if built, and it is recognised that a wide range of end users with varying specific needs (all falling within light industrial uses) could potentially take on the proposed industrial unit, and it is noted that the existing building has columns which did not prevent the previous user from operating from the site.

Taking the above into account, the proposal may technically conflict with parts of Policy E4 of the London Plan and Policy DME 1 of the Hillingdon Local Plan, because of the lack of marketing evidence and the 7 sqm shortfall in re-provided industrial floorspace, however it is considered that the general thrust of these policies would still be achieved by the proposal, with industrial capacity remaining at a similar, and potentially slightly improved level. This 7 sqm shortfall is unlikely to materially reduce the industrial capacity across the site, and a refusal on this basis alone would not be justified.

Despite the partial conflicts with Policies E4 of the London Plan, it is considered that the industrial capacity of the site would remain broadly the same following redevelopment, and in practical terms, the existing building is likely to remain vacant and underutilised if not redeveloped, making no long-term contribution to the objectives of the SIL. As such, recognising that the proposal seeks to re-provide nearly the same level of industrial floorspace (7 sqm shortfall) which appears to be functional and fit for purpose and would likely prove more attractive than the existing premises, it is considered that the proposal accords with the intentions of Policy E4 of the London Plan, by ensuring that an equivalent amount of floorspace is re-provided in the proposal which is appropriate in terms of type, use and size, and Policy E7 of the London Plan, which actively encourages the intensification of industrial uses within SILs to make more efficient use of land through higher plot ratios, facilitating mixed-use developments for the less intensive industrial uses (light industrial) where feasible. It is further considered that the proposal accords with Policy DME 1 of the Hillingdon Local Plan by increasing employment opportunities within the SIL.

It should further be recognised that the proposal conflicts with part of Policy E7 of the London Plan, in that the proposal seeks to co-locate light industrial and residential uses within a SIL, which are areas which should be maintained as land for industry only, whereas co-location should be reserved for appropriate sites within LSISs. The rationale for co-locating industrial and residential uses within LSISs, but not SILs, is that SILs tend to cover much larger areas and act as the main reservoir of London's industrial capacity. Moreover, they are typically unsuitable for residential uses because of a poor external

environment, limited social infrastructure necessary to accommodate new residents, and nearby existing industrial uses should have the right to operate without new restrictions being imposed on them via the introduction of residential development, which in turn can lead to long-term displacement of existing users who have to relocate to remain viable. The proposal further conflicts with part of Policy E5, in that the introduction of non-industrial uses into SILs should be plan-led, rather than through the submission of prospective planning applications

The proposal also conflicts with parts of Policy E5 and E7 of the London Plan, in that the introduction of non-industrial uses into SILs should be plan-led, rather than through the submission of prospective planning applications, however, noting that the proposal would not lead to the release of designated industrial land, it is considered that the material harm of introducing residential uses into the SIL would not be significant in this instance, and the general thrust of the London Plan's industrial policies set out that co-locating industrial and residential units in some circumstances should be proactively encouraged, where this can be managed sustainably and leads to an intensification of industrial uses.

In consideration of the site's suitability for co-location, it is recognised that the site lies at the very edge of the SIL, bordering the recently consented development at the former Chailey Industrial Estate to the north, and there are existing residential properties within 20-30 metres to both the east and west. The wider area, being on the periphery of Hayes Town Centre, is further experiencing relatively high levels of change with residential uses proposed within Silverdale Industrial Estate to the south-west and large-scale redevelopment proposals at Austin Road, nearby. As such, the proposed redevelopment would act, to a certain extent, as a transitionary block between the residential areas to the north and west and the industrial uses within the SIL to the south and east, which would be generally in keeping with the principles of industrial co-location, albeit co-location is more appropriate for LSISs than SILs. Having further regard to the Local Plan: Part 2 - Site Allocations and Designations (2020), it is further recognised that the application site is surrounded on all sides by Allocated Sites, including SA 22: Chailey Industrial Estate, SA 23: Silverdale Road/Western View, and SA 24: Benlow Works, all of which promote the introduction of residential uses, and some of which have been approved and implemented, which reflects the evolving character of the wider area.

Notwithstanding the SIL designation, the site's location on the very edge of the SIL and in close proximity to the town centre also means that residents would not experience the typical issues associated with residential developments in SILs, including accessing social infrastructure, town centre amenities and public transport options. Additionally, the number of residents generated by this development would not be of a quantum that would have a material impact on infrastructure providers, particularly when contributions (e.g. through CIL) are taken into account. Noting the unique circumstances regarding this site, and the general compliance with the requirements of Policy H1 of the London Plan for optimising the potential for housing delivery on all suitable and available brownfield sites, especially for sites with existing or planned public transport access levels (PTALs) 3-6, or sites which are located within 800m of a station or town centre boundary, it is considered that the site has the potential to be suitable for co-location. The provision of 35% affordable housing also weighs strongly in favour of the proposal, which is considered to be a policy compliant level as the proposal would ensure that the same level of industrial capacity would be retained on site.

It is further important to consider the potential impact of introducing residential uses (which are very sensitive to disruption, especially during the evening and night time hours) into a

SIL, adopting the Agent of Change principles outlined in Policy D14 of the London Plan. These principles require the applicant to demonstrate that the proposed sensitive uses (i.e. residential uses) would be provided with an acceptable level of amenity, taking into account the potentially very disruptive nature of SILs, so that the existing industrial uses can continue to function unfettered following occupation of the residential units.

This is discussed in greater detail below, however, in summary, it is possible to achieve acceptable internal noise levels within the proposed residential parts of the development through the use of various facade treatment methods such as glazing or ventilation products, and this would be secured by way of condition, which would ensure the development would not lead to a reduction in adjacent industrial capacity. Additionally, air quality contributions would be secured through a legal agreement and a condition would be imposed requiring further details of a low emission strategy.

In this regard, particular consideration has been given to the application site's evolving context on the boundary of the SIL, adjacent to residential developments approved at Chailey Industrial Estate, immediately to the north, and Silverdale Industrial Estate, to the west, under application references 2102/APP/2018/4231 and 71374/APP/2016/4027 respectively, where residential uses adjacent to the SIL were considered acceptable, alongside the lawful residential unit to the rear of Nitram's which lies within the SIL and does not appear to restrict use of Nitram's as an industrial unit.

Overall, whilst there are clearly some policy conflicts (in relation to Policies, E4, E5 and E7 of the London Plan, and Policy DME 1 of the Hillingdon Local Plan), it is considered that the unique site-specific circumstances would allow for a mixed-use residential and light industrial development in accordance with the principles of co-location to be considered acceptable in principle, as the industrial capacity of the site would remain unchanged. The proposal would also increase the supply of new housing within the borough, which whilst modest, is recognised as supporting the strategic objective of utilising small sites, especially in outer London, to provide a steady supply of windfall sites for new housing. The proposal would further provide a policy-compliant level of affordable housing on-site (35%) which weighs heavily in favour of the proposal, directly contributing to social cohesion, mixed communities and supporting the strategic objective of increasing the supply of affordable housing across London.

7.02 Density of the proposed development

DENSITY

The supporting text to Policy GG2 of the London Plan outlines that London is anticipated to experience very high levels of continued growth which will require more efficient use of land, to allow growth whilst protecting the Green Belt. As such, to get more out of limited land availability within the city, encouraging higher densities and a mix of uses in appropriate locations is required to facilitate growth whilst protecting the Green Belt. Encouraging higher densities in appropriate locations means more people are within walking distance of local amenities and transport connections, which in turn reduces the need for private car ownership and supports the transition to a more sustainable city.

Policy D1 (London's form, character and capacity for growth) and Policy D2 (Infrastructure requirements for sustainable densities) of the London Plan both require proposals to have regard to the context of the surrounding area, including existing and proposed levels of infrastructure. Policy D2 further states that proposed densities should be proportionate to the site's connectivity and accessibility by walking, cycling and public transport to jobs and services and sets out that where existing infrastructure capacity is insufficient to support

proposed densities (including the impact of cumulative developments), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time.

Policy D3 of the London Plan (Optimising site capacity through the design-led approach) requires all developments to make the best use of land, by optimising a site's capacity. Optimising does not mean maximising, and a proposal should seek respond to a site's context whilst also recognising its capacity for growth. The supporting text to Policy D3 recognises that direct comparisons between schemes using a single measure (e.g. units per hectare) can be misleading because it depends on the area included in the application site boundary and does not take into account the size of residential units or a mix of uses within one building. Nonetheless, the proposed density of a development is a relevant consideration and provides a broad picture of a scheme's suitability for a site, but it is important to measure in a number of ways.

In this instance, the application site does not currently include any residential uses, and the proposal would introduce 20 dwellings, which can also be measured as 50 habitable rooms, 30 bedrooms, or 60 occupants. The overall site area is 0.07 hectares (ha), and as such, the proposal would have a density of 286 units/ha, 714 habitable rooms/ha, 426 bedrooms/ha or 857 occupants/ha.

In accordance with Policy DMHB 17 of the Hillingdon Local Plan: Development Management Policies (Residential Density), all new development should take account of the residential matrix presented in table 5.2, which sets out that an appropriate starting point for assessing appropriate densities would be between 50-110 units/ha, or 150-330 habitable rooms/ha. The proposed densities would be more akin to that recommended within Uxbridge Town Centre (165-405 u/ha and 495-1000 hr/ha). The density appears relatively high because of the small and tightly constrained nature of the plot, however high density developments should be encouraged in all locations which can support them, and the site is considered to connect relatively well to public transport, with doorstep amenities within a walkable distance within Hayes Town Centre. As such, no specific concerns are raised with the proposed density.

UNIT MIX

Regarding the mix and size of units within a development, Policy H10 of the London Plan (Housing size mix) states that schemes should generally consist of a range of unit sizes, having regard to the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points, the mix of uses, the range of tenures, the nature and location of the site, PTAL, the need for additional family housing and the role of one and two bed units in freeing up existing housing by providing an alternative to conversions and subdivisions, with the aim of optimising a site's potential. This should be read alongside Part 1 of the Hillingdon Local Plan, which sets out that a split of 40% smaller one and two bed dwellings and 60% larger three and four bed dwellings for all new developments would address housing need in the borough, and Policy DMH 2 of the Hillingdon Local Plan: Development Management Policies, which states that the council will require the provision of a mix of housing units of different sizes in all residential developments to satisfactorily address housing need.

The proposal would provide 12 one-bedroom flats, 6 two-bedroom flats and 2 three-bedroom flats. At the outset, the proposal sought to include only one and two bedroom units within the proposal, however this was deemed unacceptable, as it would fail to

contribute to social cohesion and would fail to introduce a range of units available at different prices to attract a mix of potential renters or purchasers. Moreover, affordable rent housing, for which this scheme would provide a policy compliant level, is most in demand for larger units and it is therefore important that this specific demand is catered for within the scheme.

Consequently, the revised scheme reduced the number of overall units by two, whilst maintaining the same amount of deliverable residential floorspace, to provide a better mix of units, including two three-bedroom units. Subject to this alteration, the proposed unit mix is considered acceptable.

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

In accordance with the council's statutory duties under sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is necessary to have special regard to the desirability of preserving the setting of a listed building and to preserving or enhancing the character or appearance of a conservation area.

This requirement is borne out through the NPPF, which advises that where a proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

The NPPF further advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Whether a proposal causes substantial harm will be a judgment for the decisionmaker, having regard to the circumstances of the case, relevant local policies and the consideration of the NPPF. Public benefits to offset this harm may follow from many developments and could be anything that delivers economic, social or environmental objectives, and public benefits should flow from the proposed development so that they are of a nature or scale to be of benefit to the public at large and not just of private benefit.

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance. The more important the asset, the greater the weight should be. As such, any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting), should require clear and convincing justification.

In this regard, Policy HC1 of the London Plan (Heritage conservation and growth) states that proposals affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. This is echoed by Policy HE1 of the Hillingdon Local Plan: Strategic Policies (Heritage), which states that the council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes designated heritage assets such as statutorily Listed Buildings and Conservation Areas. Non-designated heritage assets (recognised at a local level) such as Areas of Special Local Character and Locally Listed Buildings will also be protected and harm to their significance will be resisted.

In this regard, Policy DMHB 1 of the Hillingdon Local Plan: Development Management

Policies (Heritage Assets) states that proposals are expected to avoid harm to the historic environment, and proposals which result in harm will only be allowed if it brings an asset back into viable use, it would provide public benefit that would outweigh the harm or loss, and the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials.

Additionally, Policy DMHB 2 of the Hillingdon Local Plan: Development Management Policies (Listed Buildings) states that planning permission will not be granted for proposals which are considered detrimental to the setting of a listed building, whilst Policy DMHB 3 of the Hillingdon Local Plan: Development Management Policies (Locally Listed Buildings) sets out that there is a general presumption in favour of the retention of buildings, structures and features included on the Local List.

The proposed development would be sited approximately 20 metres north of the Grade II listed Benlow Works, which, as noted above, is allocated for a mixed-use, residential-led development in the Local Plan: Part 2 - Site Allocations and Designations (2020). Additionally, approximately 50 metres to the west are the locally listed Silverdale Road Warehouses, also an allocated site for a residential-led, mixed-use development, however these locally listed buildings would not be affected by the proposal.

Benlow Works is an impressive four-storey industrial building, originally built in the early 20th Century, which is now largely vacant, except for part of the ground floor which is still in use. The building has a very distinctive facade, finished in red-brick and with arched windows used across the top floor, alongside the regular placement of large bay windows across the remaining floors. Unfortunately, Benlow Works is in a very poor state of repair, suffering slow decay, and has consequently been placed on the Heritage At Risk Register.

Having regard to comments from the Conservation Officer, it is considered that the proposed development would have a less then substantial impact on the setting of the Grade II listed Benlow Works, towards the minor end of the scale. The relationship between the proposed development and Benlow Works would be broadly acceptable, slightly impinging on the ability to appreciate views of the listed building from the west but this would be a very minor impact and no direct lines of site to the listed building would be blocked. Views from the east, also along Silverdale Road, would not be materially affected by the proposal, especially when considering the taller consented buildings which would be visible in the backdrop of the skyline following the completion of nearby major residential redevelopments. Concerns were also raised by the Conservation Officer that the proposal, by reason of its height, would visually compete against, and dominate, Benlow Works, whereas the existing two-storey building appears subordinate. Whilst the proposed building would clearly be more visible, the existing building provides a poorer setting for a listed building because, despite its modest size, its poor state of repair and functional appearance make a negative contribution to the streetscene. Consequently, whilst some harm has been identified, the overall impact on the setting of the listed building would be relatively low.

Additionally, the detailed design of the front facade has been carefully considered to provide a visual counterpoint to the listed building, and to help integrate the proposal with the historic setting. The proposal would be constructed from red brick and its architectural language is clearly influenced by the grade II listed Benlow Works factory building opposite but with residential elements such as balustrading and external balconies. The fifth-storey is set back behind a glass balustrade and has rounded arched roof forms as an architectural response to the building opposite. These measures are welcomed, and help

to reduce the sense of bulk, and consequently help the scheme appear contextual.

As such, in accordance with the council's statutory duties under sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requirements under the NPPF, it is considered that the proposal would have a less than substantial impact on the setting of the Grade II listed Benlow Works, slightly infringing on the ability to appreciate the building from views from the west, but without affecting the reason for its significance. This harm is considered to be very minor and is considered to be outweighed by the benefits of the proposal, which include utilising a small brownfield site to deliver a mixed-use scheme, whilst retaining the same level of industrial capacity, and delivering 35% affordable housing

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (Safe Operation of Airports) sets out that the council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. In this instance, the proposal is considered would not lead to harm. This is confirmed in the response from the National Air Traffic Services and Heathrow Airport who have stated that they have "no safeguarding objection to the proposal". In any event, the use of cranes will be controlled by condition.

7.05 Impact on the green belt

The proposal would have no impact on the Green Belt or Metropolitan Open Land.

7.07 Impact on the character & appearance of the area

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site whilst the design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, including existing and planned supporting infrastructure capacity. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan. In areas of comparatively low densities, incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way.

As such, proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to building types, forms, proportions and the street hierarchy. Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable
road users.

The proposal should also be considered against Policy D9 of the London Plan (Tall buildings), which sets out that the definition of a tall building is defined at a local level, depending on the characteristics of the surrounding area, but in any case, should not include developments of less than 6 storeys or 18 metres above ground level, and are generally those that are substantially taller than their surroundings or cause a significant change to the skyline. Where a tall building is proposed, the visual, functional and environmental impacts of the proposal should be carefully considered, including the

cumulative impacts with other existing, planned or consented developments in the vicinity. The supporting text to Policy D9 sets out that the higher the building, the greater the level of scrutiny that is required of its design, because of the greater potential impacts.

It is considered that the loss of the existing two-storey building is acceptable in design grounds, recognising that this building makes a broadly neutral or negative contribution to the appearance of the streetscene with a somewhat dated design and a slightly squat appearance, which is considered to be of no architectural value. However, as the proposed building occupies a slightly more prominent corner because of a bend in Silverdale Road, it is important that any proposal for a new building on this plot is of a high-quality design. The context of the application site is of a mixed character with a variety of mainly low-rise non-residential uses to the east, the vacant Grade II listed Benlow Works to the south, and the recently consented tall, flatted developments at Silverdale and Chailey Industrial Estates to the north and west, which, when completed, will significantly alter the character of the area

The proposed development of the application site would see the introduction of a six-storey building onto a plot which has an existing two-storey building and would therefore substantially increase the amount of built form, whilst also increasing the footprint of buildings within the site. However, because of the site's context, including the heights of the existing and consented schemes nearby, the proposal does not constitute a tall building for the purposes of Policies D9 of the London Plan or DMHB 10 of the Hillingdon Local Plan: Development Management Policies.

As set out above, the surrounding area is experiencing fairly high levels of change as a result of the numerous site allocations in the area, and this has begun to manifest in the form of the redevelopment of Chailey Industrial Estate, which has been substantially implemented and already has an impact on the character of the area. The former Chailey Industrial Estate to the north includes buildings of varying height, with Blocks J and H (within one building) closest to the application site, approved as a part five and part six-storey building. Further north within the allocated site, building heights are significantly higher at eight and ten storeys. Additionally, whilst the permission has now lapsed, the Silverdale Industrial Estate to the south-west was previously granted permission for a residential-led development of 122 flats, including a building approximately 25 metres away at a height of five-storeys, with heights increasing to nine storeys deeper into the site.

When considered against its previous context, which included mostly one and two-storey industrial units and a long four-storey building opposite (Benlow Works), the current proposal would have failed to properly relate to its surroundings, both in land-use and design terms, and would have appeared as a dominant addition to the streetscene as a result of its scale and overall height. However, having regard to the evolving context of the area, which is seeing taller and generally larger residential schemes being approved in the immediate vicinity, it is considered that a six-storey building would appear broadly in keeping with emerging height patterns, and the proposal would not have a particularly significant impact on the skyline of the area. In this regard, it is recognised that along Silverdale Road there would be a significant change in height between the application site and its immediate neighbours on the northern side of the road, however the backdrop to the proposed building would be characterised by the taller elements of the former Chailey Industrial Estate, former Silverdale Industrial Estate, and, further afield, the Austin Road Estate Regeneration permission and consequently the proposal would not be incongruous for the area.

Some concerns were raised by the council's Urban Design Officer in respect of the overall

scale and design, highlighting that unlike the larger allocated sites and the existing industrial units nearby, the proposed development would not benefit from any meaningful landscaping or buffer space to give the building some breathing room, and as a consequence, it appears cramped in its plot. They further stated that the site should be considered as part of a wider comprehensive strategy (like the nearby allocated sites) and because it is being developed in isolation, it has the potential to affect potential unallocated development sites to the east (Nitram) and west (Nadeem Autos). The council's Urban Design Officer highlighted, in particular, that the proposal would result in an unattractive ground floor street frontage at the eastern end of the building which emphasises the cramped nature of the development.

Whilst these concerns are noted, and it is agreed that the proposal does not include soft landscaping to the front, would be built very close to the boundary, would slightly infringe on the setting of Benlow Works (discussed above) and would appear slightly cramped in its plot, it is considered that the layout and massing are nonetheless appropriate for the site, especially when considering the proposed ground floor industrial use. Unlike the other proposals on allocated sites nearby, which were almost exclusively residential uses only, the current scheme needs to re-provide as much industrial floorspace as possible to meet the requirements of industrial co-location and retain the same level of industrial capacity on site. Therefore, whilst the loss of some ground floor space to accommodate soft or hard landscaping at the front would result in a marginal visual improvement to the scheme, this would materially harm the scheme to the extent that a refusal would be issued instead and, in the planning balance, the retention of sufficient floorspace is considered to weigh more heavily than the minor design concern. In addition, the overall scale and height of the scheme are considered to be contextually appropriate (discussed above) and therefore a reduction in scale is not warranted.

It is further recognised that the detailed design has sought to respond to the local architectural vernacular, particularly the front facade which seeks to replicate the positive features of Benlow Works in a modern contemporary style. In this regard, the top floor, which has been set back from the main elevations to reduce the building's perceived scale, seeks to provide a visual counterpoint to the arched window bays visible at the top floor of Benlow Works through the use of a rounded arched roof forms and through careful selection of materials, relying largely on red brick tones which is supported. It is further considered that the combination of vertical brick columns, regular placement of windows, soldier courses, and aluminium panelling result in a scheme with a coherent front elevation with a human scale, ensuring the building does not appear monolithic or oppressive. The articulation of the ground floor (as an industrial unit) also provides a clearly defined base, reflecting the different uses across different levels of the building, which, together the with the structured facade and top-floor setback, would result in a development which seeks to respond differently to short, mid and long range views. The proposed ground floor would further provide a more active frontage than the existing industrial unit, although it is recognised that this is a minor benefit as industrial units should first and foremost be fit for purpose in terms of layout and function.

The two side elevations of the building would also be very visible aspects of the scheme, and concerns had previously been raised about the lack of articulation and their overall bland appearance. The revised scheme includes a pair of windows at each level facing west, providing a continuation of the principal elevation which helps to break up the massing of this wall, and this contributes to the structured facade treatment. Facing east, and in response to previous concerns about overlooking and prejudicing a future development site, the eastern elevation includes one window, which would be visible

alongside the corner balconies, and the placement of these windows in a vertical line break up the massing of an otherwise fairly monotone elevation and give further contribute to the building's human scale. In this regard, it is noted that the eastern elevation includes textured brick across part of the wall, in a hit-and-miss style, which makes a minor positive contribution to the articulation of this elevation by providing an element of architectural interest.

The use of brick as an external material is acceptable as it would be robust and durable and should help the building, subject to colour, tone and texture to sit contextually within its surrounds, although the precise details would be secured by way of condition, having regard to the site's specific historic setting.

Regarding the concerns about the impact on neighbouring sites' development potential, the adjoining sites at Nitram and Nadeem Autos are both unallocated within the development plan and cannot really be considered as potential development sites because of their specific relationships with surrounding land uses and land-use designations. Nitram, to the east within the SIL, already contains a residential unit however is deeper within the SIL and is more unsuitable for redevelopment than the application site, which has demonstrated unique site-specific circumstances which allow redevelopment of a SIL designated site. Nadeem Autos, to the west, is clearly unsuitable for any kind of extension or redevelopment beyond its current extent because any re-development of that plot or upwards extensions would likely lead to a significant loss of amenity for Nos. 1 - 11 Chalfont Road. It is therefore considered that the proposal would have no impact on potential future development sites.

Overall, the siting, layout, scale and bulk of the proposal are considered acceptable for the evolving context of the application site, and the detailed design is considered to be of a high quality which would complement the surrounding buildings, including the nearby Grade II listed Benlow Works which has clearly influenced the design of the proposal. On this basis, the proposal is considered to generally accord with the principles of Policies D2 and D3 of the London Plan and would be of an overall good design quality.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies and Policy BE1 of the Hillingdon Local Plan: Strategic Policies both seek to ensure that new development does not adversely impact on the residential amenity of neighbouring properties.

Furthermore, the Mayor's Housing SPG sets out that proposals should limit the harm to neighbouring properties, whilst recognising that to comply with policies seeking the optimal use of land, some development proposals may be allowed even where harm has been identified.

IMPACTS ON NATURAL LIGHT AND OUTLOOK

Policy DMHB 11 sets out that proposals must carefully consider their layout and massing in order to ensure that new development does not result in a significantly increased sense of enclosure or loss of outlook. When assessing impacts related to the loss of natural light, the Mayor's Housing SPG advises that avoiding harm to habitable rooms is the priority, which are usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bathrooms or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition of habitable rooms.

A standardised method of assessment for calculating the level of impact to neighbouring buildings is prescribed within the BRE's guide to good practice, titled 'Site Layout Planning for Daylight and Sunlight' (June 2022). This guidance document discusses various methods of assessing a proposals impact on access to natural light, and sets out a number of thresholds which, if exceeded, would probably have a noticeable impact on natural light to neighbouring properties.

Broadly, BRE guidance recommends that an assessment considers the likely significant effects to daylight for neighbouring buildings in terms of Vertical Sky Component (VSC) whilst an assessment of sunlight should also be undertaken in relation to neighbouring buildings in terms of Average Probable Sunlight Hours (APSH) alongside an assessment of overshadowing.

VSC is a measure of the amount of sky visible from the midpoint of a window, where the area of visible sky is expressed as a percentage of an unobstructed hemisphere of sky. This percentage therefore represents the amount of daylight available for that particular window, and BRE guidance recommends that a VSC of 27% should be maintained, however, this is not always achievable in dense urban environments. In addition to the amount of sky visible, Relative VSC (rVSC) is a measure of the reduction of visible daylight, and BRE guidance recommends that a development proposal would have a negligible impact if the reduction in rVSC is between 0 - 20%, would have minor significance if the reduction is between 21 - 30%, would have moderate significance if the reduction is between 31 - 40% and would have substantial significance if the reduction is above 40%.

APSH is a metric to measure sunlight and means is based on the total number of hours in the year that the sun is expected to shine on unobstructed ground (allowing for average levels of cloudiness for the location in question, based on sunshine probability data). The sunlight reaching a window is then quantified as a percentage of this unobstructed annual total. If a room can receive more than 25% of annual probable sunlight hours (APSH), including at least 5% of APSH in the winter months between 21st September and 21st March, then it should still receive enough sunlight, and, if the overall annual loss of APSH is 4% or less, the loss of sunlight is small. If the target APSH values are not met and are less than 0.8 times their former value, either over the whole year or just in the winter months and the overall annual loss is greater than 4% of APSH, then the occupants of the existing building will notice the loss of sunlight

To assess impacts on sunlight, the BRE guidance suggests that all main living rooms of dwellings,
Should be tested if they have a window facing within 90° of due south, whilst kitchens and bedrooms only need to be tested if they provide significant living spaces.

The submitted Daylight, Sunlight and Overshadowing Report (26th February 2021) assesses six residential properties near to the site, specifically Nos. 1, 3 and 5 Chalfont Road, Units 317 and 318 within the Fairview Housing Scheme to the north and the flat to the rear of Nitrams. An additional Report (25-08-22) to assess internal daylight conditions was subsequently submitted, followed by an updated report which included an assessment of Unit 323 of the Fairview Scheme (above Unit 318) (25-11-22). These reports were independently reviewed by Lambert Smith Hampton on behalf of the council, who conclude that the findings of the submitted reports are accurate.

The impact on neighbours' access to daylight was initially assessed using VSC, with a total of 23 windows across 7 properties tested. Of the tested windows, 9 would fail to achieve a

VSC of 27%, and of these, 7 would achieve a VSC less than 80% of their former value, indicating that the impacts to daylight for these 7 windows would be noticeable. Of these 7 affected windows, 4 serve Unit 318 and 2 serve Unit 323 within the Fairview scheme, and 1 serves the Flat to the rear of Nitrams.

Units 318 and 323 are located to the north, at ground and first floor level respectively, with living room and bedroom windows facing towards the application site, whilst the flat to the rear of Nitrams has a west-facing window, looking towards the application site.

Unit 318's living room windows would both have VSCs of 26.5%, which is only very marginally below the target score of 27%, and would have relative VSCs of 71% and 72% their former values, indicating the impacts would be noticeable, but minor. Similarly, the sole window serving Bedroom 2 would achieve a value of 72% its former value whilst one of the two windows serving Bedroom 3 would achieve a score of 79% its former value (with the other window serving Bedroom 3 achieving the target scores). On this basis, the overall level of daylight within Unit 318 is likely to remain at a satisfactory level if this application was implemented, with some but very minor impacts to daylight.

Unit 323 sits above Unit 318, and 2 of the 5 tested windows fail to achieve a VSC of 27%. These windows serve Bedrooms 2 and 3, and achieve relative VSCs of 69% and 76% of their former values respectively, which the guidance suggests would have a moderate and minor impact respectively. This is considered acceptable in the context of a built-up environment, recognising that Unit 323 would still perform relatively well as a whole, with both windows serving the living area meeting target values, alongside the window serving Bedroom 1.

The west-facing window serving the flat to the rear of Nitrams would experience substantial impacts as a result of the development, experiencing a relative VSC of 57% its former value. Whilst this flat was initially occupied without planning permission, and became lawful through the passage of time, the impact on this flat is a material consideration which should be considered in the planning balance. The reason for this poor score is, at least in part, because the window has an almost completely unobstructed view at present with an existing VSC of 39.5% (the maximum percentage value for a vertical window with a completely unobstructed view through 90° in every direction is approximately 39.6%) and therefore any form of comprehensive redevelopment of the application site is likely to have a fairly significant impact on natural light to this window. Moreover, the window would achieve a VSC of 22.5%, which remains close to the target value of 27%, despite experiencing a significant reduction compared to existing conditions.

Windows facing within 90 degrees of due south for Nos. 1, 3 and 5 Chalfont Road and Units 317, 318 and 323 within the Fairview scheme were also assessed for impacts to sunlight, with negligible impacts for all tested windows (i.e. all windows achieving target values and retaining more than 0.8 times their former value). The flat to the rear of Nitrams was not tested as no windows face within 90 degrees of due south). Additionally, analysis shows that the amenity area at the front of Fairview will receive at least two hours of sunlight on 21st March, which meets the target value and the proposal's shadow would not cover more that 50% of the amenity area at any time of the day.

Whilst not directly linked to access to natural light, in this case, the windows which experience greatest changes to their light also experience some loss of outlook. The increase in built form on the site would be fairly substantial, and the southerly aspect of the Chailey Industrial Estate units would be noticeably different following completion, however

this is not unusual for a higher density area, especially one seeing relatively high levels of residential redevelopment and would not lead to a substantial loss of outlook.

However, the window for the flat to the rear of Nitrams would likely experience a significant reduction in outlook, with a partially open north-western aspect remaining between the rear of the proposed development and the southern elevation of the Fairview Scheme.

Overall, whilst there would be a significant loss of daylight to the east-facing window for the flat to the rear of Nitrams, the window would still receive relatively good levels of natural light, and the scheme performs relatively well against the BRE guidance for a major development in a built up area, with only minor impacts to daylight to some lower windows within the larger residential scheme occupying the former Chailey Industrial Estate to the north. Similarly, there would be some, but a very minor, loss of outlook for the residential properties to the north, but a fairly significant impact on the flat to the rear of Nitrams. This significant harm to one flat weighs against the scheme in the planning balance, however it is considered that the benefits of modernising and redeveloping a mixed use scheme with a good proportion of affordable housing (36%) outweigh this harm, and further recognising that any comprehensive development of the site would likely have similar levels of harm because of the almost completely unobstructed outlook from this east-facing window at present and the fairly limited plot size.

IMPACTS ON PRIVACY

The supporting text to Policy DMHB 11 sets out that sufficient privacy for existing residents will be protected by resisting proposals which would introduce an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. To maintain existing levels of privacy, a minimum separation distance of 21 metres between facing habitable room windows of habitable rooms will normally be required, and in some locations, for example where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The existing application site is surrounded mostly be industrial or commercial uses, however, as noted above, the surrounding is undergoing significant levels of change which will result in residential uses to the south (Benlow Works), to the north (former Chailey Industrial Estate) and to the west (Silverdale Road Industrial Estate) and the impact on these future residential sites should be considered. There is also a residential property to the rear of the adjacent property to the east (Nitram's), existing two-storey houses on Chalfont Road to the west and the former Chailey Industrial Estate has been substantially completed, so the area has begun to transition to a more residential character.

The former Chailey Industrial Estate development to the north now includes buildings of varying height, with Blocks J and H (within one building) closest to the application site, approved as a part five and part six-storey building, with windows facing south. There are very few windows facing towards Block J and H within the flats of the proposed development, with one window at fifth floor level serving a hallway looking north-east, alongside windows serving communal hallways at first to fifth floor level. These windows would be infrequently used and would not lead to a loss of privacy for the new flatted development to the north-east, and would, in any event, be sited 21 metres away.

Similarly, there a very few windows facing east, towards Nitram's, with a vertical column of windows positioned towards the front of the building on the eastern elevation, providing views overlooking Silverdale Road and the front of Nitram's. The residential unit within

Nitram's is positioned to the rear of the adjacent plot, with a window facing west, towards the back end of the application site, which currently overlooks a service yard area and the ancillary buildings. Following redevelopment, this window would face towards the communal amenity area at podium (first floor) level, and beyond this, the side elevation of the building which houses the lifts, and consequently does not include any windows. The east-facing windows serving the flats within the proposed development would be positioned at a very acute angle to the west-facing window within the Nitram's flat and therefore the impact on the privacy of this flat is considered to be low. Whilst some concerns are raised about the proximity of the podium-level amenity area and the external terraces to the rear, which would be in close proximity to the Nitram's flat window, a combination of privacy screening and landscaping would prevent direct overlooking and this would be secured by way of condition. In this regard, screening for the northern boundary of the podium-level amenity area would also be secured by condition, however this would not be required for the northern perimeter of the terraces at second floor level and above because acceptable separation distances of 19-21 metres would be maintained.

Facing south, the principal elevation of the proposed building includes very high levels of fenestration, including inset balconies and windows, which would face towards Silverdale Road, and Benlow Works. However, separation distances between facing windows (and balconies) would not drop below 21 metres and therefore there would be no loss of privacy in the future. The Silverdale Road development to the south-east (now lapsed) would have been approximately 25 metres away and direct overlooking between windows would have been limited, although the top floor terrace would provide 180 degree views of Silverdale Road. As such, there would be no impacts on privacy for a future development of that allocated site.

As discussed above, the adjacent plot at Nadeem Autos is not considered to be a development site and there is little risk of this proposal prejudicing a future redevelopment of that site, and the rear windows of the properties on Chalfont Road are all further than 21 metres away from the west-facing windows (and terrace) within the proposed scheme. Mutual overlooking of the gardens of these properties already exists because of the parallel layout of the houses and the recently consented development to the north, and on this basis it is considered that the proposed development would not significantly affect the privacy of the gardens to the north-west.

Overall, it is considered that the proposal would not have a significant impact on the privacy of nearby residential properties, or future planned development sites, and is overall considered acceptable in this regard, subject to a condition to secure appropriate privacy screening for the podium-level amenity space and communal terraces at second to fifth floor level.

7.09 Living conditions for future occupiers

INTERNAL LIVING CONDITIONS

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

Policy D6 of the London Plan (Housing quality and standards) requires all new residential properties to meet the minimum space standards and further states that the minimum floor to ceiling height must be 2.5m for at least 75 % of the Gross Internal Area (GIA) of each

dwelling to avoid overheating and generally improve living conditions. In addition, the design of new residential development should be high-quality and should provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Moreover, proposals should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution as a result of site constraints which would mean dual aspect dwellings would severely restrict optimising the site's potential. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

For the proposed scheme, the London Plan space standards require the 12 one-bedroom, two-person flats, the 3 two-bedroom, three-person flats, the 3 two-bedroom, four-person flats, and the 2 three-bedroom, five-person flats to have minimum GIAs of 50 sqm, 61 sqm, 70 sqm and 86 sqm respectively.

The unit sizes are listed below, and as can be seen, all units meet, and in some cases significantly exceed the minimum space requirements of the London Plan:

1-bed (2p) = 50, 50, 50, 50, 50, 50, 50, 50, 50, 50, 57, and 57 sqm.
2-bed (3p) = 68, 62, and 81 sqm.
2-bed (4p) = 86, 81, and 86 sqm.
3-bed (5p) = 111, and 111 sqm.

It is further recognised that there would only be four units per floor, the single core would be served by two lifts and the communal corridors serving all units would be well-lit with natural light, in accordance with the recommendations of Standards 12, 14 and 15 of the Mayor's Housing SPG, which further demonstrates that the development would provide a good standard of accommodation.

Within new developments, daylight is calculated using the Daylight factor (D), which has replaced the now superseded Average Daylight Factor (ADF) within the previous version of the BRE guidance. This application was initially submitted prior to the adoption of the new BRE standards, and has therefore been assed using both ADF and D, which produce very different results.

The daylight factor addresses daylight provision as a ratio of unobstructed external illuminance under overcast sky conditions, based on the location of the application site within the UK (to determine the most appropriate form of overcast conditions), and sets a target score that should be exceeded across at least 50% of the room, and an alternative lower target score if 95% of the room achieves it

Applying the now superseded ADF assessment, all 50 rooms meet the target scores, whereas applying the Daylight factor assessment, only 44% of the 50 rooms pass (16 bedrooms and 12 LKDs). This stark contrast in assessing the level of daylight within the proposed flats is difficult to explain, not least because when tested for sunlight, the results show that all flats would have at least one habitable room which can receive more than 90 minutes of direct sunlight a day in line with the BRE guidance and are all south-facing.

Moreover, despite the relatively high proportion of single-aspect units (at 50%) and the poor

results using the new Daylight factor, the layout of the units is considered to result in fit and functional internal spaces within a very constrained plot, and it is recognised that the generally southerly orientation of the scheme means that the single-aspect units will benefit from good access to direct sunlight, and opportunities to provide multiple aspects for the proposed corner units have been maximised. In this regard, the proposed flats in the western corner of the site, which generally comprise of the larger units, would all be triple-aspect, providing better levels of daylight and multiple outlooks for future occupiers, and the single-aspect units have been limited to the one-bedroom units, in accordance with the advice in the Mayor's Housing SPG which allows some flexibility, and these one-bedroom flats would all be south-facing with a balcony, to ensure that access to sunlight for a single-aspect unit is maximised.

Following further discussions between the local planning authority and the independent daylight consultant acting on behalf of the council (Lambert Smith Hampton), it is agreed that a 44% pass rate using the 2022 target daylight factor is poor, however the BRE guidance is not a statutory planning tool and failing to meet these standards should not automatically lead to a refusal of planning permission, unless it is concluded that the results are symptomatic of a poor quality of accommodation which would provide, in the view of the local planning authority, a substandard form of residential accommodation overall. In this instance, given the relatively unobstructed views from within the scheme and the southerly orientation of the scheme, the reason for the low performance against the 2022 Daylight Factor are the projecting balconies which overhang (and overshadow) the windows directly beneath. Opportunities to increase window sizes have already been explored and they are relatively large as currently proposed, so there are limited opportunities to re-design the fenestration of the scheme to achieve better results.

BRE guidance does discuss the impact of balconies and other projecting parts of a building, and suggests measures such as spacing balconies further away from each other or staggered across an elevation to achieve better results, neither of which are practical in this instance given the relatively small plot size, or setting back upper floors to prevent balcony overhangs, which has been incorporated into this scheme. BRE guidance further suggests that building depths (window wall to window wall) be reduced, as a smaller room will perform proportionality better than a larger one (assuming the wall furthest away from the source of natural light is moved closer), as even on a totally unobstructed site a very deep room cannot be properly daylit and the presence of obstructions within the room makes it even more difficult for a deep room to have enough light. It is for this reason that dual-aspect rooms generally have better daylight distribution as well as the potential for more sunlight (as is the case here).

For this proposal, reducing the depth of the units to achieve a higher Daylight factor score would not be a practical solution, notwithstanding that the proposed layout of access corridors, service cores and lift shafts would be difficult to rearrange in a way which would make as efficient use of the site, but also because this would likely reduce the overall level quality of accommodation of these flats by providing less internal space for occupiers. Similarly, removing the proposed balconies to improve the daylight factor performance would also be counterproductive to providing a good standard of accommodation given that losing access to a well-lit private amenity area would conflict with established London Plan and Hillingdon Local Plan policies to provide all new dwellings with amenity space if possible.

On the basis of the above, despite the poor target daylight factor score for the scheme, it is considered that the proposal would still provide a good standard of accommodation and

complies with the intentions of Policies D3 and D6 of the London Plan.

PRIVATE AND COMMUNAL AMENITY SPACE

Policy D6 of the London Plan and Standard 26 of the Mayor's London Housing SPG sets out that a minimum of 5 sqm of private outdoor open space should be provided for 1-2 person dwellings, with an additional 1 sqm provided for each additional occupant, and this space must achieve a minimum width and depth of 1.5 metres to be functional and fit for purpose. As such, a 3-person dwelling should include 6 sqm of external private amenity space, a 4-person dwelling should include 7 sqm, a 5-person dwelling should include 8 sqm and so on. At a local level, Policy DMHB 18 of the Hillingdon Local Plan (Private Outdoor Amenity Space) requires good quality and usable private outdoor amenity space for all new residential developments but sets higher minimum requirements. Studio and one-bedroom flats, two-bedroom flats and 3+ bedroom flats should provide 20, 25 and 30 sqm of on-site amenity space respectively. Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building whereas houses and ground floor flats should have private gardens.

Each flat would be provided with its own private amenity space in the form of a balcony (or roof terrace at fifth floor level), in accordance with Policy DMHB 18 of the Hillingdon Local Plan, and 141 sqm of communal amenity space would be provided at podium (first floor) level alongside four 28 smaller 28 sqm communal terraces at second floor level and above to the rear. The private balconies would vary in size, and all units would meet the minimum London Plan standards for external amenity space but fail against Hillingdon's Local Plan standards, apart from the two-bedroom, three-person flats at fifth floor level, which would have private terraces measuring 34 sqm and 37 sqm therefore meeting Hillingdon's standards.

The combined communal amenity space provision would be 253 sqm, which, when taken together with the combined private amenity space provision of 227 sqm, means that the scheme would provide a total of 480 sqm of external amenity space. Using the Hillingdon Local Plan standards, it would be expected that the scheme provides 450 sqm of external amenity space (based on the provision of 20, 25 and 30 sqm of on-site amenity space for one-, two-, and three-bedroom flats respectively), and therefore the provision of 480 sqm, which exceeds the minimum by 30 sqm, indicates that the development as a whole performs relatively well in terms of external amenity space provision.

PUBLIC OPEN SPACE

Policy G4 of the London Plan (Open space) promotes the creation of new areas of publicly-accessible open space, particularly green space, ensuring that future open space needs are planned for, especially in areas with the potential for substantial change or areas of deficiency. Additionally, Policy EM4 of the Hillingdon Local Plan Part 1 (Open Space and Informal Recreation) and Policy DMCI 4 of the Hillingdon Local Plan Part 2 (Open Spaces in New Development) both support the provision of new open space in major developments, or improvements to existing open spaces. Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted. The creation of new open space is to be encouraged wherever practical, although it is recognised that creation of new open spaces may be limited in densely populated areas or because of financial constraints, and in such circumstances, including this one, major residential proposals are expected to make appropriate contributions to the delivery

of new opportunities, or to the improvement and enhancements of existing facilities off-site

New major developments are expected to be sited so that a small or local level open space is within 400 metres, a district level open space is within 1200 metres and a metropolitan open space is within 3200 metres of the application site.

This approach is confirmed in the Planning Obligations SPD, which sets out that for schemes of 15 or more residential units where an on-site solution cannot be found, a financial contribution based on the following formula would be sought:

Contribution = (Build Costs + On-costs) x ([Standard Provision per person x Occupancy of Development] - Existing Capacity)

In line with Para 9.15 of the Planning Obligations SPD, Build Costs are £20 and On-costs are £5, in conjunction with advice from the Council's Green Spaces Team, and the Standard Provision per person is 20 sqm (based on a provision of 2 hectares of unrestricted recreational open space per 1,000 people). Occupancy of Development is calculated by multiplying the number of units by 2.67 (the average occupancy rate per home within the borough), which in this instance amounts to 53 (20 x 2.67). Existing Capacity is 0, in line with Para 9.17 of the Planning Obligations SPD, as there is no known existing spare capacity for public open space in the area and is why the contribution is being sought. For the current application, this would amount to £26,500 and this would be secured as an obligation, recognising that the small and tightly constrained nature of the plot mean that on-site provision would not be feasible or lead to the creation of an attractive and useable amount of public open space.

CHILD PLAY SPACE

Policy S4 of the London Plan (Play and informal recreation) sets out that proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and enable children and young people to be independently mobile. For residential developments, this means incorporating good-quality, accessible play provision for all ages, with at least 10 sqm of play space provided per child, based on the GLA's child yield calculator.

The supporting text to Policy S4 outlines that off-site provision, including the creation of new facilities or improvements to existing provision, secured as an appropriate financial contribution, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents. This is likely to be more appropriate for the provision of play facilities for older children, who can travel further to access it, but should still usually be within 400 metres of the development and be accessible via a safe route from children's homes.

Policy DMHB 19 of the Hillingdon Local Plan: Development Management Policies (Play Space) requires major residential development to provide children and young people's play facilities on-site, using the GLA's child yield calculator to determine the levels of occupancy by different age groups. Where a satisfactory level of provision for children and young people's play facilities cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area, which would be secured through a legal agreement as a planning obligation.

The Mayor's Play and Informal Recreation SPG (2012) provides further guidance and sets out that play space falls into four broad categories, with each category relating to a specific age group. The four categories are 'doorstep', 'local', 'neighbourhood' and 'youth', and these relate to children aged 0-4, 5-11, 12-15 and 16-17 respectively.

Doorstep play space, which should provide engaging play features for young children such as fixed climbable equipment alongside places for carers to sit and talk for supervision, should almost always be provided on-site, with the Play and Informal Recreation SPG setting out that an off-site contribution should only be sought if on-site provision is not possible and there is exiting play space within 100 metres of the site. An off-site contribution for local play space may be provided instead of on-site provision if there is existing play space within 400 metres of the application site, and an off-site contribution may be sought for neighbourhood and youth play space if play space exists within 800 metres of the application site. This highlights the importance of providing play space for young children on-site as a priority.

Using the GLA's child yield calculator, the proposed development would result in an increase of 6.2 children (aged 0-17), made up of 3.0 children aged 0-4, 2.1 children aged 5-11, 0.7 children aged 12-15, and 0.4 children aged 16-17. Applying the required 10 sqm of play space provision for each child, the proposed development should provide 62 sqm of on-site play space. Having regard to the advice contained in the Mayor's Play and Informal Recreation SPG and the restricted plot size, it is recognised that whilst there is not scope to include the full child play space provision on-site, it would be possible to include 30 sqm of doorstep play space within the podium-level communal amenity space, corresponding to the 3 children aged 0-4 generated by the GLA child yield calculator. In this regard, and as discussed above, the proposal exceeds the minimum amenity space provision by 30 sqm and therefore this can be accommodated on-site without affecting the scheme's compliance with Hillingdon's amenity space policies.

The closest parks to the application site are Botwell Green Sports and Leisure Centre to the north (within 400m walking) and Lake Farm County Park to the west (within 800m walking), in addition to the publicly accessible play spaces which would be introduced as a result of the Estate Regeneration development at Austin Road approximately 250 metres to the west, and within the redeveloped Chailey Industrial Estate immediately to the north of the application site. It is therefore considered that there is (and will be) sufficient play space within the surrounding area to accommodate the demand generated from the proposal and it is not necessary to seek a contribution to offset the very minor shortfall of 32 sqm which would not be provided on-site.

Precise details of the play space would be secured by way of condition and on this basis, it is considered that the proposal complies with Policy S4 of the London Plan and Policy DMHB 19 of the Hillingdon Local Plan Part 2 and is therefore acceptable in this regard.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

In addition, Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets

whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Moreover, Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking. The maximum standards for car parking outlined in the London Plan take account of PTAL as well as London Plan spatial designations and use classes, and the supporting text further outlines that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.

Policy T6 makes clear that an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets, whilst further stating that the redevelopment of sites should reflect the current approach to parking and not be re-provided at previous levels where this exceeds the maximum parking standards.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5, however it should be noted that for all development types in PTAL 5 or 6, or within the Central Activities Zone, proposals are expected to be car-free.

Policy T6.1 of the London Plan (Residential parking) states that new residential

development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. Policy T6.1 further sets out that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling should be available from the outset and these spaces must be for residents' use only (whether M4(2) or M4(3) dwellings), not be allocated to specific dwellings, unless provided within the curtilage of the dwelling, and explains that these spaces should count towards the maximum parking provision for the development.

In accordance with Policy T6.1, applying the more restrictive parking standard when a site falls into more than one category, it is considered that the application site has a PTAL of 3, which is considered to represent a moderate level of access to public transport (on a scale of 0-6b, where 0 is the worst and 6b is the best). TfL's WebCAT planning tool highlights that much of the SIL (mostly to the east of the application site) has a PTAL of 0 (the worst), and public transport within the SIL is basically non-existent at present.

In this instance, the maximum parking standards would allow for up to 15 parking spaces (applying a ratio of 0.75 spaces for every one and two bedroom unit, and 1 space for every three bedroom unit), but Policy T6 of the London Plan makes clear that the starting point for all proposals in places that are (or are planned to be) well connected by public transport should be car free, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Further regard is had to Policy H1 of the London Plan which requires the potential for housing delivery on all suitable and available brownfield sites to be optimised, especially for sites with existing or planned PTALs of 3-6, or which are located within 800m of a station or town centre boundary. The application site has a PTAL of 3 and is within 800m of a train station, and it is therefore imperative that the site is optimised in accordance with Policy H1 of the London Plan, and that parking provision does not compromise the high proportion of affordable housing provided within this scheme.

In this regard, it is recognised that the provision of widespread parking within the site would be impractical given its small and constrained nature, noting that when basement parking was proposed in the previous application (Ref: 12795/APP/2019/3828) it was considered to be contrived and unfeasible (relying on a car-lift), and there is clearly no scope to create a ramp to basement level within the site. In any event, the provision of parking within the basement or at ground floor level would undermine the strategic objectives of the SIL as this would result in significantly less floorspace (if any) available for industrial uses.

Given that a car-free or car-lite approach is supported for sites with PTALs of 3 and above, and more so for sites near train stations and town centre boundaries (such as this site), it is recognised that a car-free approach could be supported for this development, providing wheelchair accessible spaces only. Whilst the site does not fall within a Parking Management Scheme, the Hayes Parking Management Schemes could be reasonably extended to include the application site to prevent residential parking, and future occupiers prevented from being eligible for permits, and the London Plan encourages the extension of parking controls where this supports a car-free approach. Funding for this would be secured as an s106 obligation, at a cost of £15,000.

The proposed cycle parking would be located at basement level, accessible from a lift, which would allow for the full provision of cycle parking to be provided in a secure way, however some concerns are raised as to whether this location would be convenient for future occupiers and would encourage cycling uptake as use of the lift would be slightly inconvenient. Possible alternative locations were explored through discussions between

the local planning authority and the applicant as part of the planning process, including a proposal at ground floor level and closer to the main residential entrance, however these were found to be unfeasible. This is because part of the space at ground floor level is too narrow to be effectively used for cycle parking, which when combined with the space at ground floor level required for bin storage and circulation, together with the need to meet LCDS standards, mean that cycle parking at ground floor level would require more space than if provided at basement level. In turn, this means that ground floor cycle storage, whilst undoubtedly more convenient for future users, would result in less space available for the industrial unit, leading to a net loss of industrial floorspace from the redevelopment, which would be unacceptable in principle for a site within a SIL. In particular, it would also lead to an alternative means of fire escape from the residential cycle store via the commercial unit which raises some concerns.

Consequently, whilst not the best solution for future occupiers in terms of convenience and ease of access, the proposed cycle parking solution is considered to be an acceptable compromise, which is required for the development as whole to deliver other strategic objectives, which in this case are the need to ensure no net loss of industrial floorspace within the SIL and the need to maximise affordable housing delivery from suitable brownfield sites where this is feasible. In this regard, some of the specific issues raised by TfL in regards to the cycle parking can be effectively addressed through condition and an obligation to fund off-site cycle facilities in the vicinity of the site would be secured as a planning obligation at a cost of £7500.

In addition to securing a contribution towards consulting on extending the nearby parking management scheme, separate residential and commercial travel plans would be required, alongside a bond to secure their implementation. Delivery and Servicing would take place on the street, which is not ideal, however there would be no realistic scope for this to be carried out off-street at present, and the specific details of the future management would be secured through the submission of a Delivery and Servicing Plan and a Parking Design and Management Plan.

7.11 Urban design, access and security

Policy D11 of the London Plan (Safety, security and resilience to emergency) sets out that boroughs should work with the Metropolitan Police Service's 'Design Out Crime' Officers to identify the community safety needs and necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Proposals should seek to maximise building resilience and minimise potential physical risks, and should include measures to design out crime that deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime, including counter terrorism measures, should be integral to proposals, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

As such, a condition requiring the proposed development to achieve secured by design accreditation in consultation with the Metropolitan Police, is included within the decision notice, to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan. On this basis, the proposal is considered

acceptable in this regard.

7.12 Disabled access

Policy D5 of the London Plan (Inclusive design) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, Policy D7 of the London Plan (Accessible housing) states that all residential development should include at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) requires 10% of new dwellings to be wheelchair accessible, encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives. In addition, all proposals should incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services.

Comments from the council's Access Officer set out that accessible parking would be provided at a policy compliant level (2 for the residential element and 1 for the industrial unit), alongside the creation of 2 wheelchair accessible units, built to M4(3) standard. The remainder of the flats would be built to the M4(2) standards. Further, the inclusion of two separate lifts is welcomed, although confirmation of the detailed design and specification of these lifts would be secured by condition, to ensure one of them is designed to be a designated fire evacuation lift.

On this basis, the proposal is considered acceptable in relation to inclusion and accessibility.

7.13 Provision of affordable & special needs housing

Policy H4 of the London Plan (Delivering affordable housing) sets the strategic target of 50% of all new homes delivered across London to be genuinely affordable. As such, all major developments (10 units or more) trigger affordable housing requirements and should provide affordable housing through the threshold approach (discussed below). Affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Additionally, Policy H5 of the London Plan (Threshold approach to applications) sets out that to follow the Fast Track Route of the threshold approach, meaning the applicant is not required to submit a financial viability assessment (FVA) to support their application, development proposals must meet or exceed the relevant threshold level of affordable housing on site without public subsidy (in this case 35%), be consistent with the relevant

tenure split, and meet other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor where relevant.

As discussed above, the threshold approach for this site is considered to be 35%, despite a slight reduction in the amount of industrial floorspace, as industrial capacity would remain the same following redevelopment.

Furthermore, Policy H6 of the London Plan (Affordable housing tenure) states that affordable housing products within a development should include a minimum of 30% low-cost rented homes (including London Affordable Rent or Social Rent), a minimum of 30% intermediate products which meet the definition of genuinely affordable housing (including London Living Rent and London Shared Ownership), with the remaining 40% to be determined by the borough as low-cost rented homes or intermediate products, based on identified need, with a presumption that the 40% to be decided by the borough will focus on Social Rent and London Affordable Rent given the level of need for this type of tenure across London.

Part 1 of the Hillingdon Local Plan: Strategic Policies sets out that there is a strategic demand for 50% of all new housing to be affordable, with a tenure split within affordable housing of 78% low-cost rented and 22% as appropriately priced intermediate housing. Policy H2 of the Hillingdon Local Plan: Strategic Policies (Affordable Housing) states that new residential development should make provision for a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all major residential proposals.

Having regard to the evidence base, and the need to encourage development whilst maximising affordable housing provision, the supporting text to Policy H2 sets out that 35% of all new dwellings should be delivered as affordable housing, with an indicative tenure split of 70% low-cost rent and 30% as intermediate housing, although it is recognised that market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough.

The proposal would provide 36% affordable housing by habitable room (18/50), 35% by unit (7/20) and 34% by floorspace (442/1300), comprising of five affordable rent units and two intermediate units, as set out in the supporting Affordable Housing Schedule. At first floor level, 3 one-bedroom, two-person flats and 1 three-bedroom, five-person flat, alongside 1 one-bedroom, two-person flat at second floor level would be provided as affordable rent. The two intermediate units would be the two-bedroom, three-person flat and the two-bedroom, four-person flat at third floor level.

This affordable housing offer amounts to a tenure split (affordable rent/intermediate) of 67/33 by habitable room, 71/29 by unit and 74/26 by floorspace, which is considered to represent a policy compliant mix, having regard to the higher floorspace requirements of the three-bedroom units, one of which is proposed as affordable rent. The council's Housing Officer has confirmed that this is an acceptable, policy compliant tenure split.

The provision of affordable housing, and in this case a policy compliant level, furthers a number of strategic objectives and directly promotes social cohesion and mixed communities. The provision of affordable housing further ensures that there is a steady supply of lower-rent flats within the borough for people on the council's housing waiting list, whilst also providing discounted home ownership options to help people take the first step on the housing ladder, alongside market housing, ensuring the scheme provides a mix of

unit sizes at different price points. On this basis, the affordable housing offer is considered to weight very significantly in favour of the development.

7.14 Trees, landscaping and Ecology

Policy G5 of the London Plan (Urban Greening) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses which are exempt). In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The assessment assigns each landscape type (e.g. Semi-natural vegetation, intensive green roof to depth of 150mm, extensive green roof to depth of 80mm, amenity grassland, etc) with a 'factor' (1, 0.8, 0.7 and 0.4 respectively for the landscapes listed above). These factors are a simplified measure of various benefits provided by soils, vegetation and water based on their potential for rainwater infiltration as a proxy to provide a range of benefits such as improved health, climate change adaption and biodiversity conservation.

In addition, Policy DMHB 14 of the Hillingdon Local Plan Part 2: Development Management Policies (Trees and Landscaping) sets out that all developments will be expected to retain or enhance biodiversity through the protection of existing landscaping, trees and other natural features of merit, and proposals are required to provide a scheme of hard and soft landscaping to demonstrate this. Moreover, the council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

Furthermore, Policy EM7 of the Hillingdon Local Plan: Strategic Policies (Biodiversity and Geological Conservation) seeks to protect biodiversity features from inappropriate development and encourages the provision of biodiversity improvements from all developments, including green roofs and walls where feasible.

Initially, it was proposed that the scheme would achieve a UGF of 0.14, as set out in the UGF Plan (16-04-21). After concerns were raised by the council's Tree and Landscape Officer, a revised UGF Plan (05-08-22) was submitted which outlined that a UGF of 0.40 could be achieved, with the addition of a modular system of green walls on the northern and eastern elevations, climbers rooted in soil near to the entrance, an intensive green roof, and a blue roof (designed explicitly to provide initial temporary water storage and then gradual release of stored water).

It is further recognised that the existing site, which is almost entirely dominated by hardstanding and built structures, makes virtually no contribution to urban greening and provides little, if any, biodiversity value to the area. Further, noting the mixed-use nature of the development inside a SIL, a blended UGF target of 0.37 may have been acceptable, based on the proportion of residential and non-residential floorspace within the scheme, and therefore the score of 0.4, which would be secured by way of condition, exceeds the minimum policy requirements and weighs in favour of the proposal.

7.15 Sustainable waste management

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that

support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

This is supported by the Mayor's Housing SPG which outlines that communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be easily accessible to all residents including children and wheelchair users, and located on a hard, level surface. Refuse and recycling stores within buildings should further be located to limit the nuisance caused by noise and smells and maintained to a high hygiene standard.

At a borough level, Policy EM11 of the Hillingdon Local Plan: Strategic Policies (Sustainable Waste Management) states that the council will aim to reduce the amount of waste produced in the borough. To achieve this, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site. This should be read alongside the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies, which sets out that developments should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. In practice, this means residents should not have to travel further than 30 metres to the bin store from their flat, and bin stores should be located within 10 metres of the collection point, with unobstructed room to manoeuvre bins to and from the bin store on collection days.

The proposed refuse stores would be located internally, in the south-east corner at ground floor level. Separate stores are proposed for the residential and non-residential elements, both opening outwards onto the undercroft area, and these stores are considered to be of a sufficient size to accommodate the three 1100 litre bulk bins, and a 240 litre bin for food waste, required to facilitate the waste produced by residents alongside the industrial refuse store, in accordance with the Waste Strategy Officer's comments. The pull distance from the residential refuse store to the kerb would be 10.9 metres (assuming that the parking spaces are occupied), which, whilst slightly above the recommended pull distance of 10 metres, would not warrant a reason for refusal and would be acceptable in this instance, noting the small plot size and the need to accommodate wheelchair accessible parking spaces on-site. Similarly, the westernmost flat on each residential floor would be slightly more than 30 metres from the bin store (at 32.4 metres away), however this would also not warrant a reason for refusal and this minor breach of the guidance would not have a noticeable impact on the quality of accommodation.

Some details of waste collections have been provided in the Delivery and Servicing Plan (Appendix 3 of the Transport Statement), however further detailed design elements of these refuse stores, alongside a comprehensive Waste Management Strategy, will be secured by way of condition to ensure compliance with Hillingdon's standing advice to developers.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the effectiveness of the mitigation:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy

efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

Policy SI 2 sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35% beyond Building Regulations will be achieved. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficiency measures alone. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site, provided that an alternative proposal is identified and delivery is certain.

Moreover, major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations (i.e. unregulated emissions).

In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

Policy EM1 of the Hillingdon Local Plan: Strategic Policies (Climate Change Adaptation and Mitigation) sets out that the installation of renewable energy will be encouraged for all new developments.

Whilst no comments have been received from the Council's Energy Officer, it is considered that the proposal would have been capable of achieving compliance with Policy SI 2 and SI 3 of the London Plan, with a 35% improvement over the baseline with any shortfall secured as a carbon offset calculation to be used to fund measures to reduce carbon emissions within the borough. This would be secured by way of condition, and a corresponding obligation to secure the financial contribution.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (Flood risk management) sets out that flood risk across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities and developers where relevant. Proposals should further ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading.

In addition, Policy SI 13 of the London Plan (Sustainable drainage) sets out that proposal should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Moreover, drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

Policy EM6 of the Hillingdon Local Plan: Strategic Policies (Flood Risk Management) encourages development to be sited away from the areas of highest flood risk (Flood Zones 2 and 3), and all development will be required to use sustainable urban drainage systems (SUDS).

In support of the application, a Flood Risk Assessment and Drainage Assessment (April 2021), followed by an updated version (January 2023), and a plan titled 'Drainage Assessment' (Rev. P06) have been submitted. These have been reviewed by the lead local flood authority who consider that whilst not fully compliant with Policies SI 12 and SI 13 of the London Plan, the minor areas of shortfall, such as the discharge rate and the location of the flow device, can be satisfactorily addressed by condition to ensure policy compliance.

On this basis, it is considered that the proposed development would be compliant with Policies SI 12 and SI 13 of the London Plan and is therefore considered acceptable in this regard.

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses, improving and enhancing the acoustic environment and promoting appropriate soundscapes. Proposals should first seek to separate new noise-sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation. Where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Additionally, Policy D14 of the London Plan (Noise) states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise-sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures. It is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile.

Furthermore, Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) states the council will promote the maximum possible reduction in noise levels and will minimise the
number of people potentially affected by new developments. As such, the council will seek

to ensure that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated.

In support of the application, a Noise Impact Assessment (March 2021) has been submitted, which outlines the baseline noise conditions and the effect of the noise levels on the proposed development, identifying mitigation measures where necessary to achieve appropriate acoustic standards. This Noise Impact Assessment has been review by the council's Noise Officer, who confirms that sufficient information has been provided to allow a positive recommendation, subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.

AIR QUALITY

Policy SI 1 of the London Plan (Improving air quality) states that proposals should not lead to further deterioration of existing poor air quality or create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, so as not to create unacceptable risk of high levels of exposure to poor air quality.

As such, as a minimum, proposals should be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution, whilst making provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures.

Major development proposals must be submitted with an Air Quality Assessment. Proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures
have been used to minimise exposure.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) requires all development to protect both existing and new sensitive receptors, and not result in the deterioration of local air quality. In addition, all major developments within Air Quality Management Areas (AQMAs) should be air quality neutral whilst actively contributing to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels.

The proposed development is located within the Hayes Focus Area, and whilst the number of proposed car parking spaces is low, the proposal is likely to lead to some additional traffic emissions which will add to current exceedances. As required by the London Plan, developments need to be air quality neutral as a minimum and air quality positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

Consequently, new developments need to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already, namely Focus Areas. Furthermore, Policy DMEI 14 of the Hillingdon Local Plan Part 2 requires active contribution towards the continued improvement of air quality, especially within the borough's Air Quality Management and Focus Areas.

The level of mitigation required associated with the operational phase of the proposed

development has been calculated by the Council's Air Quality Officer, and to be air quality positive, a financial contribution of £13, 578 is required, which would be secured as an obligation within the legal agreement. This contribution would be used to deliver the air quality local action plan or implement specific measures on the road network affected by the proposal that seek to reduce vehicle emissions and reduce human exposure to pollution levels. This would be secured alongside the recommended conditions.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

The level of mitigation required to the proposed development for traffic emissions is £13,578. Therefore, a section 106 agreement with the LAP of £13,578 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, two Air Quality conditions are required to develop and implement a Low Emission Strategy and manage construction emissions as required by the Mayor of London.

7.19 Comments on Public Consultations

Letters dated 30-04-21 and 22-09-22 were sent to 34 nearby properties, including properties on Silverdale Road, Chalfont Road and Little Road, a site notice was displayed outside the site on 13-06-21 and again on 05-10-22, and a press notice was displayed in a local newspaper on 12-05-21 and again on 28-09-22.

2 objections and 1 comment were received following public notification, raising the following material considerations:

- Development must not affect access to existing businesses
- Loss of natural light
- Proposal will add to local congestion

These are discussed in the relevant sections above, however it is considered that the proposal would not have a significant impact on access to natural light for nearby properties and is unlikely to add to congestion or affect existing accesses given the car-free nature of the scheme and the exclusion of future occupiers from obtaining residential parking permits if parking controls are subsequently introduced.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Development Management Policies (Planning Obligations and Community Infrastructure Levy) sets out that planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it, to ensure that development is sustainable in accordance with the NPPF (2021). Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL) and through planning obligations.

Specifically, planning obligations are used to secure the provision of affordable housing in relation to residential development schemes, and where a development has infrastructure needs that are not addressed through CIL to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal. Applications which fail to include appropriate planning obligations to make the proposal acceptable will be refused. Planning obligations run with the land, are legally binding and

enforceable.

The Community Infrastructure Levy Regulations, the NPPF and Planning Practice Guidance have put three tests on the use of planning obligations into law. In this regard, planning obligations must meet the following tests to be lawful:

· necessary to make the development acceptable in planning terms;
· directly related to the development; and
· fairly and reasonable related in scale and kind to the development.

The following Heads of Terms are proposed, to be secured through a section 106 agreement to either ensure policy compliance (e.g. affordable housing) or to address deficiencies in the scheme which could not be addressed through amendments to the plans:

· £26, 500 as a financial contribution towards off-site public open space provision, to offset the on-site shortfall;
· £13, 578 as a financial contribution to be used by the Council to fund measures to reduce poor air quality within the borough;
· £7, 500 as a financial contribution to be used to fund off-site cycle hire provision in the vicinity of the site;
· £15, 000 as a financial contribution to be used towards consulting and implementing an extension to the nearby parking management scheme to include the application site;
· £37, 239 as a financial contribution to be used to fund the capital cost of local health infrastructure to support the additional population arising from the development;
· A carbon offsetting sum based on an Updated Energy Strategy to be submitted to discharge Condition 7, with the offset calculation based on £95 per tonne of CO2 over a 30 year period;
· A full Residential Travel Plan, including a Low Emission Strategy, is to be submitted and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;
· A full Non-Residential Travel Plan, including a Low Emission Strategy, is to be submitted and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;
· Enter into a s278 agreement for works to the Highway, including the dropping and raising of kerbs (as required) and other such works as may be required to the highway to implement the development;
· To prevent future occupiers from being eligible for parking permits within the borough;
· A full and detailed Construction and Employment Training scheme in accordance with the Council Planning Obligations SPD with the preference being for an in-kind, on-site scheme to be delivered;
· To secure 36% affordable housing (by habitable room), with a tenure split of affordable rent to intermediate of 67/33 (by habitable room) in accordance with submitted Affordable Housing Schedule, and subject to an early-stage review mechanism; and
· A Project Monitoring and Management Fee, equalling 5% of the total financial contributions paid under this agreement.

In addition, the scheme would also be liable for payments under the Community

Infrastructure Levy.

From 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sqm or more, or proposals which create new residential dwellings, are liable for the Mayoral Community Infrastructure Levy (Mayoral CIL). The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon (LBH) is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy (Hillingdon CIL), which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development (Use Class C3).

7.21 Expediency of enforcement action

N/A.

7.22 Other Issues

CONTAMINATED LAND

Policy EM8 of the Hillingdon Local Plan: Strategic Polices (Land, Water, Air and Noise) states that the council expects proposals for development on contaminated land to provide mitigation strategies that will reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

The site is likely to have some land contamination present, and in support of the application, a Phase 1 Desk Study has been submitted, which has been reviewed by the council's Lead Contamination Officer and found to be acceptable. This Phase 1 report provides an account of findings from a desk-based study which was conducted to establish whether current or historical activities at or near the site may have created potentially significant environmental constraints, alongside an appropriate initial Conceptual Site Model and a Preliminary Risk Assessment, identifying plausible contaminant linkages. In order to confirm the findings of the initial Conceptual Site Model and to aid geotechnical design, it is recommended that an intrusive investigation is undertaken to establish ground conditions and the presence of any potential pollutant linkages at the site. This would be secured by way of condition in accordance with the advice from the council's Lead Contamination Officer.

FIRE SAFETY

In the interests of fire safety and to ensure the safety of all building users, Policy D12 of the London Plan states that all proposals must achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside spaces for fire appliances to be positioned on, provide suitable access and equipment for firefighting which is appropriate for the size and use of the development, and provides spaces which are appropriate for use as an evacuation assembly point.

Buildings should be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire by being constructed in an appropriate way to minimise the risk of fire spread. This should include appropriate fire alarm systems, passive and active fire safety measures, suitable and convenient means of escape and an associated robust evacuation strategy which can be periodically updated and published, and which all occupants can have confidence in. These measures should be set out in a

Fire Strategy, prepared by a suitably qualified fire engineer.

In support of the application, a Fire Statement has been submitted, which outlines the basics of fire safety measures, with the knowledge that further details would be secured at detailed design stage. The submission of these additional details would be secured by condition.

HEALTH INFRASTRUCTURE

The supporting text to Policy DF1 of the London Plan (Delivery of the Plan and Planning Obligations) explains that the demand for health services in London is increasing due to a growing and ageing population and an increase in complex and long-term health conditions, and as such, across London, developer contributions are used to fund the capital costs of new or expanded primary and community care facilities. This is needed to meet the increasing demand for services which arises from population growth in areas of intensification or growth. Using the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) allows local planning authorities, in conjunction with Clinical Commissioning Groups and NHS England, to calculate the capital cost of the additional health facilities required to meet the increased demand from developments.

In this instance, using the HUDU Model in consultation with NHS North West London, a financial contribution of £37, 239 is required to fund the capital cost of local health infrastructure to support the additional population arising from the development. This would be secured as a planning obligation.

OVERHEATING

Policy SI4 (Managing heat risk) of the London Plan outlines that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy. Given the nature of the development it is considered necessary to secure adequate cooling and heating for all future residents. A condition will be imposed seeking details of the heating and cooling strategy and mitigation measures, to satisfactorily address overheating issues, in compliance with Policy SI4 (Managing heat risk) of the London Plan.

8. Observations of the Borough Solicitor

General
Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations
Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights
Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

N/A.

10. CONCLUSION

The proposed development is considered to be acceptable in principle, as a result of the site's unique siting on the edge of a SIL and surrounded by existing and proposed residential uses, despite the partial conflicts with the London Plan and Hillingdon Local Plan policies in respect of SILs and industrial uses. The proposal would re-provide the same level of industrial capacity through the introduction of a basement and at ground floor level, with the provision of 20 new homes at first floor level and above, of which, 36% would be secured as affordable housing.

The overall scale and massing are considered acceptable for the evolving context of the area, with the detailed design of a high-quality which would provide a visual counterpoint to

the Grade II listed Benlow Works, opposite.

The scheme performs relatively well against the BRE guidance for daylight and sunlight to neighbours for a major development in a built up area, with only minor impacts to daylight to some lower windows within the larger residential scheme occupying the former Chailey Industrial Estate to the north. However, it should be noted that the proposed development would have a fairly significant impact on the amenity of the flat to the rear of the Nitrams unit, in terms of a reduction in daylight and outlook.

Internal living conditions are considered to be acceptable, although it is recognised that elements of the scheme, such as refuse collection distances, slightly exceed the guidelines. Nonetheless, the layout of the units is considered to result in fit and functional internal spaces within a very constrained plot, and it is recognised that the generally southerly orientation of the scheme means that the single-aspect units will benefit from good access to direct sunlight, and opportunities to provide multiple aspects for the proposed corner units have been maximised.

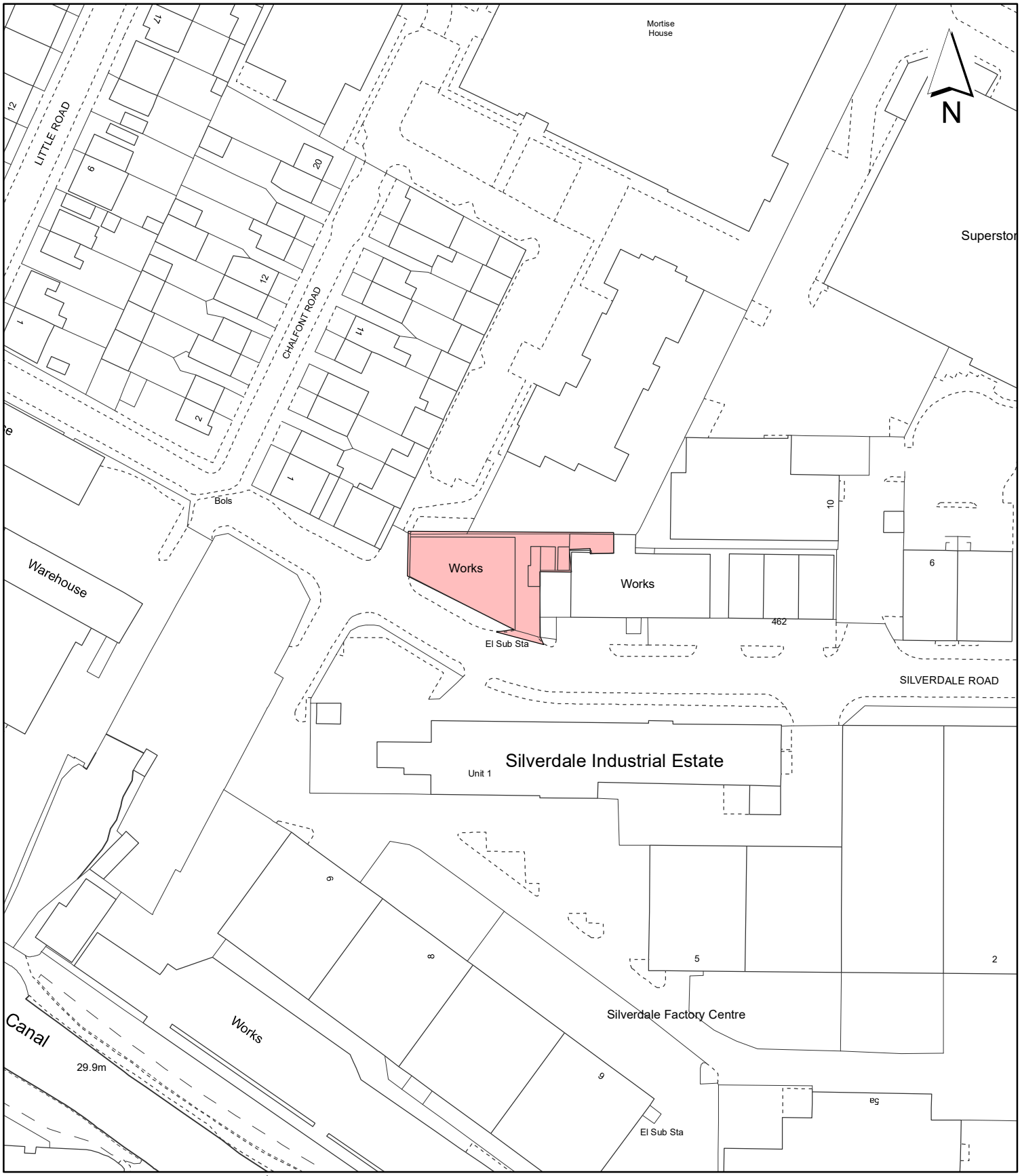
The widespread provision of on-site parking would be impractical noting the other policy requirements of the London Plan and Hillingdon Local Plan, and the site has a PTAL of 3, with good access to doorstep amenities within walking distance at Hayes Town Centre. As such, a car-free approach is supported, subject to providing wheelchair accessible spaces on-site, securing a financial contribution to extend the Hayes Parking Management Scheme to include the site, and preventing future occupiers from being eligible for parking permits, to limit opportunities for on-street parking for future occupants.

Overall, weighing up the planning balance, it is considered that the proposal is acceptable, and is recommended for approval, subject to the conditions and obligations listed in this report.

11. Reference Documents

London Plan (2021)
Hillingdon Local Plan: Strategic Policies (2012)
Hillingdon Local Plan: Development Management Policies (2020)
National Planning Policy Framework (NPPF) (2021)
Mayor's Viability SPG (2017)
Mayor's Housing SPG (2016)
Play and Informal Recreation SPG (2012)

Contact Officer: Andrew Thornley **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Murray Engineering

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
12795/APP/2021/1584

Scale:
1:1,250

Planning Committee:
Major Page 362

Date:
March 2023

HILLINGDON
LONDON

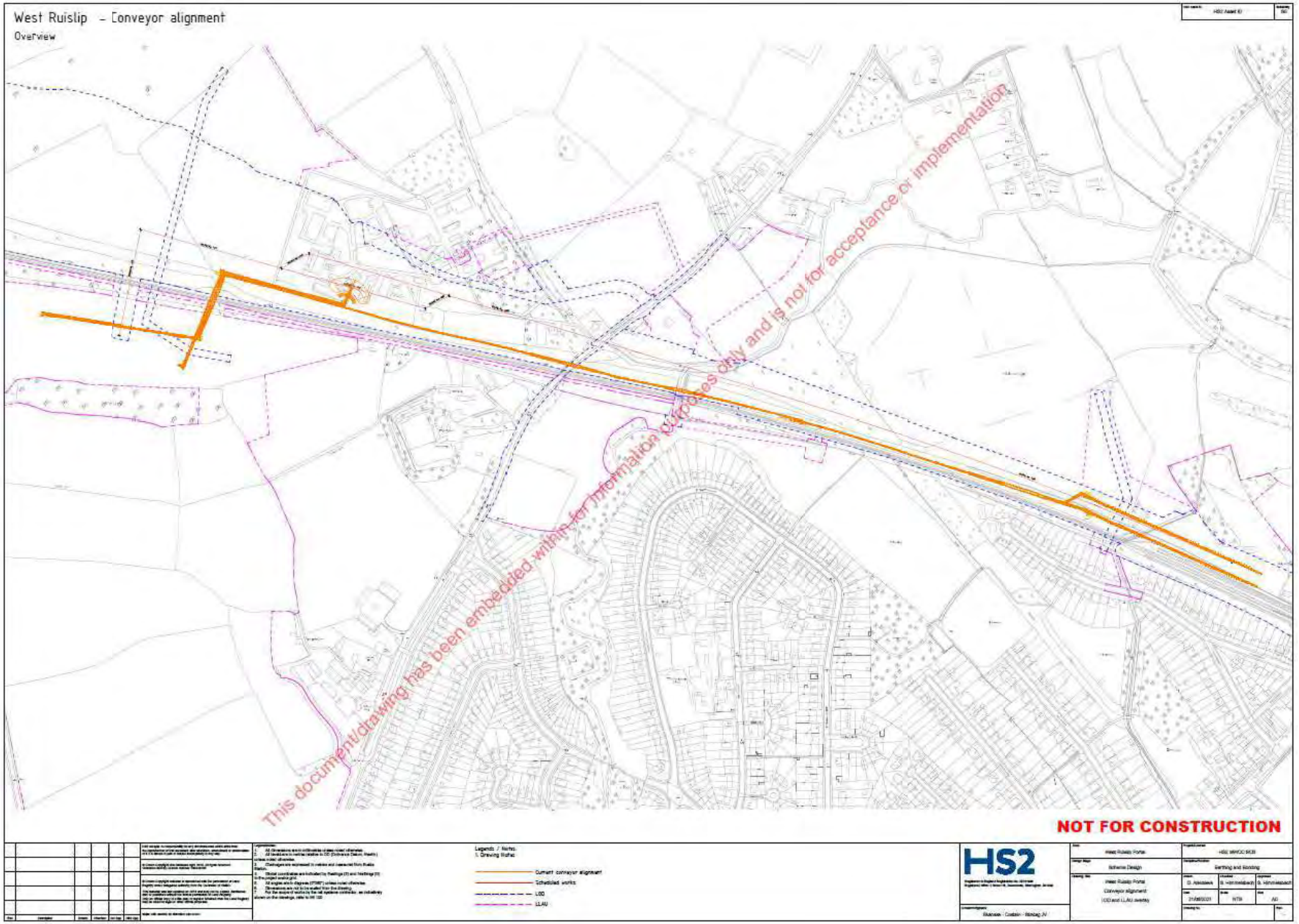
Plans for Major Applications Planning Committee

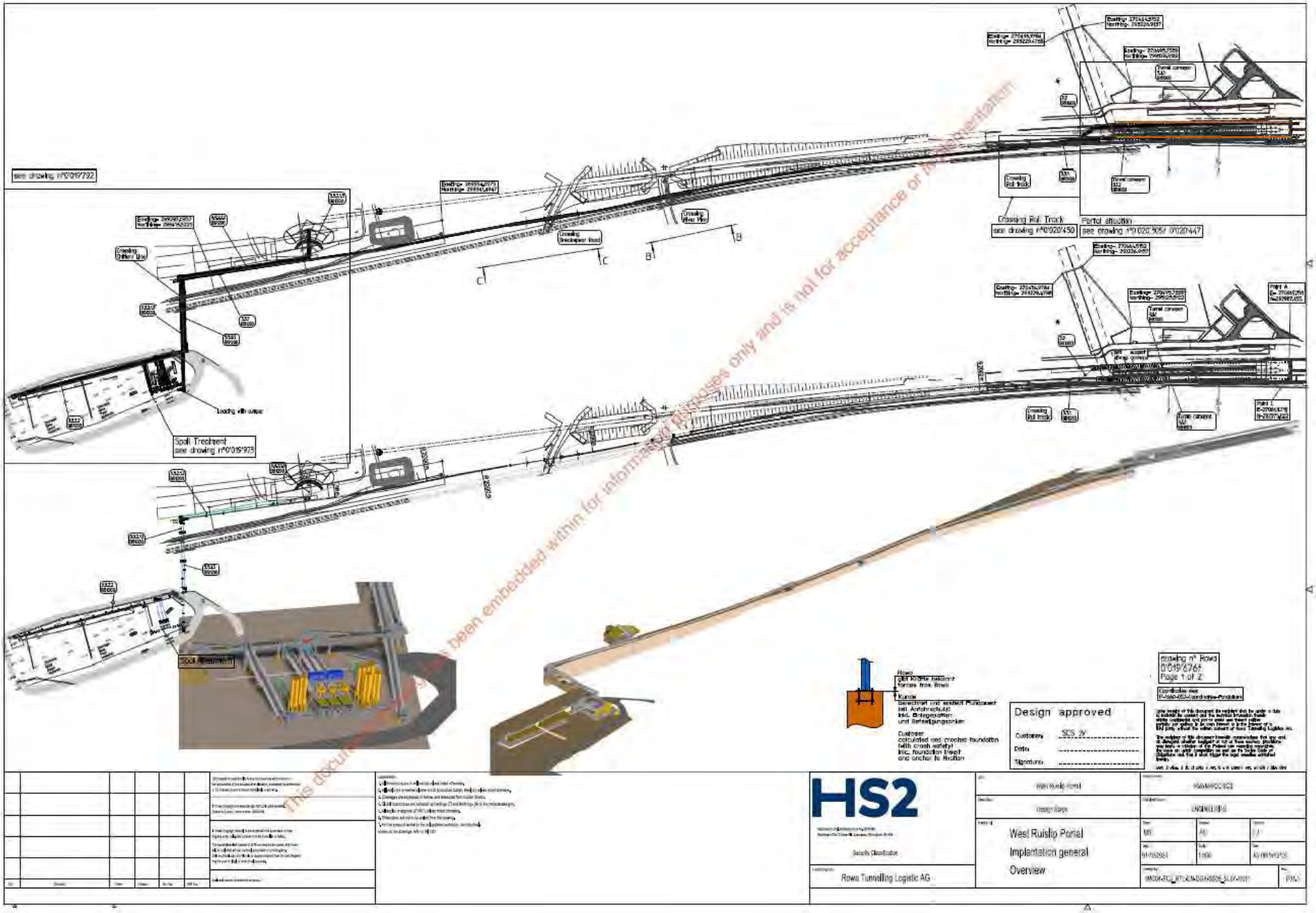
Wednesday 29th March 2023

HILLINGDON
LONDON

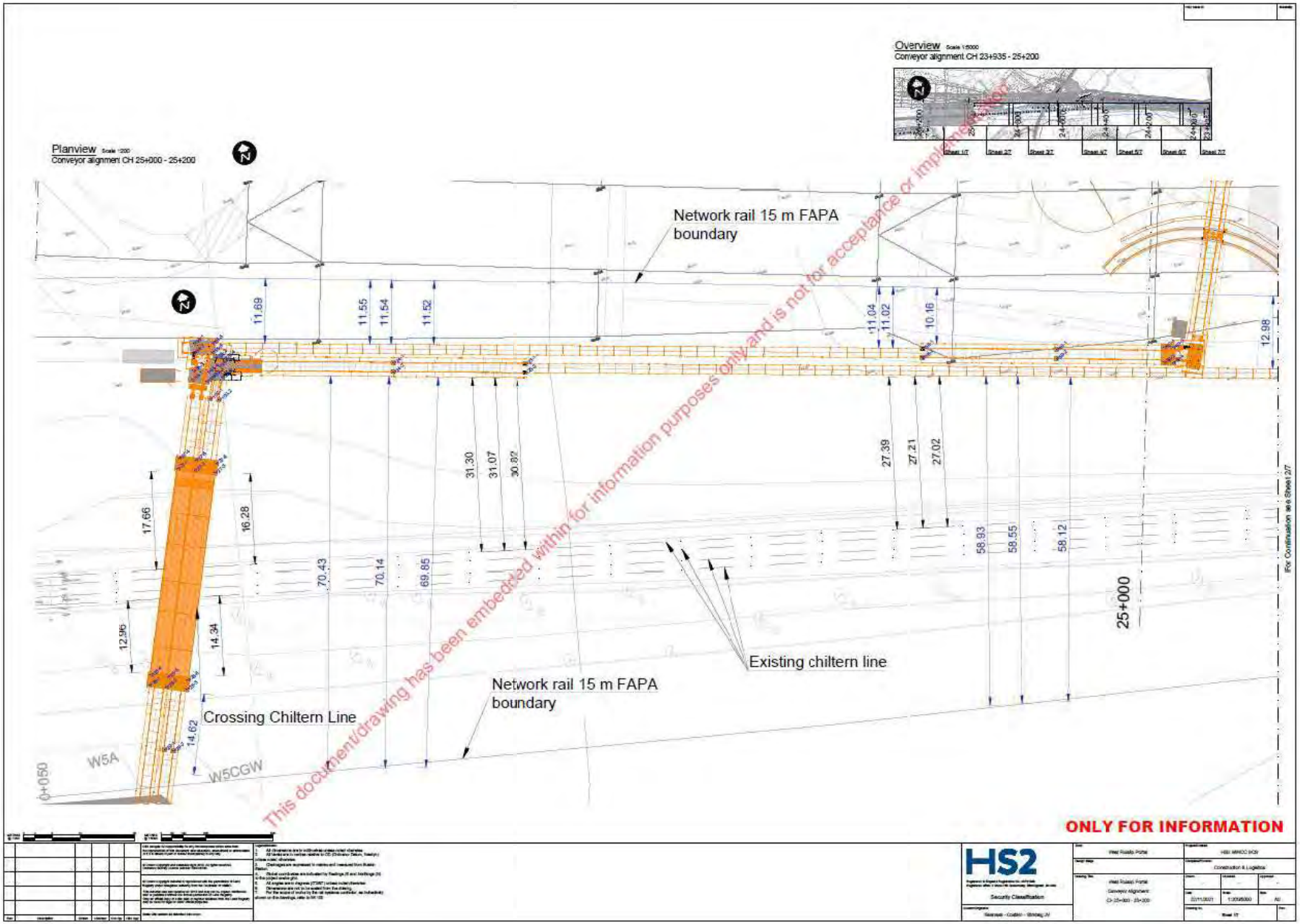
www.hillingdon.gov.uk

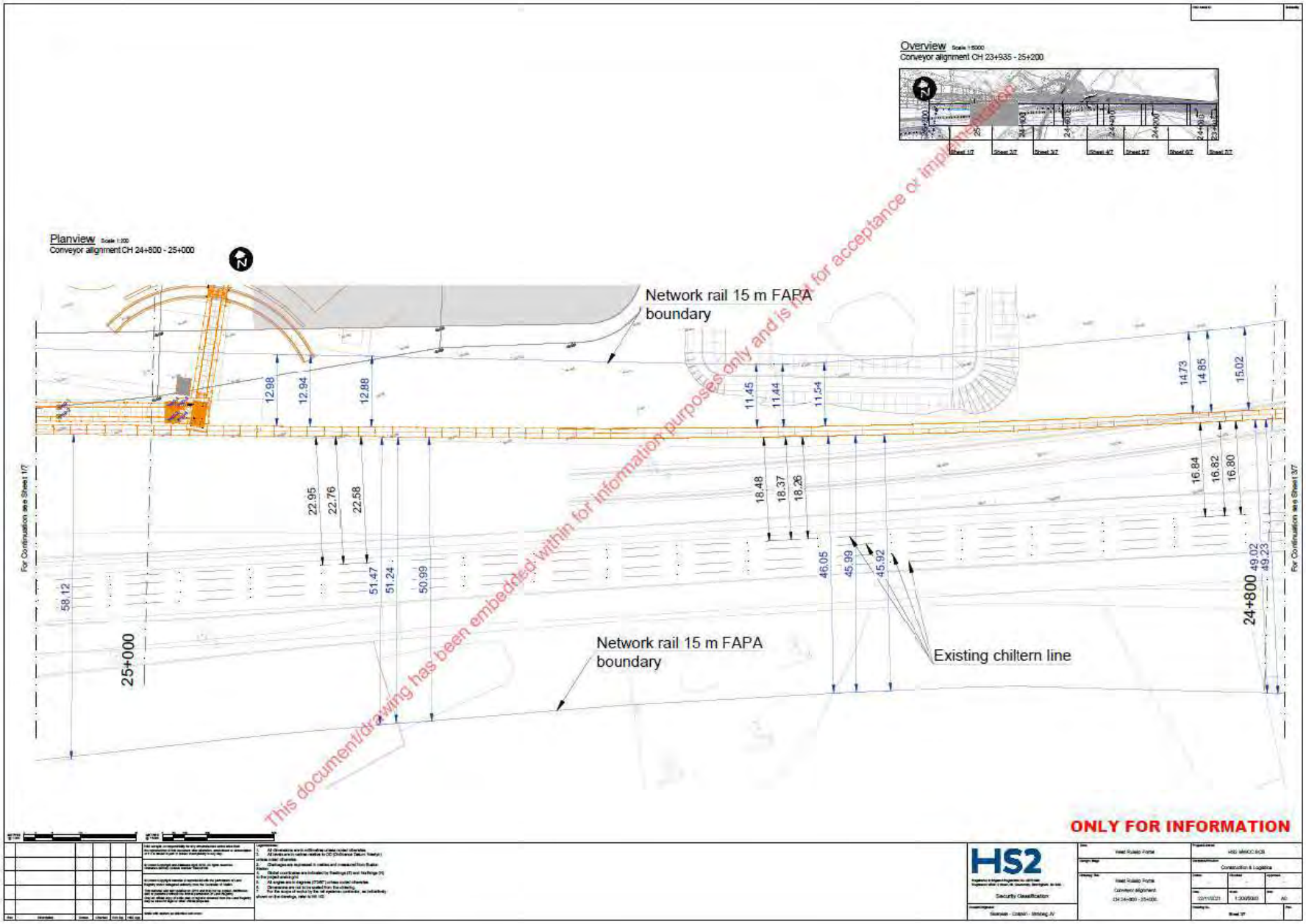
Item No.	**Report of the Interim Director of Planning, Regeneration & Public Realm**
Address	HS2 - MARYLEBONE TO AYLESBURY LINE BREAKSPEAR RD S HAREFIELD
Development:	Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, for Schedule 1 Work No. 1/63, 169-71, and 1/73, for a temporary conveyor (1.805km in length) covering an area approx. 19.5 hectares, commencing at the approved HS2 West Ruislip Portal Construction compound and terminating at the South Treatment Area, 337m south-east of the bridge carrying Harvil Road over the Chiltern Main Line, including bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.
LBH Ref Nos:	77816/APP/2023/293

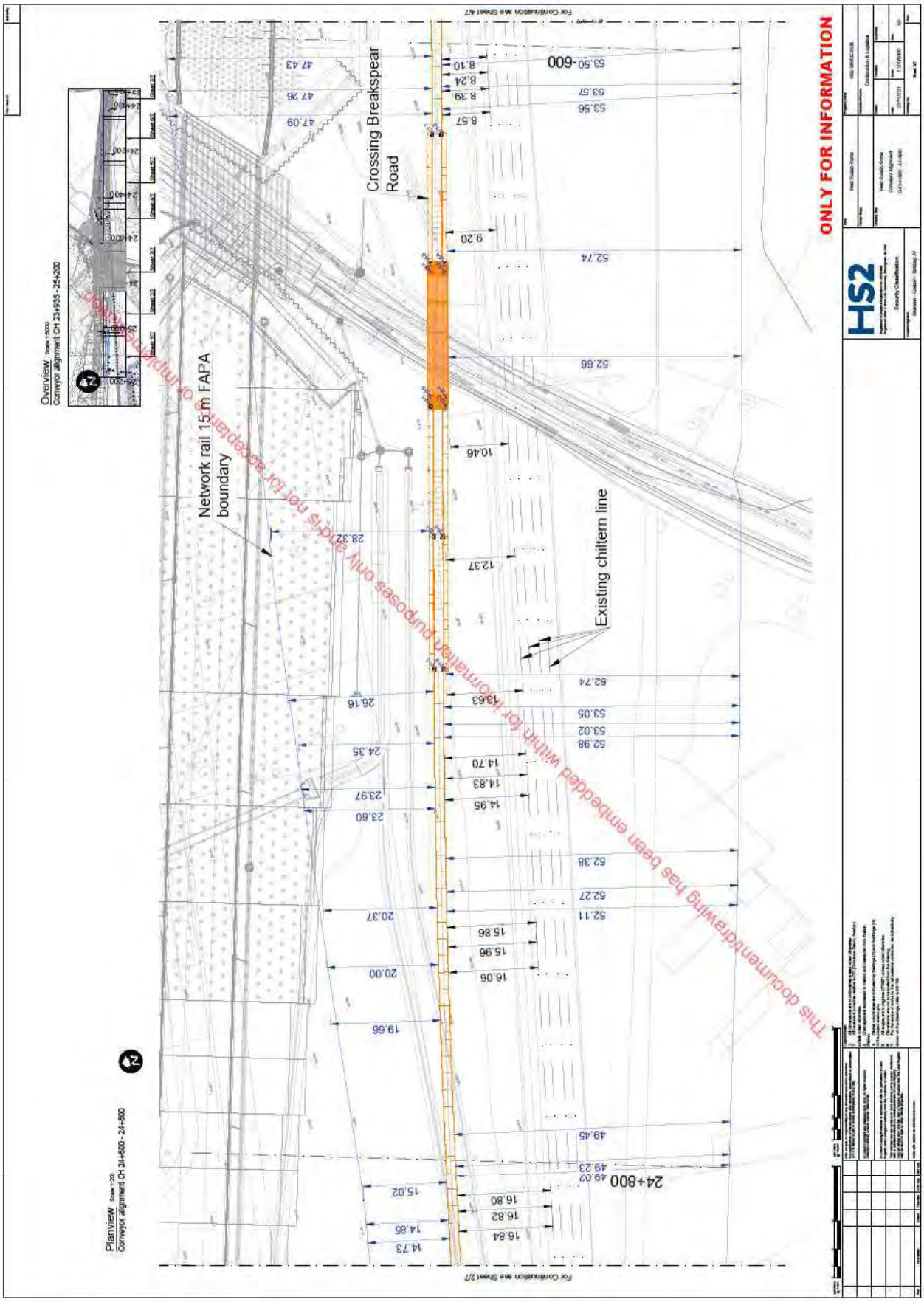

West Ruislip – Conveyor alignment
Overview
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
NOT FOR CONSTRUCTION
HS2
Current conveyor alignment
Scheduled works
LOD
LLAU

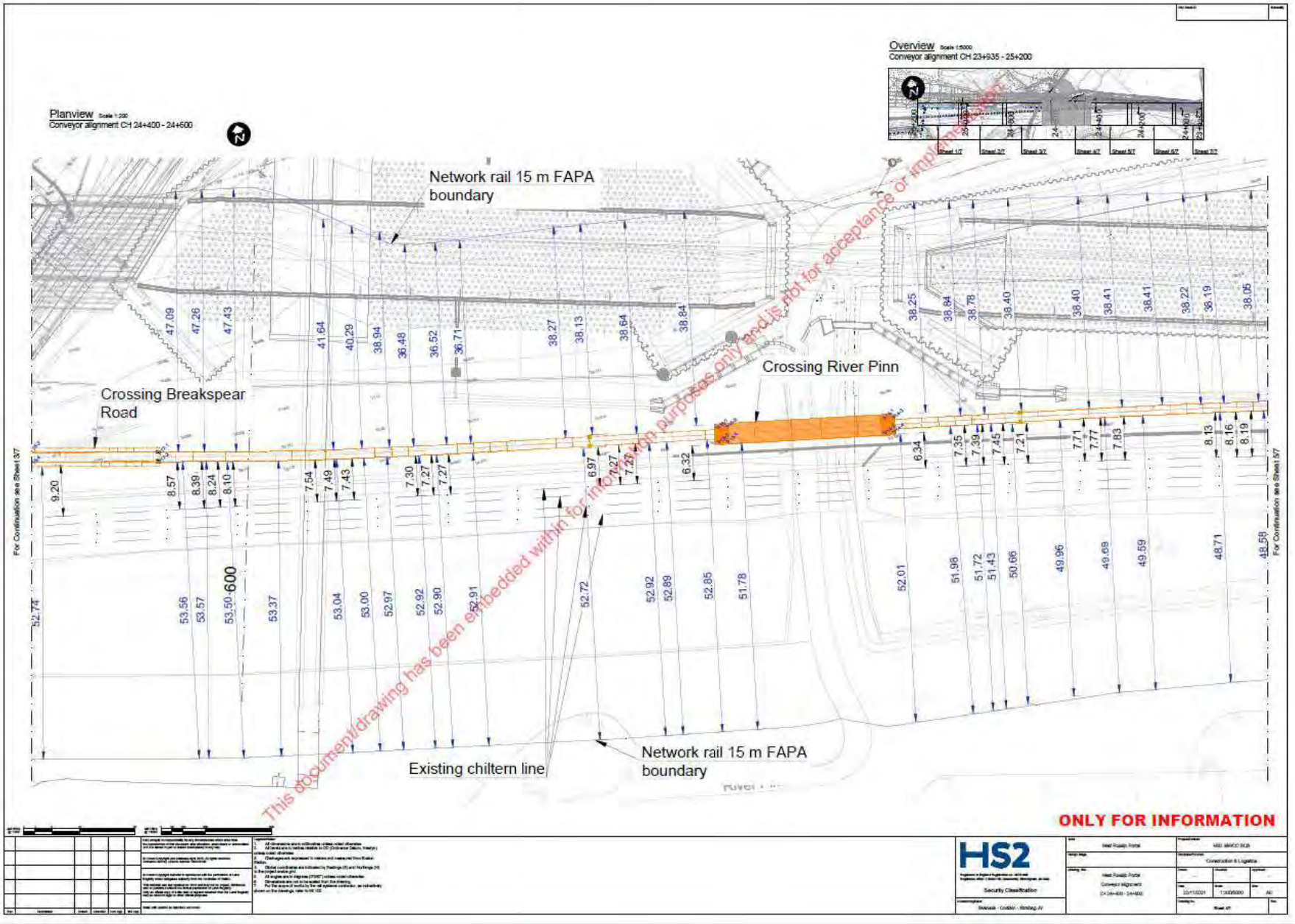


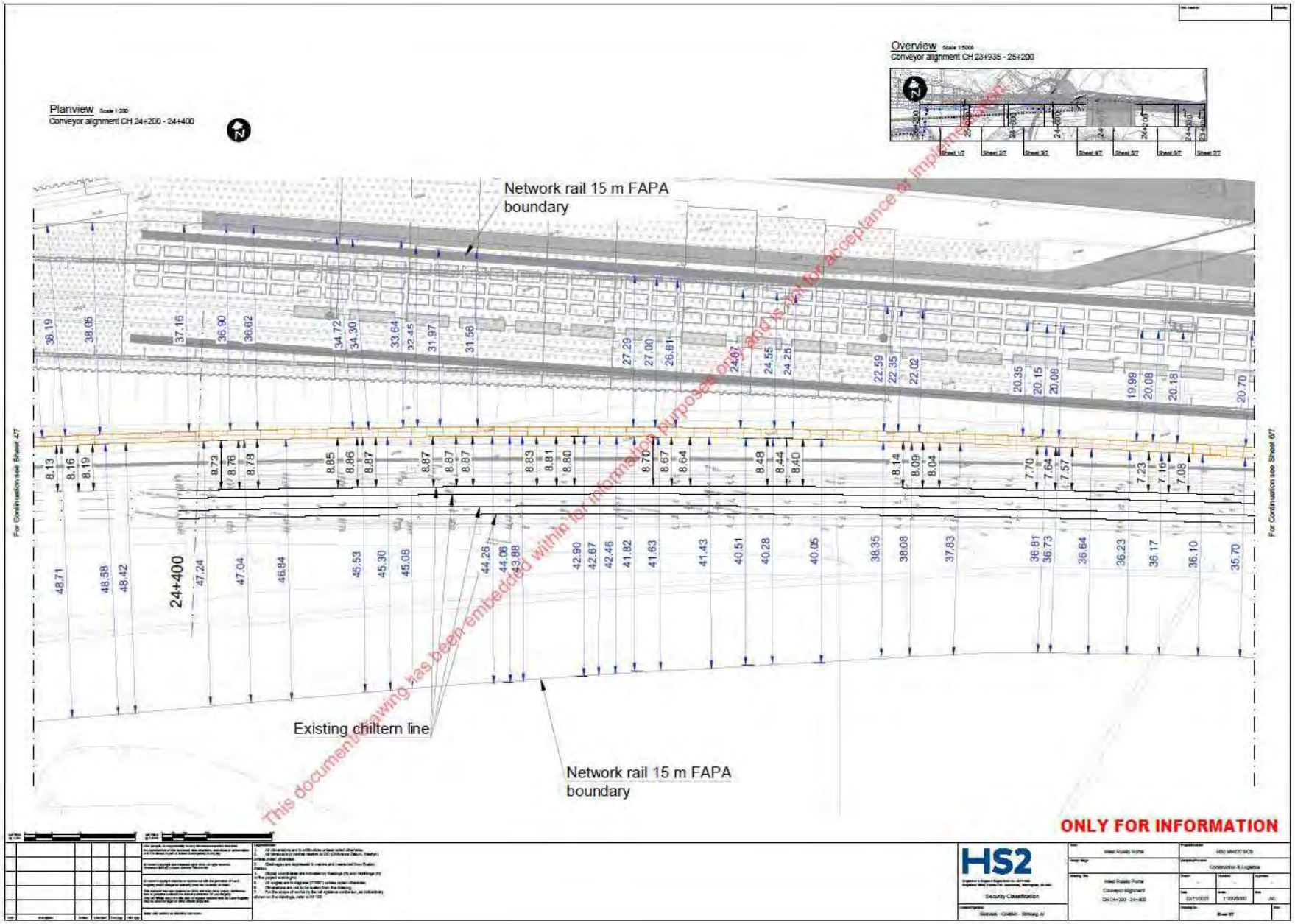
This document has been embedded within for information purposes only and is not for acceptance or implementation

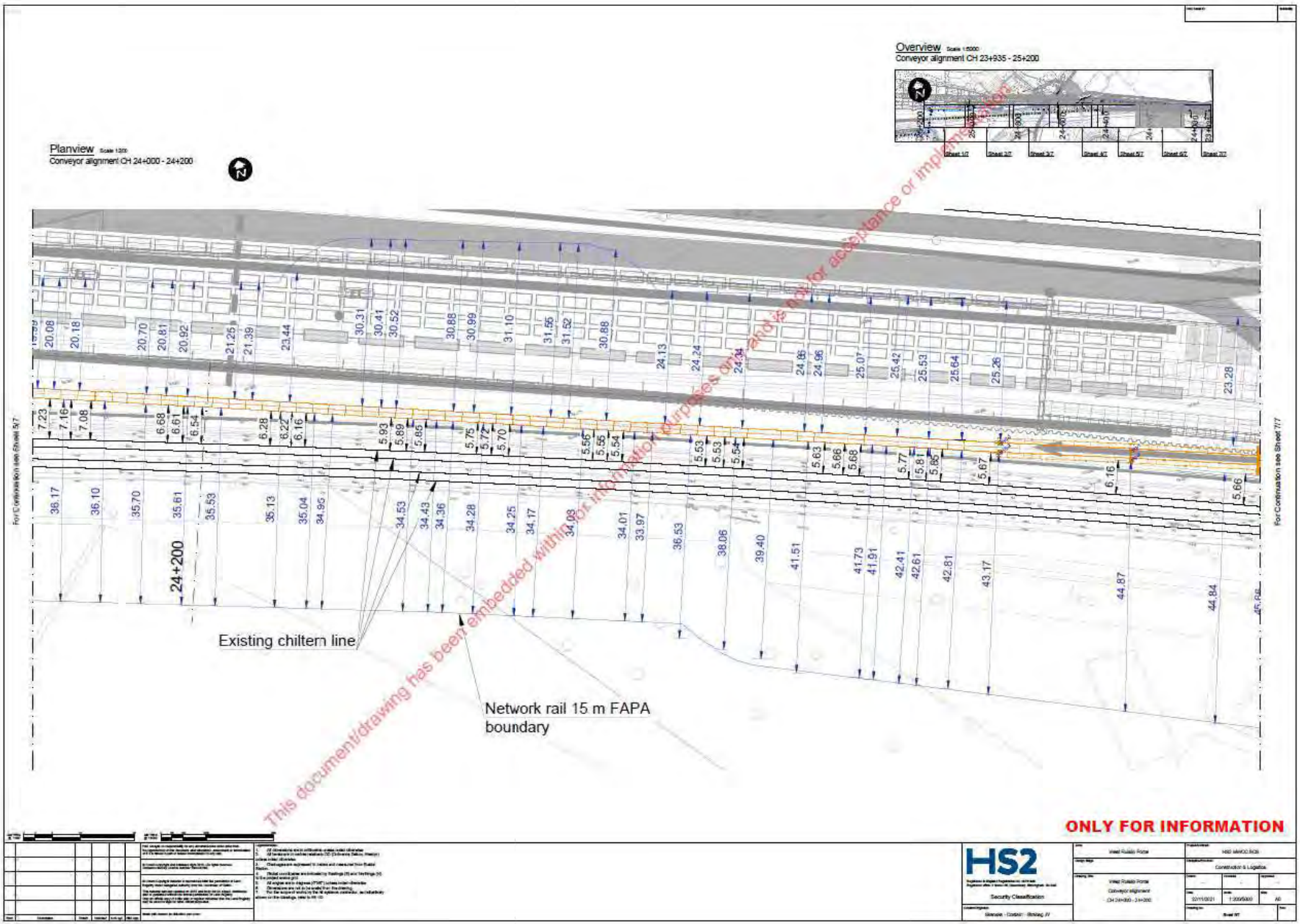

Overview Scale 1:5000
Conveyor alignment CH 23+935 - 25+200
Planview Scale 1:200
Conveyor alignment CH 25+000 - 25+200
Network rail 15 m FAPA boundary
Existing chiltern line
Network rail 15 m FAPA boundary
Crossing Chiltern Line
W5A
W5CGW
0+060
25+000
11.69
11.55
11.54
11.52
11.04
11.02
10.16
12.98
31.30
31.07
30.82
27.39
27.21
27.02
17.66
16.28
70.43
70.14
69.85
58.93
58.55
58.12
12.96
14.34
14.62
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
ONLY FOR INFORMATION
HS2
Construction & Logistics

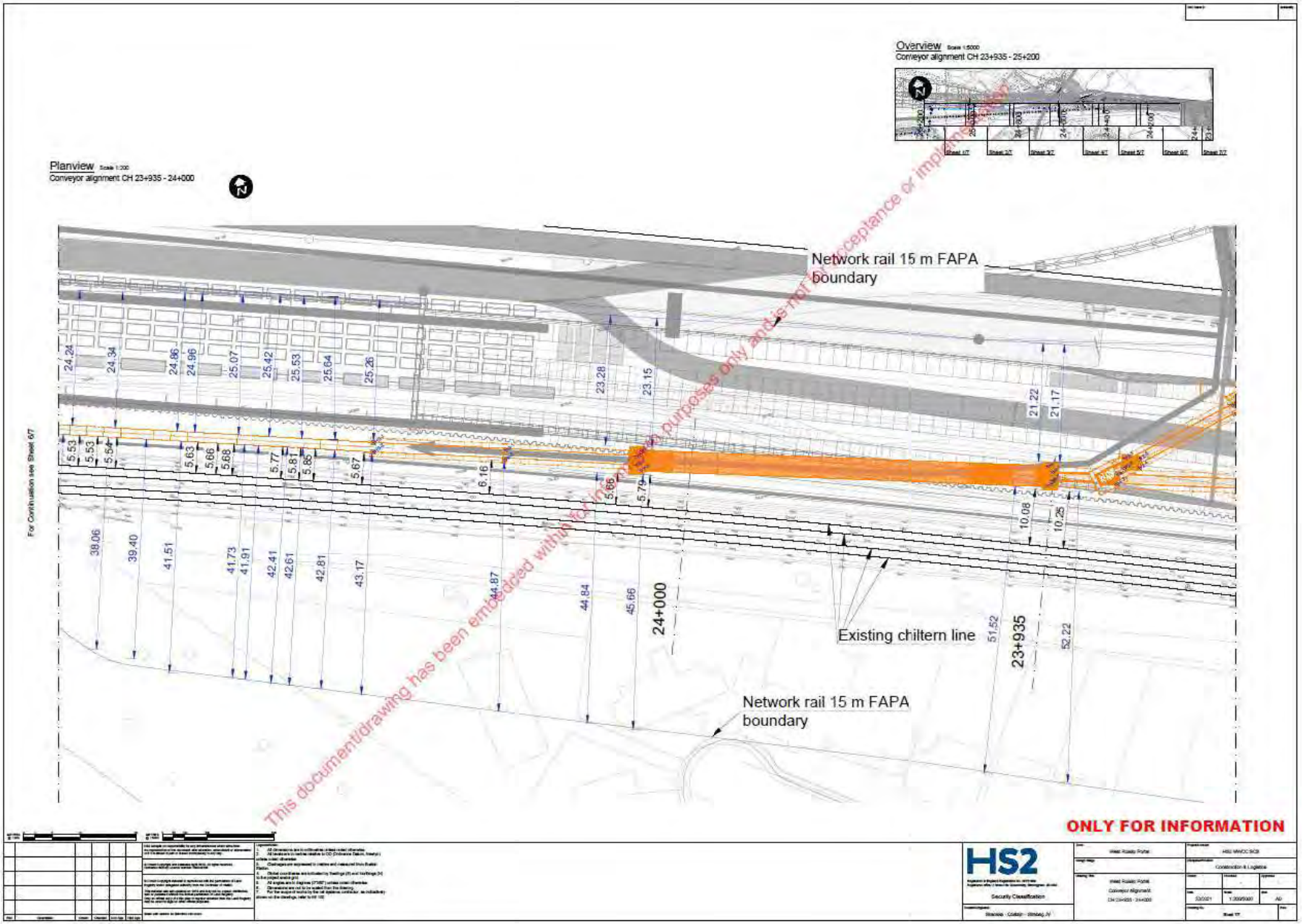

Overview
Conveyor alignment CH 23+935 - 25+200
Planview
Conveyor alignment CH 24+800 - 25+000
Network rail 15 m FAPA boundary
Network rail 15 m FAPA boundary
Existing chiltern line
25+000
24+800
12.98
12.94
12.88
11.45
11.44
11.54
14.73
14.85
15.02
22.95
22.76
22.58
18.48
18.37
18.26
16.84
16.82
16.80
58.12
51.47
51.24
50.99
46.05
45.99
45.92
49.02
49.23
For Continuation see Sheet 1/7
For Continuation see Sheet 3/7
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
ONLY FOR INFORMATION
HS2

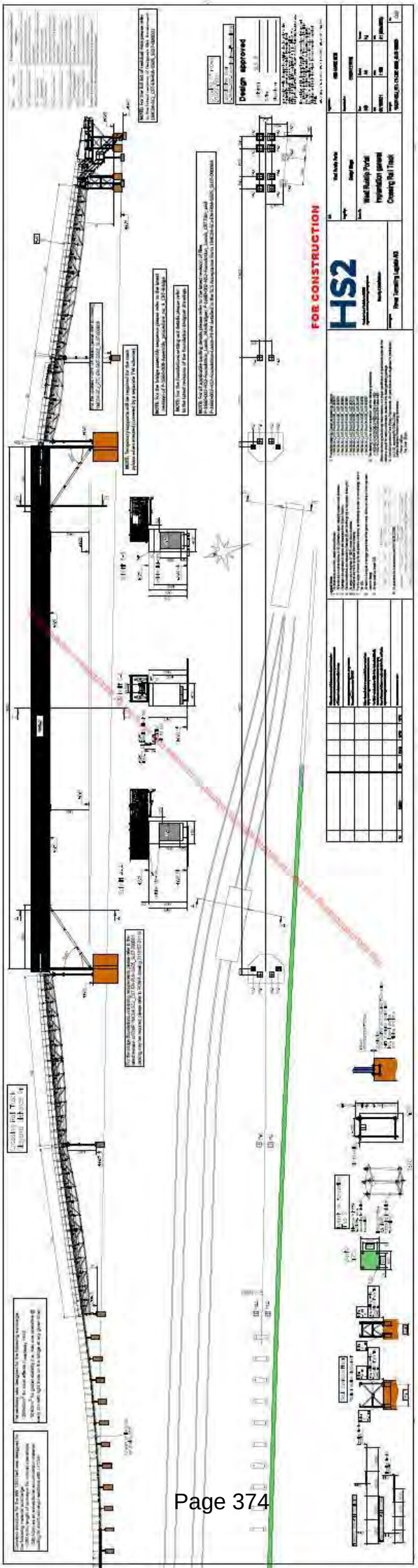

ONLY FOR INFORMATION
HS2
Crossing Breakspear Road
Network rail 15m FAPA boundary
Existing chiltern line
Overview
Conveyor alignment CH 23+935 - 25+200
Planview
Conveyor alignment CH 24+600 - 24+800
24+800
24+600
This document/drawing has been embedded within for information purposes only and is not for reproduction or implementation

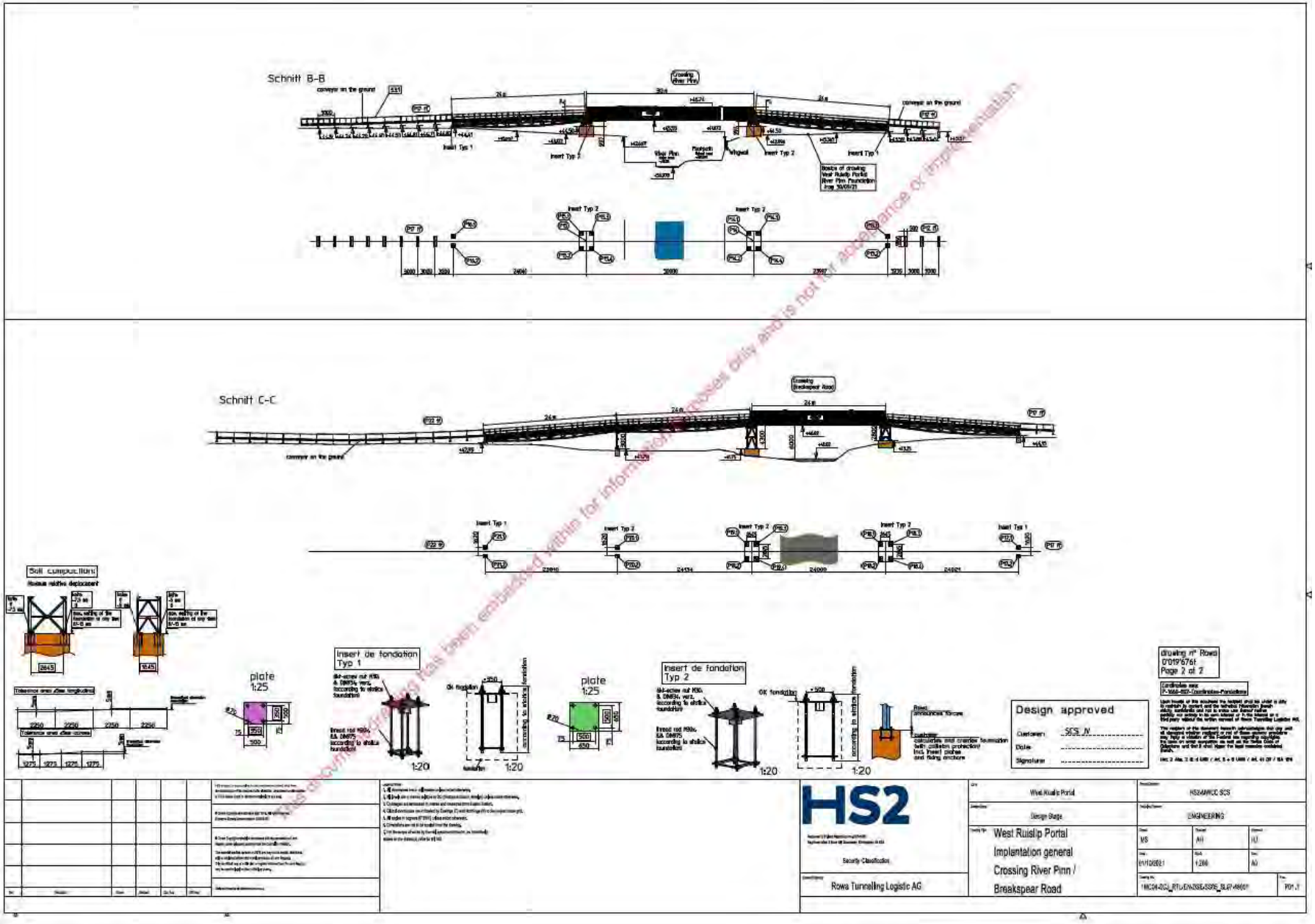

Overview Scale 1:5000
Conveyor alignment CH 23+935 - 25+200
Planview Scale 1:200
Conveyor alignment CH 24+400 - 24+600
Network rail 15 m FAPA boundary
Crossing Breakspear Road
Crossing River Pinn
Existing chiltern line
Network rail 15 m FAPA boundary
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
ONLY FOR INFORMATION
HS2


Overview Scale 1:5000
Conveyor alignment CH 23+935 - 25+200
Planview Scale 1:200
Conveyor alignment CH 24+200 - 24+400
Network rail 15 m FAPA boundary
Existing chiltern line
Network rail 15 m FAPA boundary
24+400
For Continuation see Sheet 47
For Continuation see Sheet 67
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
ONLY FOR INFORMATION
HS2

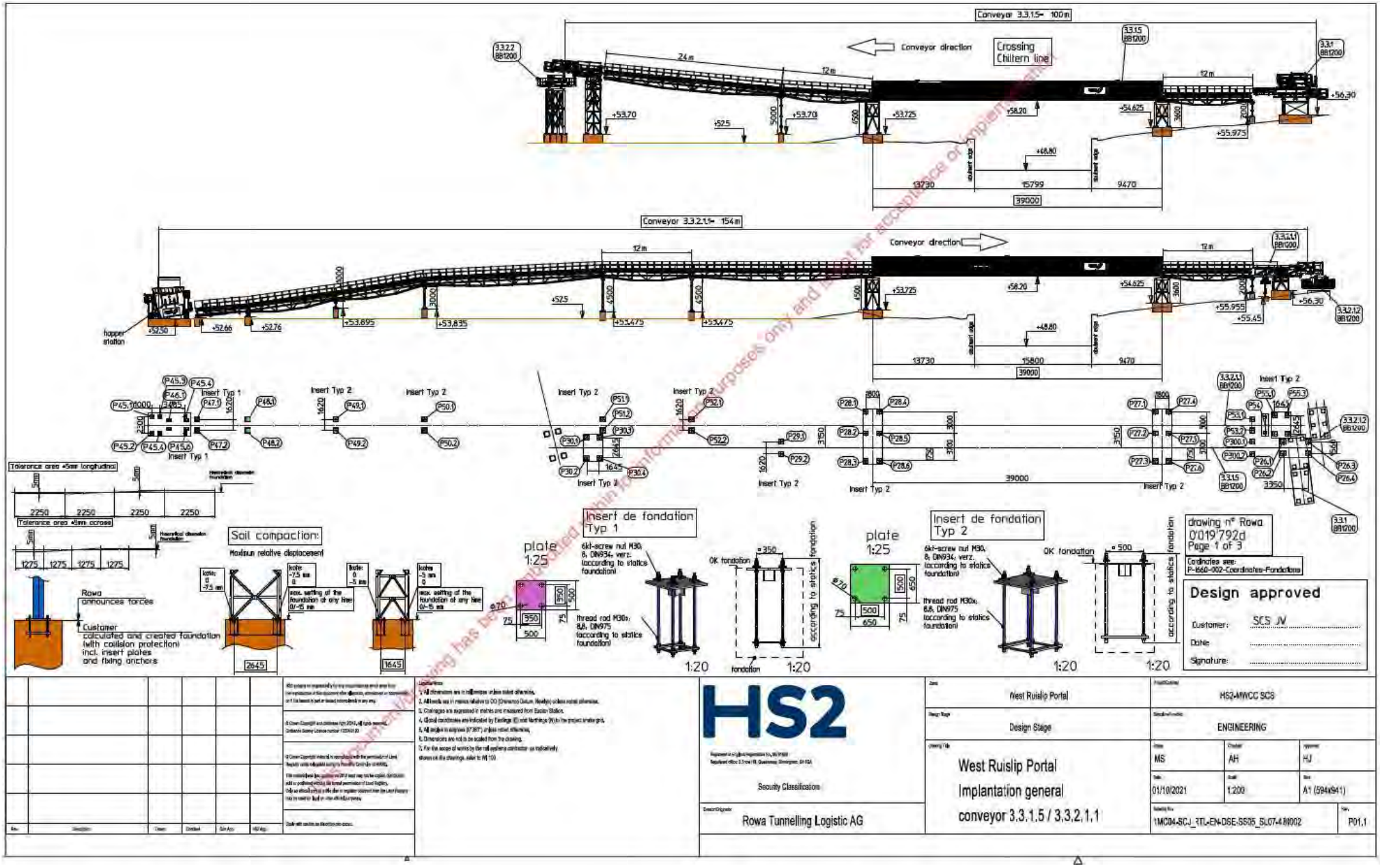

Overview Scale 1:5000
Conveyor alignment CH 23+935 - 25+200
Planview Scale 1:200
Conveyor alignment CH 24+000 - 24+200
24+200
Existing chiltern line
Network rail 15 m FAPA boundary
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
ONLY FOR INFORMATION
HS2
Security Classification
West Ruislip Portal
Conveyor alignment
CH 24+000 - 24+200
Construction & Logistics
02/11/2021
1:200/5000
A0

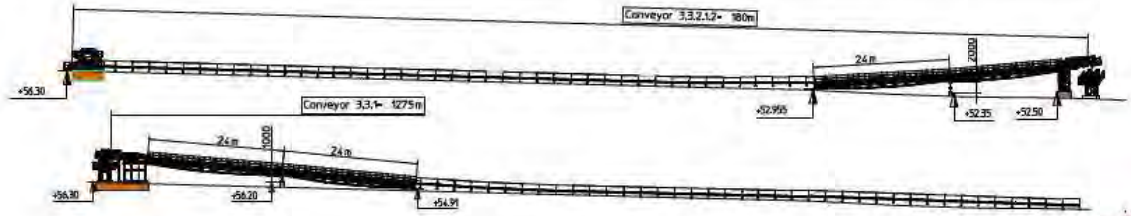

Overview Scale 1:5000
Conveyor alignment CH 23+935 - 25+200
Planview Scale 1:200
Conveyor alignment CH 23+935 - 24+000
Network rail 15 m FAPA boundary
Existing chiltern line
Network rail 15 m FAPA boundary
24+000
23+935
For Continuation see Sheet 67
This document/drawing has been embedded within for information purposes only and is not for acceptance or implementation
ONLY FOR INFORMATION
HS2
Security Classification

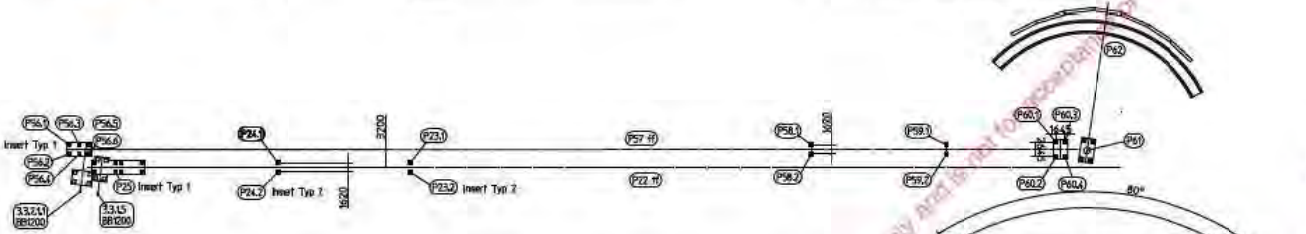

FOR CONSTRUCTION
HS2
Design approved



This document is provided within for information purposes only and is not for acceptance or implementation

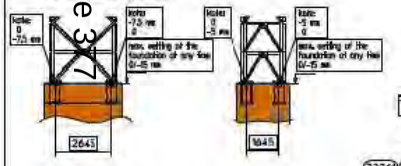

Conveyor 3.3.1.5= 100m
Conveyor direction
Crossing Chiltern line
Conveyor 3.3.2.1.5= 154m
Conveyor direction
hopper station
Insert Typ 1
Insert Typ 2
39000
Tolerance area ±5mm longitudinal
Tolerance area ±5mm across
Soil compaction:
Maximum relative displacement
Rowa announces forces
Customer calculated and created foundation (with collision protection) incl. insert plates and fixing anchors
Insert de fondation Typ 1
Insert de fondation Typ 2
plate 1:25
6kt-screw nut M30, 8, DIN934, verz. (according to statics foundation)
thread rod M30x, 8.8, DIN975 (according to statics foundation)
OK fondation
1:20
drawing n° Rowa 0'019'792d Page 1 of 3
Coordinates see: P-1660-002-Coordinates-Fondations
Design approved
Customer: SCS JV
Date:
Signature:
HS2
West Ruislip Portal
Design Stage
HS2-MWCC SCS
ENGINEERING
West Ruislip Portal
Implantation general
conveyor 3.3.1.5 / 3.3.2.1.1
Security Classification
Rowa Tunnelling Logistic AG
MS
AH
HJ
01/10/2021
1:200
A1 (594x841)
1MC04-SCJ_RTL-EN-DSE-SS05_SL07-4 80002
P01.1

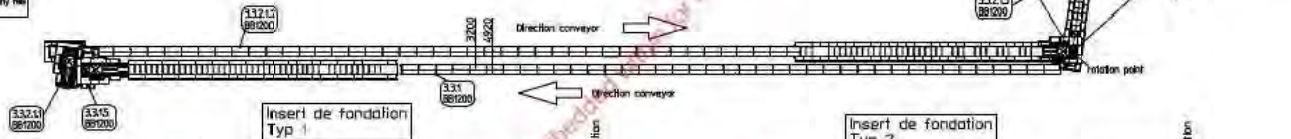


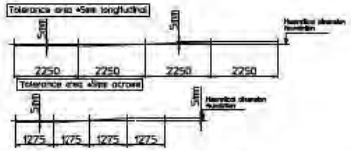


Soil compaction:

Maximum elective displacement

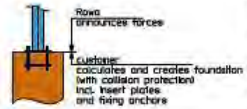






Insert de fondation Typ 1

Insert de fondation Typ 2



drawing n° Rowa 0'019'792d Page 3 of 3

Coordinates see P-1660-002-Coordinates-Fondations

Design approved

Customers: SCS JV

Date:

Signature:

Upon receipt of this document the recipient shall be under a duty to maintain its content and the technical information therein strictly confidential and not to make use thereof neither partially nor entirely in its own interest or in the interest of a third party without the written consent of Rowa Tunnelling Logistic AG.

The recipient of the document herewith acknowledges that any and all disregard whether negligent or not of these secrecy provisions may imply a violation of the Federal law regarding copyrights, the laws on unfair competition as well as the Swiss Code of Obligations and that it shall trigger the legal remedies contained therein.

(Art. 2 Abs. 2 lit. d UWG / Art. 5 + 8 UWG / Art. 41 OR / SIA 151)

This document being has been embedded only and is not for commercial use or implementation.

© Crown Copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100020449.

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This record may be stored on OS's and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Scale and location as shown on plan.

No.	Description	Drawn	Checked	Date Appd.	HS2 Doc.

Legend/Notes:
1. All dimensions are in millimetres unless otherwise noted.
2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
3. Chainages are expressed in metres and measured from Euston Station.
4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project datum grid.
5. All angles in degrees (°'") unless noted otherwise.
6. Dimensions are not to be scaled from the drawing.
7. For the scope of works by the rail systems contractor, as indicatively shown on this drawings, refer to WI 100

HS2

Registered in England Registration no. 06791686
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA

Security Classification

Rowa Tunnelling Logistic AG

West Ruislip Portal

Design Stage

West Ruislip Portal

Implantation general

conveyor 3.3.1/ 3.3.2.1.2 / 3.3.2.1.3

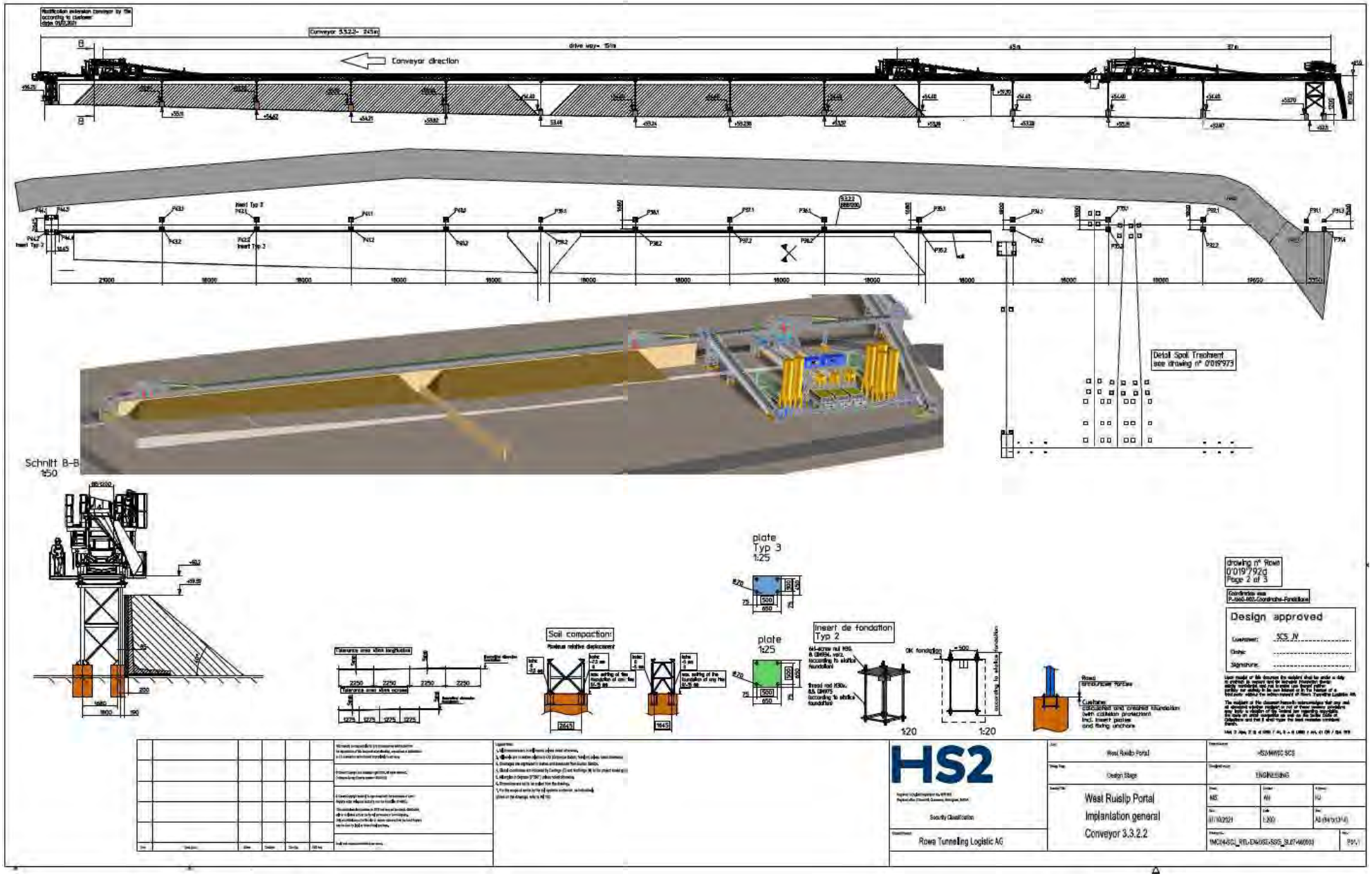
HS2-MWCC SCS

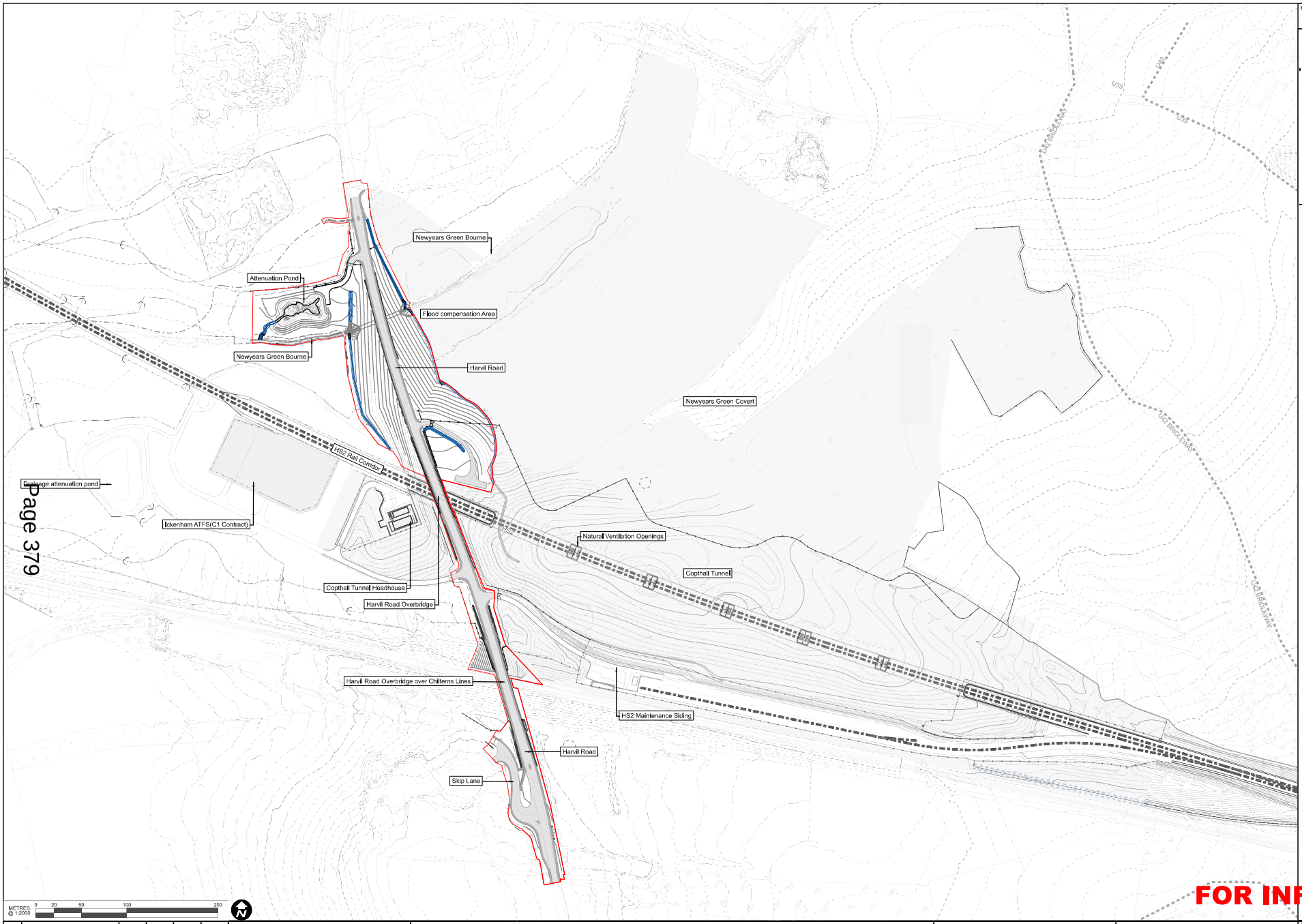
ENGINEERING

Drawn:	Checked:	Approved:
MS	AH	RJ
Date:	Scale:	Size:
01/10/2021	1:350	A1 (864x1151)

Drawing No.: HMC04-SCJ_RTL-EN-DSE-SS05_SL07-480004

Rev.: P01.1


Conveyor direction
Detail Spoil Treatment
see drawing n° 0'019'973
Schnitt B-B
1:50
plate
Typ 3
1:25
plate
1:25
Soil compaction:
Insert de fondation
Typ 2
1:20
1:20
drawing n° Rowa
0'019'792g
Page 2 of 3
Design approved
Customer: SCS JV
Signature:
HS2
West Ruislip Portal
Design Stage
West Ruislip Portal
Implantation general
Conveyor 3.3.2.2
Rowa Tunneling Logistic AG
ENGINEERING



METRES @ 1:2000 0 20 50 100 200

FOR INFORMATION

HS2 Asset ID: HS2-0000230DF | Suitability: S3

Sheet 1 of 1

Legend
- Application boundary
- Existing earthworks
- Proposed earthworks
- Drainage ditch

For Harvil Road Hard Landscape and Earthworks Plan for approval refer to drawing: 1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741111 to 741114

Rev.	Description	Drawn	Checked	Con App	HS2 App
P01	HRHW-4_AUP2_Schedule 17 Submission	SN 24/06/22	JW 24/06/22		
P02	HRHW-4_AUP2_Schedule 17 Final Subm.	VH 15/07/22	GH 15/07/22		

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Scale with caution as distortion can occur.

Legends/Notes:
G1. All dimensions are in millimetres unless noted otherwise.
G2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
G3. Chainages are expressed in metres and measured from Euston Station.
G4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project snake grid.
G5. All angles are in degrees (0°360°) unless noted otherwise.
G6. Dimensions are not to be scaled from the drawing.
G7. For the scope of works by the rail systems contractor, as indicatively shown on the drawings, refer to WI 100

Only details shown in plan or similar within the red line boundary are for approval:
All other design information is shown indicatively for information and will be subject to separate requests for approval

HS2

Registered in England Registration No. 06791686
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA

OFFICIAL

Creator/Originator: SCS JV - Design House

Zone: Harvil Road General Highway Works

Design Stage: Detail Design

Drawing Title: Harvil Road General Highway Works Schedule 17 Plans and Specifications Landscape General Arrangement Plan Sheet 1 of 1 For Information

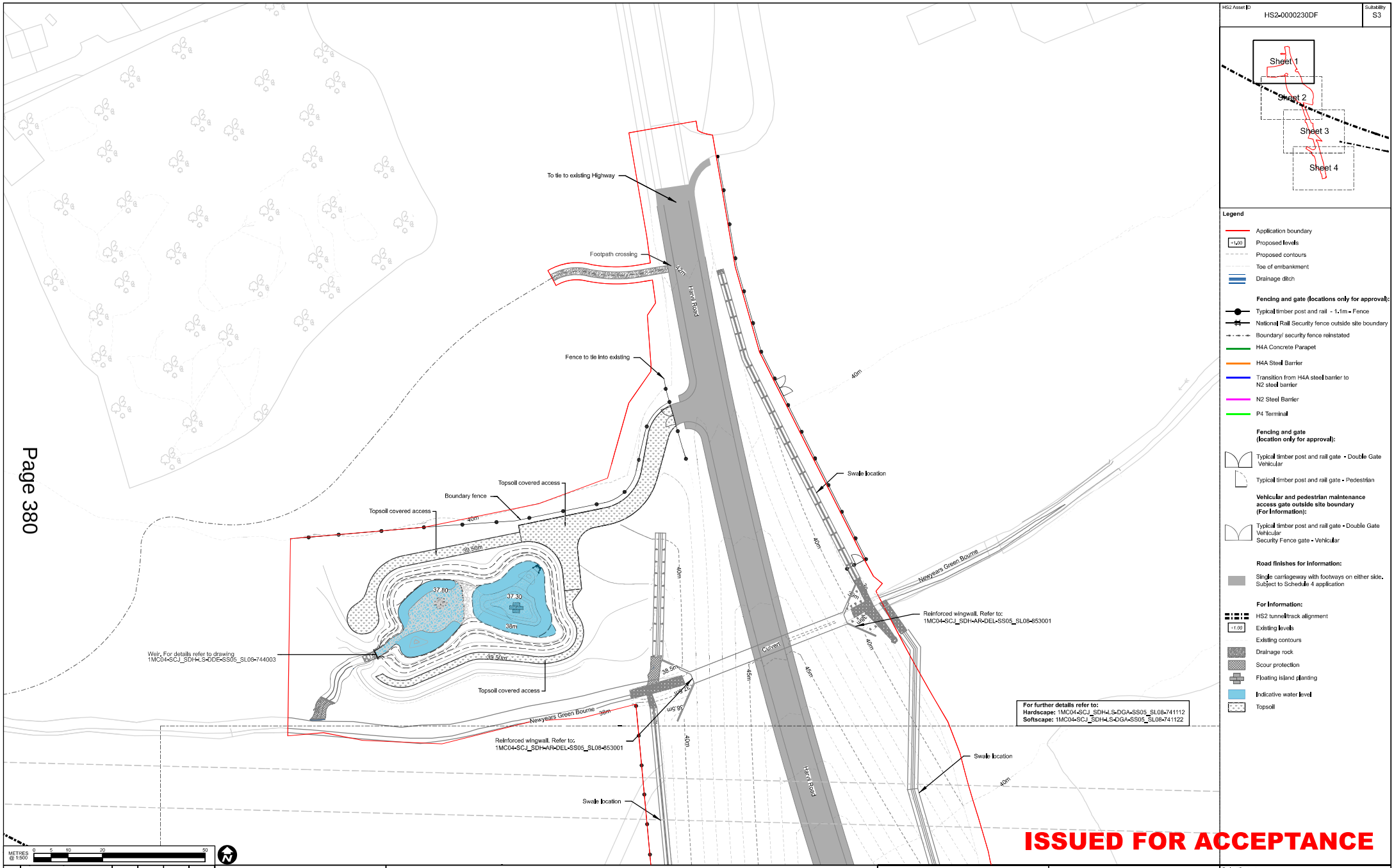
Project/Contract: HS2-MWCC SCS Sector S2

Discipline/Function: Landscaping

Drawn	Checked	Approved
V.Hewett	G.Hemmings	I.ByrneHill

Date	Scale	Size
15/07/22	1:2000	A1

Drawing No.: 1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741103 | Rev.: P02



HS2 Asset ID: HS2-0000230DF
Suitability: S3

Legend

- Application boundary
- +1.00 Proposed levels
- Proposed contours
- Toe of embankment
- Drainage ditch

Fencing and gate (locations only for approval):

- Typical timber post and rail - 1.1m - Fence
- National Rail Security fence outside site boundary
- Boundary/ security fence reinstated
- H4A Concrete Parapet
- H4A Steel Barrier
- Transition from H4A steel barrier to N2 steel barrier
- N2 Steel Barrier
- P4 Terminal

Fencing and gate (location only for approval):

- Typical timber post and rail gate - Double Gate Vehicular
- Typical timber post and rail gate - Pedestrian

Vehicular and pedestrian maintenance access gate outside site boundary (For Information):

- Typical timber post and rail gate - Double Gate Vehicular
- Security Fence gate - Vehicular

Road finishes for information:

- Single carriageway with footways on either side. Subject to Schedule 4 application

For Information:

- HS2 tunnel/track alignment
- +1.00 Existing levels
- Existing contours
- Drainage rock
- Scour protection
- Floating island planting
- Indicative water level
- Topsoil

ISSUED FOR ACCEPTANCE

METRES @ 1:500 — 0 5 10 20 50

Rev	Description	Drawn	Checked	Con App	HS2 App
P04	HRHW HRSU_Schedule 17 Final Re-Sub A	JK 07/06/21	TS 08/06/21		
C01	HRHW HRSU_Schedule 17 Final Re-Sub A	JK 07/06/21	TS 08/06/21	JC 09/07/21	
P05	HRHW-LAUP2_Schedule 17 Submission	SN 24/06/22	JW 24/06/22	--- ---	
P06	HRHW-LAUP2_Schedule 17 Final Subm.	VH 15/07/22	GH 15/07/22	--- ---	
P07	HRHW-LAUP2_Sch 17 Final Re-Sub A	SN 05/08/22	GH 05/08/22	--- ---	

Scale with caution as distortion can occur.

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Legends/Notes:

G1. All dimensions are in millimetres unless noted otherwise.
G2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
G3. Chainages are expressed in metres and measured from Euston Station.
G4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project snake grid.
G5. All angles are in degrees (0°360°) unless noted otherwise.
G6. Dimensions are not to be scaled from the drawing.
G7. For the scope of works by the rail systems contractor, as indicatively shown on the drawings, refer to WI 100

Only details shown in plan or similar within the red line boundary are for approval:
All other design information is shown indicatively for information and will be subject to separate requests for approval

HS2

Registered in England Registration No. 06791686
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA

OFFICIAL

Creator/Originator: SCS JV - Design House

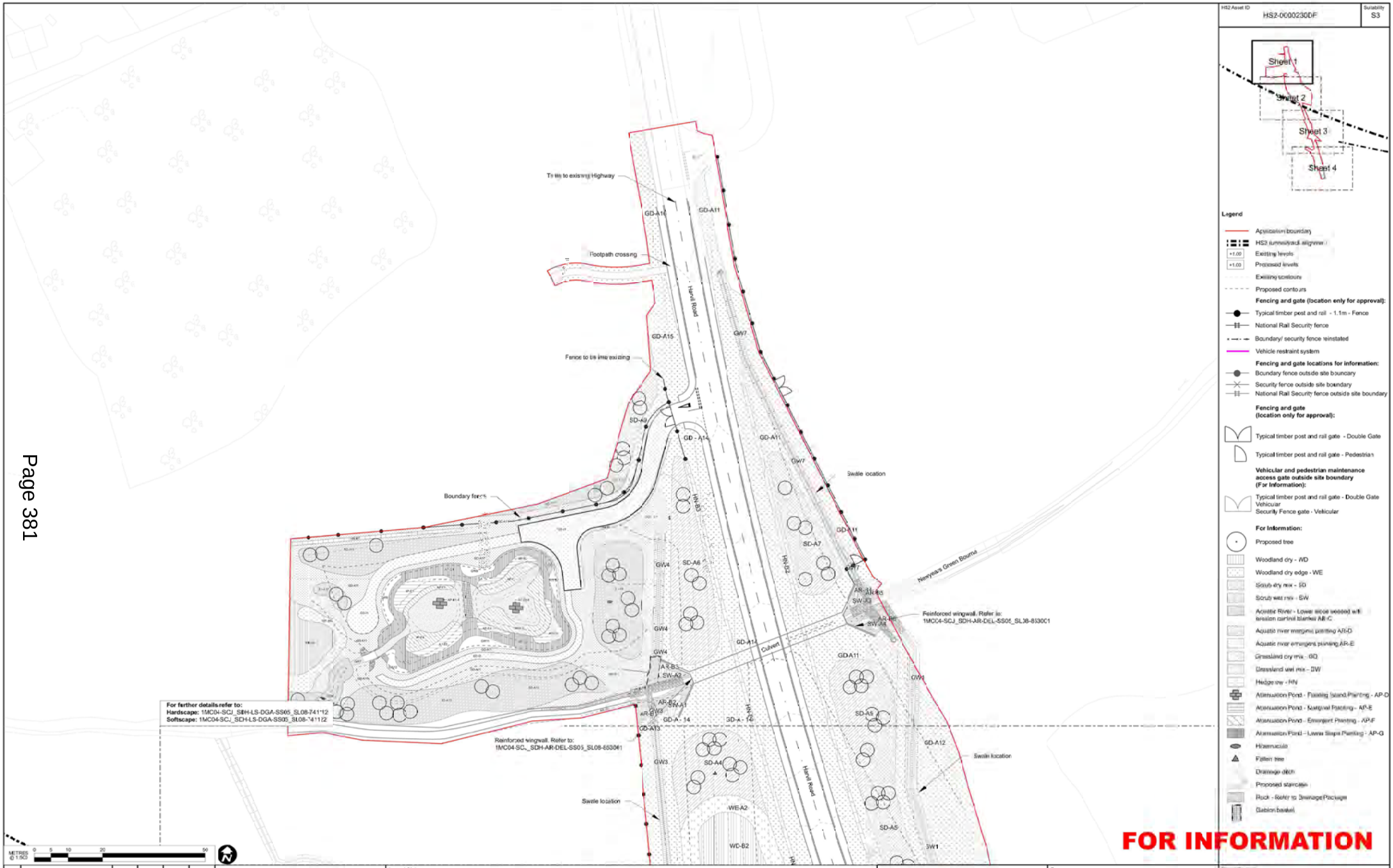
Zone: Harvil Road General Highway Works
Design Stage: Detail Design
Drawing Title: Harvil Road General Highway Works Schedule 17 Plans and Specifications GA Hard Landscape and Earthworks Plan Sheet 1 of 4 For Approval

Project/Contract: HS2-MWCC SCS Sector S2
Discipline/Function: Landscaping

Drawn	Checked	Approved
S.Nguyen	G.Hemmings	I.ByrneHill

Date	Scale	Size
09/08/22	1:500	A1

Drawing No.: 1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741111
Rev.: P07



HS2 Asset ID: HS2-0000230DF
Suitability: S3

Sheet 1
Sheet 2
Sheet 3
Sheet 4

Legend

- Application boundary
- HS2 (unmitigated alignment)
- +1.00 Existing levels
- +1.00 Proposed levels
- Existing contours
- Proposed contours

Fencing and gate (location only for approval):

- Typical timber post and rail - 1.1m - Fence
- National Rail Security fence
- Boundary/ security fence reinstated
- Vehicle restraint system

Fencing and gate locations for information:

- Boundary fence outside site boundary
- Security fence outside site boundary
- National Rail Security fence outside site boundary

Fencing and gate (location only for approval):

- Typical timber post and rail gate - Double Gate
- Typical timber post and rail gate - Pedestrian

Vehicular and pedestrian maintenance access gate outside site boundary (For Information):

- Typical timber post and rail gate - Double Gate Vehicular
- Security Fence gate - Vehicular

For Information:

- Proposed tree
- Woodland dry - WD
- Woodland dry edge - WE
- Scrub dry mix - SD
- Scrub wet mix - SW
- Aquatic River - Lower slope seeded with erosion control blanket AR-C
- Aquatic river marginal planting AR-D
- Aquatic river emergent planting AR-E
- Grassland dry mix - GD
- Grassland wet mix - GW
- Hedgerow - HN
- Attenuation Pond - Floating Island Planting - AP-D
- Attenuation Pond - Marginal Planting - AP-E
- Attenuation Pond - Emergent Planting - AP-F
- Attenuation Pond - Lower Slope Planting - AP-G
- Watercourse
- Fallen tree
- Drainage ditch
- Proposed staircase
- Rock - Refer to Drainage Package
- Gabion basket

FOR INFORMATION

METRES @ 1:500 — 0 5 10 20 50

Rev	Description	Drawn	Checked	Con App	HS2 App
P03	HRHW HRSU_Schedule 17 Final Subm	JK 25/03/21	TS 25/03/21		
P04	HRHW HRSU_Schedule 17 Final Re-Sub	JK 07/06/21	TS 08/06/21		
C01	HRHW HRSU_Schedule 17 Final Re-Sub	JK 07/06/21	TS 08/06/21	JC 09/07/21	
P05	HRHW-LAUR2_Schedule 17 Submission	SN 24/06/22	JW 24/06/22	--- ---	
P06	HRHW-LAUR2_Schedule 17 Final Subm	VH 15/07/22	GH 15/07/22	--- ---	

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Scale with caution as distortion can occur.

Legend/Notes:

G1. All dimensions are in millimetres unless noted otherwise.
G2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
G3. Chainages are expressed in metres and measured from Euston Station.
G4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project snake grid.
G5. All angles are in degrees (0°360°) unless noted otherwise.
G6. Dimensions are not to be scaled from the drawing.
G7. For the scope of works by the rail systems contractor, as indicatively shown on the drawings, refer to WI 100

Only details shown in plan or similar within the red line boundary are for approval:
All other design information is shown indicatively for information and will be subject to separate requests for approval

HS2
Registered in England Registration No. 06791486
Registered office: 2 Snow Hill, Queensway, Birmingham B4 6GA

OFFICIAL

Originator: SCS JV - Design House

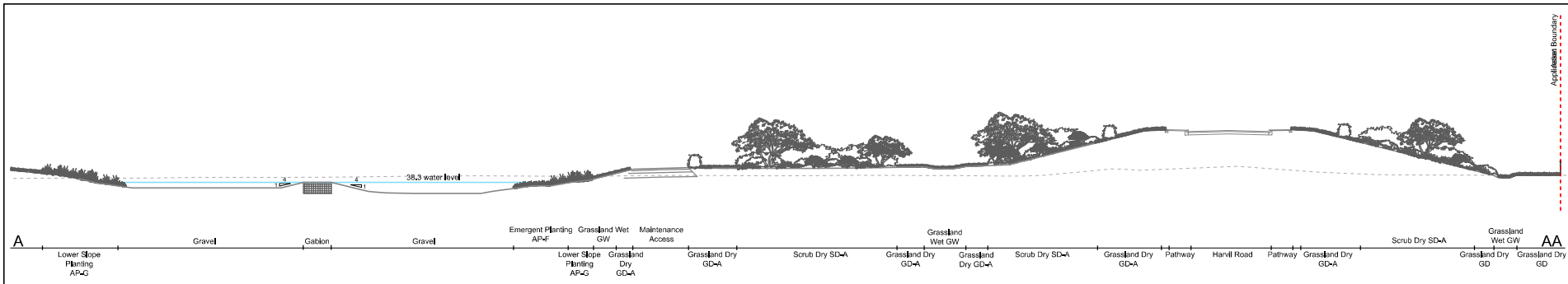
Zone: Harvil Road General Highway Works
Design Stage: Detail Design
Drawing Title: Harvil Road General Highway Works Schedule 17 Plans and Specifications Indicative Soft Landscape Plan Sheet 1 of 4 For Information

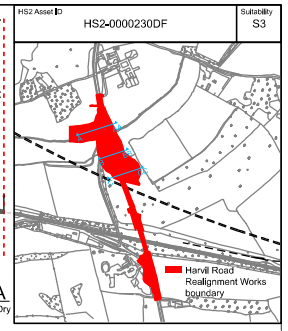
Project/Contract: HS2-MWCC SCS Sector S2
Discipline/Function: Landscaping

Drawn	Checked	Approved
Y.Hewett	G.Hemmings	I.ByrneHill

Date	Scale	Size
15/07/22	1:500	A1

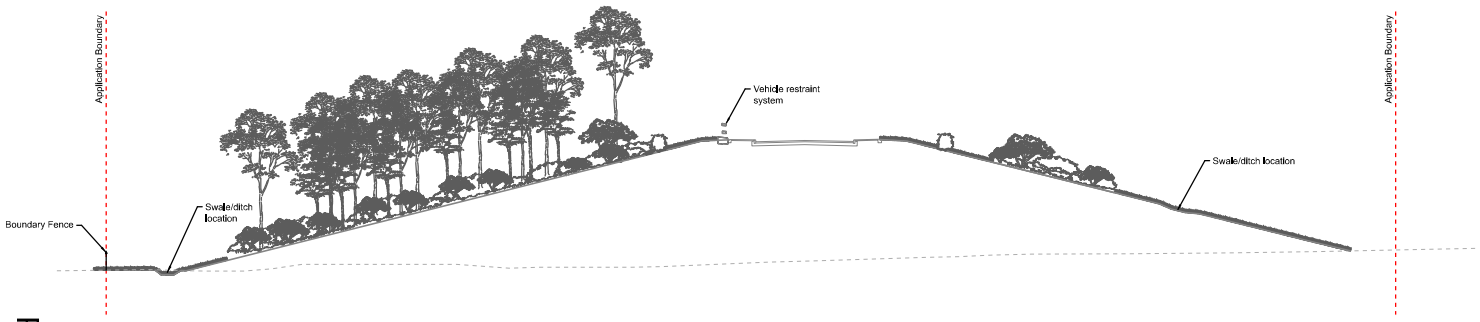
Drawing No.: 1MC04-SCJ_SDH-LS-DGA-SS05_SL08-741121
Rev.: P05

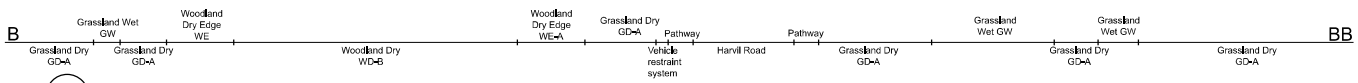




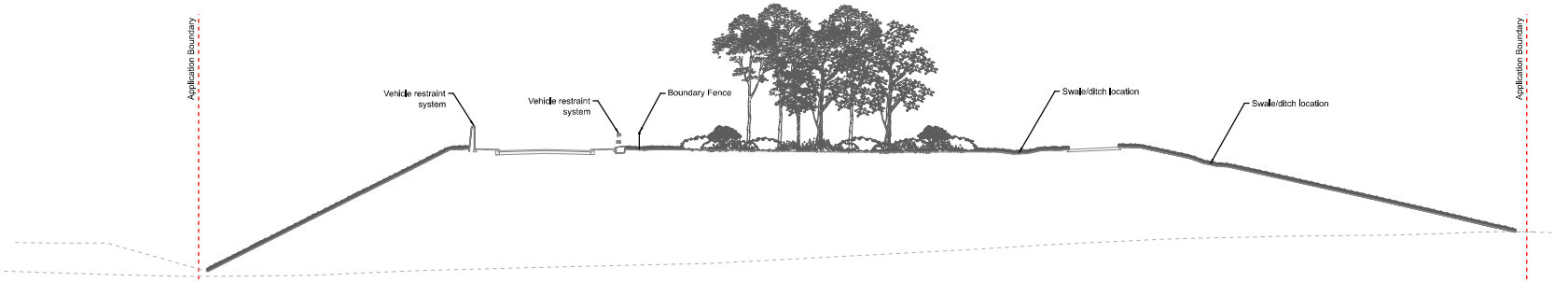
Legend
Section Cut A, B and C

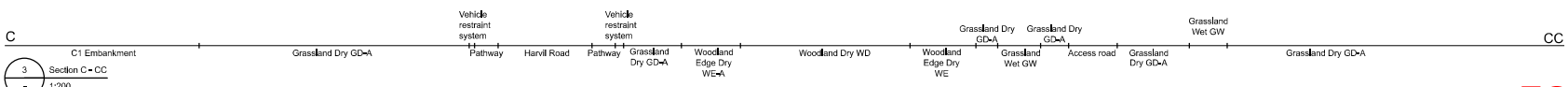
- Application boundary
- Proposed finished surface level for approval
- Existing ground





2 - Section B - BB
1:200





3 - Section C - CC
1:200

FOR INFORMATION

Rev.	Description	Drawn	Checked	Con App	HS2 App
P03	HRHW HRSU_Schedule 17 Final Subm	TS 26/03/21	TS 26/03/21		
P04	HRHW HRSU_Schedule 17 Final Re-Sub-A	MK 03/06/21	TS 03/06/21		
C01	HRHW HRSU_Schedule 17 Final Re-Sub-A	MK 03/06/21	TS 03/06/21	JC 09/07/21	
P05	HRHW-4AUP2_Schedule 17 Submission	SN 24/06/22	JW 24/06/22	— —	
P06	HRHW-4AUP2_Schedule 17 Final Subm.	VH 15/07/22	GH 15/07/22	— —	

Scale with caution as distortion can occur.

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Legends/Notes:

G1. All dimensions are in millimetres unless noted otherwise.
G2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
G3. Chainages are expressed in metres and measured from Euston Station.
G4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project snake grid.
G5. All angles are in degrees (0°360°) unless noted otherwise.
G6. Dimensions are not to be scaled from the drawing.
G7. For the scope of works by the rail systems contractor, as indicatively shown on the drawings, refer to WI 100

Only details shown in plan or similar within the red line boundary are for approval;
All other design information is shown indicatively for information and will be subject to separate requests for approval

HS2

Registered in England Registration No. 06791686
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA

OFFICIAL

Creator/Originator: SCS JV - Design House

Zone: Harvil Road General Highway Works

Design Stage: Detail Design

Drawing Title: Harvil Road General Highway Works
Schedule 17 Plans and Specifications
Indicative Soft Landscape Section
Sheet 1 of 2 For Information

Project/Contract: HS2-MWCC SCS Sector S2

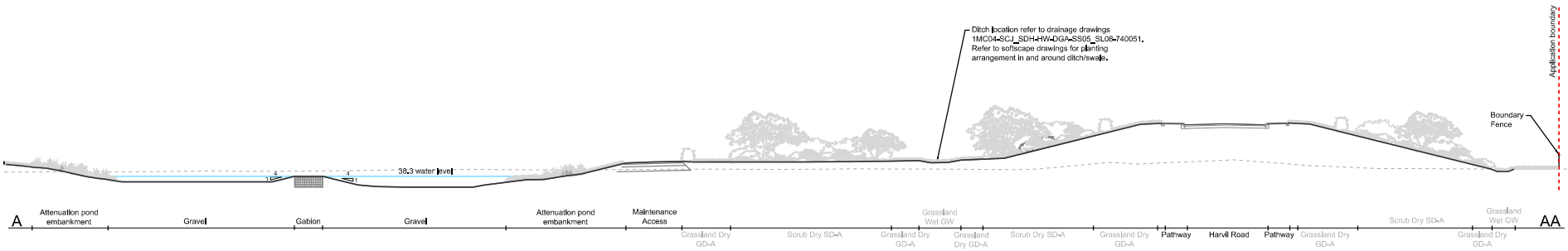
Discipline/Function: Landscaping

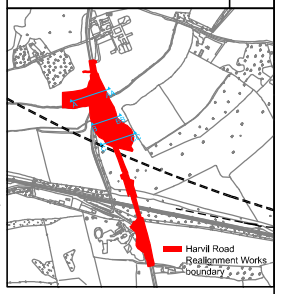
Drawn	Checked	Approved
V.Hewett	G.Hemmings	I.ByrneHill

Date	Scale	Size
15/07/22	1:200	A1

Drawing No.: 1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742011

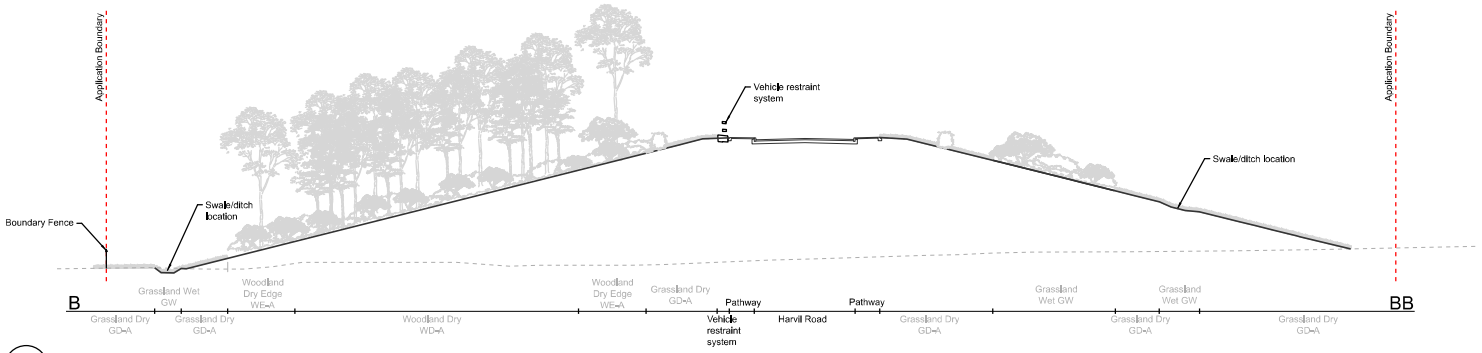
Rev.: P06



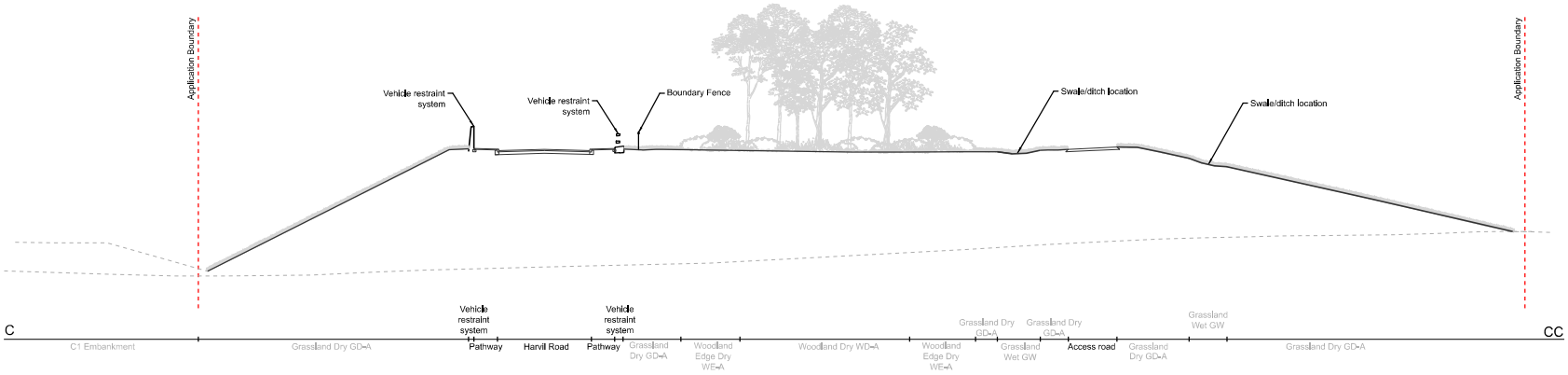


HS2 Asset ID: HS2-0000230DF | Suitability: S3

Legend
Section Cut A, B and C
- Application boundary
- Proposed finished surface level for approval
- Existing ground



2 - Section B - BB 1:200



3 - Section C - CC 1:200

ISSUED FOR ACCEPTANCE

Rev	Description	Drawn	Checked	Con App	HS2 App
P03	HRHW HRSU_Schedule 17 Final Subm	TS 26/03/21	TS 26/03/21		
P04	HRHW HRSU_Schedule 17 Final Re-Sub-A	MK 03/06/21	TS 03/06/21		
C01	HRHW HRSU_Schedule 17 Final Re-Sub-A	MK 03/06/21	TS 03/06/21	JC 09/07/21	
P05	HRHW-LAUP2_Schedule 17 Submission	SN 24/06/22	JW —	—	
P06	HRHW-LAUP2_Schedule 17 Final Subm.	VH 15/07/22	GH 15/07/22	— —	

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Legends/Notes:
G1. All dimensions are in millimetres unless noted otherwise.
G2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
G3. Chainages are expressed in metres and measured from Euston Station.
G4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project snake grid.
G5. All angles are in degrees (0°360°) unless noted otherwise.
G6. Dimensions are not to be scaled from the drawing.
G7. For the scope of works by the rail systems contractor, as indicatively shown on the drawings, refer to WI 100

Only details shown in plan or similar within the red line boundary are for approval:
All other design information is shown indicatively for information and will be subject to separate requests for approval

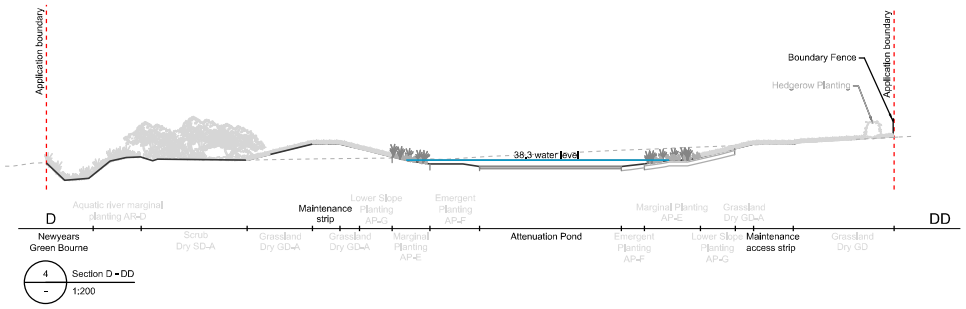
HS2
Registered in England Registration No. 06791686
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA

OFFICIAL

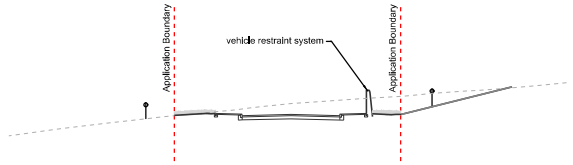
Creator/Originator: SCS JV - Design House

Zone: Harvil Road General Highway Works
Design Stage: Detail Design
Drawing Title: Harvil Road General Highway Works Schedule 17 Plans and Specifications Sections Sheet 1 of 2 For Approval

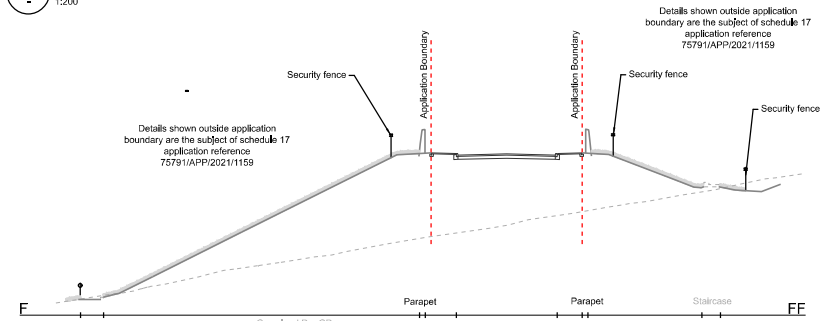
Project/Contract: HS2-MWCC SCS Sector S2
Discipline/Function: Landscaping
Drawn: V.Hewett | Checked: G.Hemmings | Approved: I.ByrneHill
Date: 15/07/22 | Scale: 1:200 | Size: A1
Drawing No.: 1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742001 | Rev.: P06



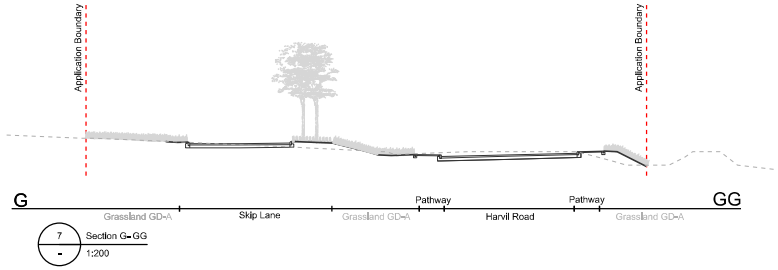
4 - Section D - DD 1:200



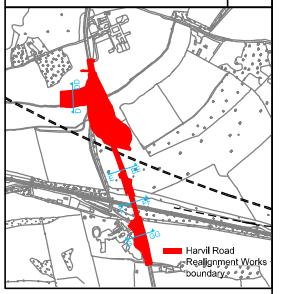
5 - Section E - EE 1:200



6 - Section F - FF 1:200



7 - Section G - GG 1:200



HS2 Asset ID: HS2-0000230DF
Suitability: S3

Legend
Section Cut D, E, F and G
- Application boundary
- Proposed finished surface level for approval
- Existing ground

Page 384

ISSUED FOR ACCEPTANCE

METRES @ 1:200: 0 2 5 10 20

Rev	Description	Drawn	Checked	Con App	HS2 App
P04	HRHW HRSU_Schedule 17 Final Re-Sub_A	MK 03/06/21	TS 03/06/21		
C01	HRHW HRSU_Schedule 17 Final Re-Sub_A	MK 03/06/21	TS 03/06/21	JC 09/07/21	
P05	HRHW4_AUP2_Schedule 17 Submission	SN 24/06/22	JW 24/06/22	— —	
P06	HRHW4_AUP2_Schedule 17 Final Subm.	VH 15/07/22	GH 15/07/22	— —	
P07	HRHW4_AUP2_Sch 17 Final Re-Sub A	SN 05/08/22	GH 05/08/22	— —	

Scale with caution as distortion can occur.

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

Legends/Notes:
G1. All dimensions are in millimetres unless noted otherwise.
G2. All levels are in metres relative to OD (Ordnance Datum, Newlyn) unless noted otherwise.
G3. Chainages are expressed in metres and measured from Euston Station.
G4. Global coordinates are indicated by Eastings (E) and Northings (N) to the project snake grid.
G5. All angles are in degrees (0°360°) unless noted otherwise.
G6. Dimensions are not to be scaled from the drawing.
G7. For the scope of works by the rail systems contractor, as indicatively shown on the drawings, refer to WI 100

Only details shown in plan or similar within the red line boundary are for approval:
All other design information is shown indicatively for information and will be subject to separate requests for approval

HS2
Registered in England Registration No. 06791686
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA

OFFICIAL

Creator/Originator: SCS JV - Design House

Zone: Harvil Road General Highway Works
Design Stage: Detail Design
Drawing Title: Harvil Road General Highway Works Schedule 17 Plans and Specifications Sections Sheet 2 of 2 For Approval

Project/Contract: HS2-MWCC SCS Sector S2
Discipline/Function: Landscaping
Drawn: S.Nguyen | Checked: G.Hemmings | Approved: I.ByrneHill
Date: 09/08/22 | Scale: 1:200 | Size: A1
Drawing No.: 1MC04-SCJ_SDH-LS-DSE-SS05_SL08-742002 | Rev.: P07

Report of the Interim Director of Planning, Regeneration & Public Realm

Address	MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON
Development:	Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works
LBH Ref Nos:	3348/APP/2023/138

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

Application Boundary

Ownership Boundary

Rev	Date	Issue	Drawn	Check
C	13/01/2023	PLANNING SUBMISSION	JH	RD
B	20/12/2022	Location Plan Update	AK	RD
A	15/12/2022	Location Plan Update	AK	RD
-	14/12/2022	Location Plan For Comment	AK	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
14/12/22

Scale @ A3 :
1:1250

Drawing Title :
Existing Location Plan

Drawing No. :
4267 CDC XX A (EX) 000

Rev. :
C

0 25 50 75 100 125 Metre
Paper Scale 1:1250

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

N

Application Boundary

Ownership Boundary

Rev	Date	Issue	Drawn	Check
A	13/01/2023	PLANNING SUBMISSION	JH	RD
-	19/10/2022	Existing Site Plan Issue		

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

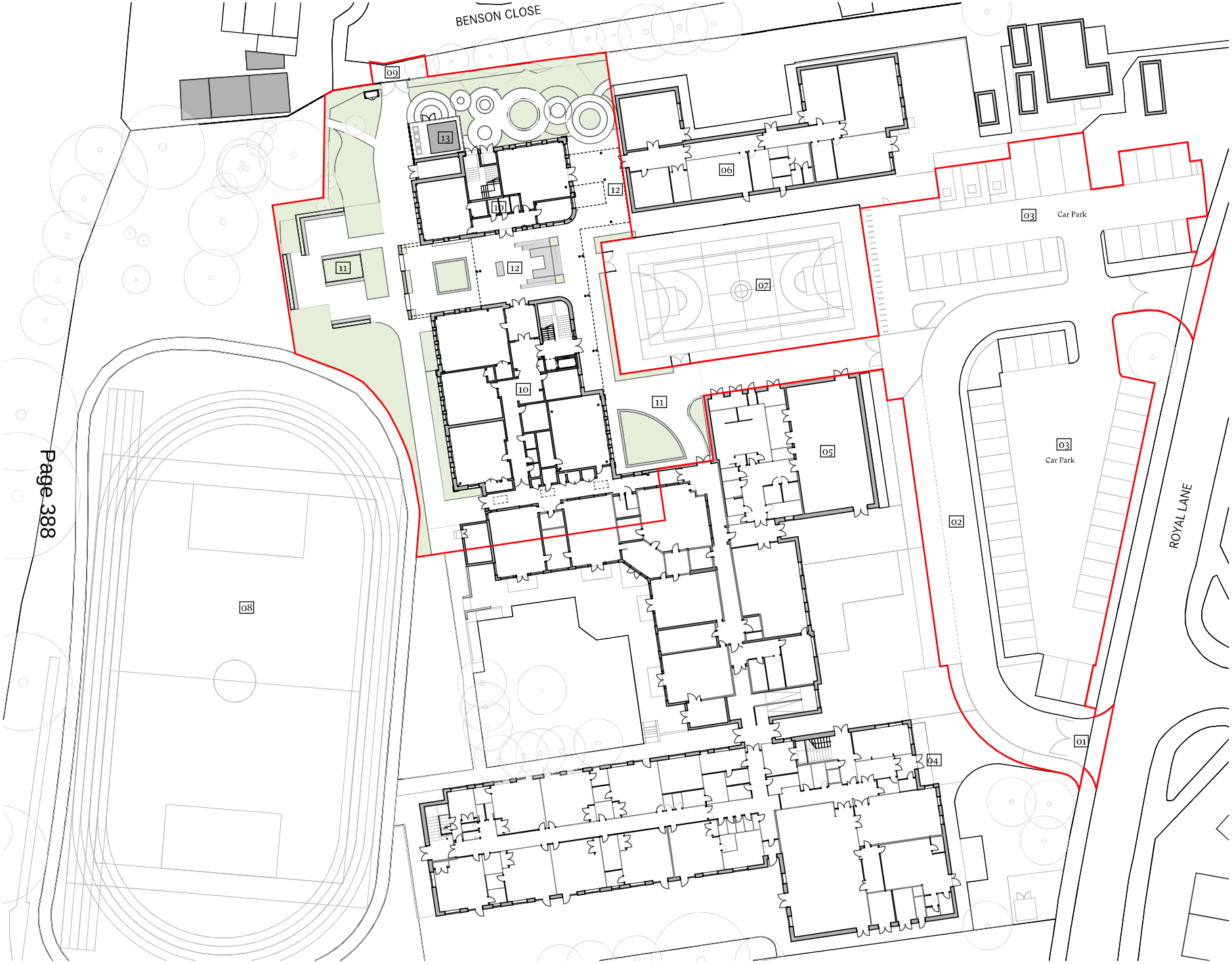
Date :
19/10/22

Scale @ A3 :
1:500

Drawing Title :
Existing Site Plan

Drawing No. :
4267 CDC XX A (EX) 001

Rev. :
A



This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

N

Application Boundary

Ownership Boundary

01 Vehicular access to site
02 Drop-off area
03 Staff and visitor car park
04 Staff and visitor reception
05 Sports hall block
06 Sixth Form block
07 Multi-Use Games Area (MUGA)
08 Sports field and running track
09 Maintenance access gate
10 Proposed new teaching block
11 Proposed external landscape
12 Proposed covered walkway
13 Proposed sprinkler tank and screening

Rev	Date	Issue	Drawn	Check
F	13/01/2023	PLANNING SUBMISSION	JH	RD
E	28/10/2022	Stage 3 Issue	AK	RD
D	14/10/2022	Design Update	AK	RD
C	10/10/2022	Update for design team	AK	RD
B	09/09/2022	Stage 3 Costing Update	AK	RD
A	25/08/2022	Stage 3 Option Development	AK	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
22/06/2022

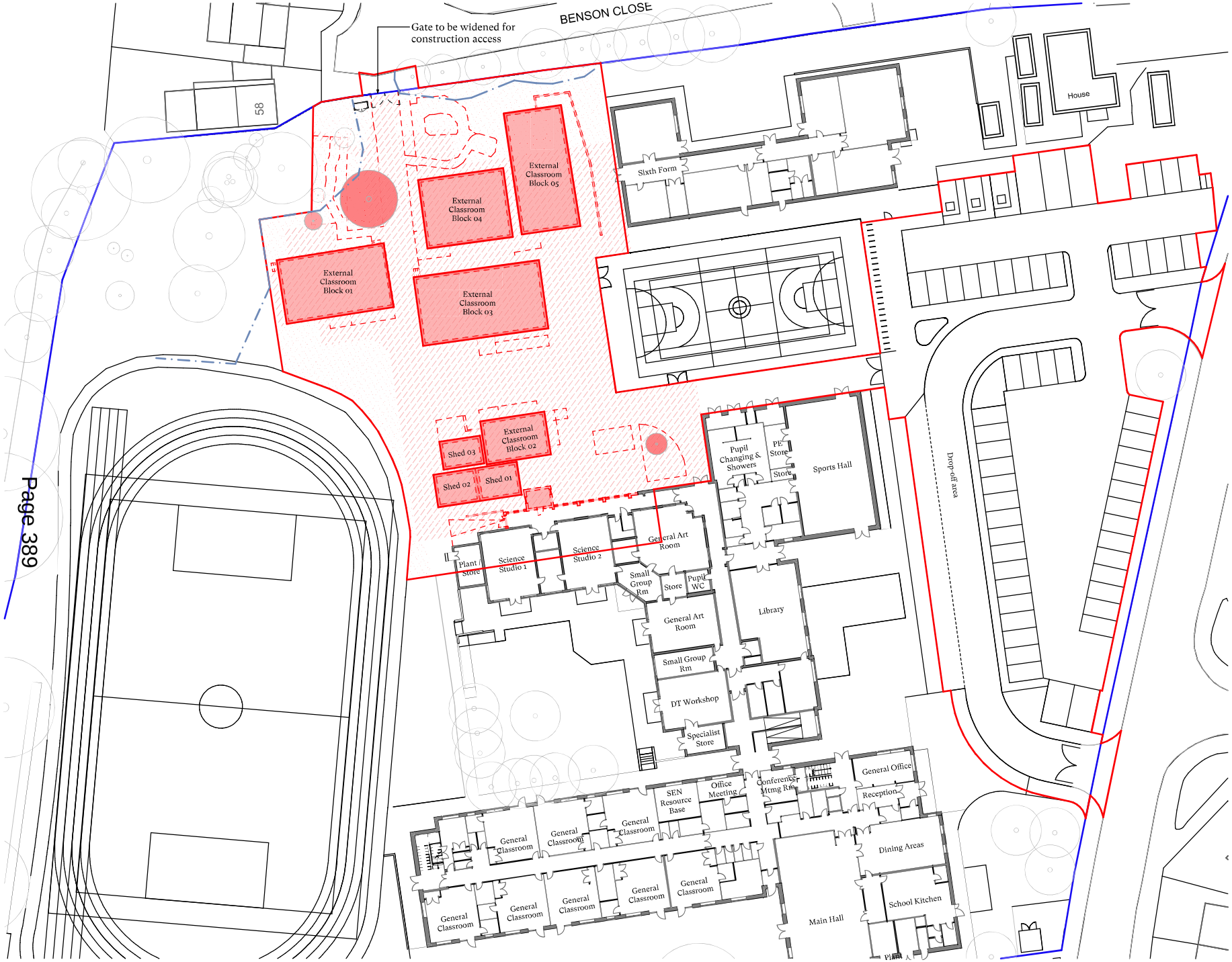
Scale @ A3 :
1:500

Drawing Title :
Proposed Site Plan

Drawing No. :
4267 CDC XX GF DR A (GA) 001

Rev. :
F

0 5 10 15 20 25 50 Metre
Paper Scale 1:500



0 10 20 30 40 50 100 Metre
Paper Scale 1:100

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

N

- Application Boundary
- Ownership Boundary
- Tree protection fence (see tree protection plan)
- Building to be demolished
- Element to be demolished
- Area of external surface to be removed for new building work & hard landscaping
- Area of external surface to be removed for new soft landscaping

Rev	Date	Issue	Drawn	Check
B	13/01/2023	PLANNING SUBMISSION	JH	RD
A	01/12/2022	Demolition Plan Update	AK	RD
--	22/06/2022	Stage 2 Issue		RD
DRA FT	01/06/2022	Stage 2 Issue of Information to QS		

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

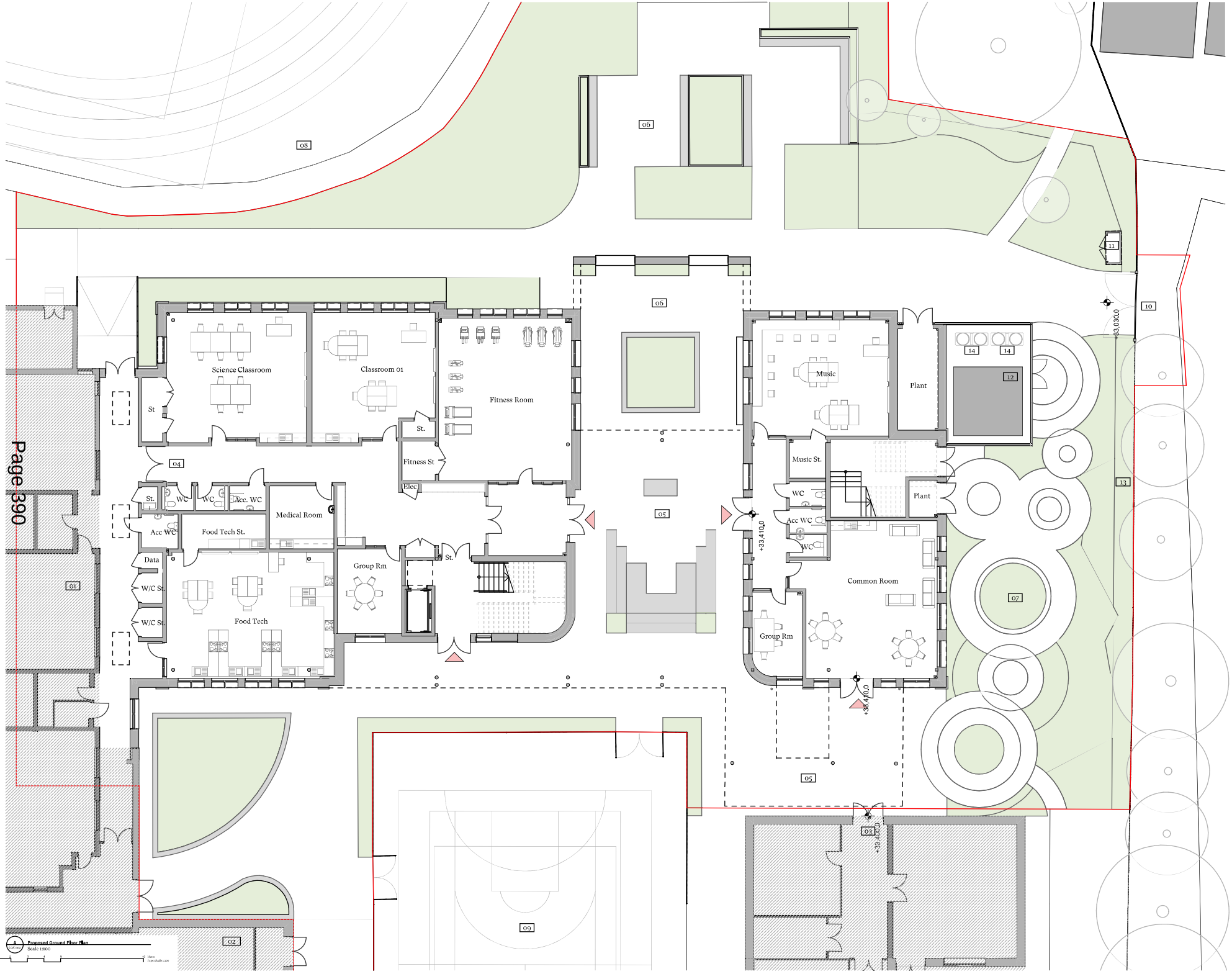
Date :
22/06/2022

Scale @ A3 :
1:500

Drawing Title :
Demolition Site Plan

Drawing No. :
4267 CDC XX GF DR A (DM) 001

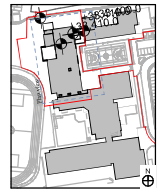
Rev. :
B



A Proposed Ground Floor Plan
Scale 1:100

This document and its design content is copyright ©. It shall be used only for the purposes for which it was supplied. Do not scale from drawing unless specifically necessary, all dimensions are to be checked on site. Report discrepancies, errors or omissions via email/email to the Originator. It is the responsibility of the Contractor to ensure that all dimensions are correct before commencing any work or shop drawings. Any work carried out in advance of receipt of approved drawings is at the risk of the Contractor.

North



Application boundary
Ownership boundary
Existing school building

01 Existing Science block
02 Existing Sports Hall block
03 Existing Rich Foam block
04 Corridor link to new teaching block
05 Covered external link and seating area, see landscape drawings
06 Retained seating area with accessible plant beds, see landscape drawings
07 External quiet sensory space, see landscape drawings
08 Existing sports field and running track
09 Existing Mixed Use Games Area (MUGA)
10 Maintenance access to sports field via Pool Way
11 Existing incoming electrical cabinet
12 Proposed rainwater tank with screening
13 Planted swale to boundary, see landscape drawings
14 Air source heat pump

Rev	Date	Issue	Drawn	Check
A	13/10/2022	PLANNING SUBMISSION	DH	RD
-	12/12/2022	Formal Update	DH	RD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

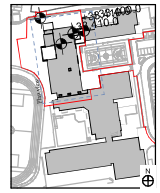
Date : 12/12/2022
Scale @ A1 : 1:100

Drawing Title :
Proposed Ground Floor Plan

Drawing No. : 4267 CDC XX GF DR A (GA) 102
Rev. : A

A Proposed First Floor Plan
SCALE 1:100

Page 391



Application boundary
Ownership Boundary
Existing school building

01 Existing Science block
02 Existing Sports Hall block
03 Existing Sixth Form block
04 New roof over corridor link to new teaching block
05 New roof lights to be installed
06 External courtyard below
07 Green roof below
08 Flat roof over plant room below
09 Proposed sprinkler tank with screening below
10 Covered external walkway to Sixth Form block
11 Existing Mixed-Use Games Area (MUGA) below

Rev	Date	Issue	Drawn	Check
A	13/10/2022	PLANNING SUBMISSION	DH	BD
•	15/12/2022	Facade Update	AK	BD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
6-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262613

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 12/12/2022
Scale @ A1 : 1:100

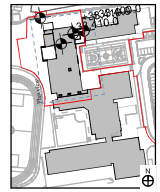
Drawing Title :
Proposed First Floor Plan

Drawing No. : 4267 CDC XX GF DR A (GA) 112
Rev. : A

A Proposed Roof Plan
(GA) 123
SCALE 1:100

This document and its design content is copyright. It is illegal for reproduction in whole or in part without written consent of the Author, including models, specifications, schedules or other related information in this document. Do not scale from this document. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. To be the AGIC.

Notes



Application boundary
Ownership Boundary
Existing school building

01 Existing Science block
02 Existing Sports Hall block
03 Existing Sixth Form block
04 New roof over corridor link to new teaching block
05 New roof lights
06 Maintenance access stair to roof
07 Green roof below
08 Flat roof below
09 Proposed sprinkler tank with screening below
10 Covered external walkway to Sixth Form block
11 Existing Mixed-Use Games Area (MUGA) below
12 Extensive green roof with photovoltaic array
13 Fixed balustrade set back with gravel margin
14 Ventilation cabinet

Rev	Date	Issue	Drawn	Check
A	13/10/2023	PLANNING/LIBRARY/DESIGN	DH	BD
•	13/10/2022	Facade Update	AK	BD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
67 Tenner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262613

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

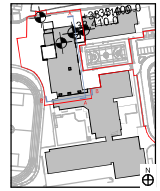
Date : 12/12/2022
Scale @ A1 : 1:100

Drawing Title :
Proposed Roof Plan

Drawing No. : 4267 CDC XX GF DR A (GA) 123
Rev. : A

This Document and its design content is copyright. It should be read in conjunction with all relevant Architect's and Consultant's drawings, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions via email/post to the Originator. It is the A...

Notes:



A East Elevation 1:100
Scale 1:100

Key

01 Brick type 01, Dark multi brick in half lap bond with matching coloured mortar.

02 Brick type 01, Dark multi in vertical stack bond with matching coloured mortar feature header.

03 Brick type 02, Coloured brick in half lap bond with matching coloured mortar.

04 Brick type 02, Coloured brick in vertical stack bond with matching coloured mortar feature header.

05 Brick type 03, Red brick in half lap bond with matching coloured mortar.

06 Brick type 03, Red brick in vertical stack bond with matching coloured mortar feature header.

07 Brick type 05, Red brick window cill.

08 Brick type 01, Dark multi brick pier.

09 Structural column finished with polyester powder coat. Colour to match window frames.

10 External window with PPC finish 1. Colour to be agreed. Set back into elevation with matching brickwork reveal.

11 External window with PPC finish 2, Grey. Colour to match brickwork. Set back into elevation with matching brickwork reveal.

12 External window with PPC finish 2, Red. Colour to match brickwork. Set back into elevation with matching brickwork reveal.

13 External glazed door. Colour to match window frames.

14 Louvred ventilation panel. Colour to match window frames.

15 External air source heat pump screening with acoustic performance in accordance with Acoustician's requirements.

16 Covered walkway canopy. Colour to match window frames.

17 Parapet capping. Colour to match window frames.

18 Roof mounted photovoltaic panels.

19 Fixed handrail set back from parapet.

20 External timber furniture, seating and planters.

21 External timber pergola.

22 External rainwater downpipe.

23 Curved Brickwork corner.

24 Plant door. PPC finish to match adjacent.

25 Vertical shading louver. Colour to match window frame.

26 Horizontal shading louvers. Colour to match window frame.

B South Elevation 1:100
Scale 1:100

Rev	Date	Issue	Drawn	Check
A	13/10/2022	PLANNING SUBMISSION	DH	BD
•	28/09/2022	Stage 3 Issue	HL	BD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 302413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 28/10/2022
Scale @ A1 : 1:100

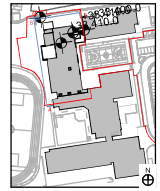
Drawing Title :
Proposed Elevations 1 of 2

Drawing No. : 4267 CDC XX XX DR A (GA) 410
Rev. : A

0 1 2 3 4 5 10 Metric
Project Scale 1:100

This document and its design contents is copyright. It is illegal to reproduce any part of this document or any part of its contents in any form, including without prior written consent or any other use of this document. Do not scale from this document. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions to the Consultant in the Originator. It is the of ASIC.

Notes



Key

01 Brick type 01, Dark mall in half lap bond with matching coloured mortar.

02 Brick type 01, Dark mall in vertical stack bond with matching coloured mortar feature header.

03 Brick type 02, Coloured brick in half lap bond with matching coloured mortar.

04 Brick type 02, Coloured brick in vertical stack bond with matching coloured mortar feature header.

05 Brick type 03, Red brick in half lap bond with matching coloured mortar.

06 Brick type 03, Red brick in vertical stack bond with matching coloured mortar feature header.

07 Brick type 03, Red brick window cill.

08 Brick type 01, Dark mall brick pier.

09 Structural column finished with polyester powder coat. Colour to match window frames.

10 External window with PPC finish 1. Colour to be agreed. Set back into elevation with matching brickwork reveal.

11 External window with PPC finish 2, Grey. Colour to match brickwork. Set back into elevation with matching brickwork reveal.

12 External window with PPC finish 2, Red. Colour to match brickwork. Set back into elevation with matching brickwork reveal.

13 External glazed door. Colour to match window frames.

14 Lowered ventilation panel. Colour to match window frames.

15 External ambient heat pump screening with acoustic performance in accordance with Acoustician's requirements.

16 Covered walkway canopy. Colour to match window frames.

17 Parapet capping. Colour to match window frames.

18 Roof mounted photovoltaic panels.

19 Fixed handrail set back from parapet.

20 External timber furniture, seating and planters.

21 External timber pergola.

22 External rainwater downpipe.

23 Curved brickwork corner.

24 Flush door. PPC finish to match adjacent.

25 Vertical shading louver. Colour to match window frame.

26 Horizontal shading louvers. Colour to match window frame.

A West Elevation 1:100
Scale 1:100

B North Elevation 1:100
Scale 1:100

Rev	Date	Issue	Drawn	Check
A	13/10/2022	PLANNING/ALLOWANCE/DESIGN	DH	BD
•	28/09/2022	Stage 3 Issue	LK	BD

CDC Studio

Studio. 17 Camberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 28/10/2022
Scale @ A1 : 1:100

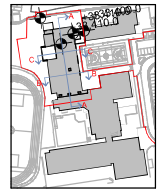
Drawing Title :
Proposed Elevations 2 of 2

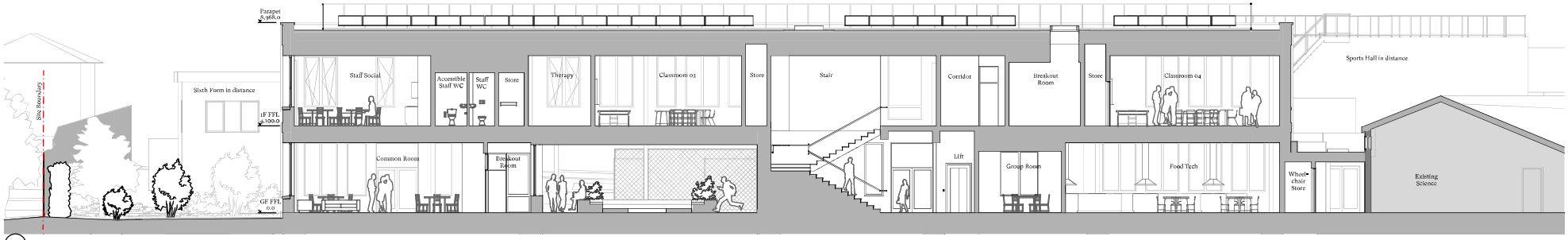
Drawing No. : 4267 CDC XX XX DR A (GA)420
Rev. : A

Metric
Paper Scale 1:100

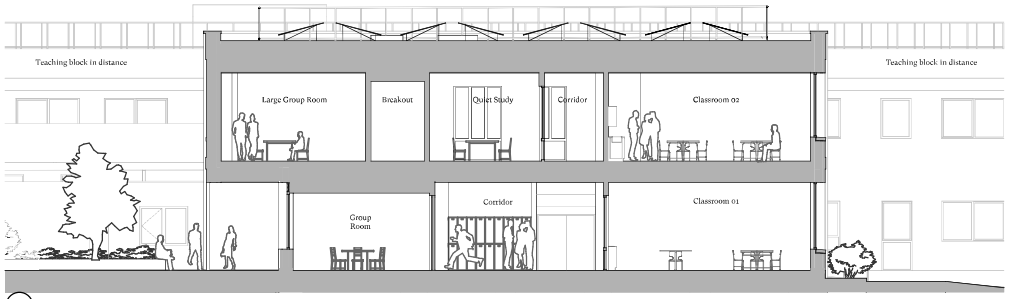
This document and its design content is copyright © which shall be owned by CDC Studio Ltd. Any redistribution or reproduction of part or all of the contents in any form is prohibited. You may not transfer, sell, hire, exhibit or otherwise commercially exploit the contents without the consent of CDC Studio Ltd. Do not scale from this drawing. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes





A (A1) Section AA 1:100
Scale 1:100



B (A1) Section BB 1:100
Scale 1:100

C (A1) Section CC 1:100
Scale 1:100

0 1 2 3 4 5 10 Metric
Project Scale 1:100

Rev	Date	Issue	Drawn	Check
C	13/10/2022	PLANNING SUBMISSION	JH	RD
B	09/09/2022	Stage 3 Costing Update	AL	RD
A	15/08/2022	Stage 3 Options Development	AL	RD
-	22/06/2022	Stage 3 Issue		RD
DRA FT	04/08/2022	Stage 3 Issue of Information at QS		

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
1st Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 302413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

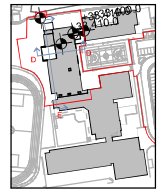
Date : 22/06/2022
Scale @ A1 : 1:100

Drawing Title :
Proposed Sections 1 of 2

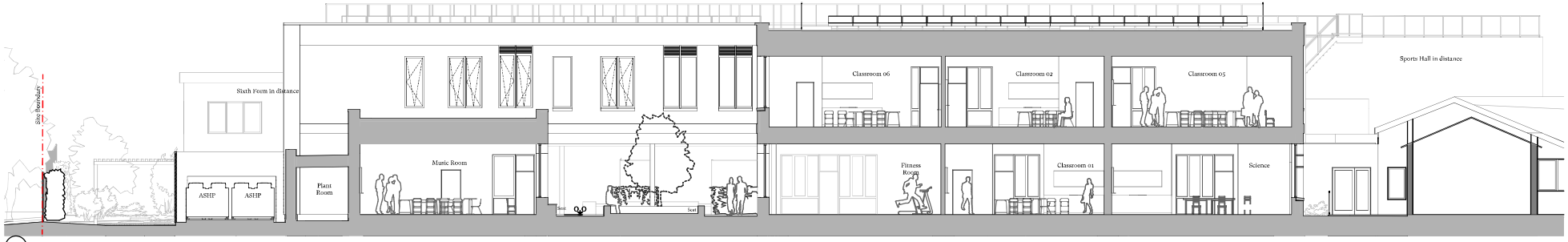
Drawing No. : 4267 CDC XX XX DR A (GA) 300
Rev. : C

This document and its design content is copyright © to CDC Ltd. It is not to be reproduced, or used, or used for any other purpose, in whole or in part, without written permission from the Author. Do not scale from this document. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. It is due to AGC.

Notes



D
CAD 305
Section DD 1:100
Scale 1:100



E
CAD 305
Section EE 1:100
Scale 1:100

Rev	Date	Issue	Drawn	Check
-	13/04/2023	PLANNING PRESENTATION	JH	BD

CDC Studio

Studio. 17 Camberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262613

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 13/01/2023
Scale @ A1 : 1:100

Drawing Title :
Proposed Sections 2 of 2

Drawing No. : 4267 CDC XX XX DR A (GA) 305
Rev. : -

NOTES

This drawing is the copyright of Hyland Edgar Driver. It must not be copied or reproduced without written consent. Only figured dimensions are to be taken from this drawing. All contractors must visit the site and be responsible for taking and checking all dimensions relevant to the works shown on this drawing.

SAFETY, HEALTH AND ENVIRONMENT INFORMATION

Unusual and avoid hazards / risks, based on experienced and competent contractors working to approved method statements.

UNUSUAL RISKS

Construction:

Operations:

Maintenance:

Stewarding/Demolition:

REVISIONS

REVISIONS

REVISIONS

A1 Layout updated. Issue for Planning	RKC	05/01/23

DATE 21/10/2022	DRAWN BY RKC	CHECKED BY AW
DRAWING STATUS STAGE 3		SCALE @ A1 1 : 250

PROJECT

MEADOW HIGH SCHOOL

DRAWING TITLE

LANDSCAPE GENERAL ARRANGEMENT

DRAWING NUMBER 1468-MDW-HED-ZZ-XX-DR-L-1000 REVISION A1

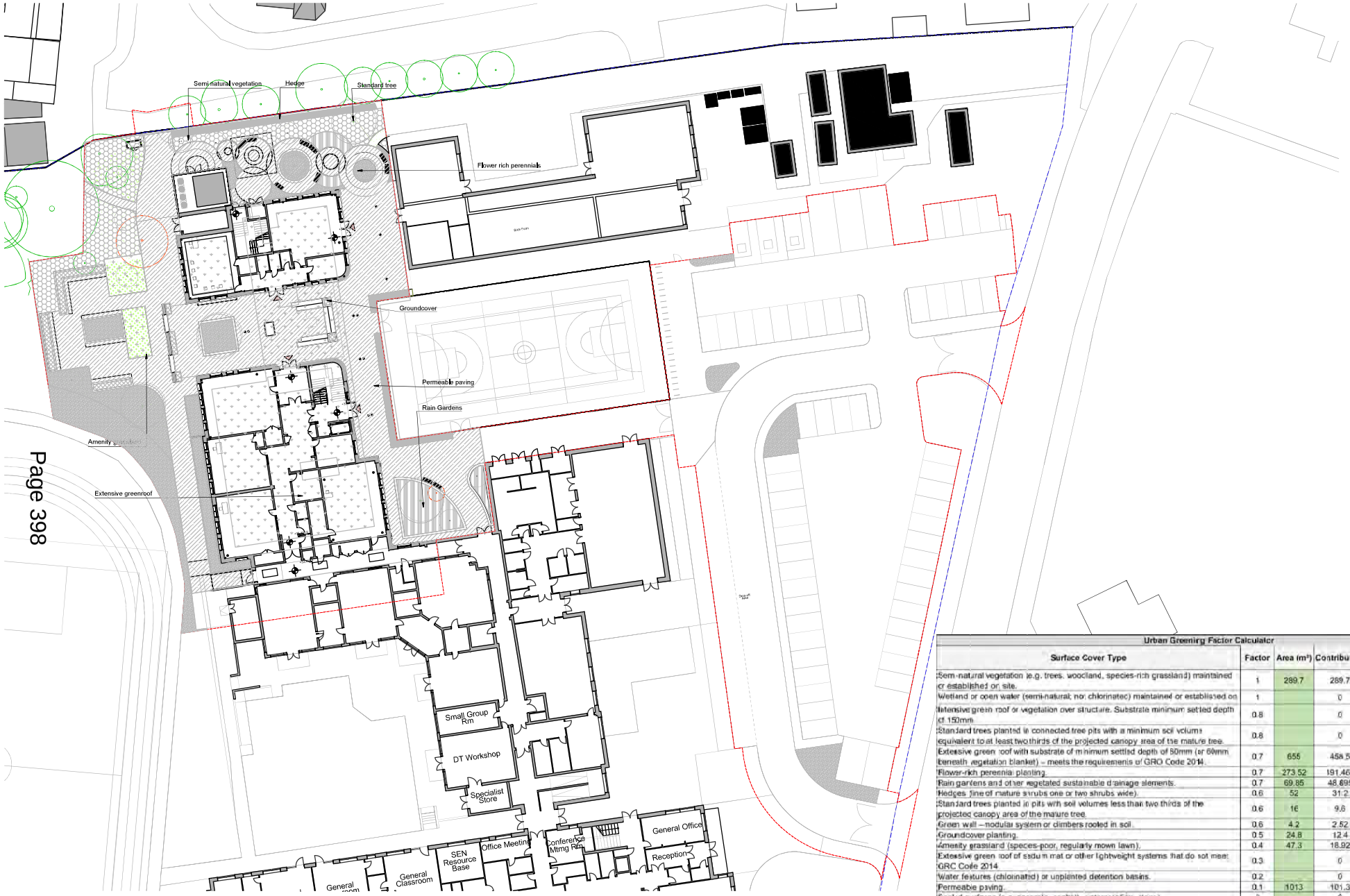
CLIENT

CDC STUDIOS

HED Hyland Edgar Driver Landscape Architects & Urban Designers

One Wessex Way Colden Common Winchester SO21 1WG t. 01962 711 600

filename: w:\1468 hillingdon schools\hed\cad\meadow school\00 - project stage\100 - ga and masterplan\planning\1468-mdw-hed-zz-xx-dr-l-1000.dwg, printed on 2023-01-12 on iso full bleed a1 (841.00 x 594.00 mm) @ 100% of original scale



Urban Greening Factor Calculator				
Surface Cover Type	**Factor**	**Area (m²)**	**Contribution**	**Notes**
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	289.7	289.7	existing and woodland planting & meadow
Wetland or open water (semi-natural; not chlorinated) maintained or established on	1		0	
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm	0.8		0	
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0.8		0	
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0.7	655	458.5	
Flower-rich perennial planting.	0.7	273.52	191.464	
Rain gardens and other vegetated sustainable drainage elements.	0.7	69.85	48.895	Raingarden only
Hedges (line of mature shrubs one or two shrubs wide).	0.6	52	31.2	m2 not linear
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	16	9.6	5 no. trees with 1.8x1.8m planter
Green wall – modular system or climbers rooted in soil.	0.6	4.2	2.52	
Groundcover planting.	0.5	24.8	12.4	Undercover planting only
Amenity grassland (species-poor, regularly mown lawn).	0.4	47.3	18.92	
Extensive green roof of sedum mat or other lightweight systems that do not meet GRC Code 2014	0.3		0	
Water features (chlorinated) or unplanted detention basins.	0.2		0	
Permeable paving.	0.1	1013	101.3	Permeabe paving
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone)	0		0	
Total contribution			**1164.499**	
Total site area (m²)			5830	
Urban Greening Factor			**0.199742539**	

north

NOTES

This drawing is the copyright of Hyland Edgar Driver. It must not be copied or reproduced without written consent. Only figured dimensions are to be taken from this drawing. All contractors must visit the site and be responsible for taking and checking all dimensions relating to the works shown on this drawing.

SAFETY, HEALTH AND ENVIRONMENT INFORMATION

Unusual or residual hazards risks, based on experienced and competent contractors working to approved method statements.

UNUSUAL RISKS

Construction:

Operations:

Maintenance:

Dismantling/Demolition:

REVISIONS

REVISIONS

REVISIONS

A1 Issue for Planning RKC 06/01/2023

DATE 21/10/2022 | DRAWN BY RKC | CHECKED BY AW

DRAWING STATUS STAGE 3 | SCALE @ A1 1 : 250

PROJECT MEADOW HIGH SCHOOL

DRAWING TITLE GREEN QUANTUM

DRAWING NUMBER 1468-MDW-HED-ZZ-XX-DR-L-1003 | REVISION A1

CLIENT CDC STUDIOS

HED Hyland Edgar Driver Landscape Architects & Urban Designers

One Wessex Way Colden Common Winchester SO21 1WG t. 01962 711 600

filename: w:\1468 hillingdon schools\hed\cad\meadow school\00 - project stage\100 - ga and masterplan\planning\1468-mdw-hed-zz-xx-dr-l-1003.dwg, printed on 2023-01-12 on iso full bleed a1 (841.00 x 594.00 mm) @ 100% of original scale

PLANTING SCHEDULE MEADOW SCHOOL - STAGE 3					
Code	Species	Form	Specification	Size	Density
Trees					
Ar	Acer rubrum Brandon Glory	Clear stem specimen			As Shown
Bn	Betula nigra	Multi stem			As Shown
Bu	Betula utilis Jacquemontii	Clear stem specimen			As Shown
Mx	Magnolia x brooklynensis Yellow Bird	Clear stem specimen			As Shown
Large shrubs					
Al	Amelanchier lamarckii	Multi stem shrub			As Shown
Bud	Buddleja x weyeriana 'Sungold'	Large shrub			As Shown
Ee	Euonymus europaeus	Large shrub			As Shown
Hh	Hamamelis x intermedia 'Jelena'	Large shrub			As Shown
Sn	Sambucus nigra 'Black Lace'	Large shrub			As Shown
Vb	Viburnum bodnantense 'Dawn'	Large shrub			As Shown
Woodland Edge Planting Mix (WE)					
	Cornus alba 'Sibirica'	Bushy Shrub	1+1 BR		2/m2
	Acer campestre	Bushy Shrub	1+2 BR		2/m2
	Hedera hibernica	Bushy Shrub	1L CG		6/m2
	Rosa canina	Bushy Shrub	1+1 BR		3/m2
	Corylus avellana 'Cosford'	Bushy Shrub	1+2 BR		2/m2
	Ilex aquifolia (shrub form)	Bushy Shrub	1L CG		1/m2
	Euonymus europaea	Bushy Shrub	1L CG		1/m2
	Viburnum opulus	Bushy Shrub	1+2 BR		2/m2
	Sorbus Aucuparia	Bushy Shrub	1+2 BR		2/m2
	Lonicera henryi	Bushy/Climbing Shrub	1L CG		1/m2
	Crataegus monogyna	Bushy Shrub	1+2 BR		2/m2
Ornamental planting Mix (OP)					
La	Lavandula x intermedia 'Grosso'	Bushy Shrub	1L CG		6/m2
Bs	Buxus sempervirens	Bushy Shrub	1L CG		6/m2
Ger	Geranium x oxonianum 'Wargrave Pink'	Bushy Shrub	1L CG		4/m2
GeM	Geranium macrorrhizum 'Mount Olympus White'	Bushy Shrub	1L CG		4/m2
Vma	Vinca major 'variegata'	Bushy Shrub	1L CG		6/m2
Pla	Pachysandra terminalis	Bushy Shrub	1L CG		4/m2
Dryf	Dryopteris filix-mas	Healthy Spreading growth	1L CG		4/m2
Sby	Stachys byzantina	Evergreen carpeting perennial	1L CG		6/m2
Sts	Stipa tenuissima	Grass	1L CG		6/m2
Vb	Verbena bonariensis	Bushy Shrub	1L CG		as shown
Dou	Daphne odora 'Aureomarginata' E	Bushy Shrub	1L CG		6/m2
Cri	Camellia 'Sparkling Burgundy' E	Bushy Shrub	1L CG		6/m2
PtM	Potentilla fruticosa maniacal robin	Bushy Shrub	1L CG		6/m2
HsR	Hibiscus syriacus magenta chiffon	Specimen shrub	1L CG		as shown
EuAB	Euonymus - macrantha 'Pink Dolly'	Specimen shrub	1L CG		as shown
Sensory planting (SP)					
Sight					
HN	Heuchera 'Marmalade'	Clump-forming perennial	1L CG		6/m2
Vb	Verbena bonariensis	Bushy Shrub	1L CG		6/m2
Kn	Knautia 'Melton'	herbaceous perennials	1L CG		6/m2
Touch					
Sby	Stachys byzantina	Evergreen carpeting perennial	1L CG		6/m2
Al	Anemanthele lessoniana	Grass	1L CG		6/m2
Smell					
Hi	Helichrysum italicum				
Lan	Lavandula angustifolia	Bushy Shrub	1L CG		6/m2
Ca	Cosmos atrosanguineus	Perennial	1L CG		6/m2
Ct	Choisya ternata	Bushy Shrub	1L CG		5/m2
Sound					
Pad	Pennisetum alopecuroides 'Hameln'	Grass	1L CG		6/m2
Bhy	Briza maxima	Grass	1L CG		6/m2
Grass Seed for General Grass Area (Amenity)					
	British Seed House	A24 Mix			40g per m2
Grass Seed for long meadow grass area (Meadow)					
	Emorsgate Seeds	EL1 Flowering Lawn Mix			3g per m2
Rain Garden Mix (RG)					
BaS	Baptisia alba 'Sparkle'	Pot grown	1L CG		6 per lin m
Dec	Deschampsia cespitosa	Pot grown	1L CG		6 per lin m
RoF	Hosta 'Francee'	Pot grown	1L CG		6 per lin m
Irp	Iris pseudacorus	Pot grown	1L CG		6 per lin m
Pri	Persicaria bistorta 'Superba'	Pot grown	1L CG		6 per lin m
Pos	Polystichum setiferum	Pot grown	1L CG		6 per lin m
Native Hedge Mix (BH)					
AcH	Acer campestre	Pot grown	1L CG		7 per lin m
CaH	Corylus avellana	Pot grown	1L CG		7 per lin m
CbH	Carpinus betulus	Pot grown	1L CG		7 per lin m
IaH	Ilex aquifolium	Pot grown	1L CG		7 per lin m
MsH	Malus sylvestris	Pot grown	1L CG		7 per lin m
SaH	Sorbus aucuparia	Pot grown	1L CG		7 per lin m
Low Hedge (LH)					
Eu	Euonymus japonica	Pot grown	1L CG		7 per lin m

KEY

- Proposed trees 4.5 - 5m high
- Feature shrub / small tree 1.5-1.8m high
- Multi-stem shrubs range of heights - 2m to 3-3.5m
- Ground cover, and climbers where shown
- Rain garden planting
- Ornamental planting
- Sensory planting
- Mixed native hedge heights vary
- Existing planting retained - to be confirmed by new survey
- Amenity Grass
- Meadow Grass
- Metal edge to hard/soft surface
- Thermoset paint to asphalt circles
- Permeable Asphalt on No dig surface
- Trees to be removed

north

NOTES

This drawing is the copyright of Hyland Edgar Driver. It must not be copied or reproduced without written consent. The figured dimensions are to be taken from this drawing. All contractors must verify all dimensions on site before any work is put in hand. The Architect is to be informed immediately of any discrepancies relating to the work shown on this drawing.

SAFETY, HEALTH AND ENVIRONMENT INFORMATION

Unusual risks

Construction:

Operations:

Maintenance:

Dismantling/Demolition:

Unusual hazards / risks, based on experienced and competent contractors working to approved method statements

REVISIONS

REVISIONS		
A1 - Layout amended. Issued for planning	RKC	06/01/2023

DATE	DRAWN BY	CHECKED BY
21/10/2022	RKC	AW
DRAWING STATUS	SCALE @ A1	
STAGE 3	1 : 150	

PROJECT
MEADOW HIGH SCHOOL

DRAWING TITLE
PLANTING SCHEME

DRAWING NUMBER / REVISION
1468-MDW-HED-ZZ-XX-DR-L-3000 A1

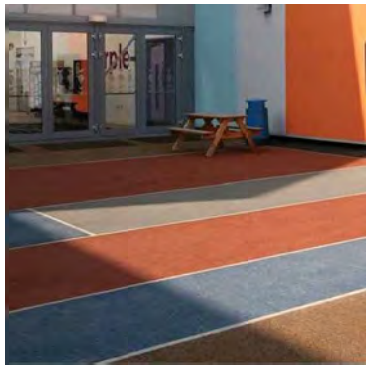
CLIENT
CDC STUDIOS

Hyland Edgar Driver
Landscape Architects & Urban Designers

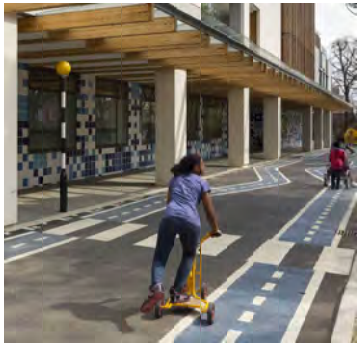
One Wessex Way Colden Common Winchester SO21 1WD t. 01962 711 600

filename: w:\1468 billington school\sheet\cad\meadow school\00 - project stage\300 - planting\1468-mdw-hed-zz-xx-dr-l-3000.dwg, printed on 2023-01-12 on iso full bleed a1 (841.00 x 594.00 mm) @ 100% of original scale

1 PAVING: Concrete block paving (permeable)
NTS



2 PAVING: Coloured tarmac surface (permeable)
NTS



3 PAVING: Tarmac and Thermoplastic Markings
NTS

4 FURNITURE: Planter seating
NTS

5 FURNITURE: Accessible growing bed
NTS

Hard Landscape Pallette

8 SHELTER: Pergola
NTS

6 FURNITURE: Seating
NTS

7 SECURITY: Preimeter Fence (requirement to be confirmed)
NTS

9 BIRD BOX: Scwegler 1B Nest Box
NTS

10 BIRD BOX: Scwegler 3SV Nest Box
NTS

north

NOTES

This drawing is the copyright of Hyland Edgar Driver. It must not be copied or reproduced without written consent. Only figured dimensions are to be taken from this drawing. All contractors must visit the site and be responsible for taking and checking all dimensions relating to the works shown on this drawing.

SAFETY, HEALTH AND ENVIRONMENT INFORMATION

Unusual risks and hazards: risks, based on experienced and competent contractors working to approved method statements.

UNUSUAL RISKS

Construction:

Operations:

Maintenance:

Cleaning/Demolition:

REVISIONS

REVISIONS

REVISIONS

A1 Materials updated, Issue for Planning RKC 06/01/23

DATE	DRAWN BY	CHECKED BY
21/10/2022	RC	AW
DRAWING STATUS		SCALE @ A1
STAGE 3		NTS

PROJECT
MEADOW HIGH SCHOOL

DRAWING TITLE
HARD LANDSCAPE PALLETTE

DRAWING NUMBER: 1468-MDW-HED-ZZ-XX-DR-L-1001
REVISION: A1

CLIENT
CDC STUDIOS

H E D
Hyland Edgar Driver
Landscape Architects & Urban Designers
One Wessex Way Colden Common Winchester SO21 1WG t. 01962 711 600

filename: w:\1468 hillingdon schools\hed\cad\meadow school\00 - project stage\100 - ga and masterplan\1468-mdw-hed-zz-xx-dr-l-1001.dwg; printed on 2022-12-23 on iso full bleed a1 (841.00 x 594.00 mm) @ 100% of original scale

Tree Species

Amelanchier lamarckii

Magnolia x brooklynensis Yellow Bird

Betula utilis 'Jacquemontii'

Betula nigra

Prunus sargentii

Acer rubrum October Glory

Native screen shrub planting mix

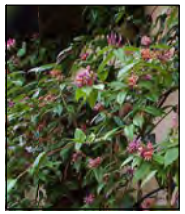
Cornus sanguinea

Rosa canina

Corylus avellana 'Cosford'

Ilex aquifolia (shrub form)

Sorbus Acuparia


Lonicera henryi

Ornamental planting mix

Lavendula angustifolia
(Sensory planting - Smell)

Geranium x oxonianum 'Wargrave Pink'

Geranium macrorrhizum 'Mount Olympus White'

Vinca major 'variegata'

Pachysandra terminalis

Heuchera 'Marmalade'
(Sensory planting - Sight)

Dryopteris filix-mas

Potentilla fruticosa marian red robin

Verbena bonariensis
(Sensory planting - Sight)

Camellia 'Sparkling Burgundy'

Hibiscus syriacus magenta chiffon

Magnolia liliflora 'Nigra'

Exochorda × macrantha 'The Bride'

Briza maxima
(Sensory planting - Sound)

Native mix of
Acer campestre
Carpinus betulus
Corylus avellana
Ilex aquifoleum
Malus sysivestris
Sorbus aucuparia

Flowering Lawn Mix - Emorsgate Seeds

north

NOTES
This drawing is the copyright of Hyland Edgar Driver. It must not be copied or reproduced without written consent. Only figured dimensions are to be taken from this drawing. All contractors must visit the site and be responsible for taking and checking all dimensions related to the works shown on this drawing.

SAFETY, HEALTH AND ENVIRONMENT INFORMATION
Unusual risks and hazards risks, based on experienced and competent contractors working to approved method statements.

UNUSUAL RISKS
Construction:
Operations:
Maintenance:
Stewarding/Demolition:

REVISIONS

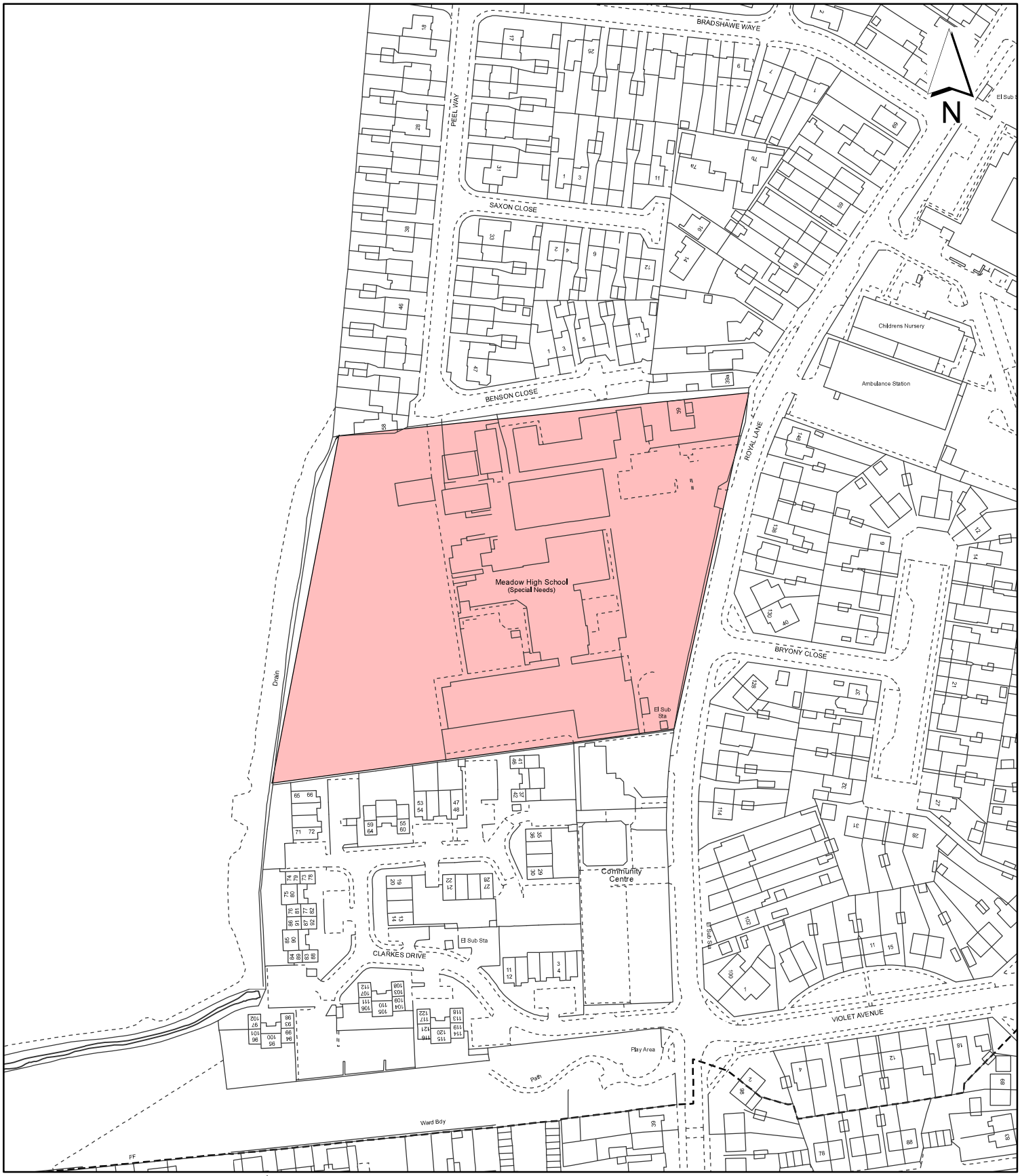
REVISIONS

REVISIONS
A1 Issued for Planning RKC 06/01/23

DATE 21/10/2022 | DRAWN BY RKC | CHECKED BY AW
DRAWING STATUS STAGE 3 | SCALE @ A1 N T S
PROJECT MEADOW HIGH SCHOOL
DRAWING TITLE SOFT LANDSCAPE PALLETTE
DRAWING NUMBER 1468-MDW-HED-ZZ-XX-DR-L-1002 | REVISION A1

CLIENT CDC STUDIOS
H E D Hyland Edgar Driver Landscape Architects & Urban Designers
One Wessex Way Colden Common Winchester SO21 1WG t. 01962 711 600

filename: w:\1468 hillingdon schools\hed\cad\meadow school\00 - project stage\100 - ga and masterplan\1468-mdw-hed-zz-xx-dr-l-1002.dwg; printed on 2023-01-04 on iso full bleed a1 (841.00 x 594.00 mm) @ 100% of original scale



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Meadow High School

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
3348/APP/2023/138

Scale:
1:2,000

Planning Committee:
Major

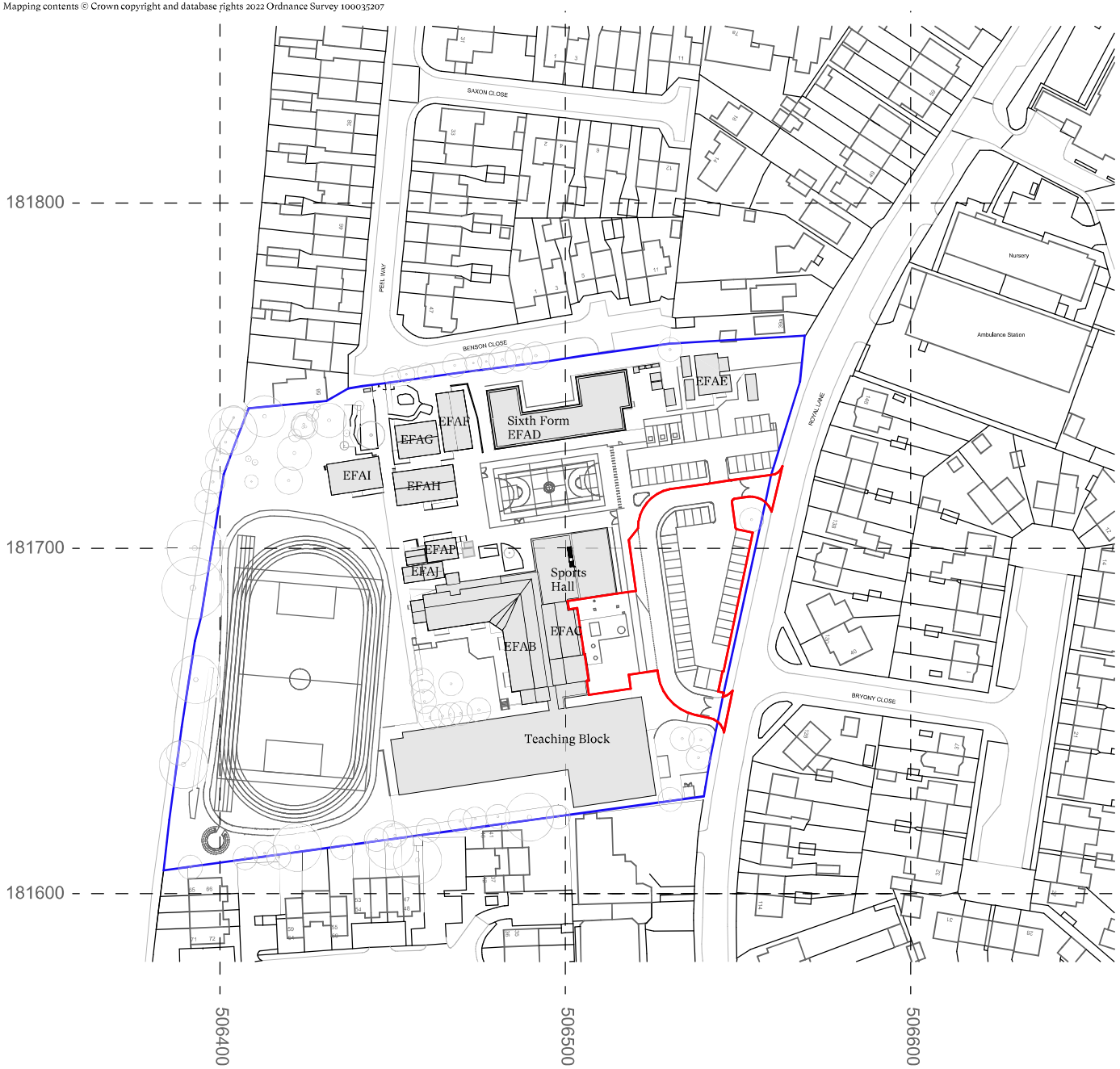
Date:
March 2023

HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address	MEADOW HIGH SCHOOL ROYAL LANE HILLINGDON
Development:	Temporary redevelopment of site including removal of existing external spaces to provide a temporary two-storey academic building (Use Class F1).
LBH Ref Nos:	3348/APP/2023/419

Mapping contents © Crown copyright and database rights 2022 Ordnance Survey 100035207



0 25 50 75 100 125 Metre
Paper Scale 1:1250

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

N

Application Boundary

Ownership Boundary

Rev	Date	Issue	Drawn	Check
C	14/02/2023	Revised red line	JH	RD
B	13/02/2023	PLANNING ISSUE	JH	RD
A	08/02/2023	Preliminary Issue	JH	RD
-	02/02/2023	Preliminary issue for comments	JH	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
02/02/2023

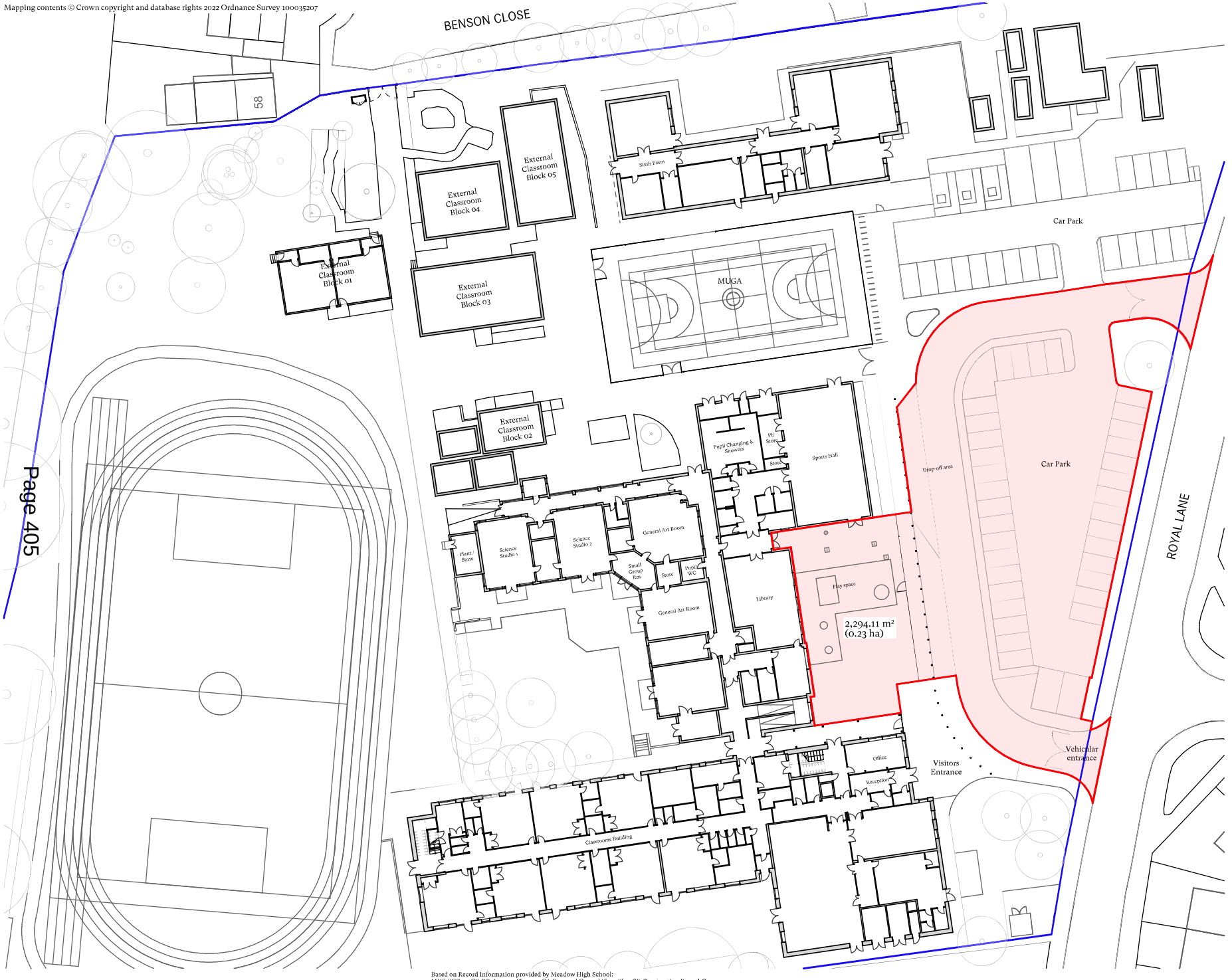
Scale @ A3 :
1:1250

Drawing Title :
Existing Location Plan

Drawing No. :
4286 CDC XX XX DR A (EX) 001

Rev. :
C

Mapping contents © Crown copyright and database rights 2022 Ordnance Survey 100035207



0 5 10 15 20 25 50 Metre
Paper Scale 1:500

Based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-0010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-02-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

N

Application Boundary

Ownership Boundary

Rev	Date	Issue	Drawn	Check
C	14/02/2023	Revised red line	JH	RD
B	13/02/2023	PLANNING ISSUE	JH	RD
A	08/02/2023	Preliminary Issue	JH	RD
-	02/02/2023	Preliminary issue for comments	JH	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
02/02/2023

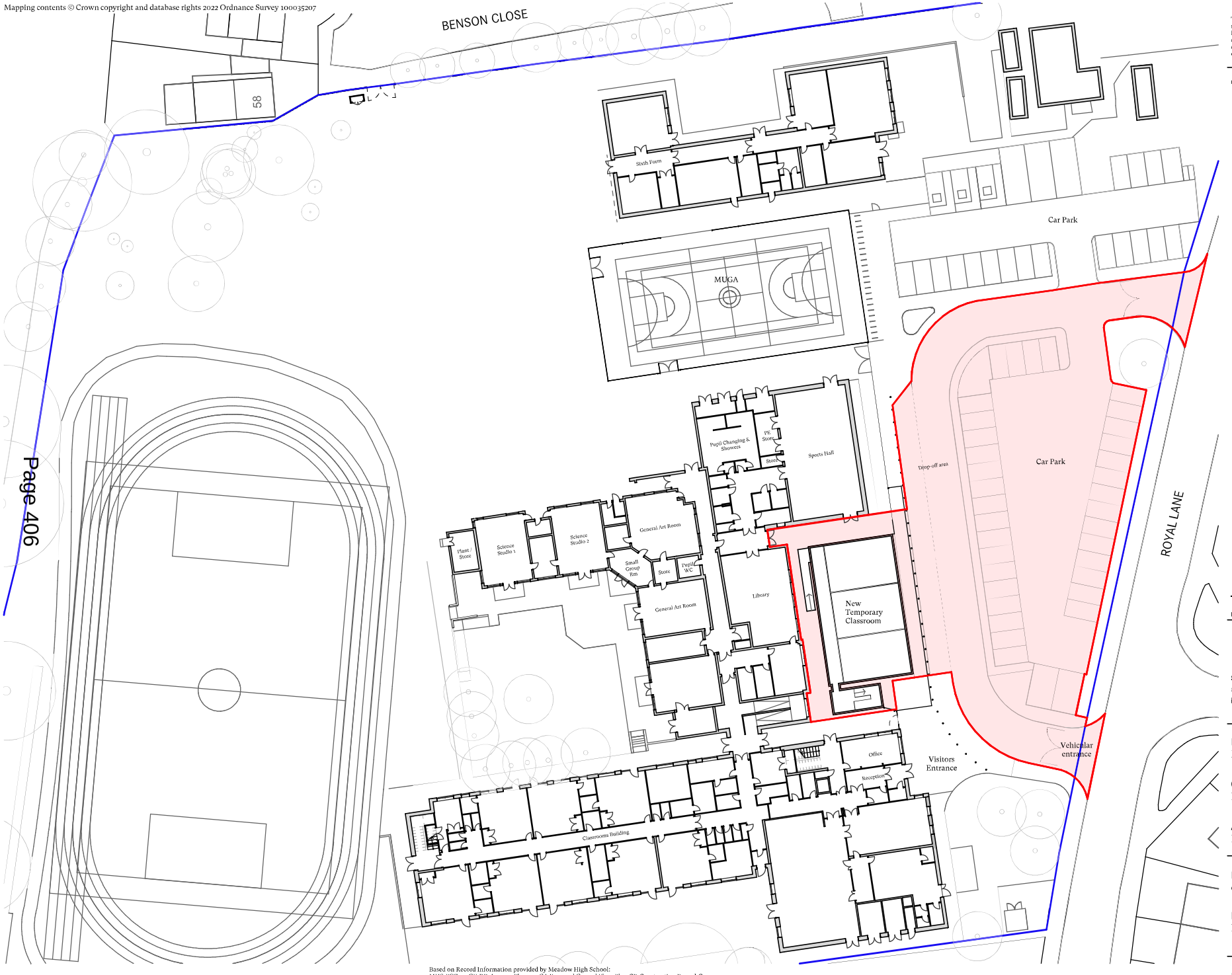
Scale @ A3 :
1:500

Drawing Title :
Existing Site Plan

Drawing No. :
4286 CDC XX XX DR A (EX) 002

Rev. :
C

Mapping contents © Crown copyright and database rights 2022 Ordnance Survey 100035207



This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:

N

Application Boundary

Ownership Boundary

Rev	Date	Issue	Drawn	Check
-	06/03/2023	PLANNING ISSUE	CW	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
02/02/2023

Scale @ A3 :
1:500

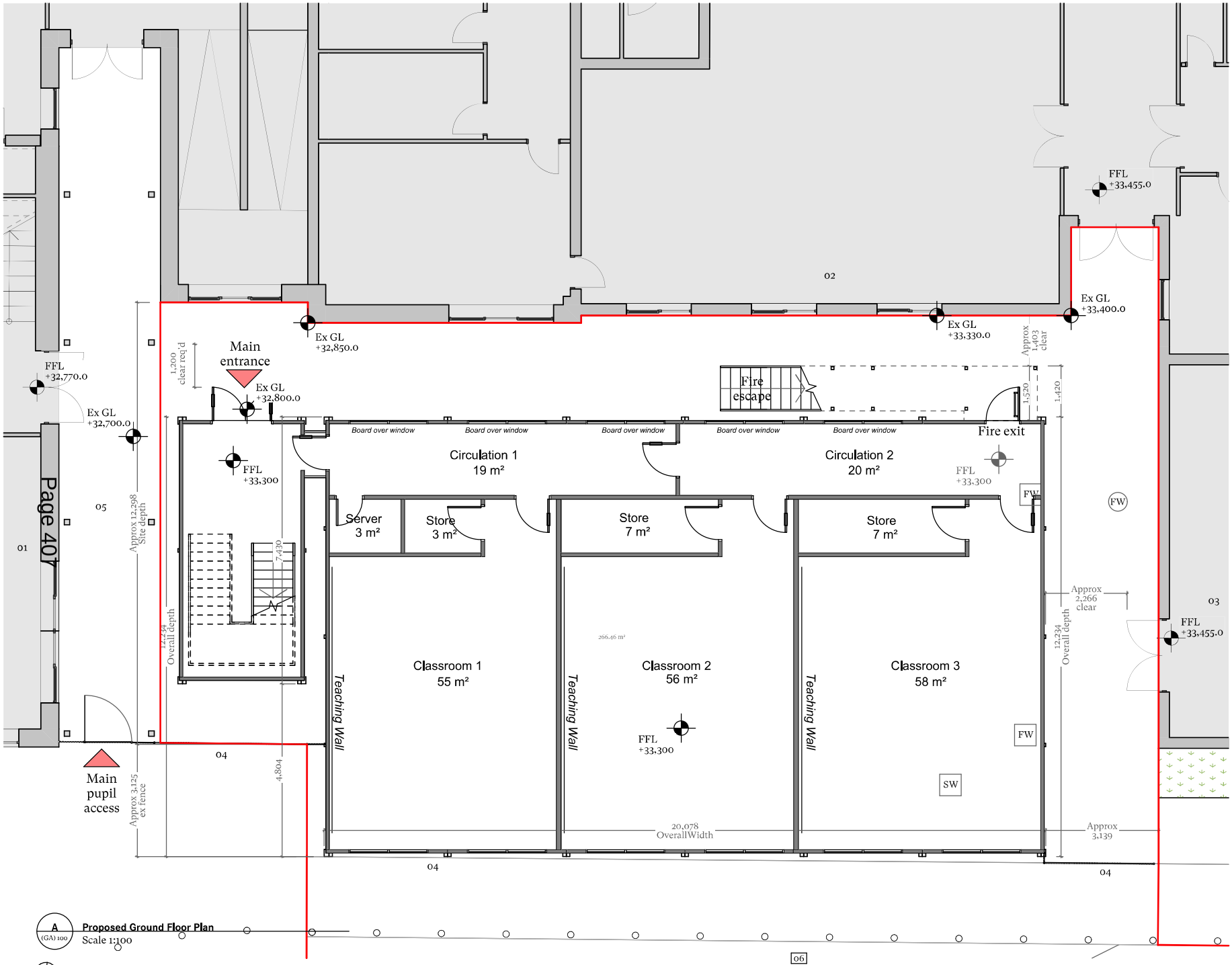
Drawing Title :
Proposed Site Plan

Drawing No. :
4286 CDC XX XX DR A (GA) 002

Rev. :
-

0 5 10 15 20 25 50 Metre
Paper Scale 1:500

Based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-0010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-02-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0



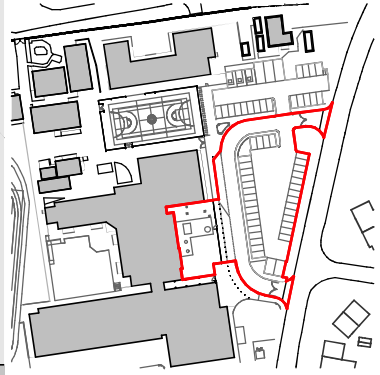
A (GA) 100 **Proposed Ground Floor Plan**
Scale 1:100

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-00-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-00-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:



01 Teaching block
02 Library
03 Sports Hall
04 Mesh fence
05 Covered walkway
06 Car park

Note: No topographical survey available at this time. Site dimensions are strictly illustrative and must be surveyed on site prior to any construction.

Rev	Date	Issue	Drawn	Check
B	14/02/2023	Revised red line	JH	RD
A	13/02/2023	PLANNING ISSUE	JH	RD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
22/06/2022

Scale @ A3 :
1:100

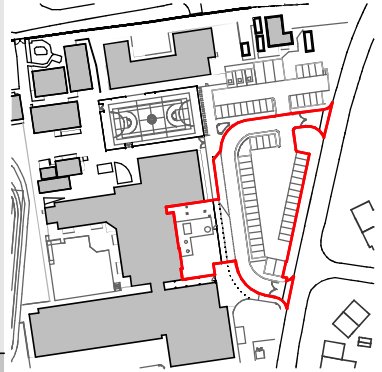
Drawing Title :
Proposed Ground Floor Plan

Drawing No. :
4286 CDC XX 00 DR A (GA) 100

Rev. :
B

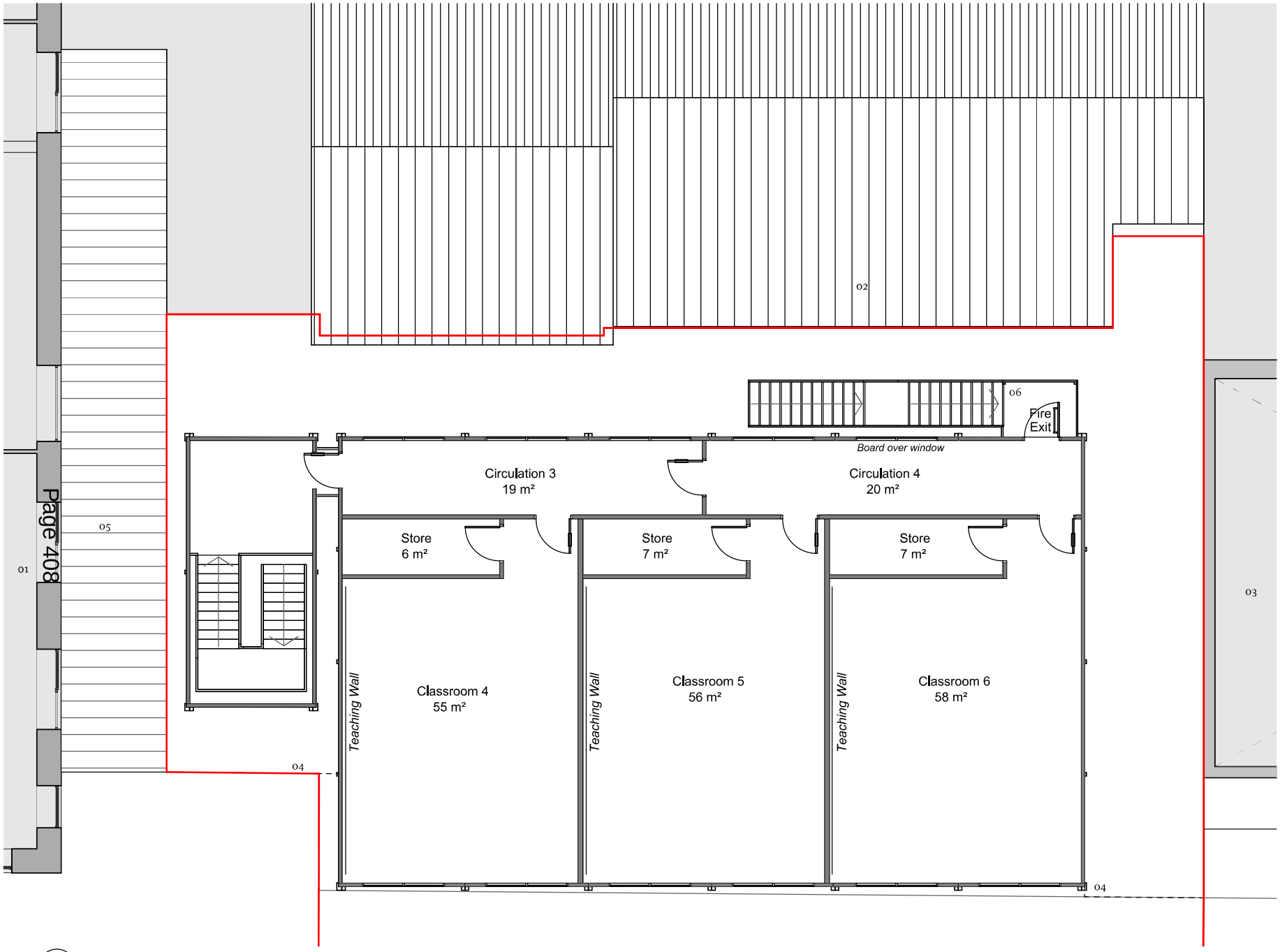
This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:



01 Teaching block
02 Library roof below
03 Sports Hall double height
04 Mesh fence below
05 Covered walkway below
06 Steel escape stair

Note: No topographical survey available at this time. Site dimensions are strictly illustrative and must be surveyed on site prior to any construction.



A (GA) 110 **Proposed First Floor Plan**
Scale 1:100

N

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-02-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0

Rev	Date	Issue	Drawn	Check
B	14/02/2023	Revised red line	JH	RD
A	13/02/2023	PLANNING ISSUE	JH	RD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

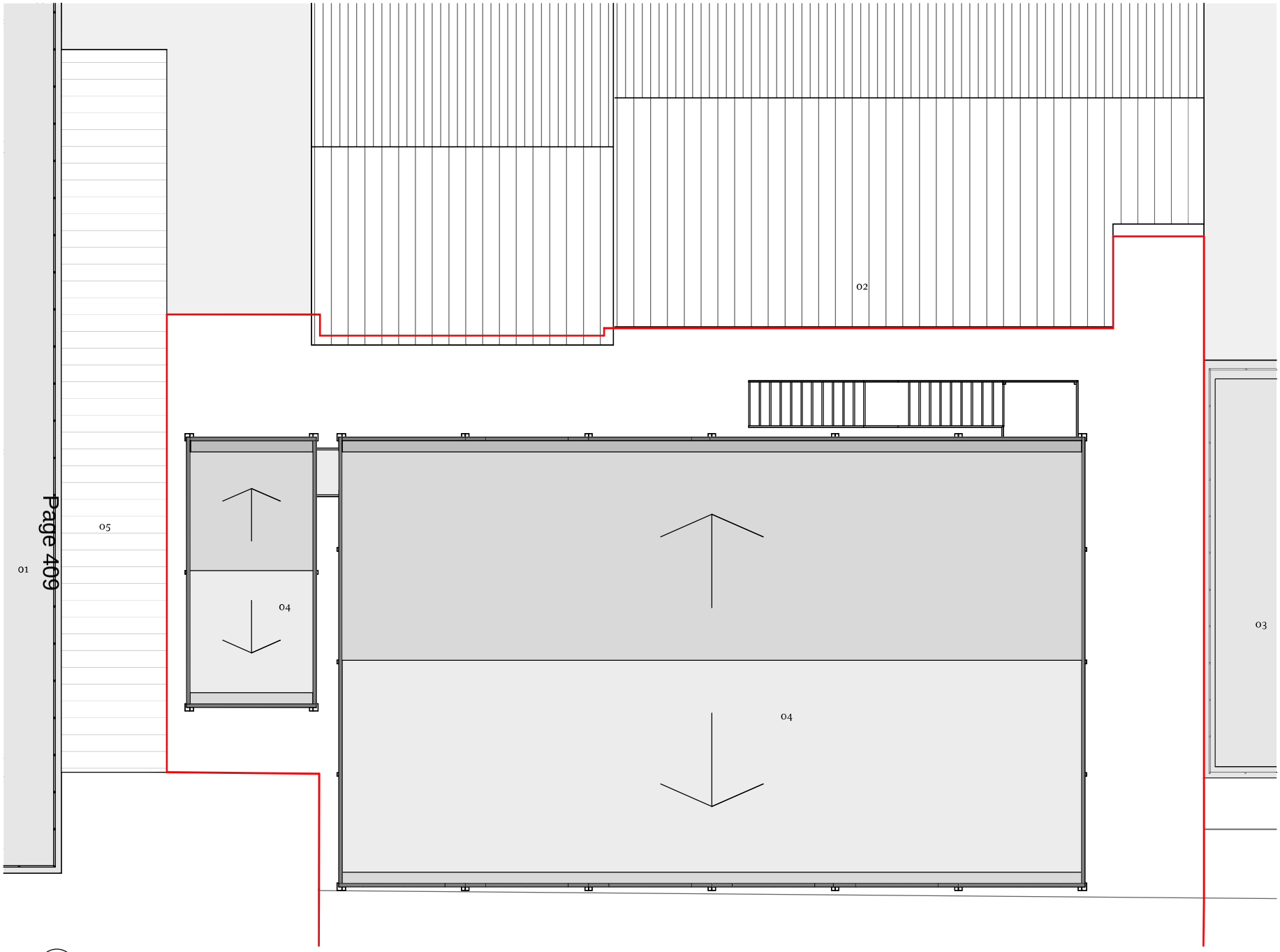
Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 22/06/2022
Scale @ A3 : 1:100

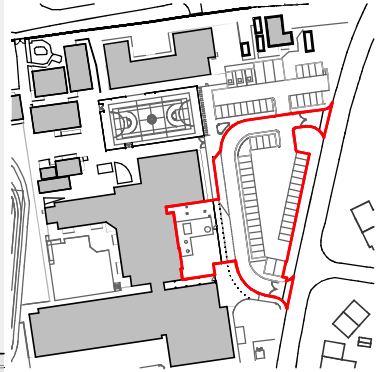
Drawing Title :
Proposed First Floor Plan

Drawing No. : 4286 CDC XX 01 DR A (GA) 110
Rev. : B



This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:



01 Teaching block flat roof
02 Library roof
03 Sports Hall flat roof
04 Nominally flat profiled steel roof

N

Note: No topographical survey available at this time. Site dimensions are strictly illustrative and must be surveyed on site prior to any construction.

Rev	Date	Issue	Drawn	Check
B	14/02/2023	Revised red line	JH	RD
A	13/02/2023	PLANNING ISSUE	JH	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 22/06/2022

Scale @ A3 : 1:100

Drawing Title :
Proposed Roof Plan

Drawing No. : 4286 CDC XX XX DR A (GA) 120

Rev. : B

A (GA) 120 **Proposed Roof Plan**
Scale 1:100

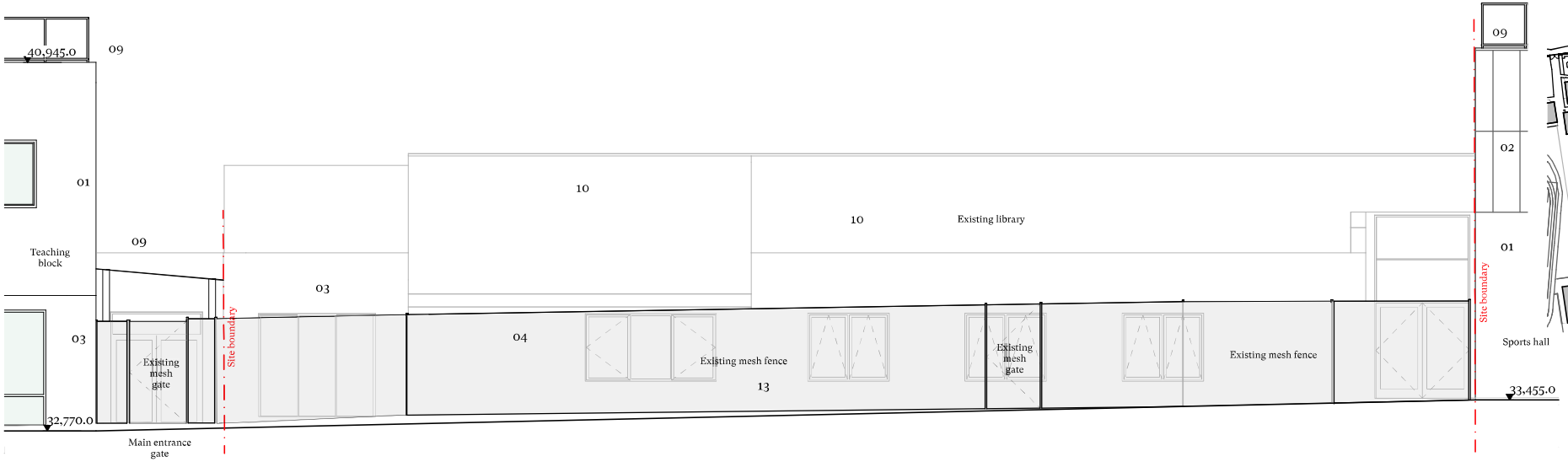
N

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-02-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0

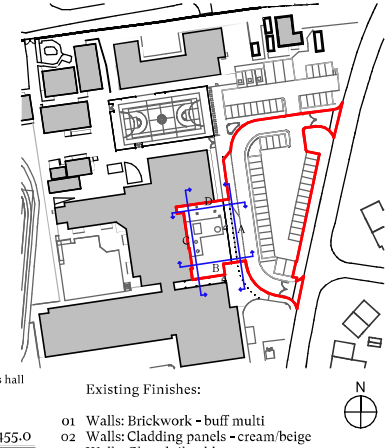
This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:



A (EX) 400 **Existing Elevation A**
Scale 1:100

B (EX) 400 **Existing Elevation B**
Scale 1:100



Existing Finishes:

01 Walls: Brickwork - buff multi
02 Walls: Cladding panels - cream/beige
03 Walls: Glazed tile - blue
04 Walls: Brickwork - light grey
05 Windows: Aluminium - grey
06 Windows: PVC - white
07 Windows: Aluminium reveal - blue
08 Doors: Aluminium - grey
09 Roof: Flat roof
10 Roof: Grey slate
11 Rainwater goods: Aluminium - grey
12 Rainwater goods: Aluminium - black
13 Boundary: Mesh fence - black
14 Covered walkway - clear sheet, grey frame

Rev	Date	Issue	Drawn	Check
B	14/02/2023	Revised red line	JH	RD
A	13/02/2023	PLANNING ISSUE	JH	RD
-	08/02/2023	Preliminary Issue	JH	RD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date : 08/02/2023
Scale @ A3 : 1:100

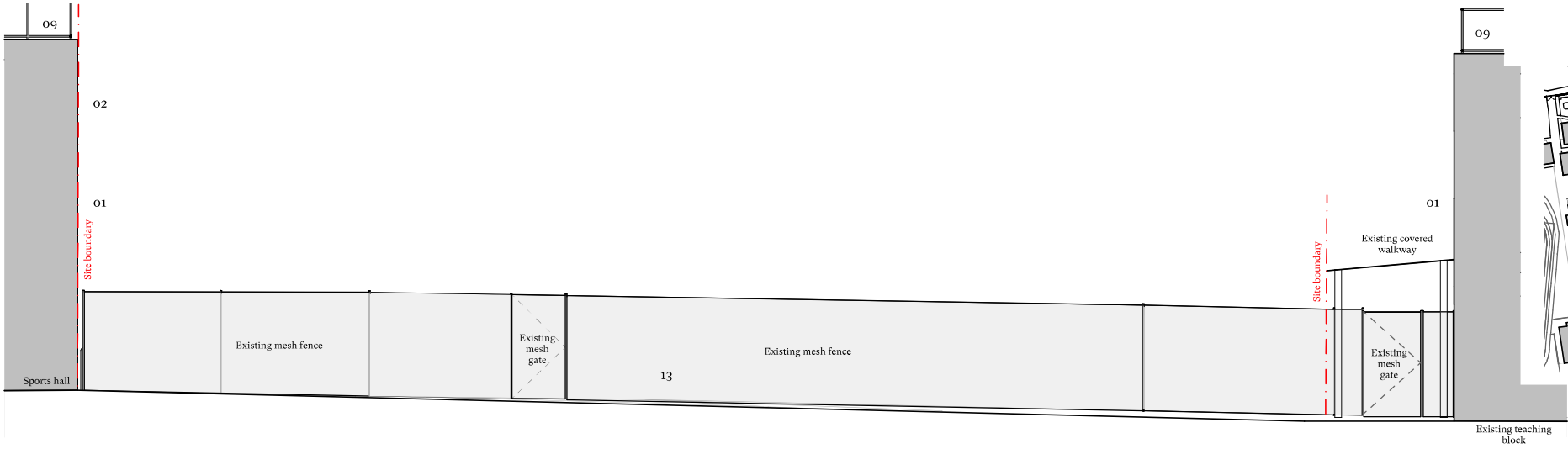
Drawing Title :
Existing Elevations 1

Drawing No. : 4286 CDC XX XX DR A (EX) 400
Rev. : B

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

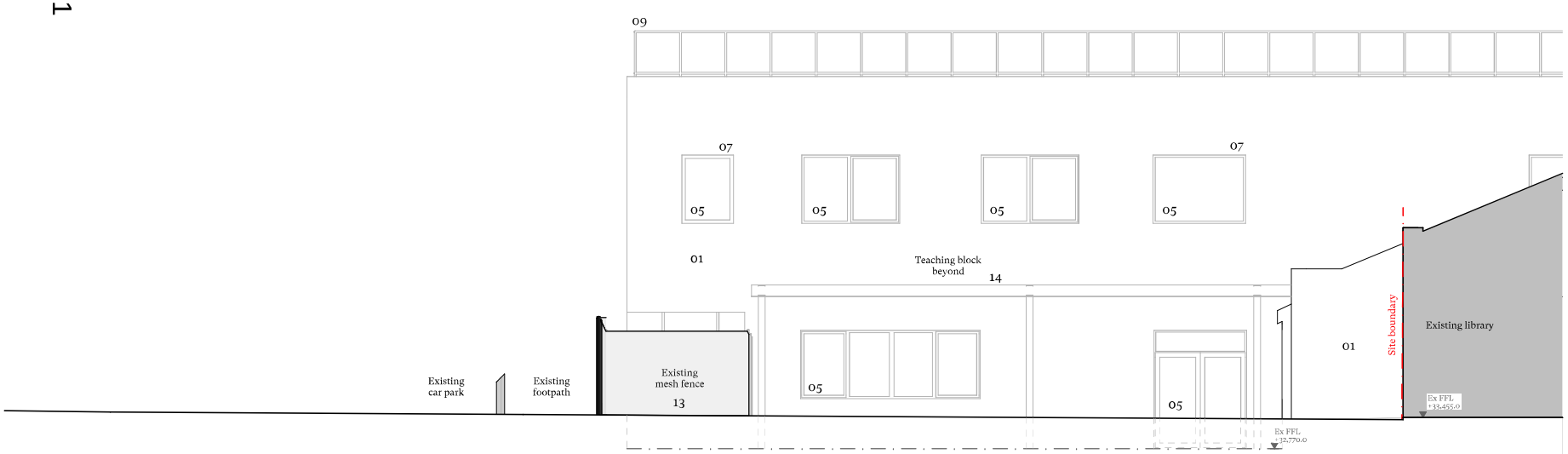
Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-00-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-00-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.



C (EX) 401 **Existing Elevation C**
Scale 1:100

Page 411

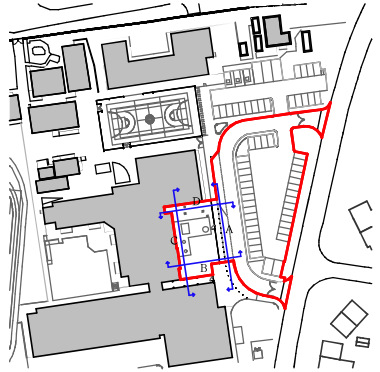


D (EX) 401 **Existing Elevation D**
Scale 1:100

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-02-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0

Notes:



Existing Finishes:

01 Walls: Brickwork - buff multi
02 Walls: Cladding panels - cream/beige
03 Walls: Glazed tile - blue
04 Walls: Brickwork - light grey
05 Windows: Aluminium - grey
06 Windows: PVC - white
07 Windows: Aluminium reveal - blue
08 Doors: Aluminium - grey
09 Roof: Flat roof
10 Roof: Grey slate
11 Rainwater goods: Aluminium - grey
12 Rainwater goods: Aluminium - black
13 Boundary: Mesh fence - black
14 Covered walkway - clear sheet, grey frame

Rev	Date	Issue	Drawn	Check
A	14/02/2023	Revised red line	JH	RD
-	13/02/2023	PLANNING ISSUE	JH	RD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

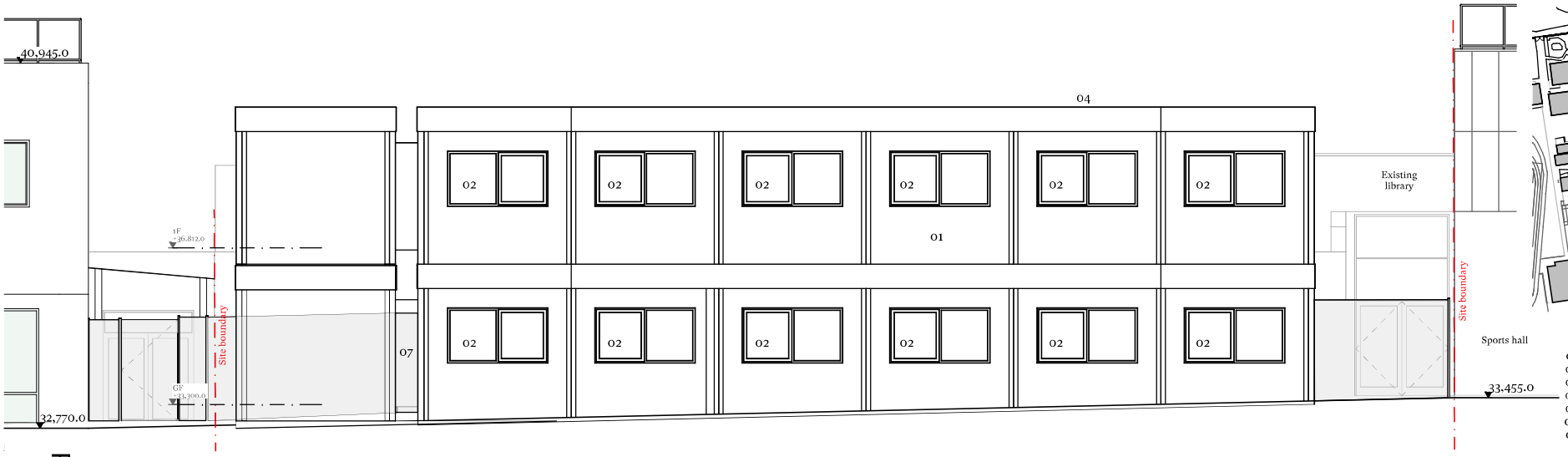
Date : 08/02/2023
Scale @ A3 : 1:100

Drawing Title :
Existing Elevations 2

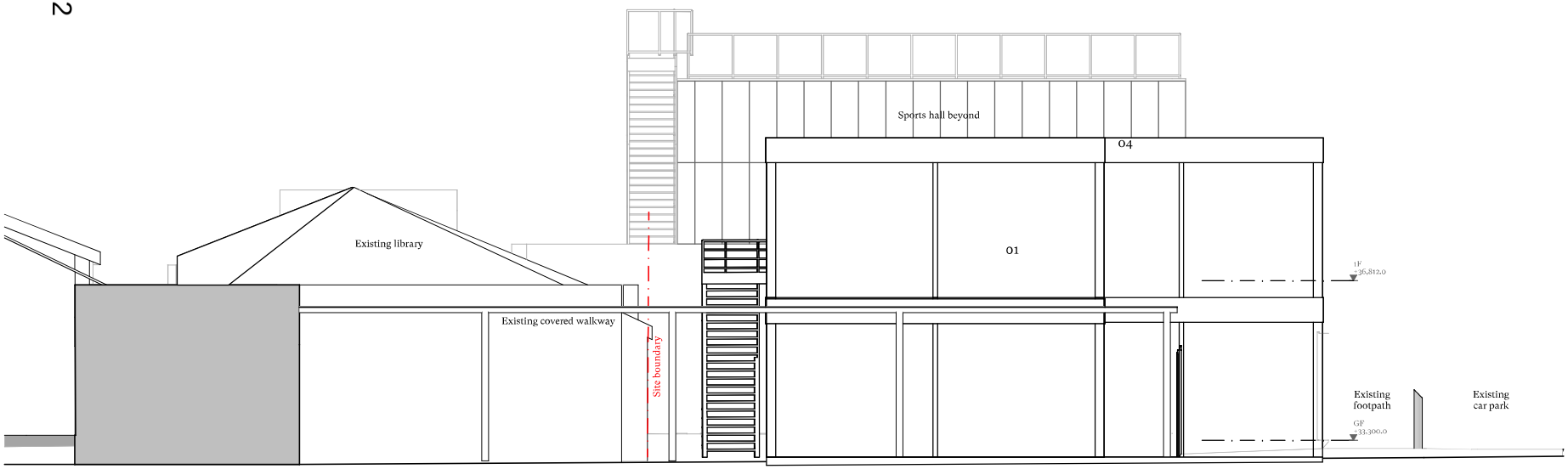
Drawing No. : 4286 CDC XX XX DR A (EX) 401
Rev. : A

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Notes:



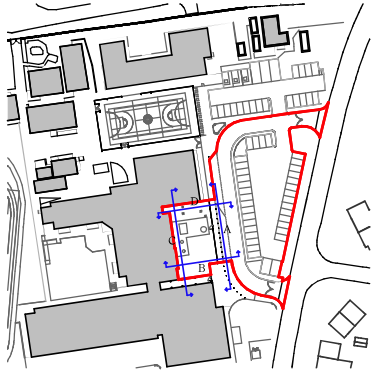
A (GA) 400 **Proposed Elevation A**
Scale 1:100



B (GA) 400 **Proposed Elevation B**
Scale 1:100

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-00-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0



Proposed Finishes:

01 Walls: Steel cladding - grey
02 Windows: PVC - white
03 Doors: Steel/Aluminium - white
04 Roof: Nominally flat roof - metal profiled
05 Rainwater goods: PVC - grey
06 External stair: Steel - black
07 Boundary: Mesh fence to match existing

Rev	Date	Issue	Drawn	Check
B	14/02/2023	Revised red line	JH	RD
A	13/02/2023	PLANNING ISSUE	JH	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :

Scale @ A3 :
1:100

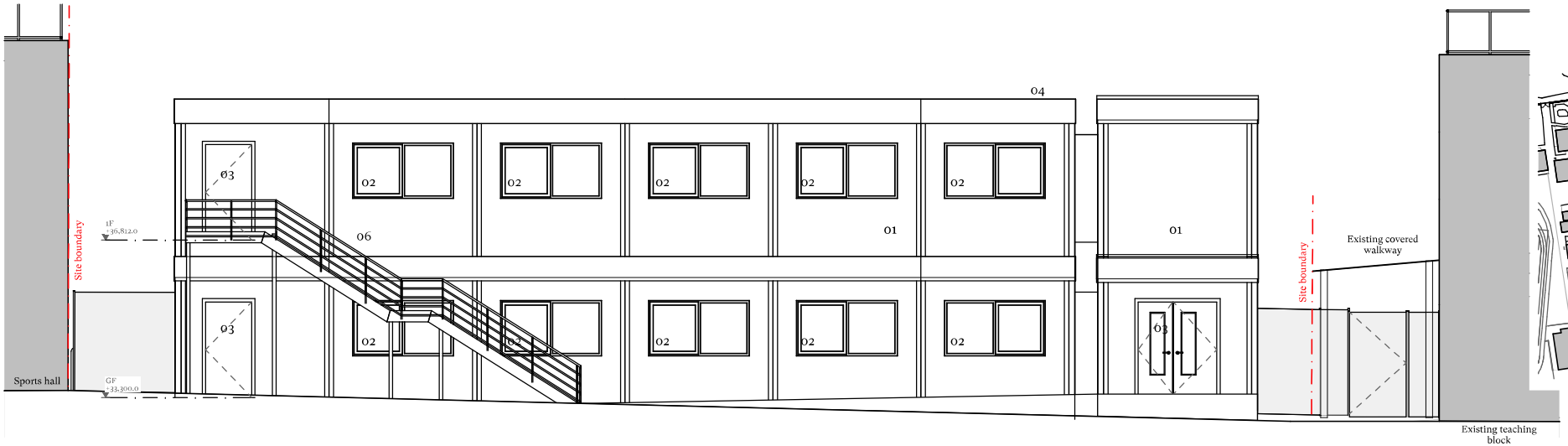
Drawing Title :
Proposed Elevations 1

Drawing No. :
4286 CDC XX XX DR A (GA) 400

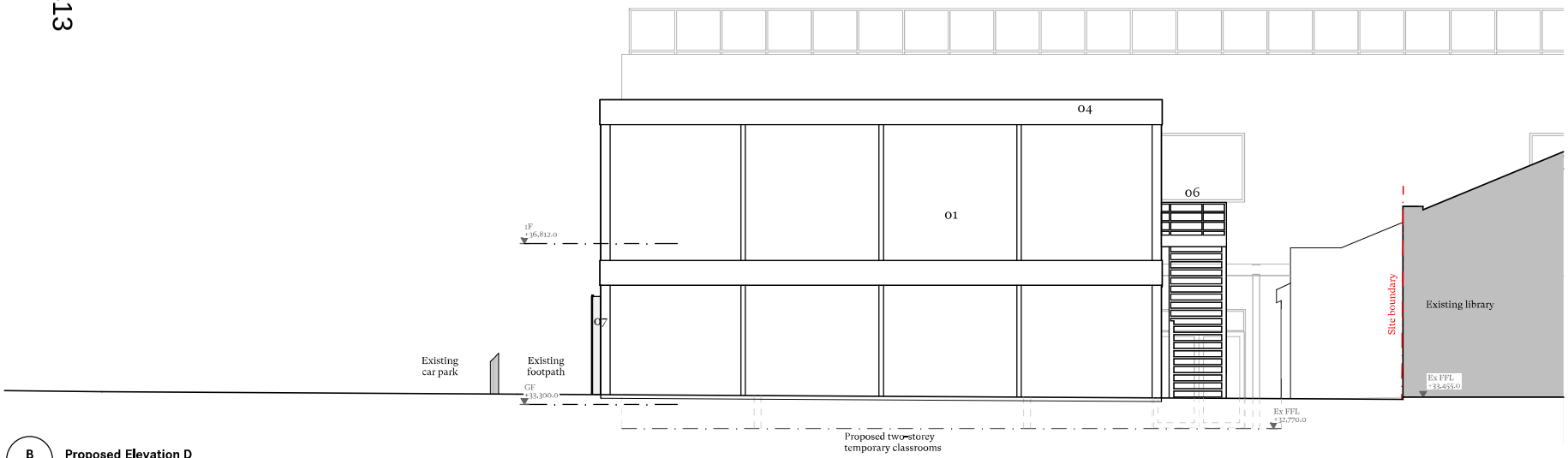
Rev. :
B

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

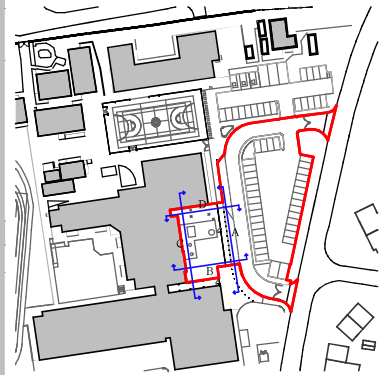
Notes:



C (GA) 401 **Proposed Elevation C**
Scale 1:100



B (GA) 401 **Proposed Elevation D**
Scale 1:100



Proposed Finishes:

01 Walls: Steel cladding - grey
02 Windows: PVC - white
03 Doors: Steel/Aluminium - white
04 Roof: Nominally flat roof - metal profiled
05 Rainwater goods: PVC - grey
06 External stair: Steel - black
07 Boundary: Mesh fence to match existing

Rev	Date	Issue	Drawn	Check
A	14/02/2023	Revised red line	JH	RD
-	13/02/2023	PLANNING ISSUE	JH	RD

CDC Studio
Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School Temporary Classrooms

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :

Scale @ A3 :
1:100

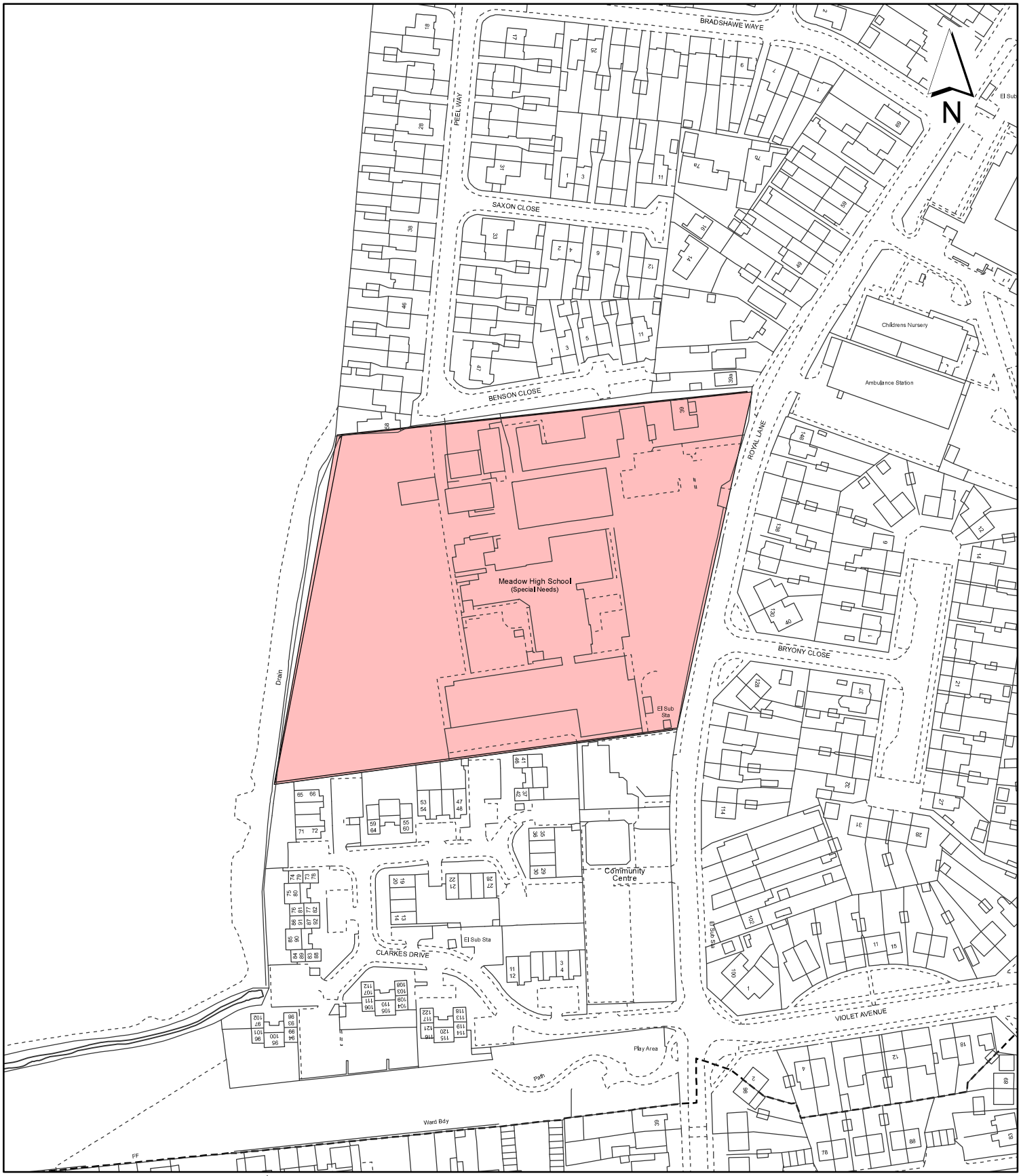
Drawing Title :
Proposed Elevations 2

Drawing No. :
4286 CDC XX XX DR A (GA) 401

Rev. :
A

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Note: Topographical survey not available for application area.
Existing context based on Record Information provided by Meadow High School:
MHS-POZ-01-GF-DR-A-2010 - Phase 2 - GA Proposed Ground Floor Plan-CR-Construction Record-C03-0
MHS-POZ-00-GF-DR-A-2021 - Phase 4 - EFAA EFAB EFAC Adaptations-CR-Construction Record-C03-0
MHS-POZ-03-GF-DR-A-2230 - Phase 4 _ 5 - Ground Floor Fire Strategy-CR-Construction Record-C04-0
MHS-GIL-04-XX-DR-L-0102-0102 - Landscape General Arrangement-CR-Construction Record-C04-0



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Meadow High School

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
3348/APP/2023/419

Scale:
1:2,000

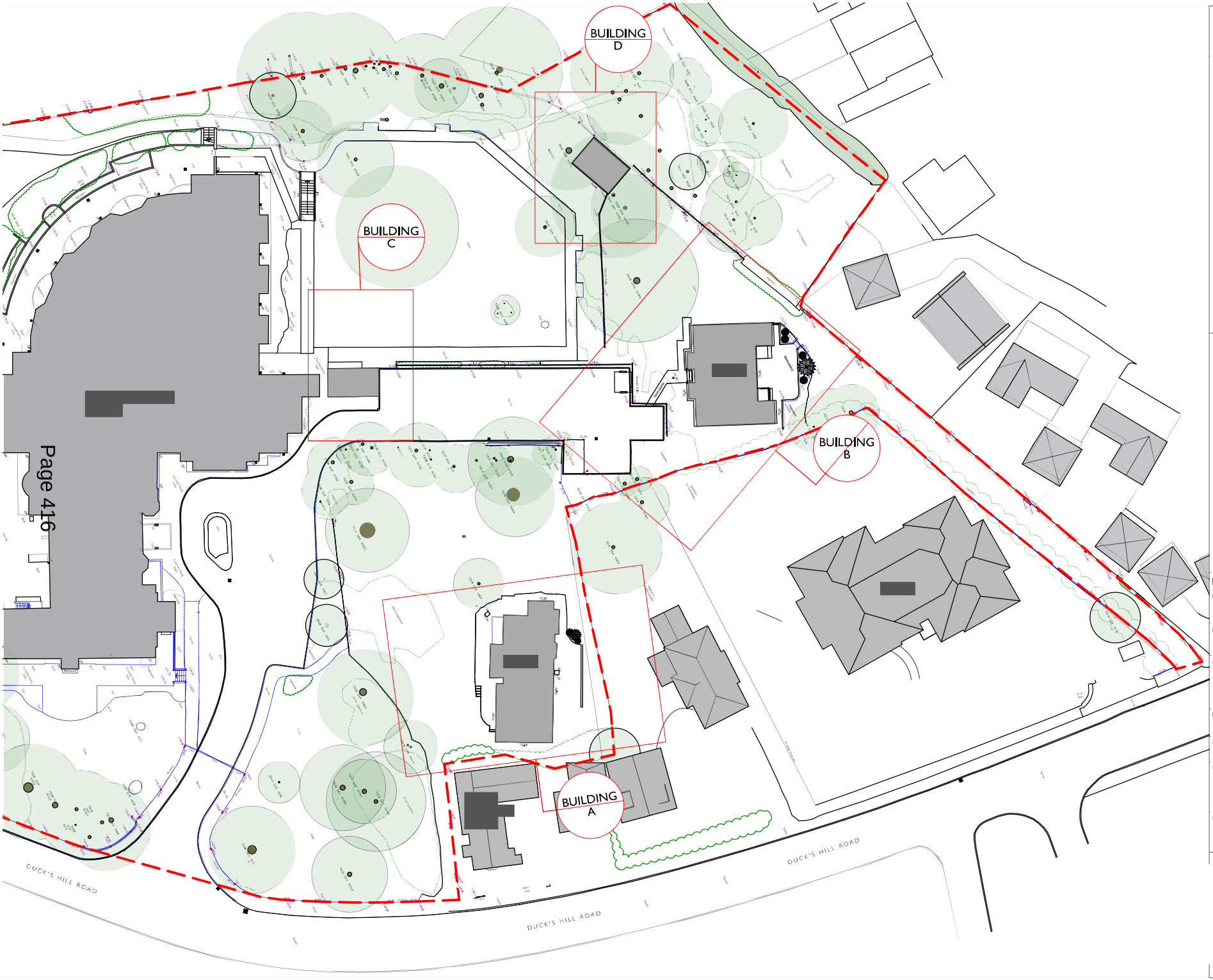
Planning Committee:
Major Page 414

Date:
March 2023

HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address	DENVILLE HALL DUCKS HILL ROAD NORTHWOOD
Development:	Demolition of no. 48 and no. 60 Ducks Hill Road, garage and wooden storage unit and the erection of three new buildings comprising of 12 assisted-living units (Class C2), proposed ancillary communal space, including cafe and restaurant, external connecting link building, landscaping and external works.
LBH Ref Nos:	924/APP/2022/3603



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Key

Site Boundary

Scale Bar 0m 10m 20m 30m

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

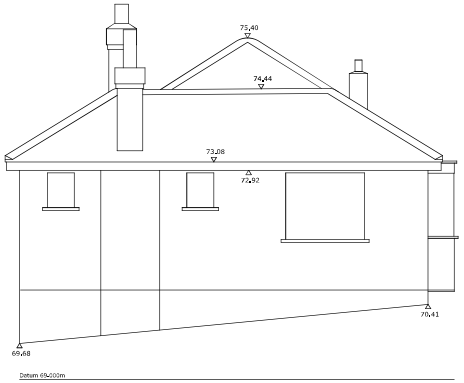
Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:500
Reviewed By	Sheet No.
	P_GA (-2) 101.1
	of 66
Date	Sheet Title
	Master Plan Existing @ A3

kalli-

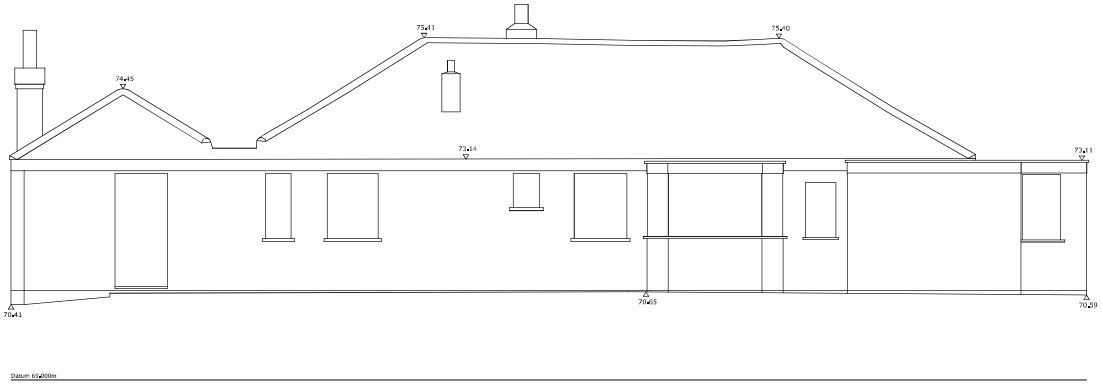
arb Architects Registration Board

RIBA Chartered Practice

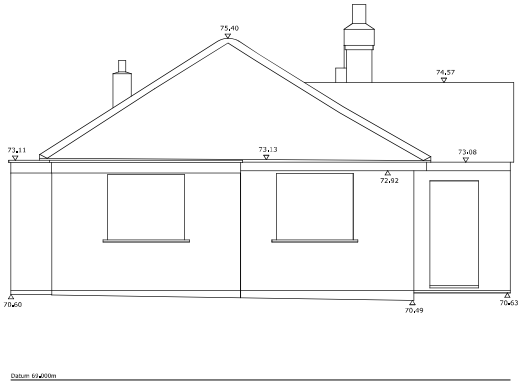
ELEVATION 1



ELEVATION 2



ELEVATION 3



ELEVATION 4

Scale bar
0 1 2 3 4 5m
1:50

Page 417

Notes

This survey data has been prepared for the client detailed below to an agreed specification. Unless otherwise agreed in writing the liability of Geopoynt Surveys Ltd is limited to the client or his appointed agent and does not extend to use beyond the limitations of the specification.

Survey is orientated and levelled to a previous survey provided by the client.

Any critical dimensions should be verified on site prior to design and construction.

Abbreviations

AL	Arch Level	HR	Hand Rail
BSU	Beam Slopes Up	IC	Inspection Cover
CB	Control Box	P	Plinth
CO	Column	R	Riser
CR	Collar Level	RD	Radiator
CPS	Conc Paving Slabs	RL	Roof Light
CSU	Ceiling Slopes Up	SL	Sill Level
DP	Down Pipe	SEP	Service Entry Point
DCh	Drainage Channel	SP	Springing Point Level
FC	False Ceiling	TB	Top of Beam Level
FE	Fire Escape	TW	Top of Wall Level
FFL	Finished Floor Level	UB	Underside of Beam Level
GU	Gully	US	Underside of Service Level
HL	Head Level	VP	Vent Pipe

2.80 Ceiling Height

2.80 F False Ceiling Height

Survey Station

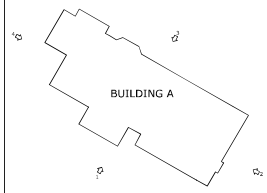
1 — 1 Section Location

Fences

BH	Bicycle Hoop	HR	Hand Rail
BWF	Barbed Wire	IRF	Iron Railing
CBF	Close Boarded	OBF	Open Boarded
CIF	Corrugated Iron	PSF	Palisade Security
CLF	Chain Link	PRF	Post and Rail
CLS	Chain Link Security	PWF	Post and Wire
CPF	Chestnut Paling	SB	Safety Barrier
ConP	Concrete Panel	WMF	Wire Mesh
GR	Guard Rail		

Elevation Location Plan

Scale 1:250



Rev Suffix	Revision Details	Initial	Date

GEOPOYNT SURVEYS LTD

185 MANYGATE LANE
SHEPPERTON
SURREY - TW17 9ER

T: 07904421291 E: mick@geopoynt.co.uk W: www.geopoynt.london

Client:

CHANGE PROJECT CONSULTING

Project:

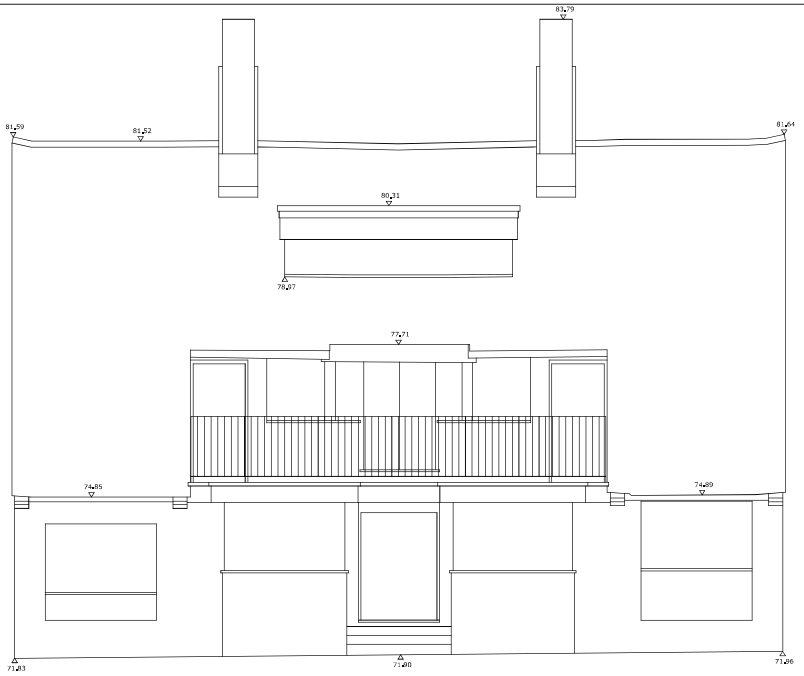
DENVILLE HALL - BUILDING A
NORTHWOOD - HA6 2SB

Drawing Title:

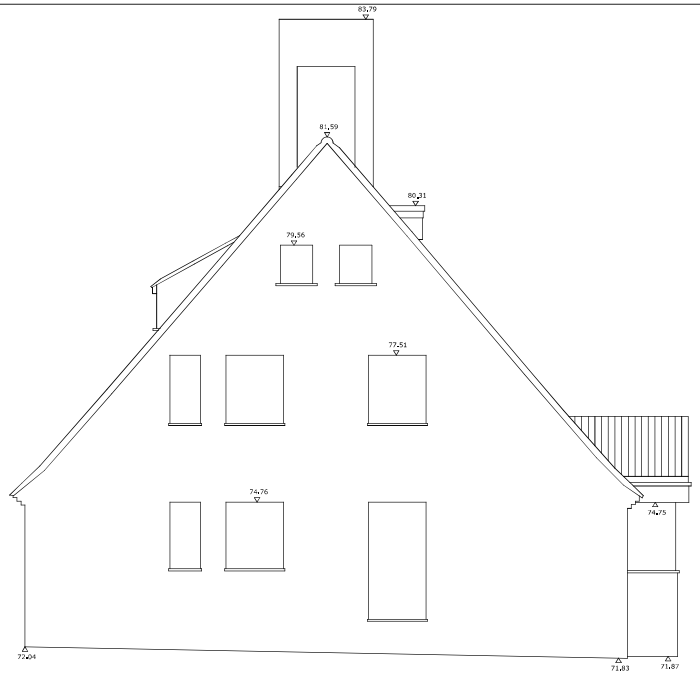
ELEVATIONS

Engineer:	Scale:	Date:
MP	1:50@A1	

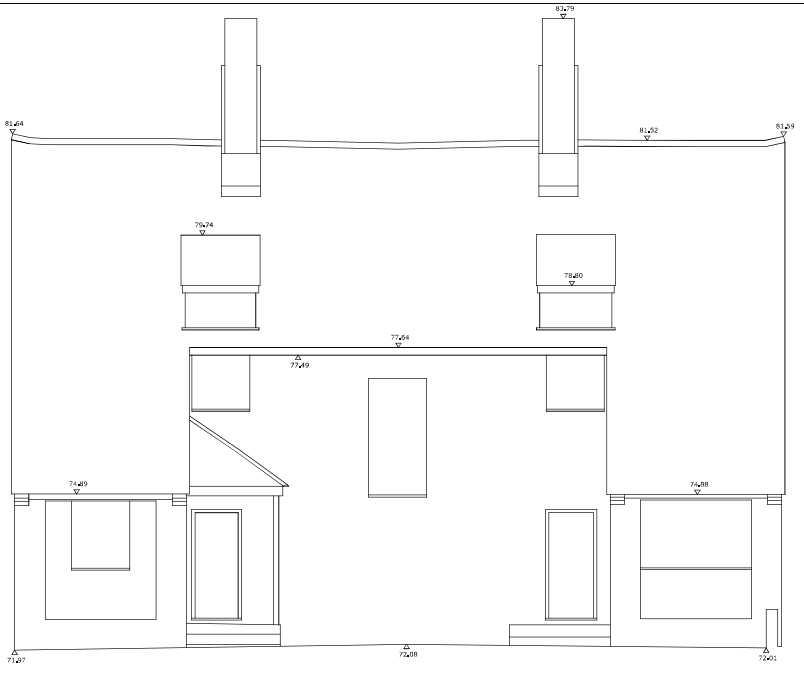
Drawing No:	Rev Suffix:
GSL22105-400	



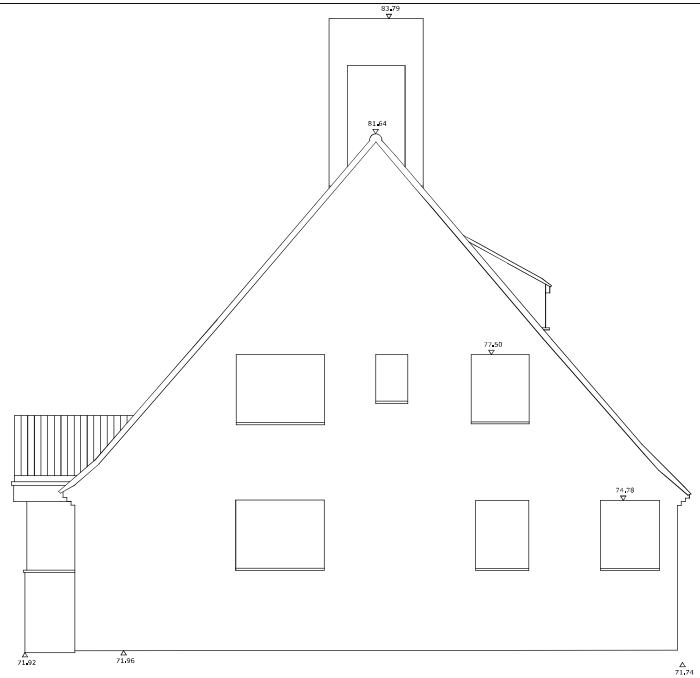
ELEVATION 1



ELEVATION 2



ELEVATION 3



ELEVATION 4

Scale bar
0 1 2 3 4 5m
1:50

Notes

This survey data has been prepared for the client detailed below to an agreed specification. Unless otherwise agreed in writing the liability of Geopoynt Surveys Ltd is limited to the client or his appointed agent and does not extend to use beyond the limitations of the specification.

Survey is orientated and levelled to a previous survey provided by the client.

Any critical dimensions should be verified on site prior to design and construction.

Abbreviations

AL	Arch Level	HR	Hand Rail
BSU	Beam Slopes Up	IC	Inspection Cover
CB	Control Box	PI	Plinth
CO	Column	R	Riser
CR	Collar Level	RD	Radiator
CPS	Conc Paving Slabs	RL	Roof Light
CSU	Ceiling Slopes Up	SL	Sill Level
DP	Down Pipe	SEP	Service Entry Point
DCh	Drainage Channel	SP	Springing Point Level
FC	False Ceiling	TB	Top of Beam Level
FE	Fire Escape	TW	Top of Wall Level
FFL	Finished Floor Level	UB	Underside of Beam Level
GU	Gully	US	Underside of Service Level
HL	Head Level	VP	Vent Pipe

(2.60) Ceiling Height

(2.60) F False Ceiling Height

Survey Station

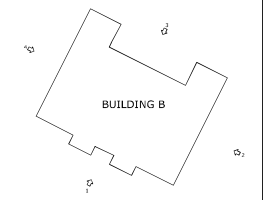
Section Location

Fences

BH	Bicycle Hoop	HR	Hand Rail
BWF	Barbed Wire	IRF	Iron Railing
CBF	Close Boarded	OBF	Open Boarded
CIF	Corrugated Iron	PSF	Palisade Security
CLF	Chain Link	PRF	Post and Rail
CLS	Chain Link Security	PWF	Post and Wire
CPF	Chestnut Paling	SB	Safety Barrier
ConP	Concrete Panel	WMF	Wire Mesh
GR	Guard Rail		

Elevation Location Plan

Scale 1:250



Rev Suffix	Revision Details	Initial	Date

GEOPOYNT SURVEYS LTD

185 MANYGATE LANE
SHEPPERTON
SURREY - TW17 9ER

T: 07904421291 E: mick@geopoynt.co.uk W: www.geopoynt.london

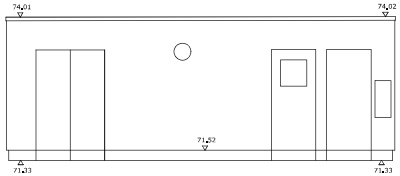
Client:
CHANGE PROJECT CONSULTING

Project:
DENVILLE HALL - BUILDING B
NORTHWOOD - HA6 2SB

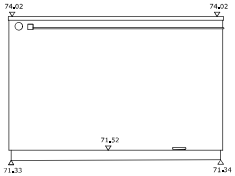
Drawing Title:
ELEVATIONS

Engineer:	Scale:	Date:
MP	1:50@A1	

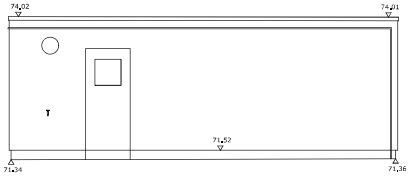
Drawing No: GSL22105-401 Rev Suffix:



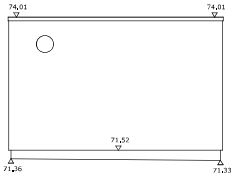
ELEVATION 1



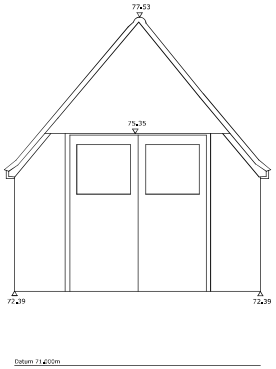
ELEVATION 2



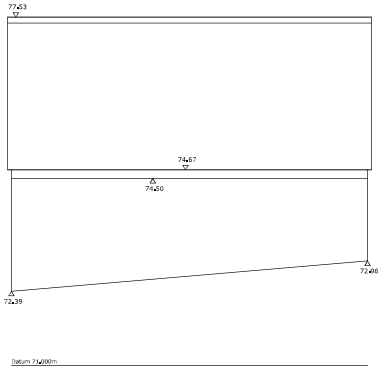
ELEVATION 3



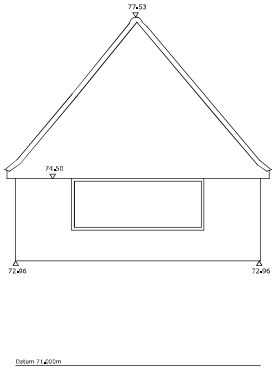
ELEVATION 4



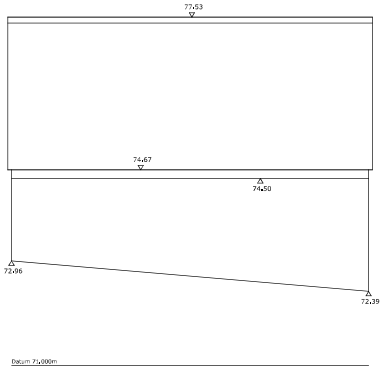
ELEVATION 1



ELEVATION 2



ELEVATION 3



ELEVATION 4

Scale bar
0 1 2 3 4 5m
1:50

Notes

This survey data has been prepared for the client detailed below to an agreed specification. Unless otherwise agreed in writing the liability of Geopoynt Surveys Ltd is limited to the client or his appointed agent and does not extend to use beyond the limitations of the specification.

Survey is orientated and levelled to a previous survey provided by the client.

Any critical dimensions should be verified on site prior to design and construction.

Abbreviations

AL	Arch Level	HR	Hand Rail
BSU	Beam Slopes Up	IC	Inspection Cover
CB	Control Box	PL	Plinth
CO	Column	R	Riser
CR	Collar Level	RD	Radiator
CPS	Conc Paving Slabs	RL	Roof Light
CSU	Ceiling Slopes Up	SL	Sill Level
DP	Down Pipe	SEP	Service Entry Point
DCh	Drainage Channel	SP	Springing Point Level
FC	False Ceiling	TB	Top of Beam Level
FE	Fire Escape	TW	Top of Wall Level
FFL	Finished Floor Level	UB	Underside of Beam Level
GU	Gully	US	Underside of Service Level
HL	Head Level	VP	Vent Pipe

1,80 Ceiling Height

1,90 F False Ceiling Height

Survey Station

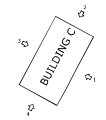
Section Location

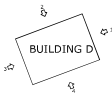
Fences

BH	Bicycle Hoop	HR	Hand Rail
BWF	Barbed Wire	IRF	Iron Railing
CBF	Close Boarded	OBF	Open Boarded
CIF	Corrugated Iron	PSF	Palisade Security
CLF	Chain Link	PRF	Post and Rail
CLS	Chain Link Security	PWF	Post and Wire
CPF	Chestnut Paling	SB	Safety Barrier
ConP	Concrete Panel	WMF	Wire Mesh
GR	Guard Rail		

Elevation Location Plan

Scale 1:250





Rev Suffix	Revision Details	Initial	Date

GEOPOYNT SURVEYS LTD

185 MANYGATE LANE
SHEPPERTON
SURREY - TW17 9ER

T: 07904421291 E: mick@geopoynt.co.uk W: www.geopoynt.london

Client:

CHANGE PROJECT CONSULTING

Project:

DENVILLE HALL - BUILDINGS C & D
NORTHWOOD - HA6 2SB

Drawing Title:

ELEVATIONS

Engineer:	Scale:	Date:
MP	1:50@A1	

Drawing No:	Rev Suffix:
GSL22105-402	

This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 5 10 15 20 25 M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Note:
For detailed landscape design refer to drawigns by LGD-London Garden Designer

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

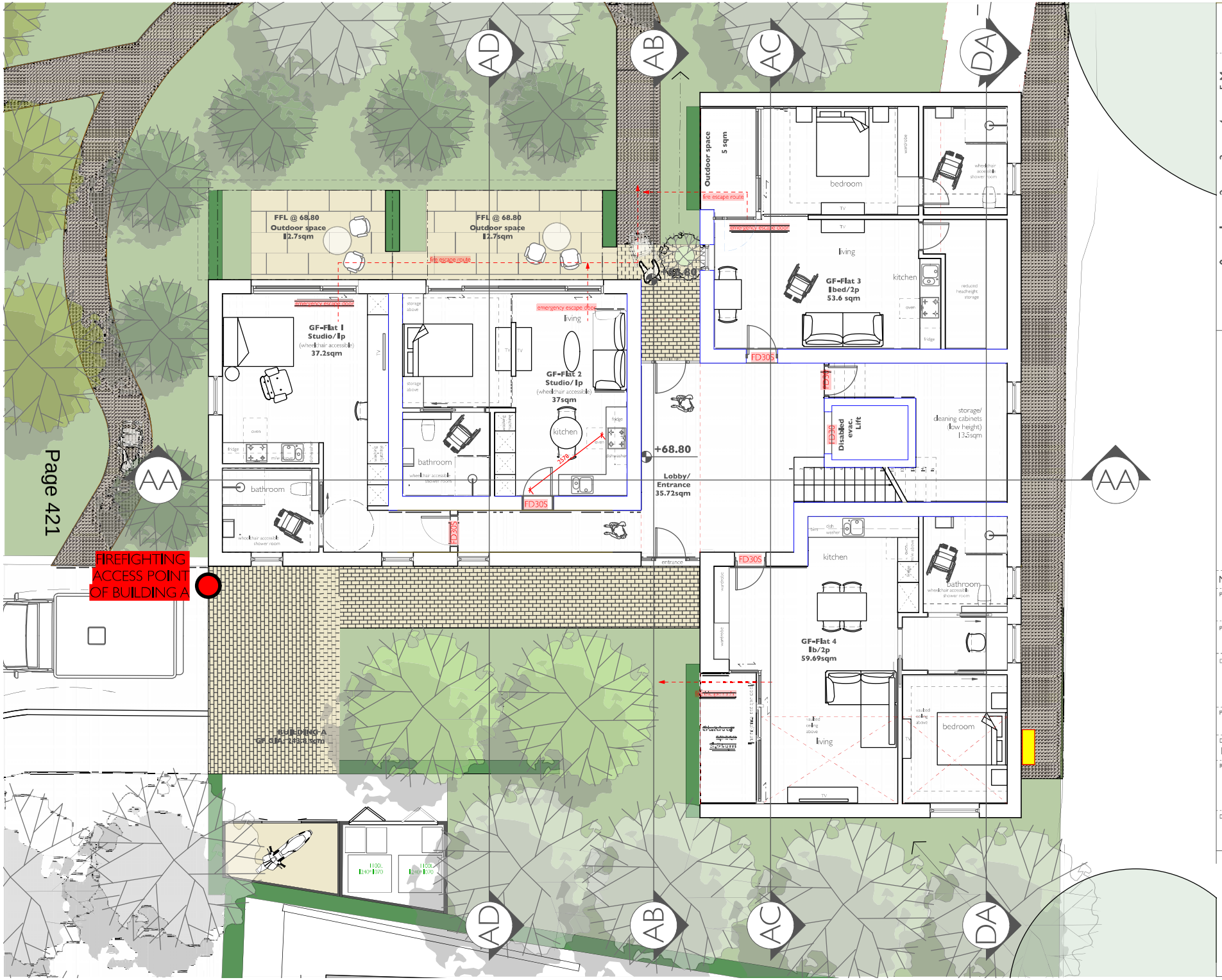
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:500
Reviewed By	Sheet No.
	P_GA (-2) 301.1
	of 66
Date	Sheet Title
	Stage2_Proposed Master Plan

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Note:
For detailed landscape design refer to drawings by LGD-London Garden Designer

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

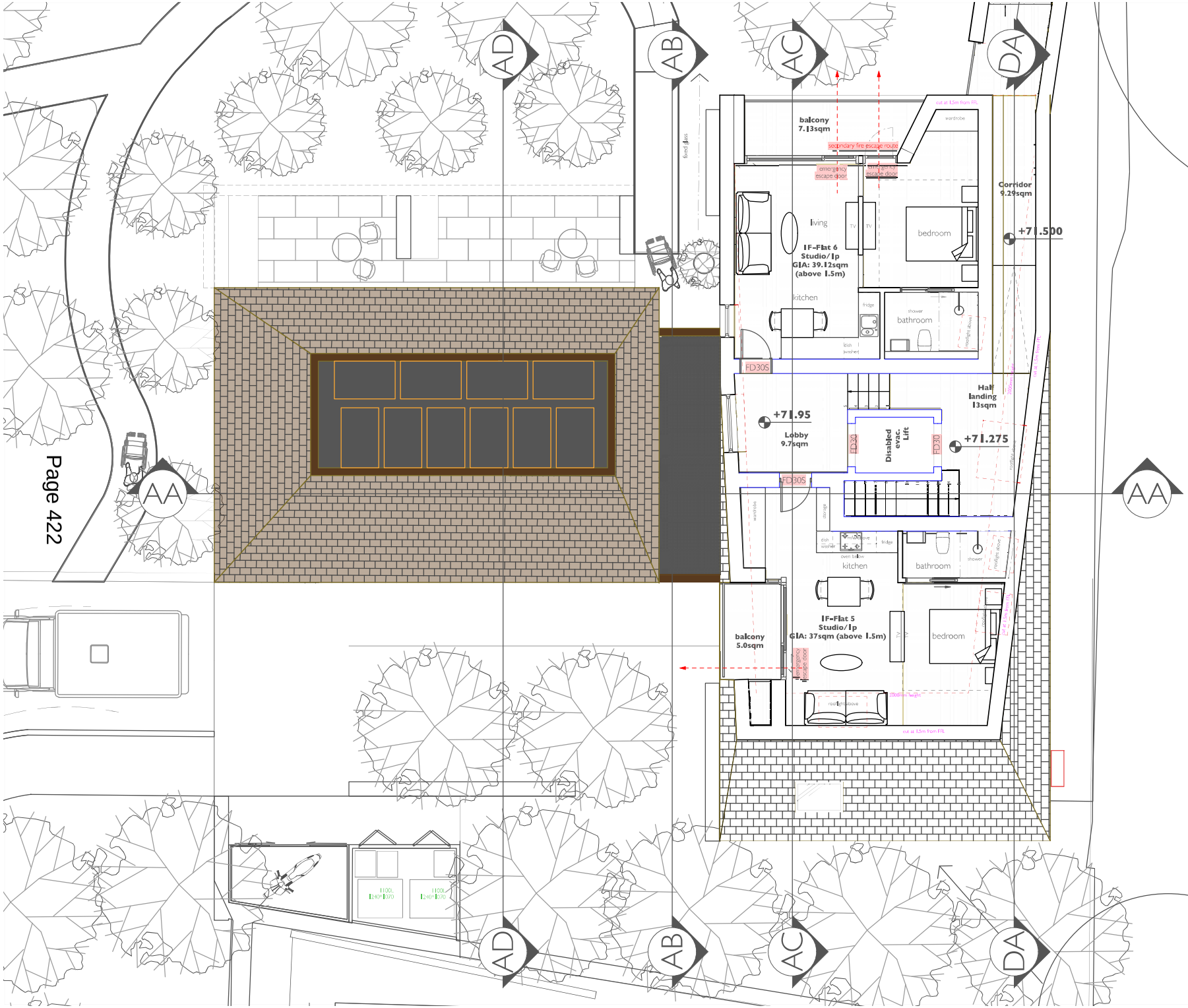
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
MK	1:100
Reviewed By	Sheet No.
	P_GA (-2) 302.2
	of 66
Date	Sheet Title
	Proposed Build A_GF Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
MK	1:100
Reviewed By	Sheet No.
	P_GA (-2) 302.3
	of 66
Date	Sheet Title
	Proposed Build A_1F Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice

This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

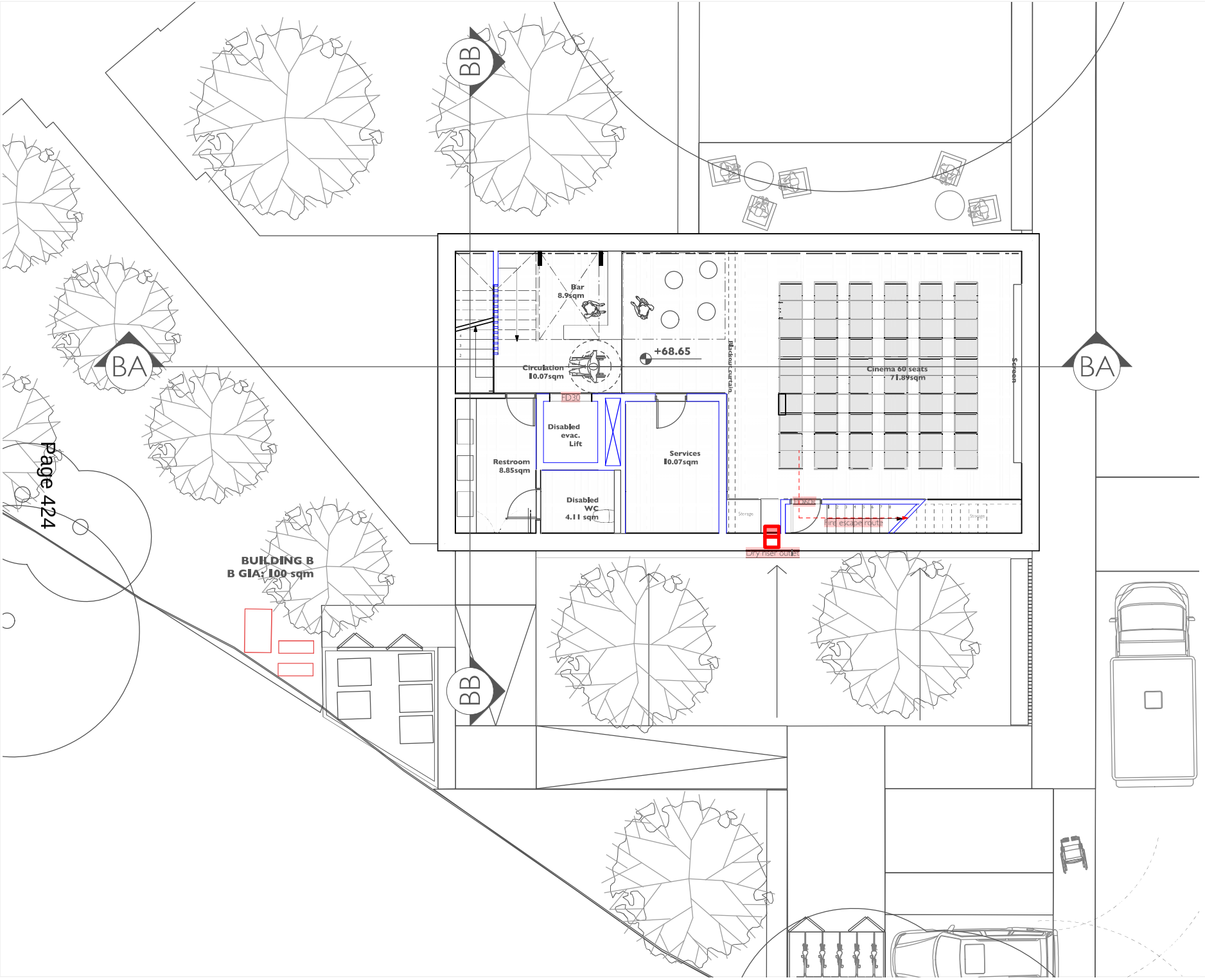
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
MK	1:100
Reviewed By	Sheet No.
	P_GA (-2) 302.4
	of 66
Date	Sheet Title
	Proposed Build A_Roof Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

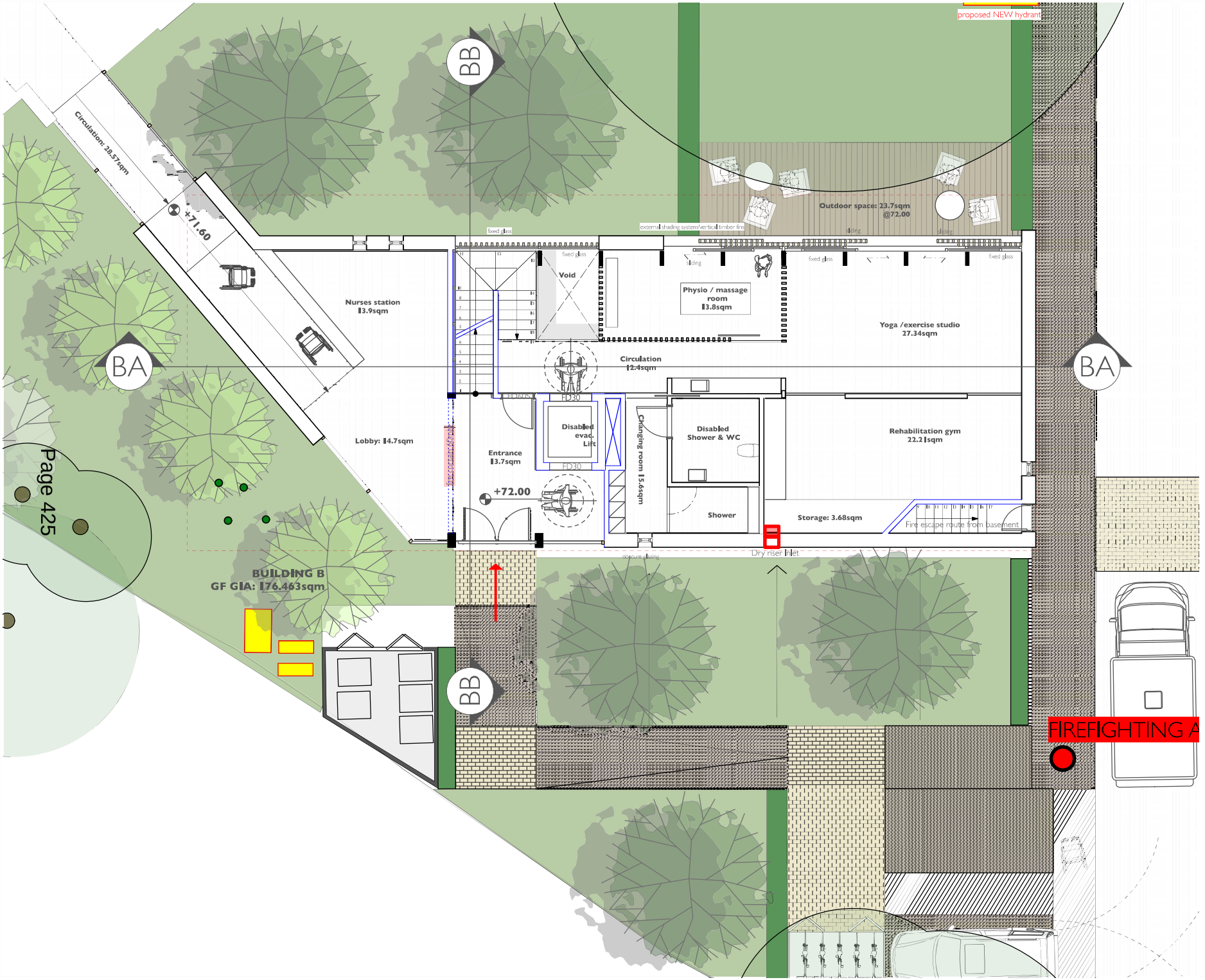
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 303.1
	of 66
Date	Sheet Title
	Proposed Build B_BL Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Note:
For detailed landscape design refer to drawigns by LGD-London Garden Designer

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

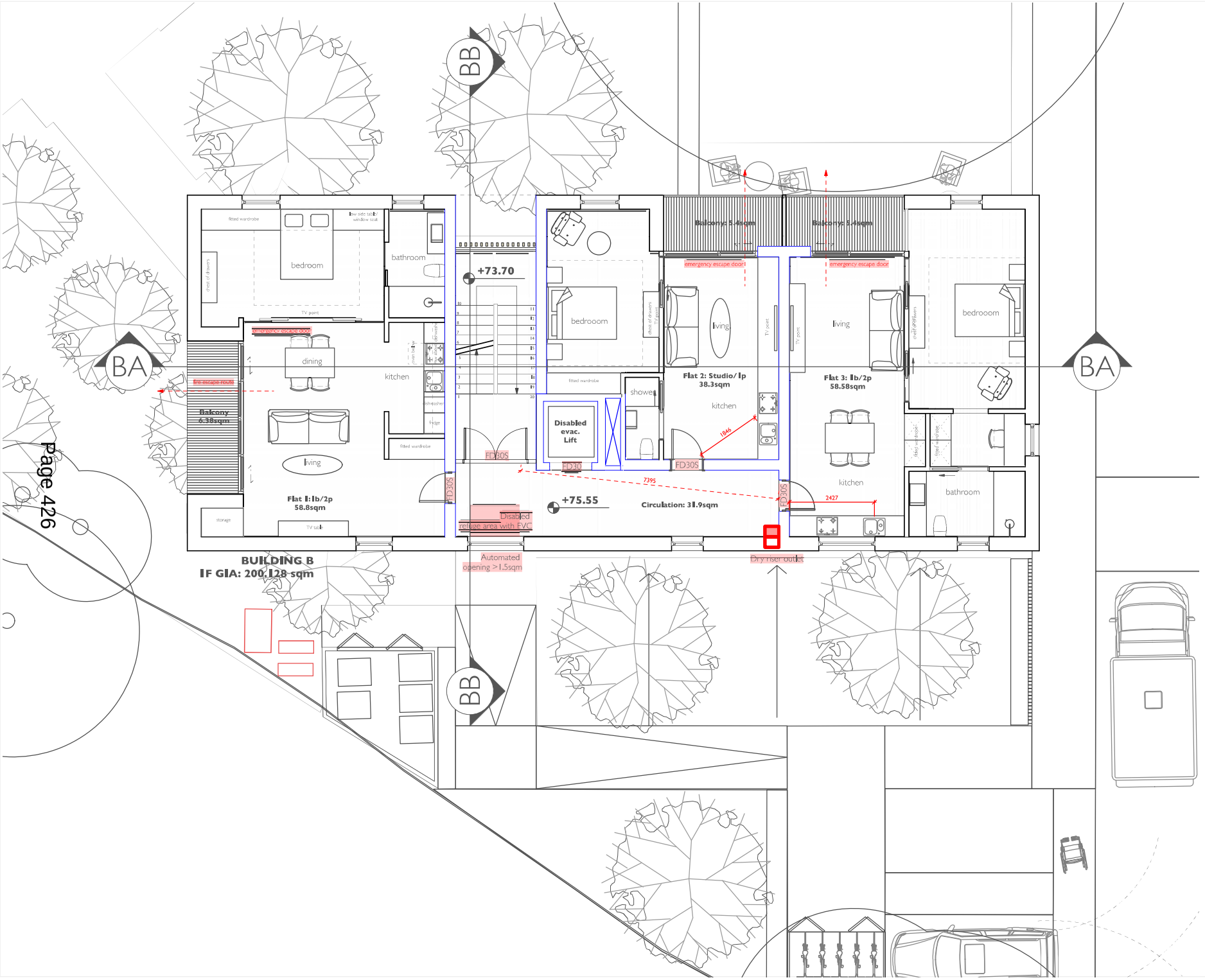
Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 303.2
	of 66
Date	Sheet Title
	Proposed Build B_GF Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

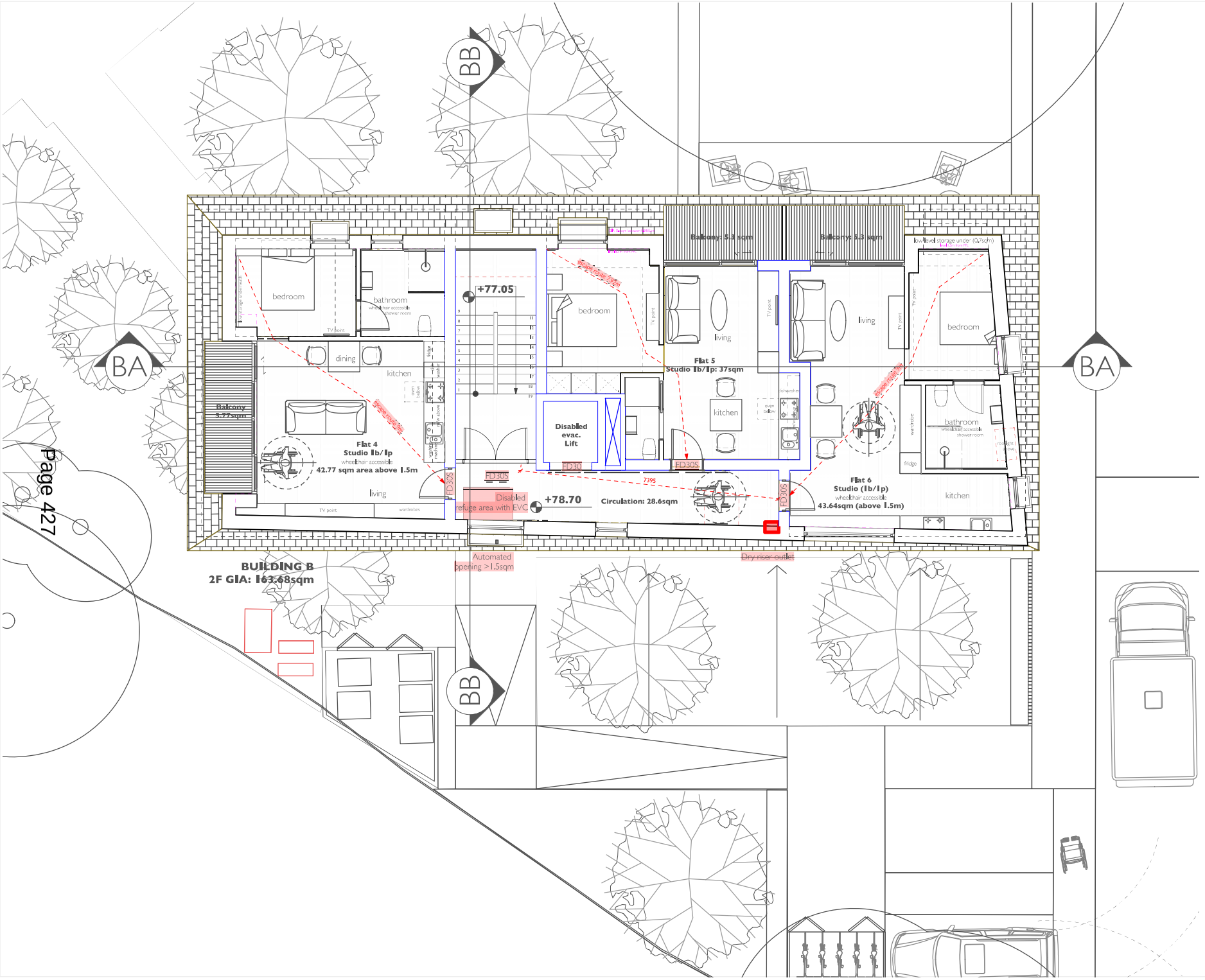
Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 303.3
	of 66
Date	Sheet Title
	Proposed Build B_1F Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd

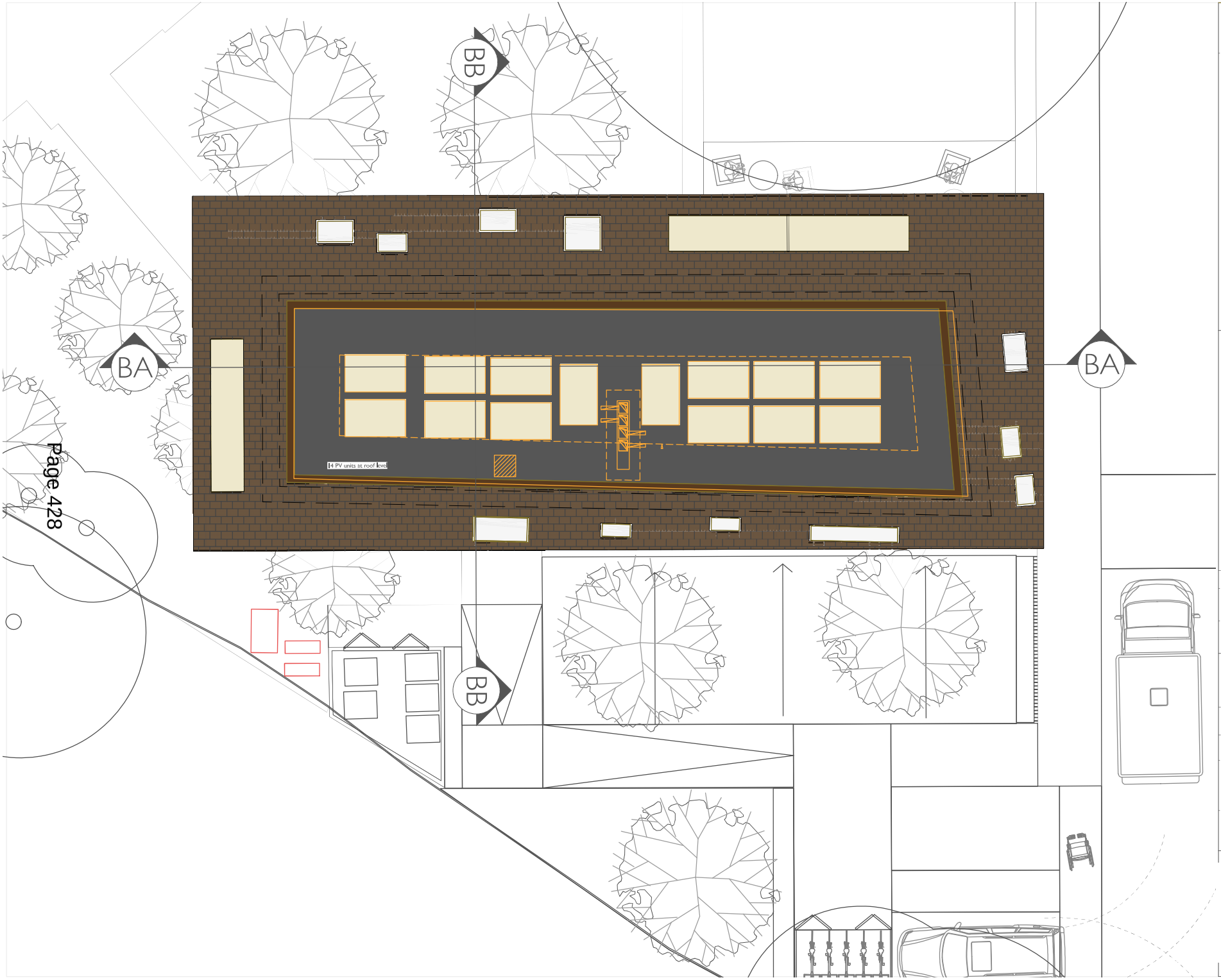
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 303.4
	of 66
Date	Sheet Title
	Proposed Build B_2F Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

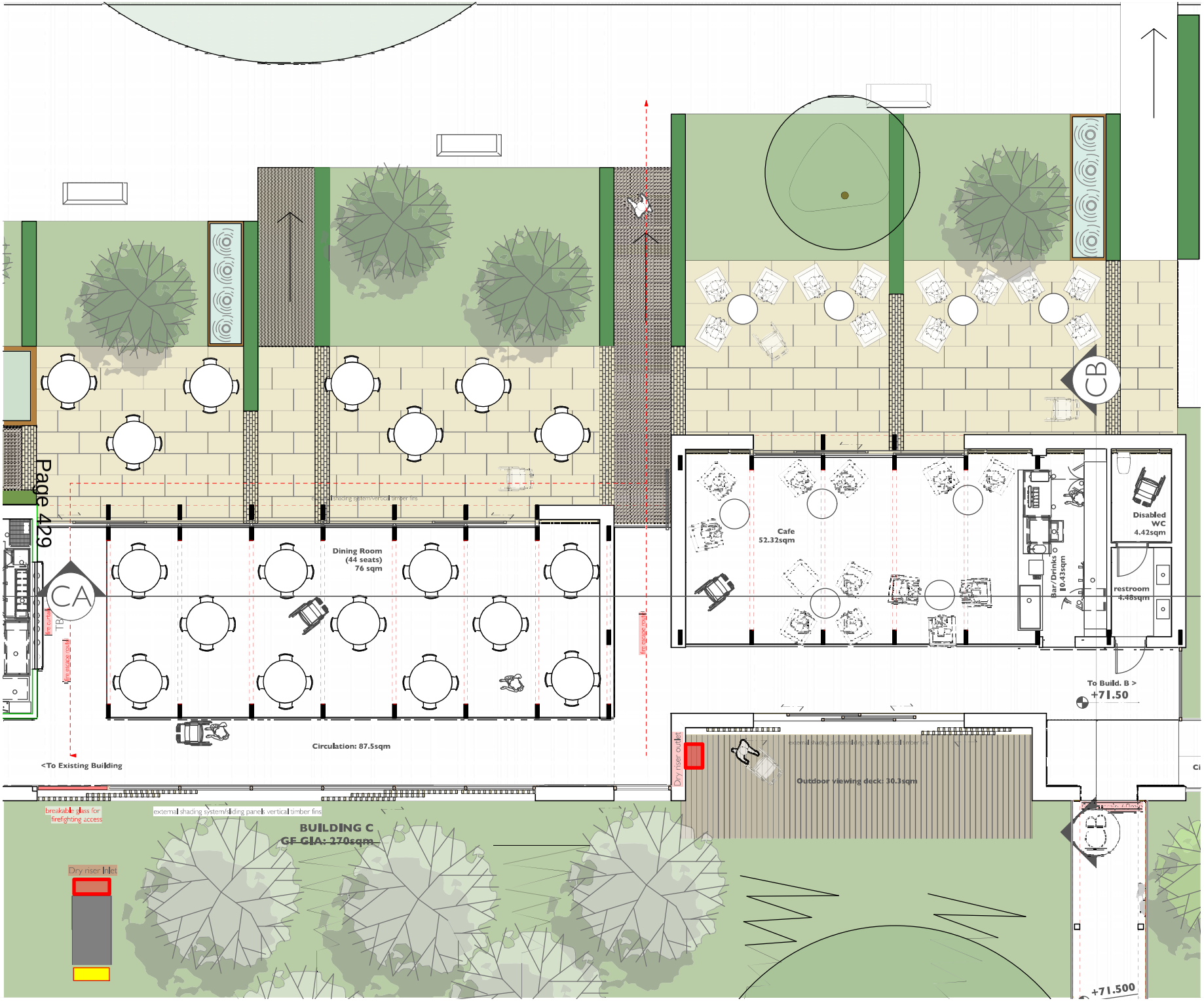
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 303.5
	of 66
Date	Sheet Title
	Proposed Build B_Roof Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Note:
For detailed landscape design refer to drawigns by LGD-London Garden Designer

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

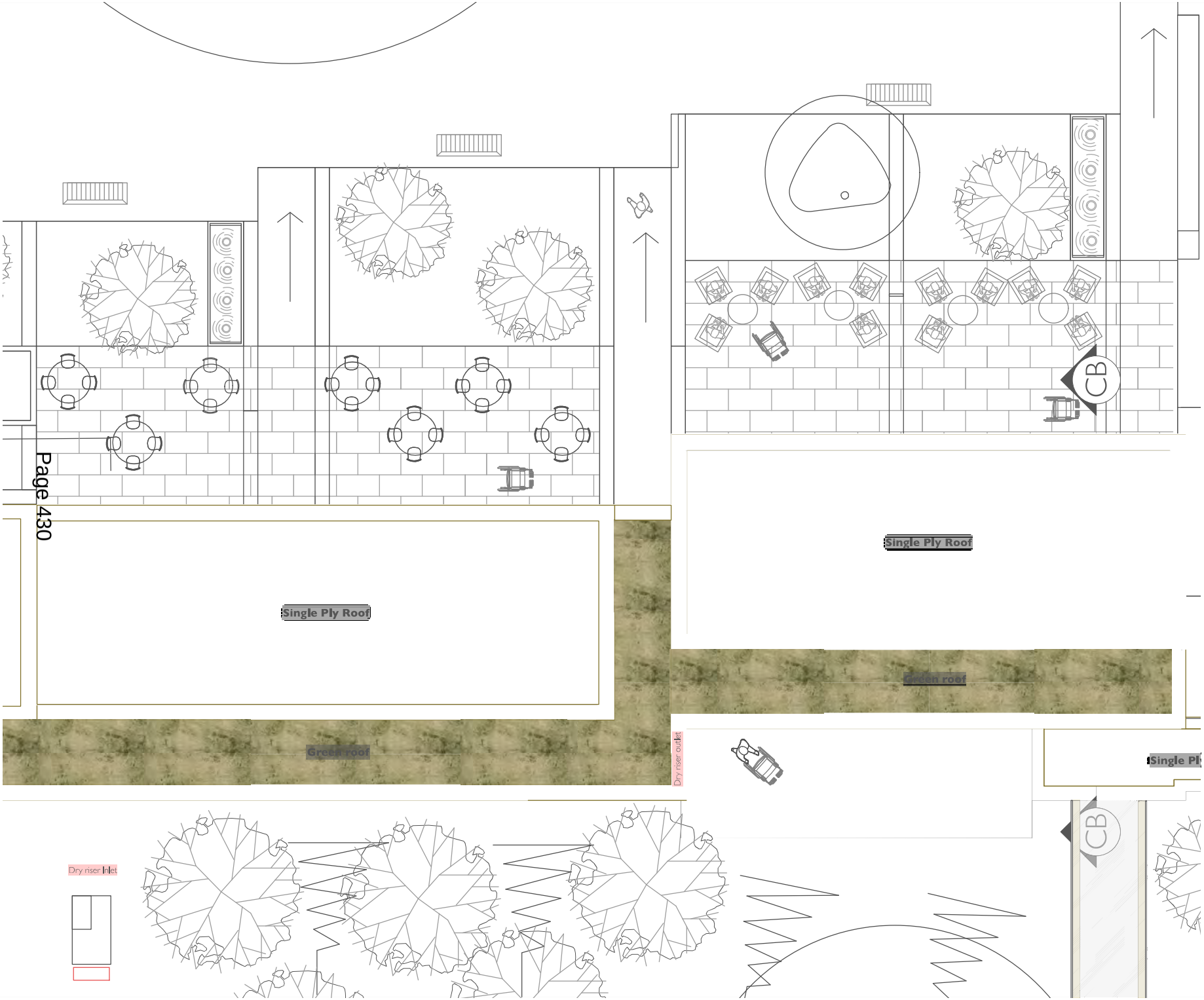
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 304.1
	of 66
Date	Sheet Title
	Proposed Build C_GF Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

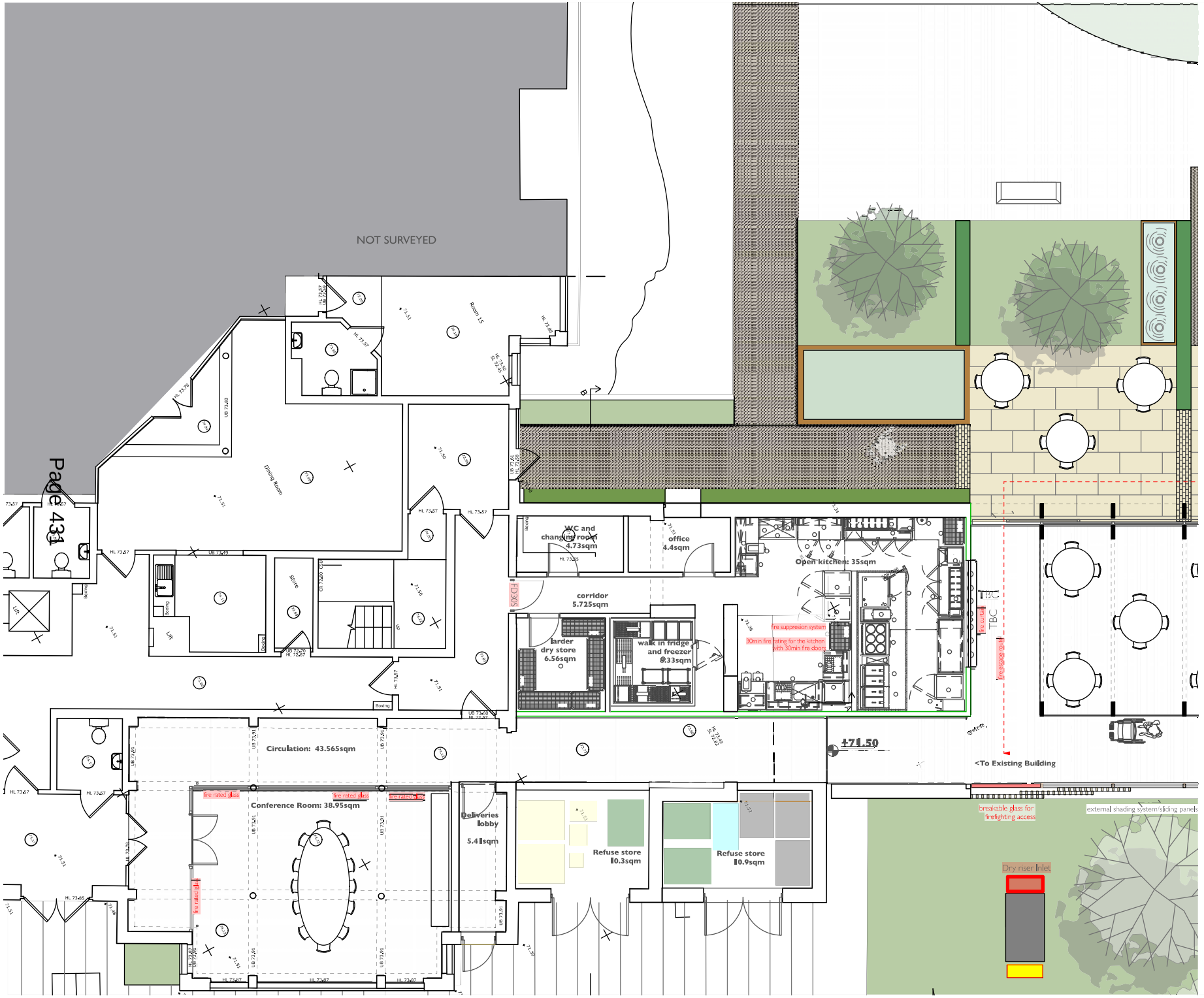
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 304.2
	of 66
Date	Sheet Title
	Proposed Build C_Roof @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 30min fire rated door
- FD30S 30min fire rated door with smoke seals
- FD60 60min fire rated door
- FD60S 60min fire rated door with smoke seals
- fire escape route/fire egress
- kitchen hob critical distances
- H Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Note:
For detailed landscape design refer to drawings by LGD-London Garden Designer

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

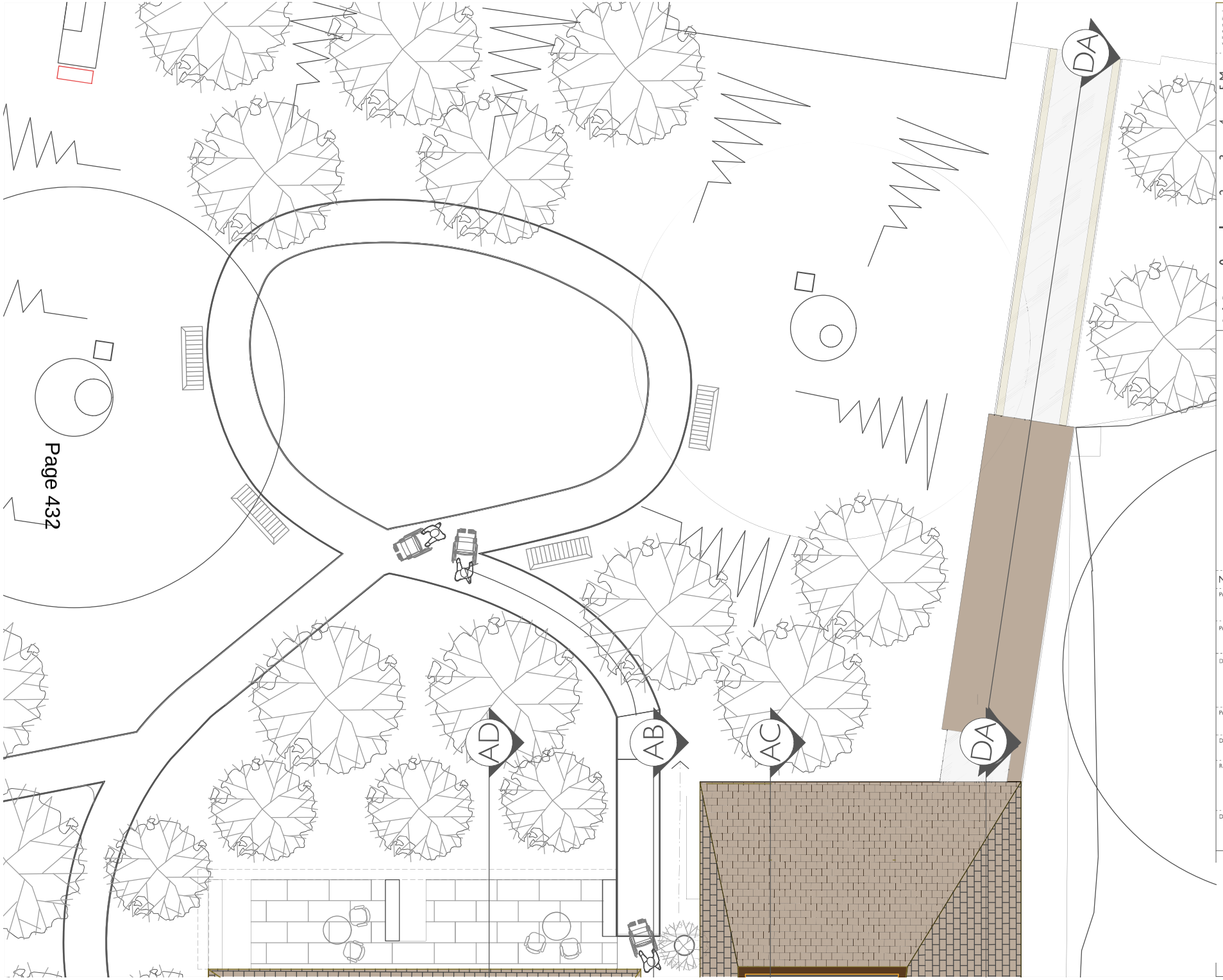
Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 304.3
	of 66
Date	Sheet Title
	Proposed Main DH_GF Plan @ A3

kalli-

arb Architects Registration Board

RIBA Chartered Practice



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

KEY

- 60min fire rated walls
- 30min fire rated walls
- FD30 — 30min fire rated door
- FD30S — 30min fire rated door with smoke seals
- FD60 — 60min fire rated door
- FD60S — 60min fire rated door with smoke seals
- fire escape route/fire egress
- xx — kitchen hob critical distances
- H — Hydrant location
- Firefighting access point
- Distance of hydrant from firefighting access point
- Fire hose distance
- Poured resin flooring
- Carpet
- Decking
- Clay tiles

Scale Bar 0 1 2 3 4 5 M

No.	Date	Revision Notes

Project Title
DENVILLE HALL

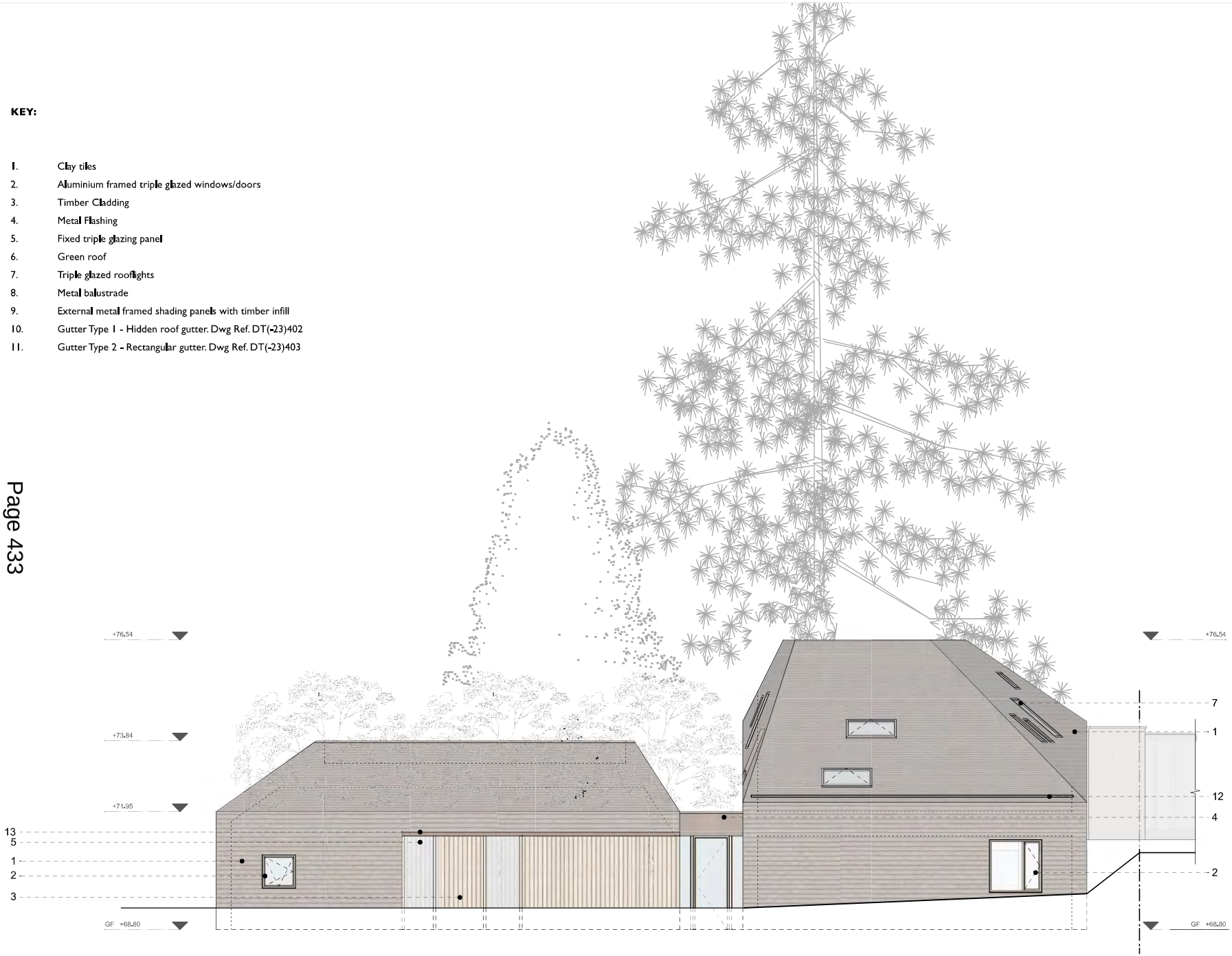
Project Client
DENVILLE HALL 2012 LTD

Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-2) 304.7
	of 66
Date	Sheet Title
	Proposed Bridge_1F Roof @ A3

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD A - FRONT ELEVATION

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

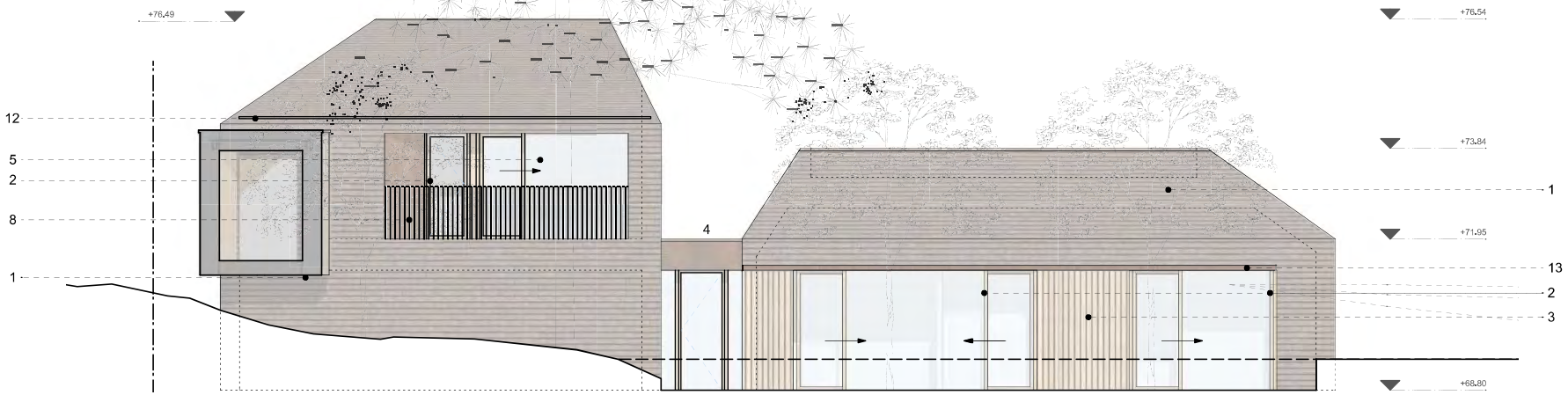
Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 302.1
	of 26
Date	Sheet Title
	Build A_Front Elevation

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD A - REAR ELEVATION

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 302.2
	of 26
Date	Sheet Title
	Build A_Rear Elevation

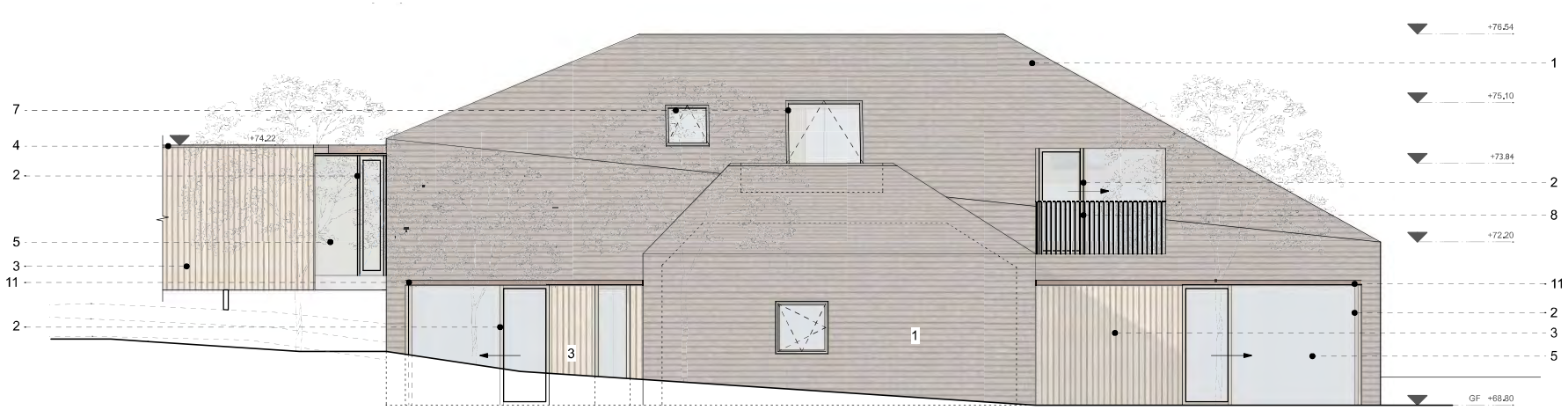
kalli-

arb Architects Registration Board

RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD A - SIDE ELEVATION (SOUTH)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli-architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd

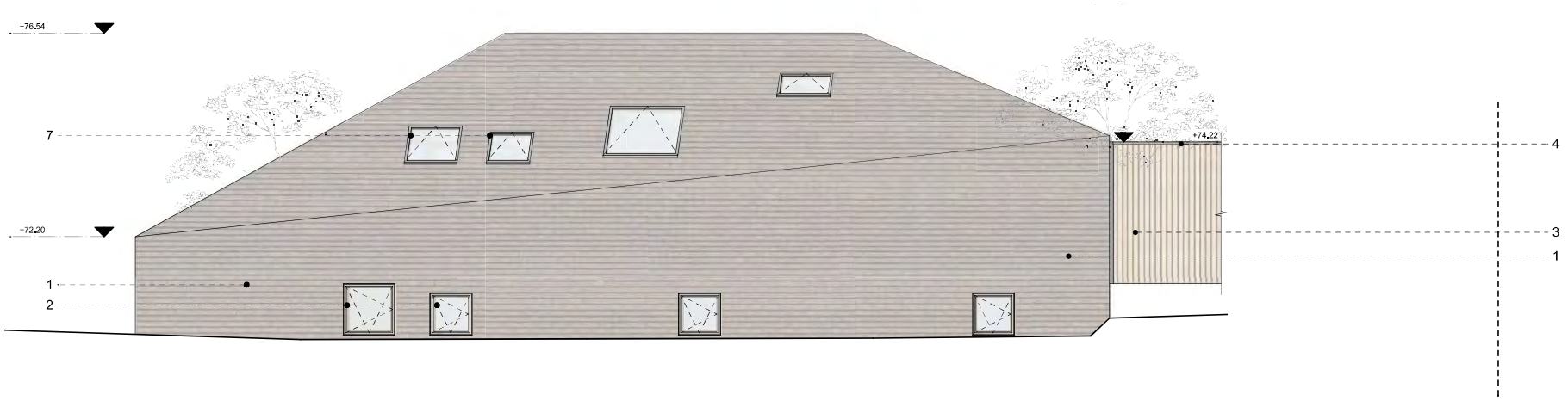
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 302.3
	of 26
Date	Sheet Title
	Build A_Side Elev. (South)

arb Architects Registration Board
RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD A - SIDE ELEVATION (NORTH)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 302.4
	of 26
Date	Sheet Title
	Build A_Side Elev. (North)

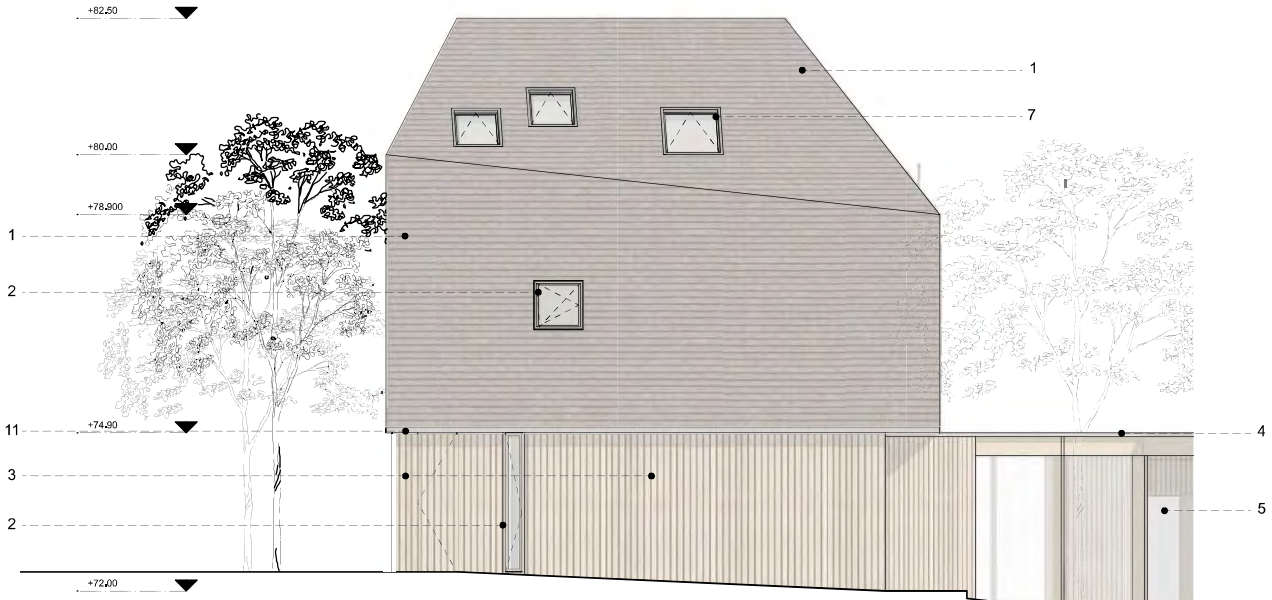
kalli-

arb Architects Registration Board

RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD B - SIDE ELEVATION (NORTH)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 303.1
	of 26
Date	Sheet Title
	Build B_Side Elev. (North)

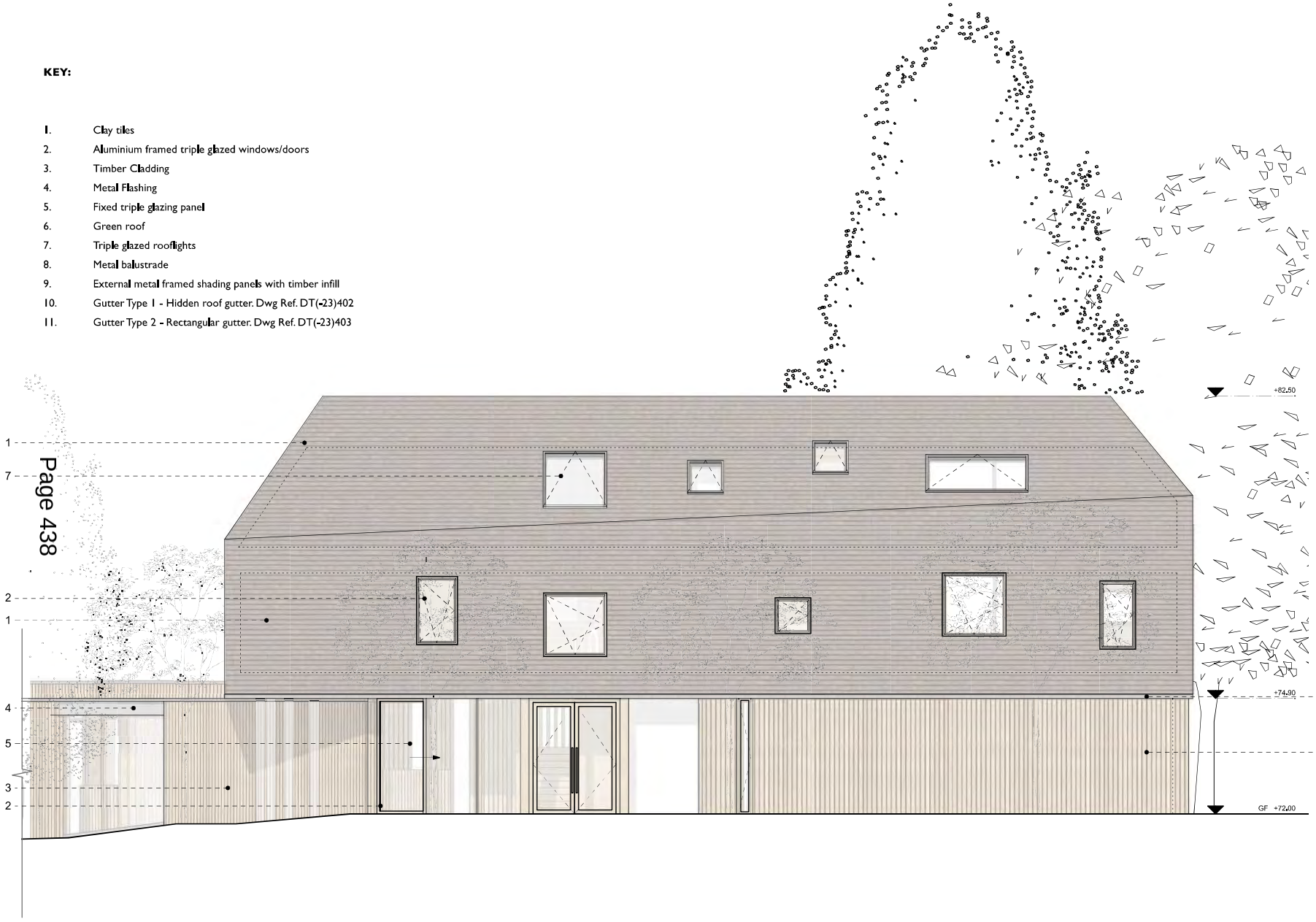
kalli-

arb Architects Registration Board

RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD B - FRONT ELEVATION (EAST)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 303.2
	of 26
Date	Sheet Title
	Build B_Front Elev. (East)

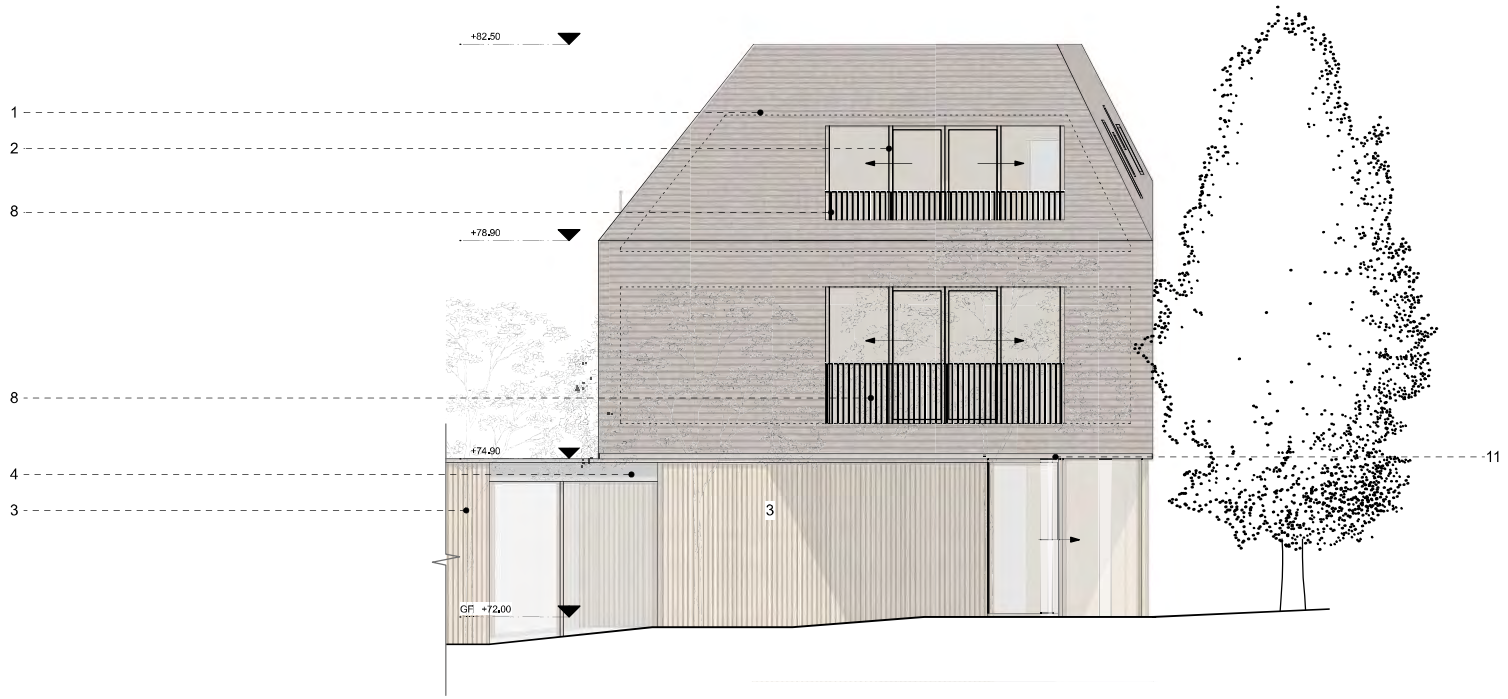
kalli-

arb Architects Registration Board

RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD B - SIDE ELEVATION (SOUTH)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

No. | Date | Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd

www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 303.3
	of 26
Date	Sheet Title
	Build B_Side Elev. (South)

kalli-

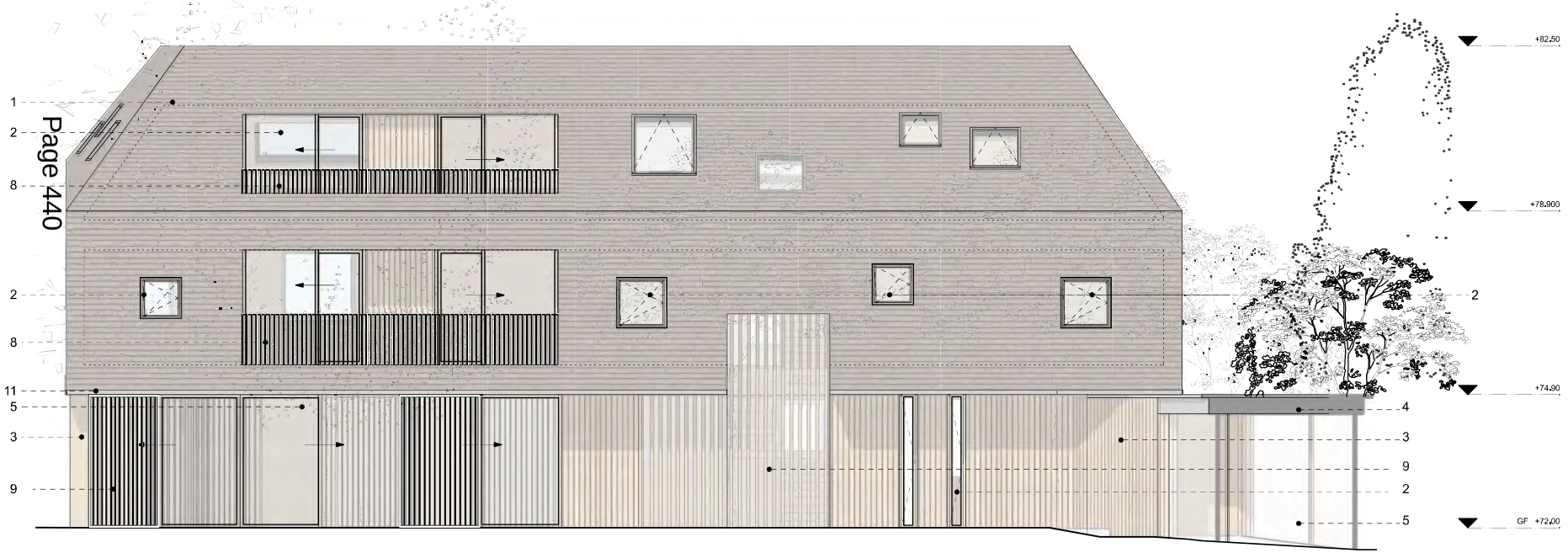
arb Architects Registration Board

RIBA Chartered Practice

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

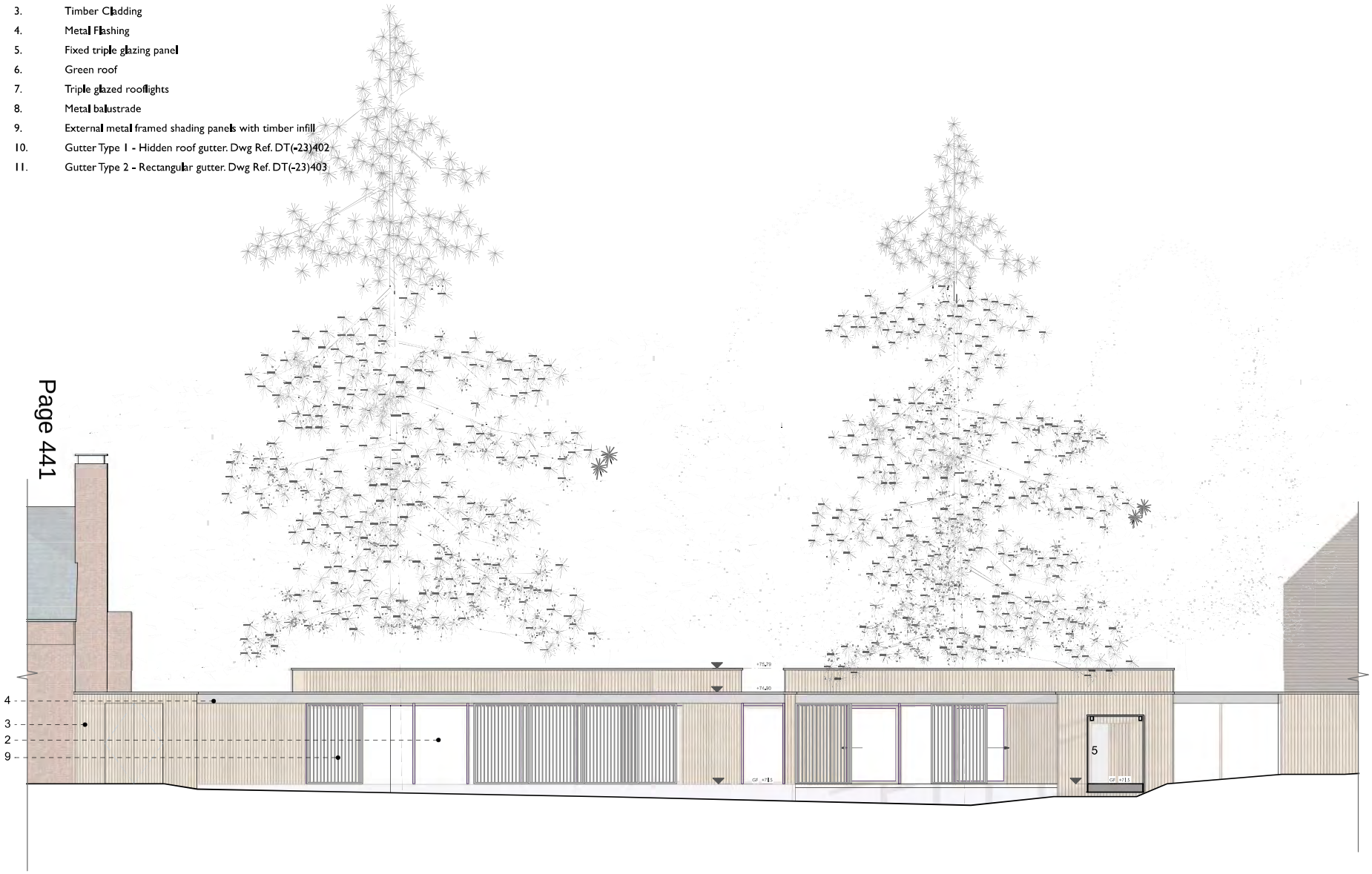
Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 303.4
	of 26
Date	Sheet Title
	Build B_Rear Elev. (West)

PROPOSED BUILD B - REAR ELEVATION (WEST)

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD C - FRONT ELEVATION (EAST)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5M

No.	Date	Revision Notes

Project Title
DENVILLE HALL

Project Client
DENVILLE HALL 2012 LTD

Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

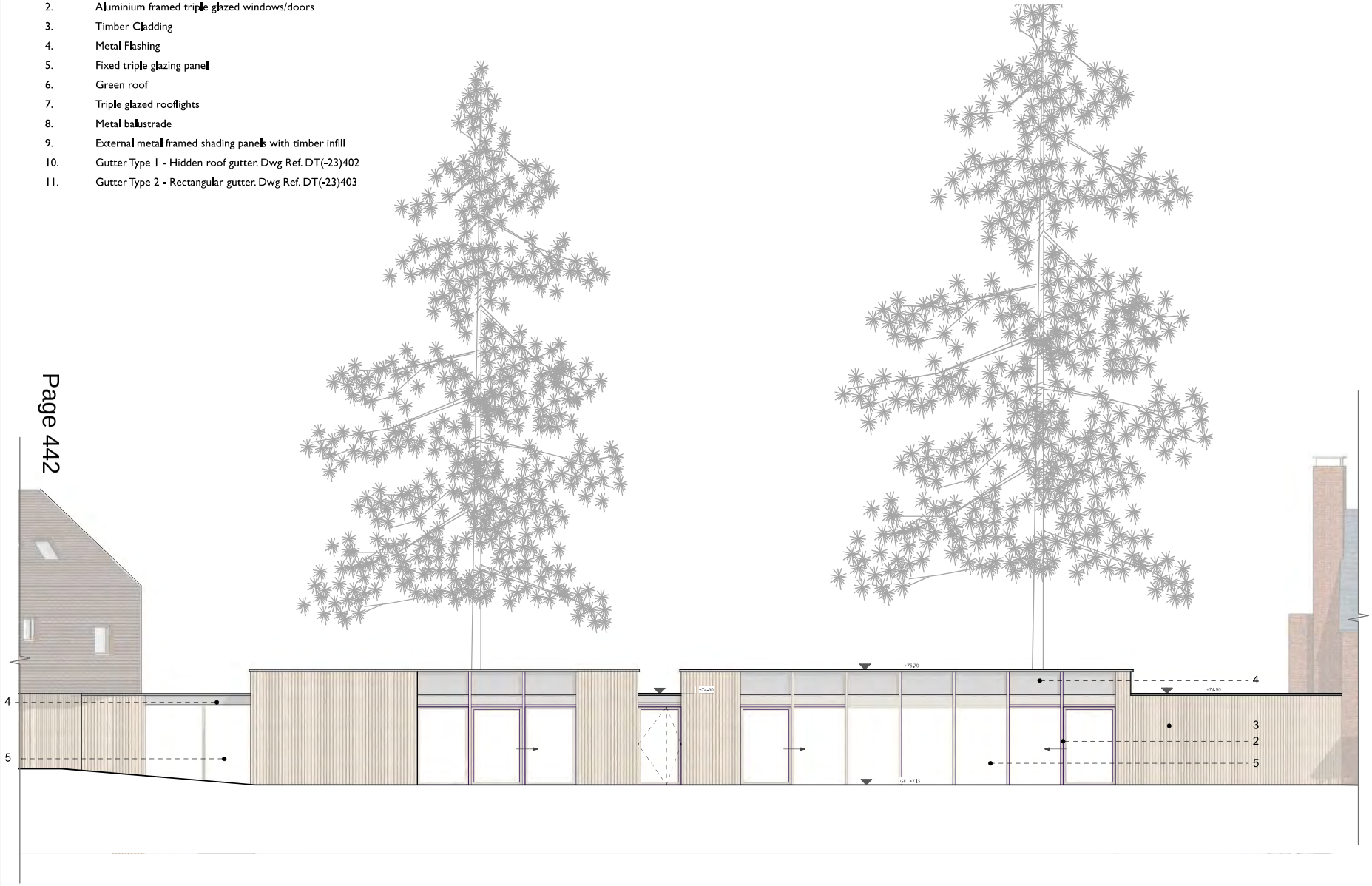
Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:150
Reviewed By	Sheet No.
	P_GA (-4) 304.1
	of 26
Date	Sheet Title
	Build C_Front Elev. (East)

kalli-

arb Architects Registration Board
RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BUILD C - REAR ELEVATION (EAST)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:150
Reviewed By	Sheet No.
	P_GA (-4) 304.2
	of 26
Date	Sheet Title
	Build C_Rear Elev. (West)

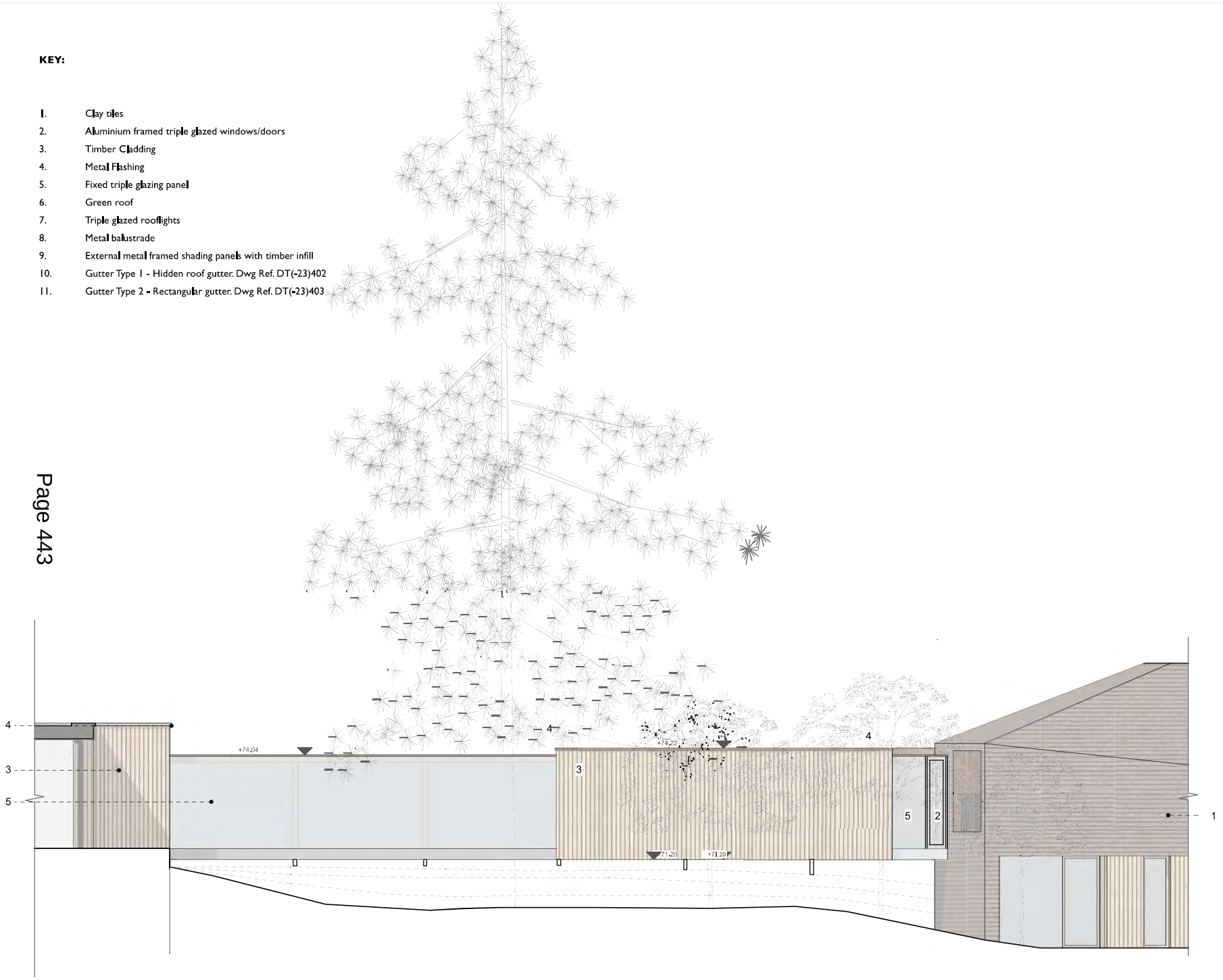
kalli-

arb Architects Registration Board

RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BRIDGE - SIDE ELEVATION (SOUTH)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 0 1 2 3 4 5 M

No.	Date	Revision Notes

Project Title: DENVILLE HALL

Project Client: DENVILLE HALL 2012 LTD

Design Firm: Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 305.1
	of 26
Date	Sheet Title
	Bridge_Side Elev. (South)

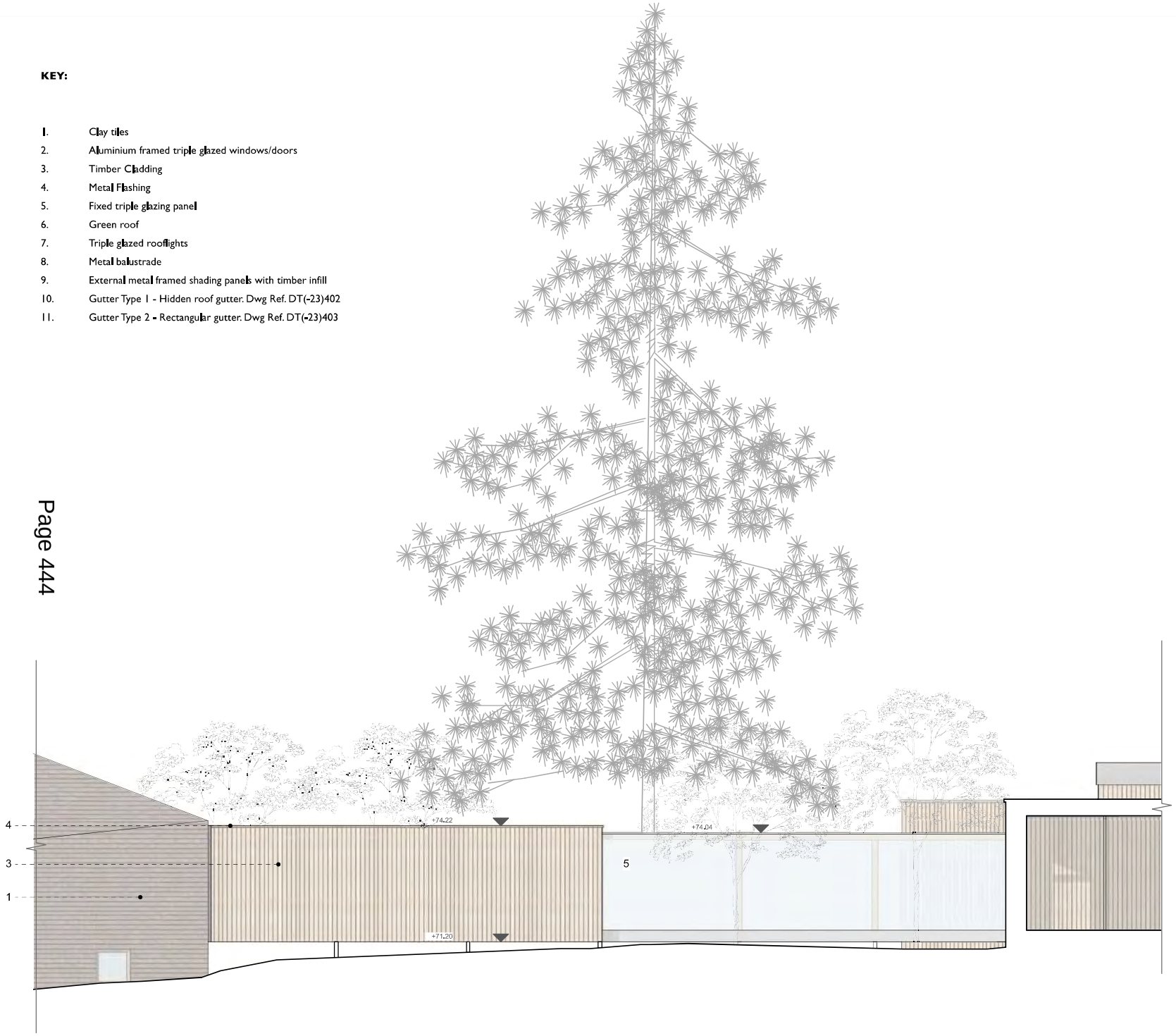
kalli-

arb Architects Registration Board

RIBA Chartered Practice

KEY:

1. Clay tiles
2. Aluminium framed triple glazed windows/doors
3. Timber Cladding
4. Metal Flashing
5. Fixed triple glazing panel
6. Green roof
7. Triple glazed rooflights
8. Metal balustrade
9. External metal framed shading panels with timber infill
10. Gutter Type 1 - Hidden roof gutter. Dwg Ref. DT(-23)402
11. Gutter Type 2 - Rectangular gutter. Dwg Ref. DT(-23)403



PROPOSED BRIDGE - SIDE ELEVATION (NORTH)

This drawing shall be read in conjunction with all other drawings forming part of the contract, including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar 1 2 3 4 5 M

No.	Date	Revision Notes

Project Title
DENVILLE HALL

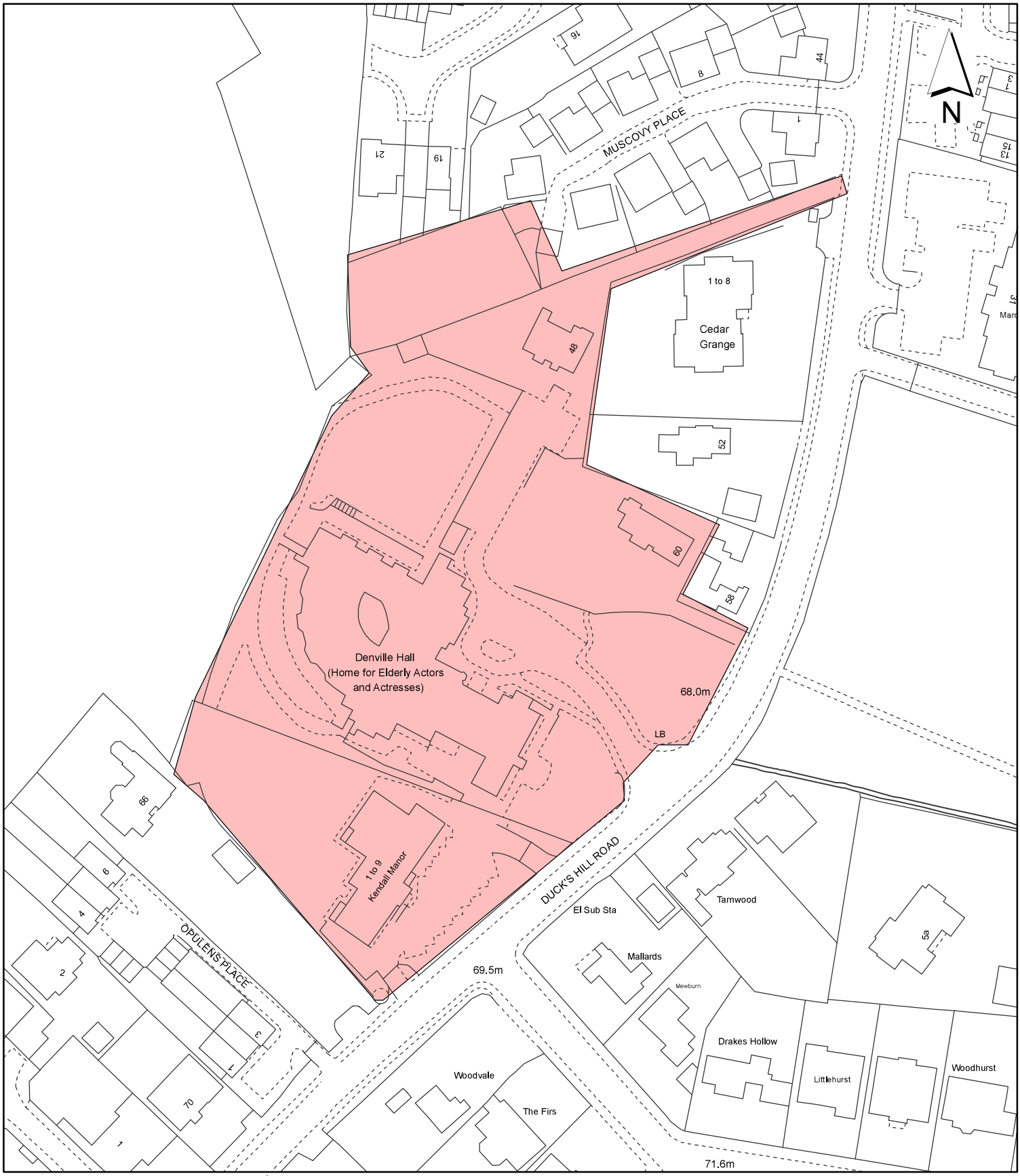
Project Client
DENVILLE HALL 2012 LTD

Design Firm
Kalli- architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk

Project Architect	Project ID
MK	1918
Drawn By	Scale
	1:100
Reviewed By	Sheet No.
	P_GA (-4) 305.2
	of 26
Date	Sheet Title
	Bridge_Side Elev. (North)

kalli-

arb Architects Registration Board
RIBA Chartered Practice



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Denville Hall

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
924/APP/2022/3603

Scale:
1:1,250

Planning Committee:
Major

Date:
March 2023

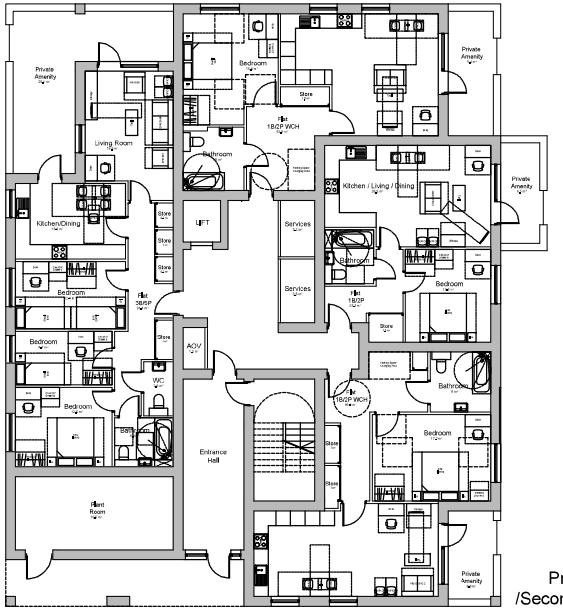
HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

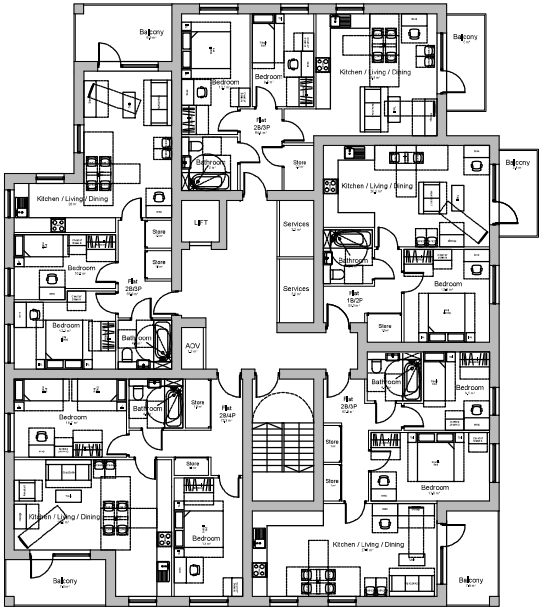
Address	MAPLE AND POPLAR DAY CENTRE MAPLE ROAD HAYES
Development:	Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Compliance with Supporting Documentation), 6 (Landscaping Scheme) and 20 (Revised balcony siting / obscure glazing) of planning permission ref. 43762/APP/2018/396, dated 12-04-2018 for 'Demolition of vacant Maple and Poplar Day Centre and construction of 34 residential units' (as amended by 43762/APP/2022/1639 dated 21st June 2022 and 43762/APP/2023/573 datec 02-03-2023) in order to allow the re-siting, internal and external changes, including a new floor to the northern block and the reconfiguration of the car parking and landscaping layout on the wider site.
LBH Ref Nos:	43762/APP/2022/3588

The contractor is responsible to ensure that no products are to be used that do not comply with relevant British and/or European Standards and/or Codes of Practice, CDM Regulations, Construction Regulations, or which are known or suspected at the time of product selection to be deleterious to the health of persons affected by them and safety or to the durability of the works or not in accordance with good building practice.
The contractor is responsible for checking dimensions, balances, levels and references. This drawing should to be read in conjunction with all relevant Other Project Team Members or specialists' drawings/models/key Federated Model. Any discrepancy is to be notified to Baily Garner LLP and is to be rectified before proceeding with the works on site or shop drawings. Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.
Any rights in and during copyright in this drawing and next any proprietary work contained therein are reserved by Baily Garner LLP and may not be used except in accordance with the licence granted to the client or sub-contractor. (Baily Garner Ltd).
This drawing to be read in conjunction with Document Suitability Codes page or at www.planningportal.co.uk/buildingregs

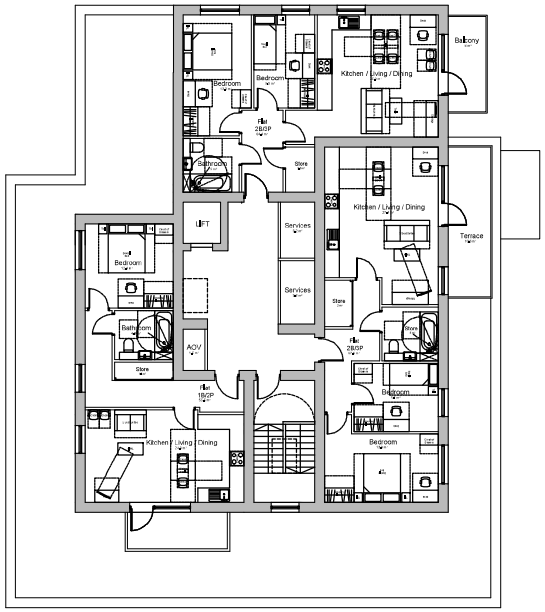
A1



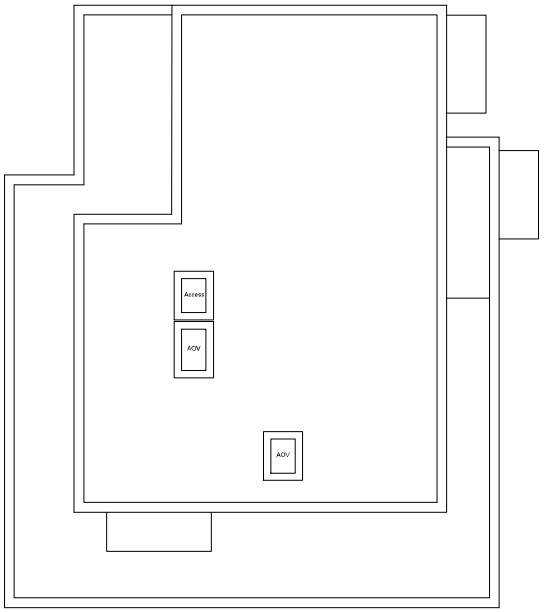
Proposed Ground Floor Plan



Proposed First /Second Floor Plan



Proposed Third Floor Plan



Proposed Roof Plan

30/01/2023- Revision No.04
Kitchen layout for M4(3) units adjusted as per Access Officer comments.

0 5m 10m
1:100

Maple and Poplar_North Block

Proposed Floor Plans

CLIENT NAME	Hillingdon Council
PROJECT NAME	Maple and Poplar_North Block
PROJECT ADDRESS	Maple and Poplar Hayes UB4 9NQ
TITLE	Proposed Floor Plans
SUITABILITY CODE	S4
STAGE	Planning
SCALE	1:100
DRAWN	KS
CHECKED	NM
APPROVED	MM
DATE	28/10/2022

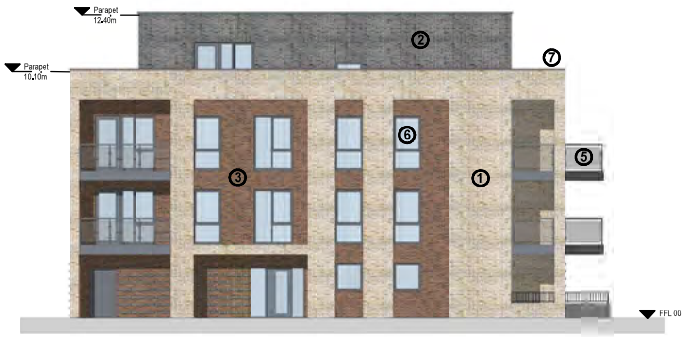
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION	STATUS
34111	BGL	A1	ZZ	DR	A	1200	P	04

BAILY GARNER

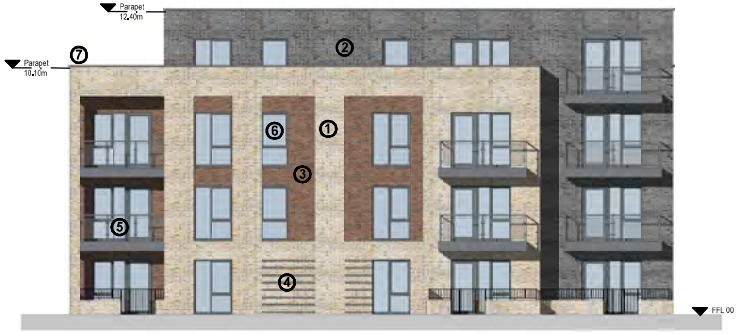
LONDON HEAD OFFICE
144-146 ELTHAM HILL
LONDON, SE9 5DY
T 020 8294 0044
E admin@bailygarner.co.uk

The contractor is responsible to ensure that no products are to be used that do not comply with relevant British and/or European Standards and/or Codes of Practice, CDM Regulations, Construction Regulations, or which are known or suspected at the time of product selection to be deleterious to the health and safety of the public and safety or to the durability of the works or not in accordance with good building practice.
The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing should to be read in conjunction with all relevant Other Project Team Members or specialists' drawings/models/Key Federated Model. Any discrepancy is to be notified to Baily Garner LLP and is to be rectified before proceeding with the works on site or shop drawings. Where an item is covered by drawings to different scales, the larger scale drawing is to be worshipped by.
Any rights in all or any copyright in this drawing and in all and any proprietary work contained therein are reserved by Baily Garner LLP and may not be used except in accordance with the licence granted to the Employer and with attribution to Baily Garner LLP.
This drawing to be read in conjunction with Document Suitability Codes page or at www.planningportal.gov.uk/buildingregs

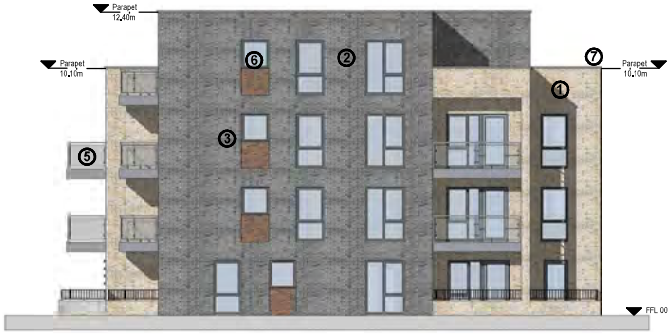
A1



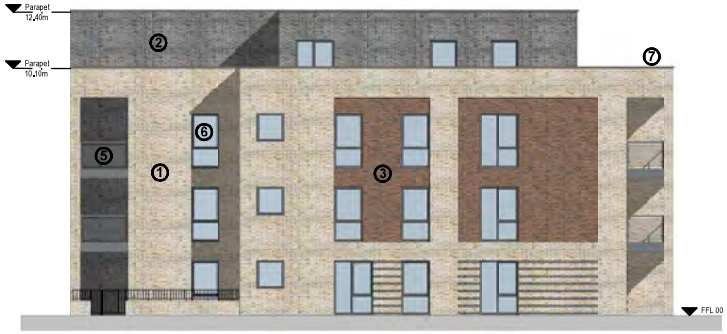
Proposed South Elevation (North Block)



Proposed East Elevation (North Block)



Proposed North Elevation (North Block)



Proposed West Elevation (North Block)

Materials

1 - Buff Brick - Caversham Mixture
2 - Grey Brick - Crest Nero Black
3 - Ochre Brown Brick
4 - Grey brickwork detail
5 - Glass balustrade
6 - UPVC grey windows
7 - Grey PPC aluminium capping to parapet

0 5m 10m
1:100

CLIENT NAME	Hillingdon Council
PROJECT ADDRESS	Maple and Poplar Hayes UB4 9NQ
PROJECT	Maple and Poplar_North Block
TITLE	Proposed Elevations
SUITABILITY CODE	S4
STAGE	Planning

SCALE	DRAWN	CHECKED	APPROVED	DATE
1:100	YS	NM	NM	28/09/2022

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUM	REVISION	STATUS
34111	BGL	A1	XX	DR	A	1401	P	01

BAILY GARNER

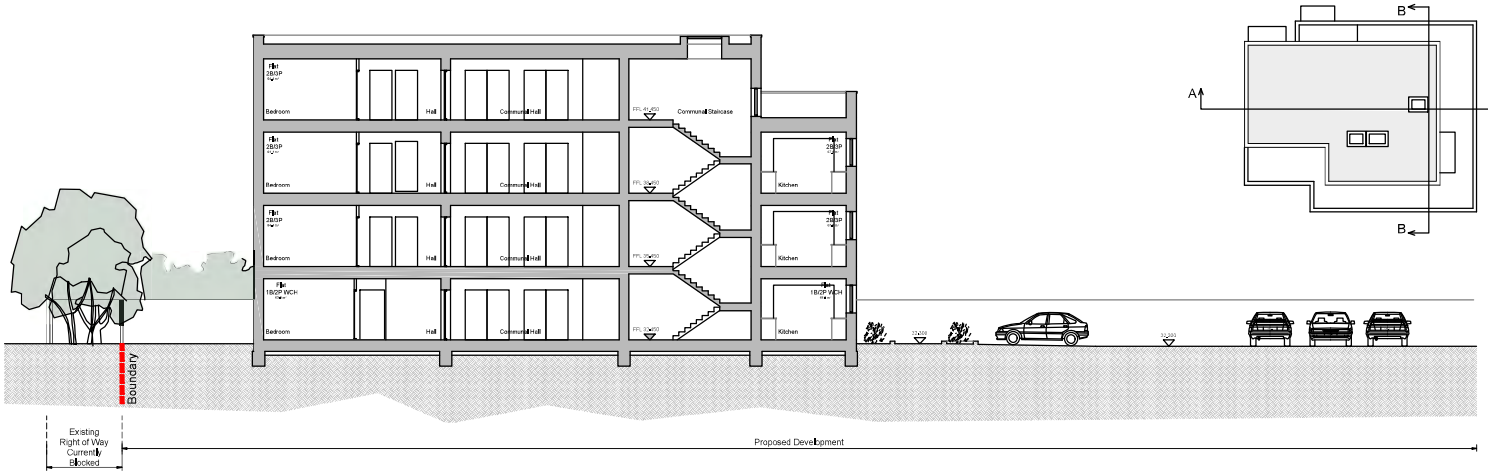
LONDON HEAD OFFICE
Unit 1a ELTHAM HILL
LONDON SE9 5DY
T: 020 8859 0044
E: general@bailygarner.co.uk

Maple and Poplar_North Block

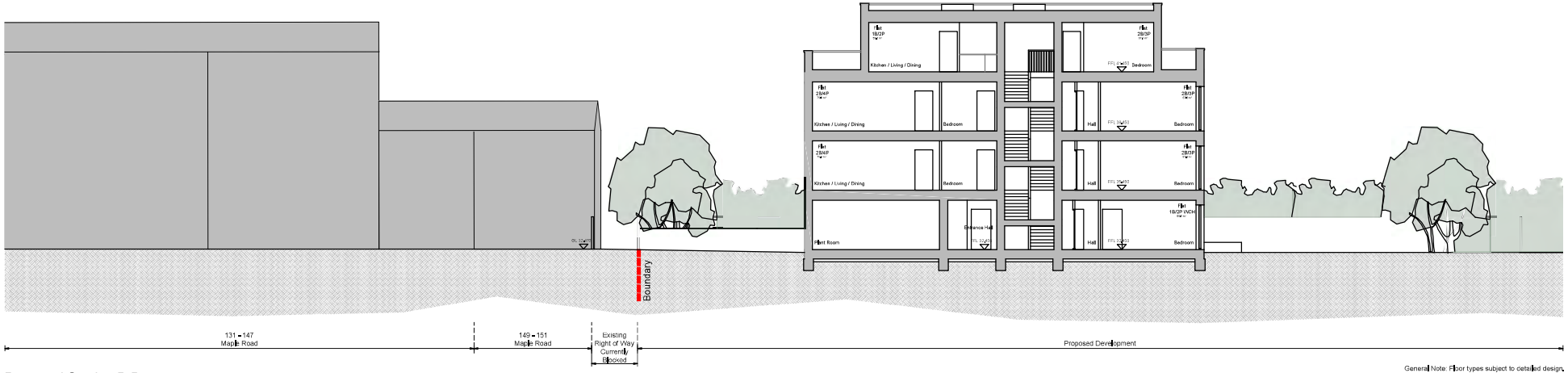
Proposed Elevations

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards under Codes of Practice, CDS/Hi Regulations, Construction Regulations, or which are known or suspected at the time of product selection and/or construction to be dangerous to health and safety or to the durability of the work or not in accordance with good building practices.
The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing should be to be read in conjunction with all relevant Other Project Team Members or specialist drawings/models/ Federated Model. Any discrepancy to be notified to the Garner LLP and is to be rectified before proceeding with the works on site or shop drawings. Where an item is covered by drawings to different scales, the larger scale drawing is to be verified by.
Any rights in and/or copyright in this drawing/model and any proprietary work contained therein belong to Baily Garner LLP and may only be used in accordance with the licence granted to the Employer and with attribution to Baily Garner LLP.
This drawing is to be read in conjunction with Document Suitability Codes page or at www.bailygarner.com/disclaimer/

A1



Proposed Section A-A



Proposed Section B-B

General Note: Floor types subject to detailed design.

0 5m 10m
1:100

Maple and Poplar_North Block

Proposed Section A-A and B-B

CLIENT NAME: Hillingdon Council	PROJECT: Maple and Poplar_North Block
PROJECT ADDRESS: Maple and Poplar Hayes UB4 9NQ	TITLE: Proposed Sections
	SUITABILITY CODE: S4 — STAGE: Planning
SCALE: 1:100	DRAWN: KS — CHECKED: MM — APPROVED: MM — DATE: 29/10/2022

PROJECT	ORIGIN	VOLUME	SCALE	DISCIPLINE	TYPE	DRAWING	REVISION	REVISION
34111	BGL	A1	ZZ	DR	A	1300	P	00

BAILY GARNER

LONDON HEAD OFFICE
144-148 ELTHAM HILL
LONDON SE9 5DY
T 0208 8294 1000
e. garner@bailygarner.co.uk

EXTERNAL LIGHTING AND SERVICES KEY

- AA - Column mounted LED light. Luminares to be mounted on 5m fixed route mounted columns.
- BB - Wall mounted LED light
- CC - CC fitting is a Thorn lighting Katona Range luminaire with 12W 1250lm 4000K LED lamp
- E 'E' denotes luminaire to be provided with integral non maintained 3 hour emergency battery pack.
- Proposed car charging points (active)
- Proposed car charging points (passive)

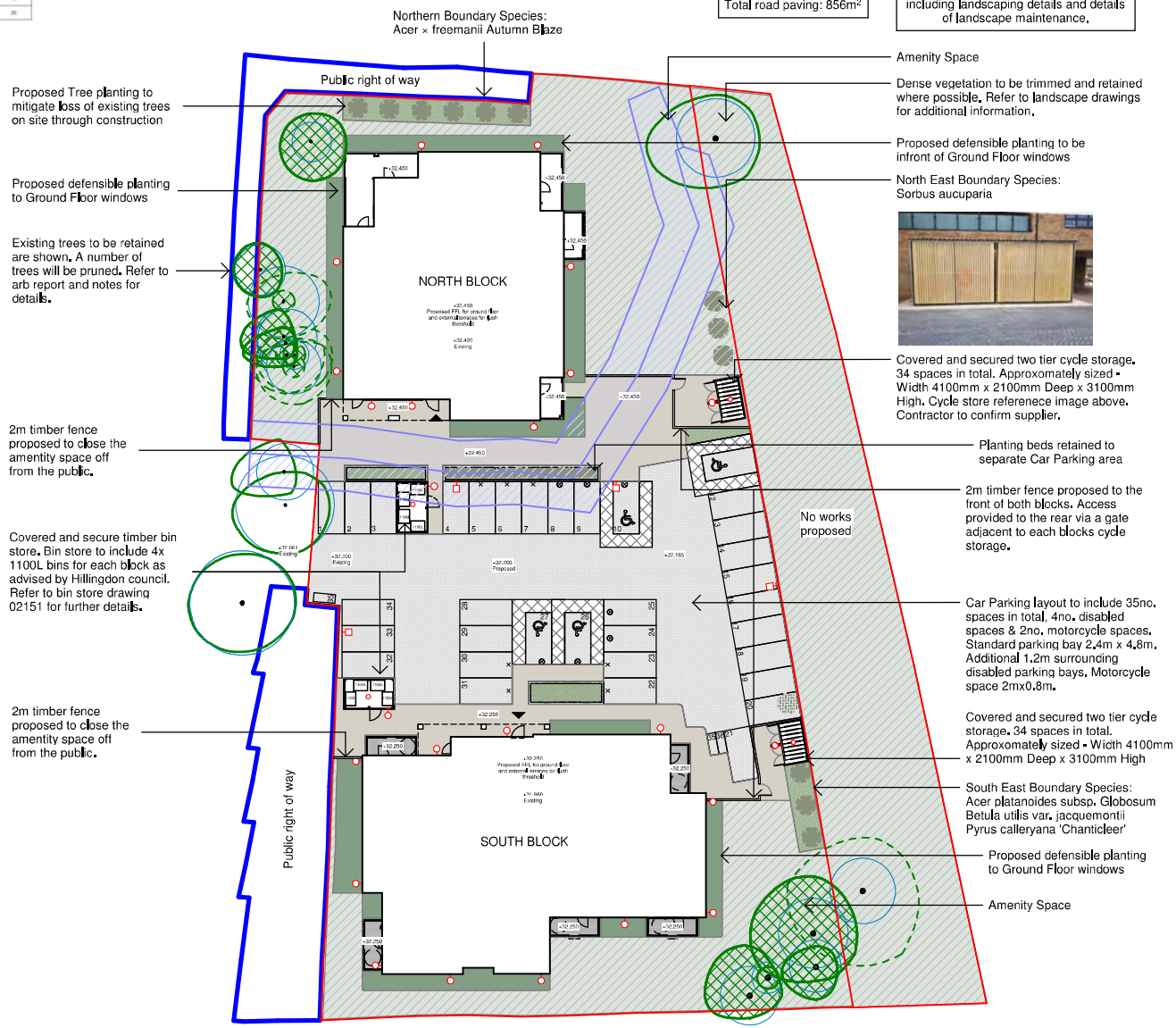
PROPOSED TREE PLANTING OPTIONS
(to mitigate loss of existing trees on site through construction)

- **Acer platanoides subsp. Globosum** @ 300-350 12-14 cmg Std Approx. height: 8 to 12 m
- **Acer x freemanii Autumn Blaze** @ 350-400 12-14 cmg Std Approx. height: 12 to 15 m
- **Betula utilis var. jacquemontii** @ 300-400 12-14 cmg Std Approx. height: 8 to 12 m
- **Pyrus calleryana 'Chanticleer'** @ 300-400 12-14 cmg Std Approx. height: 10 to 15 m
- **Sorbus aucuparia** @ 250-350cm 10-12cmg Std Approx. height: 10 to 15 m

Above to be read in conjunction with PJC Landscape design drawings

EXTERNAL LIGHTING AND SERVICES KEY

- AA - Column mounted LED light. Luminares to be mounted on 5m fixed route mounted columns.
- BB - Wall mounted LED light
- CC - CC fitting is a Thorn lighting Katona Range luminaire with 12W 1250lm 4000K LED lamp
- E 'E' denotes luminaire to be provided with integral non maintained 3 hour emergency battery pack.
- Proposed car charging points (active)
- Proposed car charging points (passive)



Notes

Do not scale from this document unless for the purposes of planning applications where a scale bar is provided. Refer to figured dimensions only. All dimensions to be verified on site prior to construction. Report all discrepancies or ambiguities to the Document Originator immediately. This document is to be read in conjunction with relevant documents, drawings and standards.

KEY

- Right of way
- Site boundary
- Proposed defensible planting space
- Proposed shrub/bush planting
- Existing boarder planting to be retained
- Proposed trees
- Access
- Tree crown spread (existing which are retained)
- Tree crown spread (retained with works proposed), Refer to arb report for specific details.
- RPA - root protection area
- Indicative crown spread following completion of works

Proposed location and arrangement of engineered tree pit detail. Product: - *Green Blue Urban* Green Blue Urban Tree Pit Detail - Ref GBU-2119 (see PJC.1136.005 Landscape Detail. Engineered Tree Pit Detail)

Flush level access to all entrances and terraces

- P01 - Car park surface - Brett Omega Flow Permeable Block. *Q24/115*
- P02 - Pedestrian walkway - Brett Broadway Paving Flags 600 X 600 Natural Riven. *Q25/120A*

Rev	Date	Notes	Drn	Chkd
P02	08-12-22	North Block Secure by design	HM	NCL
P01	29-11-22	Site Plan - Planning	HM	NCL

SCALE 1:200

Document Originator
AWW
London 186 Weston Street, SE1 3QB 020 7160 6000
Plymouth East Quay House, PL4 0HX 01752 201 282
Bristol pied à mer, 19-42 Baldwin Street, BS1 1QB 0117 923 2035
RIBA Chartered Practice www.aww.uk.com
Glen Nelcott

AWW Project Number 4578
Project Stage Planning

Project Title
Maple and Poplar
Maple road, Hayes
UB4 9NQ

Title
Proposed Site Plan

Scale @ A1 As indicated
Document Status S2 - Suitable for Information

Project	Originator	Volume	Level	Type	Role	Number	Rev
4578	AWW	XX	00	DR	A	02250	P02

0 5m 10m

1:100

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice, CoSHH Regulations, Construction regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

Do not scale drawings. Figured dimensions to be worked to in all cases.

This drawing and the copyrights and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent or attribution.

REVISION D C DATE

A3

CLIENT.
Hillingdon Council

ADDRESS.
Maple and Poplar
Hayes
UB4 9NQ

PROJECT.
Maple and Poplar

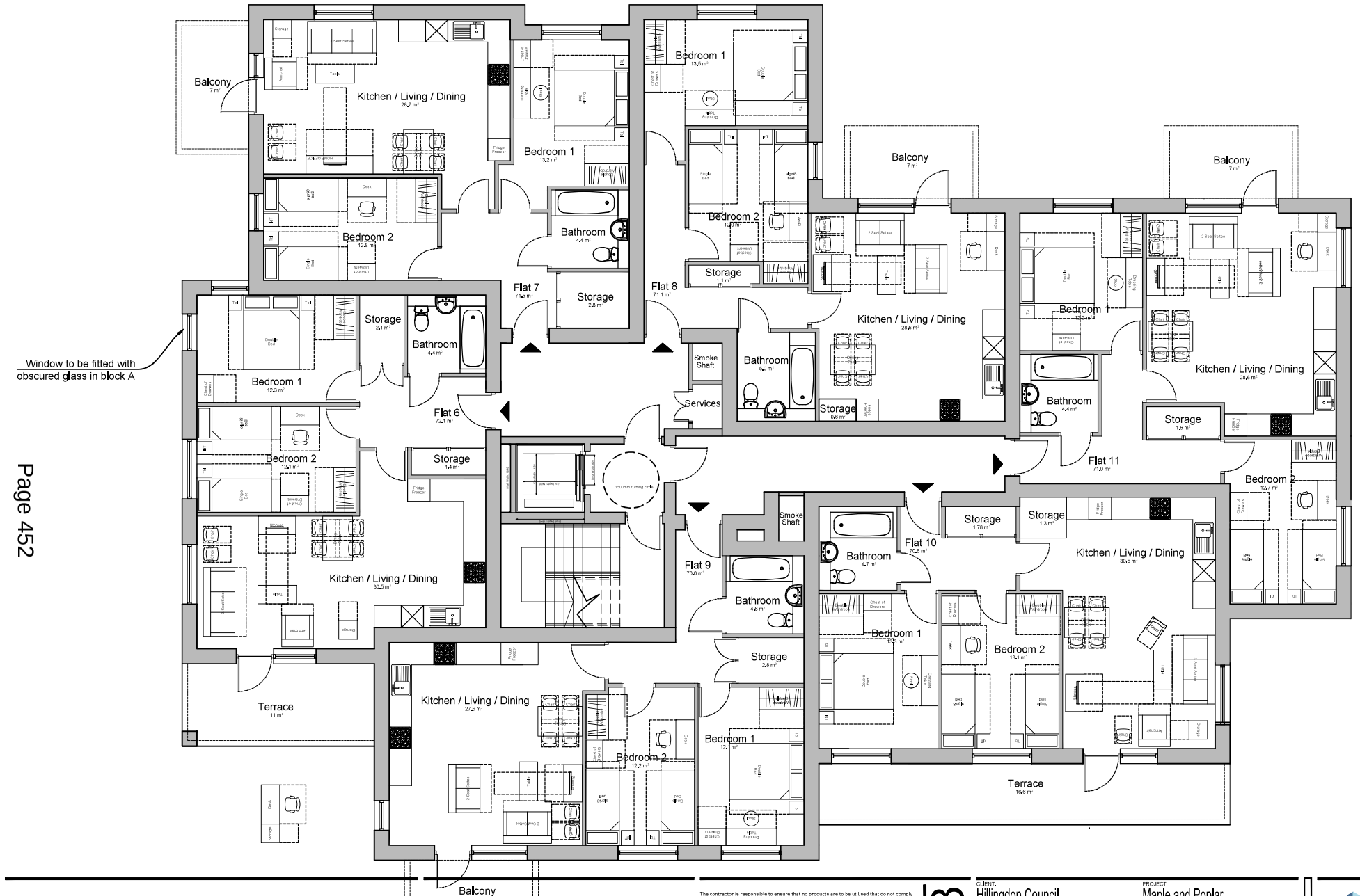
TITLE.
Proposed Ground Floor Plan
Block A & B

PURPOSE OF ISSUE.
Planning

SCALE.	D	DATE
1:100@A3	MMa MM	24/01/2018

JOB NO.	DRAWING No.	REVISION
29071	PL 11	-

BAILY GARNER
146-148 ELTHAM HILL
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1320
e. general@bailygarner.co.uk



Page 452

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice. CoshH Regulations. Construction regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

Do not scale drawings. Figured dimensions to be worked to in all cases.

This drawing and the copyrights and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent or attribution.

A3

REVISION			DATE
A	Lift added	JC	14/05/2018
D		C	

CLIENT.
Hillingdon Council

ADDRESS.
Maple and Poplar
Hayes
UB4 9NQ

PROJECT.
Maple and Poplar

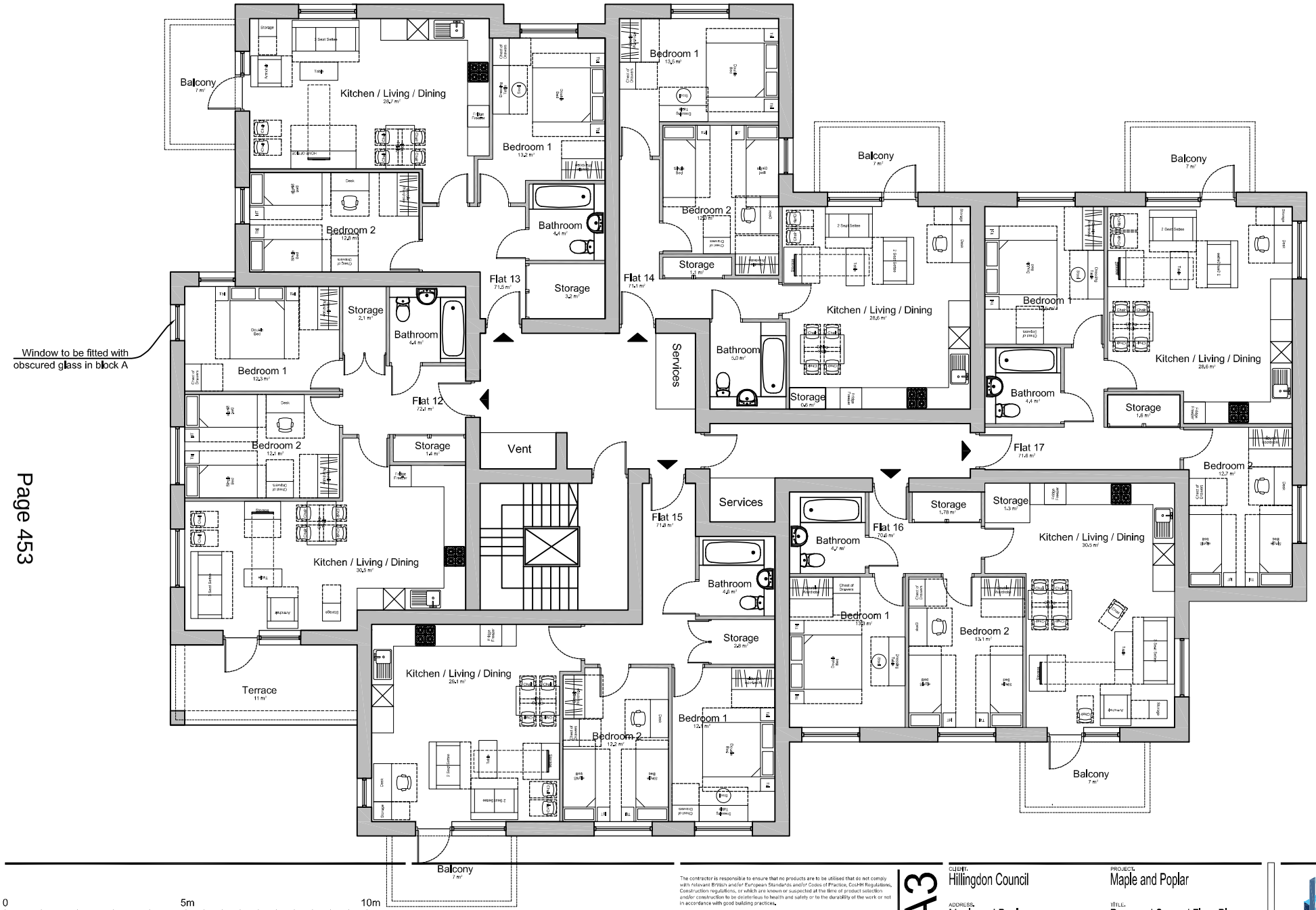
TITLE.
Proposed First Floor Plan
Block A & B

PURPOSE OF ISSUE.
Planning

SCALE.	D	C	DATE
1:100@A3	MMa	MM	24/01/2018

JOB NO.	DRAWING No.	REVISION
29071	PL 12	A

BAILY GARNER
146-148 ELTHAM HILL
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1320
e. general@bailygarner.co.uk



0 5m 10m

1:100

REVISION D C DATE

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice, CoSHH Regulations, Construction regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

Do not scale drawings. Figured dimensions to be worked to in all cases.

This drawing and the copyrights and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent or attribution.

A3

CLIENT.
Hillingdon Council

ADDRESS.
Maple and Poplar
Hayes
UB4 9NQ

PROJECT.
Maple and Poplar

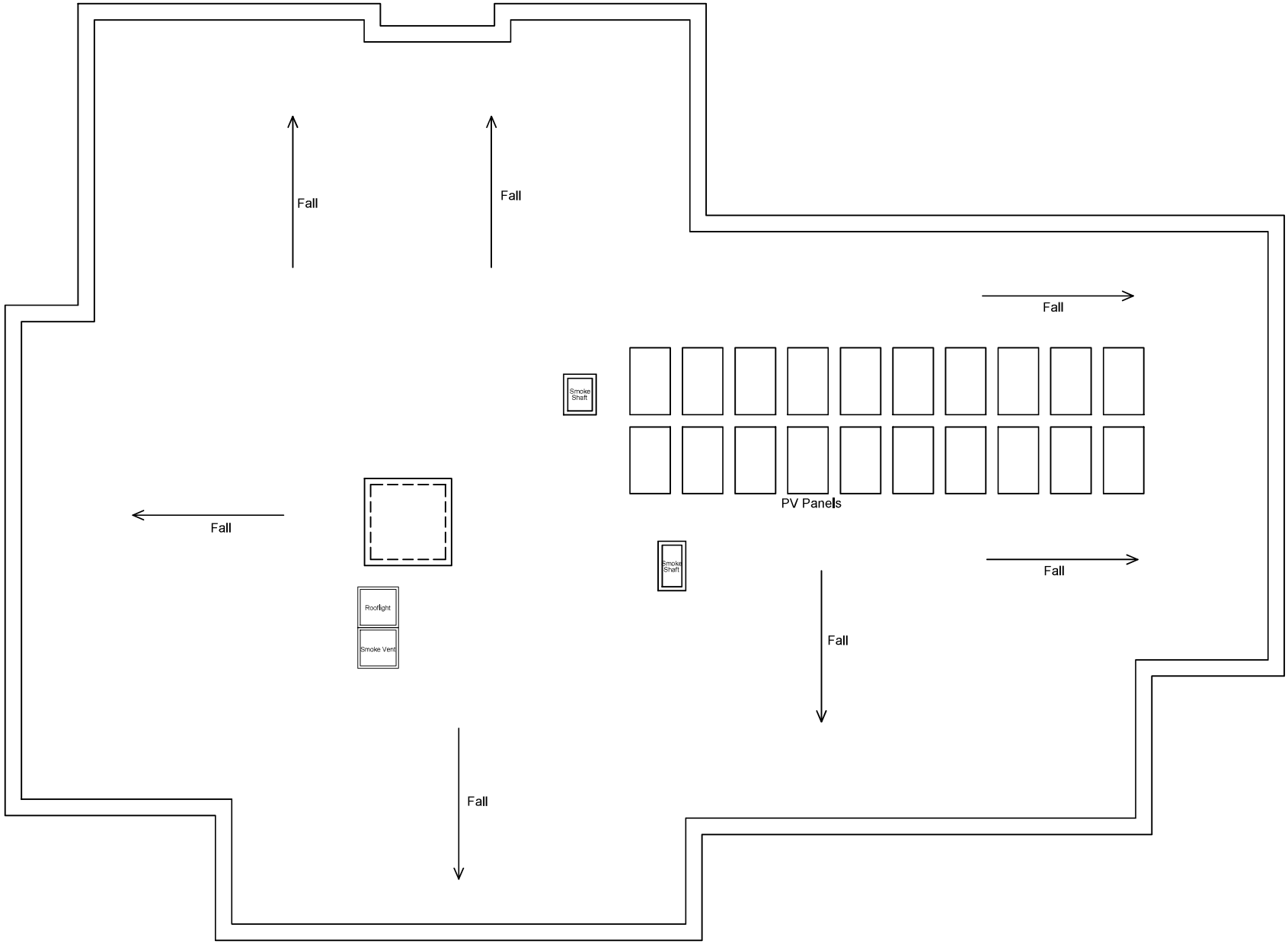
TITLE.
Proposed Second Floor Plan
Block A & B

PURPOSE OF ISSUE.
Planning

SCALE. 1:100@A3
D MMa
MM
DATE 24/01/2018

JOB NO. 29071
DRAWING No. PL 13
REVISION -

BAILY GARNER
146-148 ELTHAM HILL
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1320
e. general@bailygarner.co.uk



0 5m 10m
1:100

A - Lift added JC 14/05/2018
REVISION D C DATE

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice, CoSHH Regulations, Construction regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

Do not scale drawings. Figured dimensions to be worked to in all cases.

This drawing and the copyrights and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent or attribution.

A3

CLIENT.
Hillingdon Council

ADDRESS.
Maple and Poplar
Hayes
UB4 9NQ

PROJECT.
Maple and Poplar

TITLE.
Proposed Roof Plan
Block A & B

PURPOSE OF ISSUE.
Planning

SCALE. 1:100@A3
D MMa C MM
DATE 24/01/2018

JOB NO. 29071
DRAWING No. PL 14
REVISION A

BAILY GARNER
146-148 ELTHAM HILL
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1320
e. general@bailygarner.co.uk

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice, COSHH Regulations, Construction Regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy, to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

This drawing and the copyrights and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent of aforesaid.

A2

Proposed South Elevation For Block B

Proposed West Elevation For Block B

0 5m 10m
1:100

REV		DATE
A	Lift added	14/05/2018

CLIENT: Hillingdon Council
ADDRESS: Maple and Poplar Hayes UB4 9NQ
SCALE: 1:100@A2
JOB NO: 29071

PROJECT: Maple and Poplar
TITLE: Proposed Elevations
PURPOSE OF ISSUE: Planning
DRAWN BY: MM
DATE: 29/01/2018
DRAWING NO: PL 17
REVISION: A

BAILY GARNER
140-144 BELTHAM RD
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1020
e. general@bailygarner.co.uk

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice, COSHH Regulations, Construction Regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety, or to the durability, of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

This drawing and the copyrights and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent or attribution.

A2

Proposed North Elevation For Block B

Proposed East Elevation For Block B

0 5m 10m
1:100

REV			DATE
A	Lift added	JC	14/05/2018
D		G	

CLIENT: Hillingdon Council

ADDRESS: Maple and Poplar Hayes UB4 9NQ

PROJECT: Maple and Poplar

TITLE: Proposed Elevations

PURPOSE OF ISSUE: Planning

SCALE	D	C	DATE
1:100@A2		MM	29/01/2018

JOB NO.	DRAWING NO.	REVISION
29071	PL 18	A

BAILY GARNER
184-188 ELTHAM HILL
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1570
e. general@bailygarner.co.uk

0 10m 25m
1:250

Boundary of the Site

Right of way

The contractor is responsible to ensure that no products are to be utilised that do not comply with relevant British and/or European Standards and/or Codes of Practice, Cookie Regulations, Construction regulations, or which are known or suspected at the time of product selection and/or construction to be deleterious to health and safety or to the durability of the work or not in accordance with good building practices.

The contractor is responsible for checking dimensions, tolerances, levels and references. This drawing is to be read in conjunction with all relevant consultants or specialists drawings. Any discrepancy to be notified to Baily Garner LLP and rectified before proceeding with the works on site or shop drawings.

Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.

Do not scale drawings. Figured dimensions to be worked to in all cases.

This drawing and the copyright and patents therein are the property of Baily Garner LLP and may not be used or reproduced without consent or attribution.

REVISION | D | C | DATE

A1

CLIENT: Hillingdon Council

PROJECT: Maple and Poplar

ADDRESS: Maple and Poplar Hayes UB9 4NQ

TITLE: Proposed Site Plan

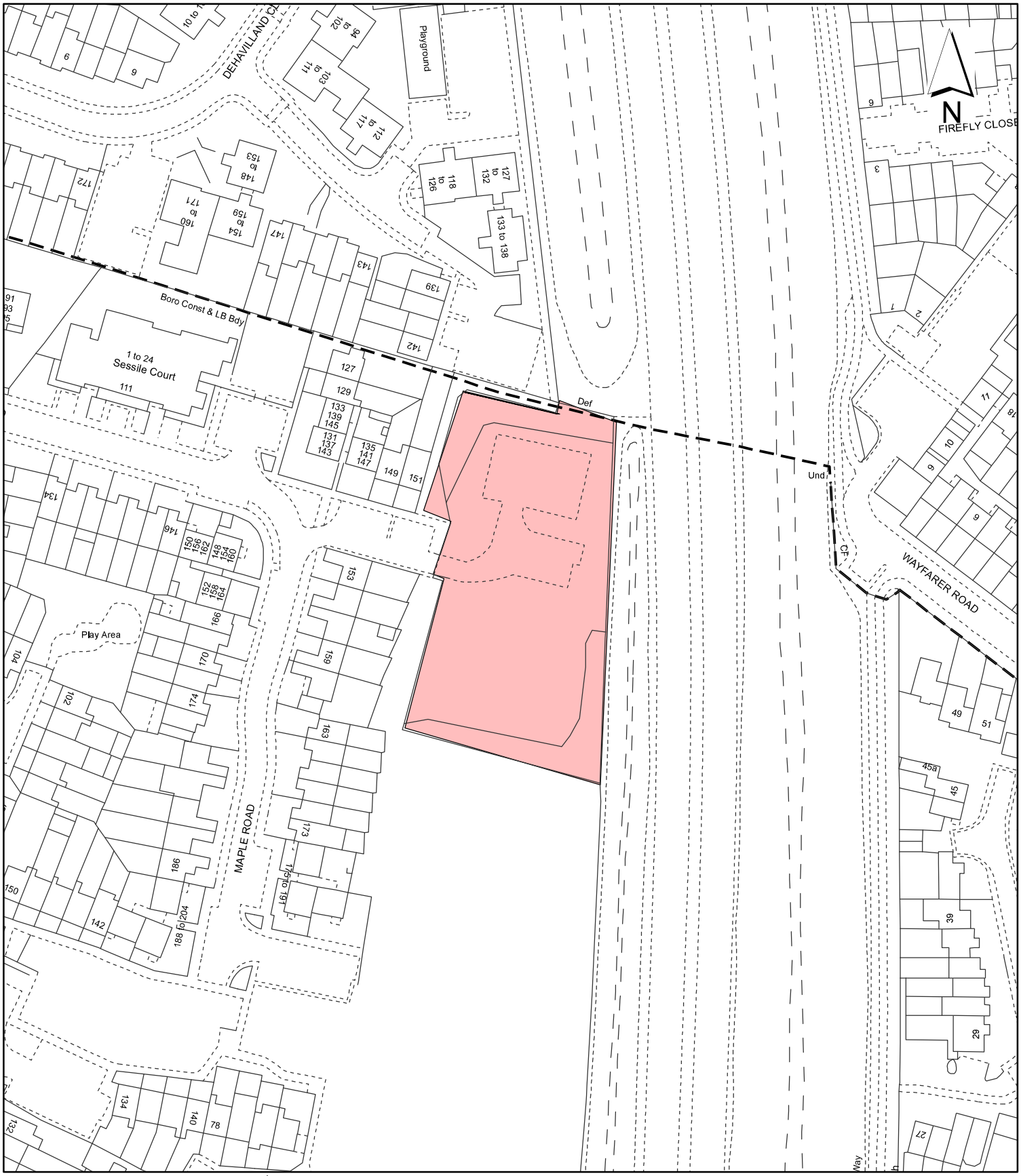
PURPOSE OF ISSUE: Planning

SCALE: 1:250@A1 | D: MMa | C: MM | DATE: 31/01/2016

JOB NO.: 29071 | DRAWING NO.: PL 10 | REVISION: -

BAILY GARNER

146-148 ELTHAM HILL
LONDON SE9 5DY
t. 020 8294 1000
f. 020 8294 1020
e. general@bailygarner.co.uk



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Maple and Poplar Day Centre

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
43762/APP/2022/3588

Scale:
1:1,250

Planning Committee:
Major Page 458

Date:
March 2023

HILLINGDON
LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address	THE FORMER VICTORIA PUB AND REAR GARAGE COURT AREAS ACCESSED FROM SANDOW CRESCENT 32 NORTH HYDE ROAD HAYES
Development:	Demolition of existing buildings and erection of 2 blocks of flats comprising 38 units (7 x studio, 6 x 1-bed, 14 x 2-bed and 11 x 3-bed) with 2 disabled parking spaces and vehicular access off North Hyde Road and rear garage court areas accessed from Sandow Crescent.
LBH Ref Nos:	21432/APP/2021/4649

Gate with manifested access to Nevada Drive
Gate with controlled access
Allotment Community Centre
Substation
Gate with manifested access to Nevada Drive
Gate with controlled access to Nevada Drive
Gate with controlled access to Nevada Drive
Gate with controlled

NOTES:

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and all relevant consultants documents. Do not scale from documents, all dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

1:200

0 4 8 12m

N

REV	DESCRIPTION	DRAWN	CHECKED	DATE
10	Issue For Planning	DV	NC	23/02/2023
09	Issue For Planning	DV	NC	20/09/2022
08	Issue For Planning	DV	NC	13/09/2022
07	Revised Planning Application	DV	NC	07/06/2022

CREATE
DESIGN + ARCHITECTURE
Wagtail search House 69 Southwark Bridge Road, London SE1 9HH
+44 207 021 0267 info@createdesignarch.com www.createdesignarch.com

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Sandow Crescent
ADDRESS: UB3 4QH

DRAWING NAME: PROPOSAL GROUND FLOOR

DRAWING SERIES: SITE PLAN

CDA REF: 000 | SCALE(S): 1:200 | ORIGINAL PAPER SIZE: A1

REVISION: 10 | REVISION DESCRIPTION: Issue For Planning

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER
637	CDA	XX	03	DR	A	01 - 0100

NOTES:

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related correspondence documents. Do not scale from documents, all dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator, if in doubt ASK.

1:200 0 4 8 12m

N

REV	DESCRIPTION	DRAWN	CHECKED	DATE
10	Issue For Planning	DV	NC	23/02/2023
09	Issue For Planning	DV	NC	20/06/2022
08	Issue For Planning	DV	NC	13/06/2022
07	Revised Planning Application	DV	NC	07/06/2022

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Sandow Crescent
ADDRESS: UB14QH

DRAWING NAME: PROPOSAL FIRST FLOOR

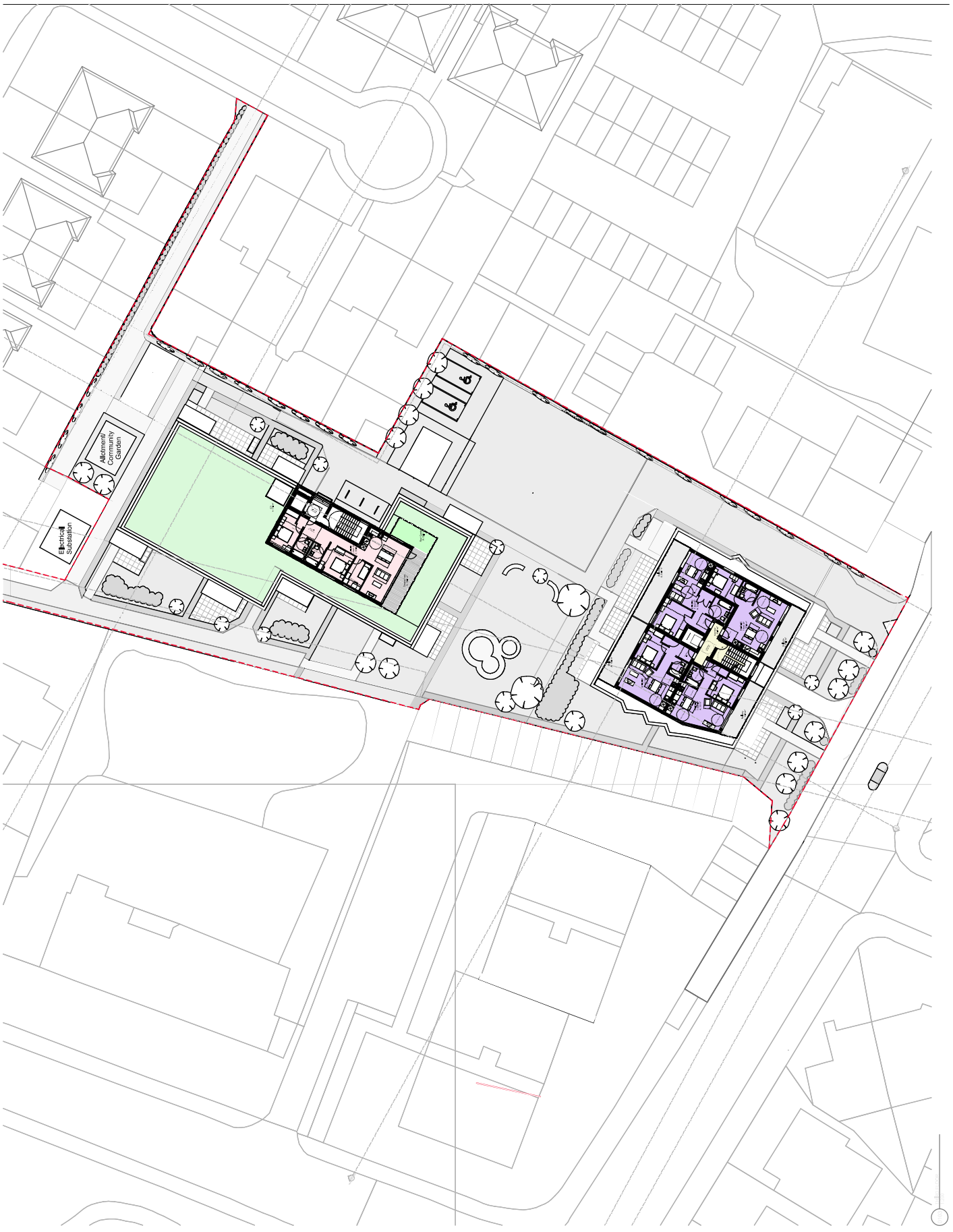
DRAWING SERIES: SITE PLAN

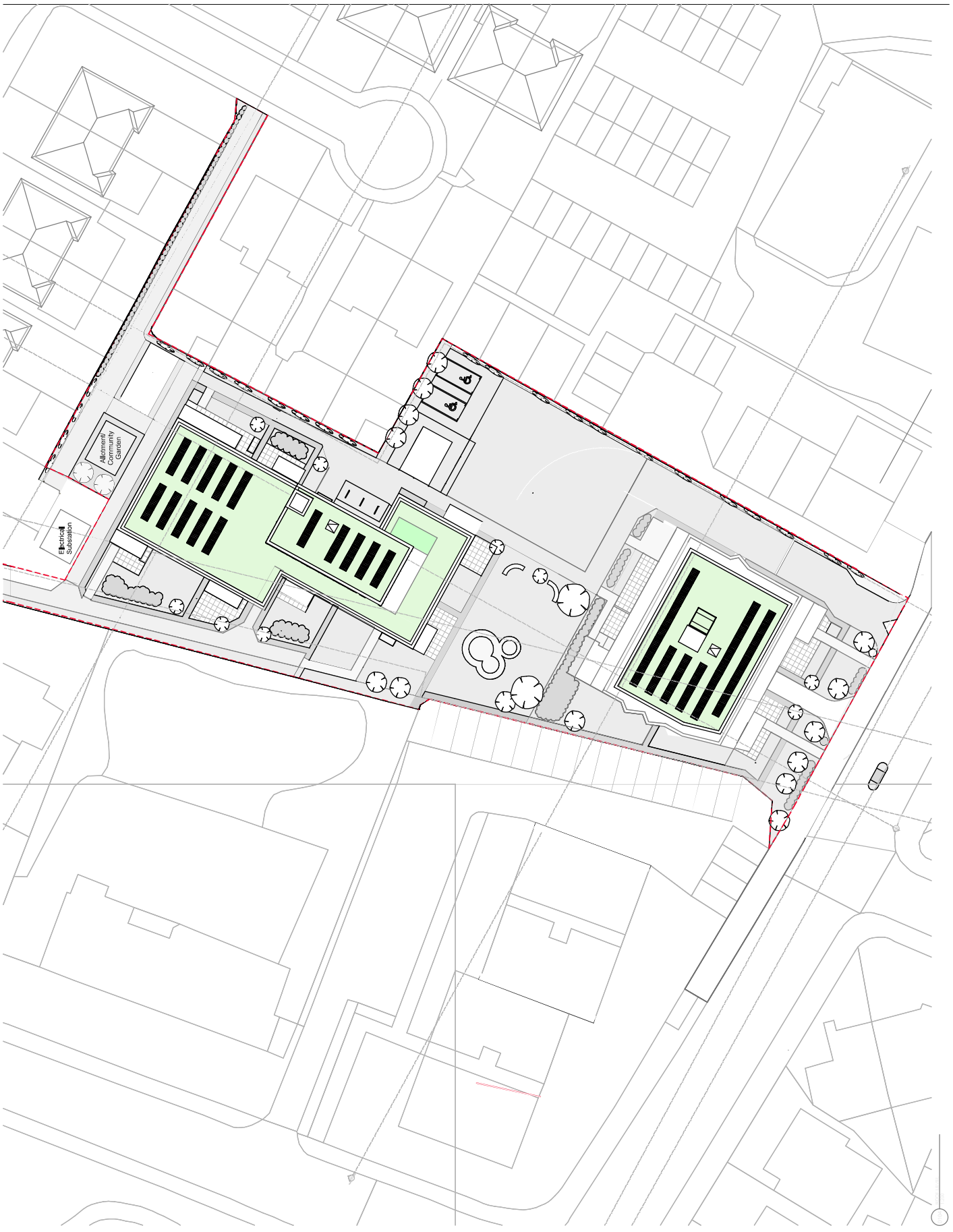
CDA REF: 000 SCALE(S): 1:200 ORIGINAL PAPER SIZE: A1

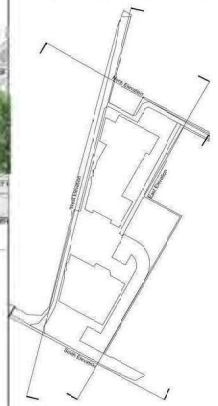
REVISION: 10 REVISION DESCRIPTION: Issue For Planning

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER	VARIANT
637	CDA	XX	01	DR	A	01	0101

Allotment/ Community Garden
Electricity Substation


Allotment/ Community Garden
Electricity Substation


Allotment Community Garden
Electricity Substation



NOTES:

This document and its design content is copyright ©. It shall be read in conjunction with all relevant Architect's and Consultant's drawings and specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

1:200
0 4 8 12m

REV	DESCRIPTION	DRAWN	CHECKED	DATE
09	Issue For Planning	DV	NC	23/02/2023
08	Issue For Planning	DV	NC	23/09/2022
07	Issue For Planning	DV	NC	13/09/2022
06	Revised Planning Applicaion	DV	NC	07/09/2022

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 0NH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Saxdow Crescent
ADDRESS: UB34QH

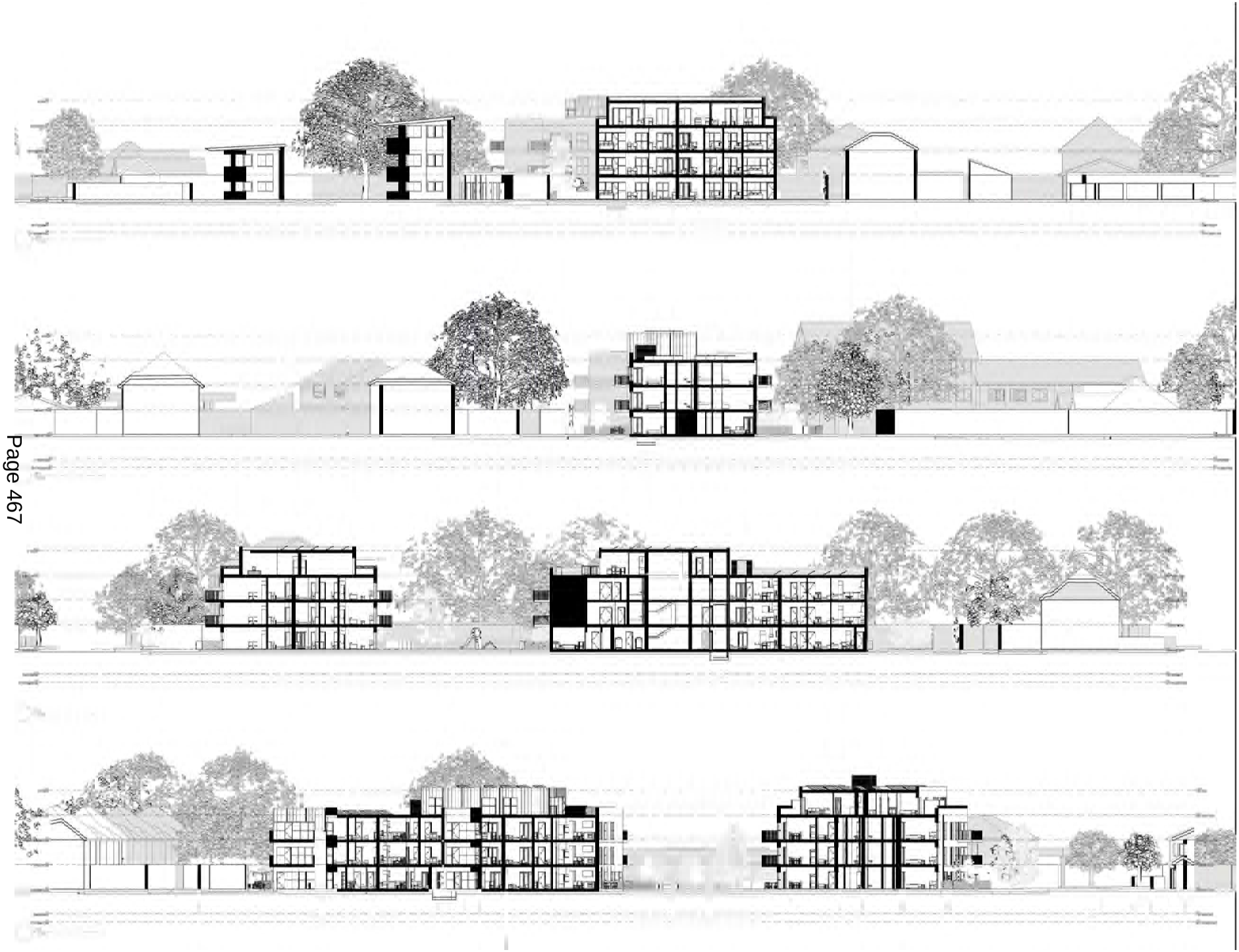
DRAWING NAME: PROPOSED SITE ELEVATIONS

DRAWING SERIES: 0200-0399 PLANNING ELEVATIONS

CDA REF: 000 | SCALE(S): 1:200 | ORIGINAL PAPER SIZE: A1

REVISION: 09 | REVISION DESCRIPTION: Issue For Planning

PROJECT	ORIGINATOR	BUILDING	LEVEL	TYPE	ROLE	CLASS	NUMBER
637	CDA	XX	2X	DR	A	05	0200



NOTES:
(C) Create Design Ltd. Any unauthorised use, reproduction or distribution of the document or its contents will constitute an infringement of copyright.
This document is to be read in conjunction with all other relevant information.
Any discrepancies noted are to be raised as soon as possible.
Do not scale from this drawing for construction purposes.

© Crown copyright and database rights 2020 Ordnance Survey (100038378)

N

KEY

SURFACE HARD FINISHES

- (A) Block Paving/ Sets
- (B) Porous Green Macadam
- (C) Resin Bound Shingle
- (D) Marshalls Paving (Patios)
- (E) Sheffield Bike Stand

SOFT FINISHES AND PLANTING

- (1) Photinia Red Robin Planted as a semi-mature shrub 2.4m
- (2) Taxus Baccata (Yew Hedge)
- (3) Shrub Border
- (4) Prunus Avium (Cherry)
- (5) Lawn
- (6) Pleached Beech Tree Fagus Sylvatica planted at 2.7m
- (7) Conical Yew Trees at 2.0m (Taxus Baccata)

Revisions

No.	Date	Description
00	18 Oct 2021	For Information
01	19 Nov 2021	Planning Intermissue
02	26 Nov 2021	Design Freeze Issue
03	07 Jul 2022	Revised landscape
04	01 Aug 2022	Revised landscape
05	05 Aug 2022	Revised landscape
06	05 Sep 2022	Revised landscape
07	12 Sep 2022	Revised landscape

REV: DATE:

CREATE
DESIGN + ARCHITECTURE

Wilgarwarch House, 69 Southwark Bridge Road, London SE1 9HH
+44 207 92 0267 info@createdesign.org info@createdesign.org

CLIENT: IPE Brandy Hills Ltd

PROJECT: SANDOW CRESCENT

ADDRESS: HILLINGDON, UB34QH

DRAWING NAME: LANDSCAPE PLAN

CDA REF:	SCALE:	PAPER SIZE:	DRAWN:	CHKD:
00637	1:100	A1	NC	Checker

DATE: Oct 2021 STATUS: Information

PROJECT	ORIGINATOR	ZONE	TYPE	ROLE	NUMBER	REVISION
637	CDA	ZZ	XX	DR	A	90 0100

NOTES:

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related conditions documents. Do not scale from documents, all dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

1:100 0 1500 3000 4500mm

REV	DESCRIPTION	DRAWN	CHECKED	DATE
09	Issue For Planning	SL	NC	15/09/2023
08	Issue For Planning	DV	NC	20/03/2023
07	Issue For Planning	DV	NC	20/09/2022
06	Issue For Planning	DV	NC	12/09/2022
05	Revised Planning Application	DV	NC	01/09/2022

CREATE

DESIGN + ARCHITECTURE

Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: **Curwen Group**

PROJECT: **The Former Victoria Pub**
BUILDING: **Sandow Crescent**
ADDRESS: **UB1 4QH**

DRAWING NAME: **FLOOR PLANS (GF, 1ST, 2ND & 3RD)**

DRAWING SERIES: **0000-0199 GA PLANS**

CDA REF: 000 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

REVISION: **09** REVISION DESCRIPTION: **Issue For Planning**

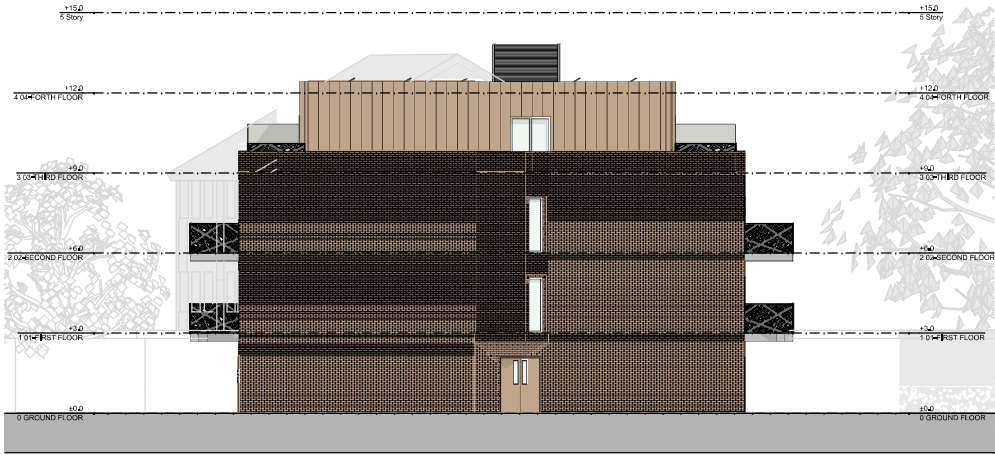
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER
637	CDA	XX	ZZ	DR	A	20 - 0100

NOTES:
This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including relevant specifications, schedules and related consultants documents. Do not scale from this drawing, all dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

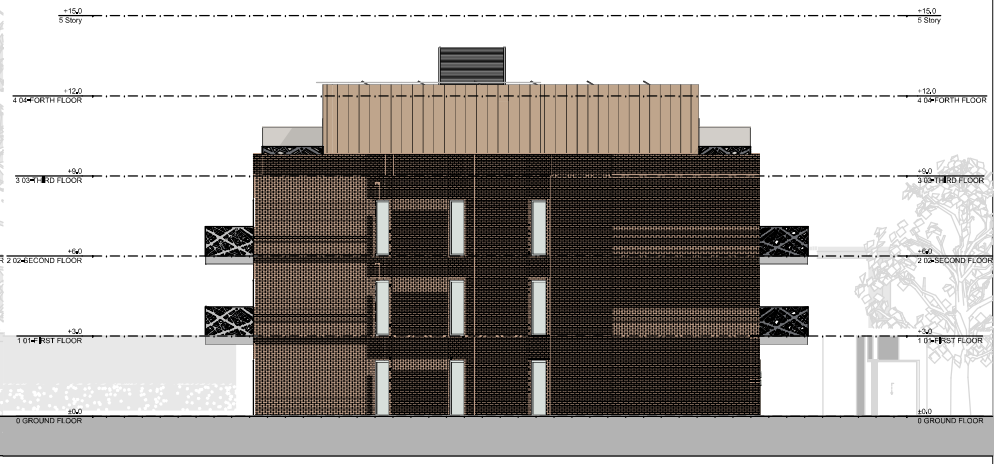
1:100
0 1500 3000 4500mm

01 South Elevation
1:100

02 North Elevation
1:100



03 East Elevation
1:100



04 West Elevation
1:100

REV	DESCRIPTION	DRAWN	CHECKED	DATE
07	Issue For Planning	DV	NC	23/03/2023
06	Issue For Planning	DV	NC	20/09/2022
05	Issue For Planning	DV	NC	12/09/2022
04	Revised Planning Application	DV	NC	01/06/2022
03	Planning Submission	DV	NC	15/12/2021

CREATE
DESIGN + ARCHITECTURE
Wiggleworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0827 info@createdesign.org www.createdesign.org

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Sandow Crescent
ADDRESS: UB34QH

DRAWING NAME: ELEVATIONS VICTORIA HOUSE

DRAWING SERIES: 0200►0399 GA ELEVATIONS

CDA REF: 000 | SCALE(S): 1:100 | ORIGINAL PAPER SIZE: A1

REVISION: 07 | REVISION DESCRIPTION: Issue For Planning

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	SCALE	NUMBER
637	CDA	XX	ZZ	DR	A	20	0200

NOTES:

This document and its design content is copyright (c). It shall be read in conjunction with all other relevant project documents. Any discrepancies, omissions and errors are to be reported to the Architect prior to commencement of any works. Figured dimensions are to be taken in preference to scaled. Do not scale from this drawing. Any discrepancies, errors or omissions on this document to the Originator to be reported.

0	1000	2000	4000mm

05	Issue For Planning	DV	MC 27/05/2022
04	Issue For Planning	DV	MC 20/05/2022
03	Issue For Planning	DV	MC 13/05/2022
02	Issue For Planning	DV	MC 01/05/2022
01	Project Planning	DV	MC 19/04/2022
REV	DESCRIPTION	DRAWN	CHECKED DATE

CREATE
DESIGN + ARCHITECTURE
Phone: +44 (0)7 561 0267 info@createdesignuk.com www.createdesignuk.com

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Swallow Crescent
ADDRESS: NW10 7DD

DRAWING NAME: FLOOR PLANS (GROUND FLOOR - 1ST FLOOR)
DRAWING SERIES: Issue For Planning
DRAWING NO: 0004 REV: 05 SCALES: 1:100 @ A1, 1:200 @ A3

RIBA Work Stages: RIBA 2 DESIGN - Issue For Planning

637 - CDA - XX - XX - DR - A - 20 - 0005

NOTES:

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. It is doubtful ASK.

1:100 0 1500 3000 4500mm

REV	DESCRIPTION	DRAWN	CHECKED	DATE
08	Issue For Planning	DV	NC	23/02/2023
07	Issue For Planning	DV	NC	20/06/2022
06	Issue For Planning	DV	NC	13/06/2022
05	Revised Planning Application	DV	NC	01/06/2022
04	Planning Submission	DV	NC	15/04/2022

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Sandow Crescent
ADDRESS: UB34QH

DRAWING NAME: FLOOR PLANS (SECOND FLOOR, THIRD FLOOR)
DRAWING SERIES: 0000©199 GA PLANS

CDA REF: 000 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

REVISION: 08 REVISION DESCRIPTION: Issue For Planning

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	SUBSET	NUMBER
637	CDA	XX	XX	DR	A	20	0101

NOTES:
This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including relevant specifications, schedules and related consultants documents. Do not scale from documents, all dimensions to be checked on site, immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

1:100
0 1500 3000 4500mm

01 East Elevation 1:100

02 South Elevation 1:100

03 West Elevation 1:100

04 North Elevation 1:100

REV	DESCRIPTION	DRAWN	CHECKED	DATE
07	Issue For Planning	DV	NC	23/03/2023
06	Issue For Planning	DV	NC	20/09/2022
05	Issue For Planning	DV	NC	13/09/2022
04	Revised Planning Application	DV	NC	01/06/2022
03	Planning Submission	DV	NC	15/12/2021

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0827 info@createdesignuk.co.uk www.createdesignuk.co.uk

CLIENT: Curwen Group

PROJECT: The Former Victoria Pub
BUILDING: Sandow Crescent
ADDRESS: UB34QH

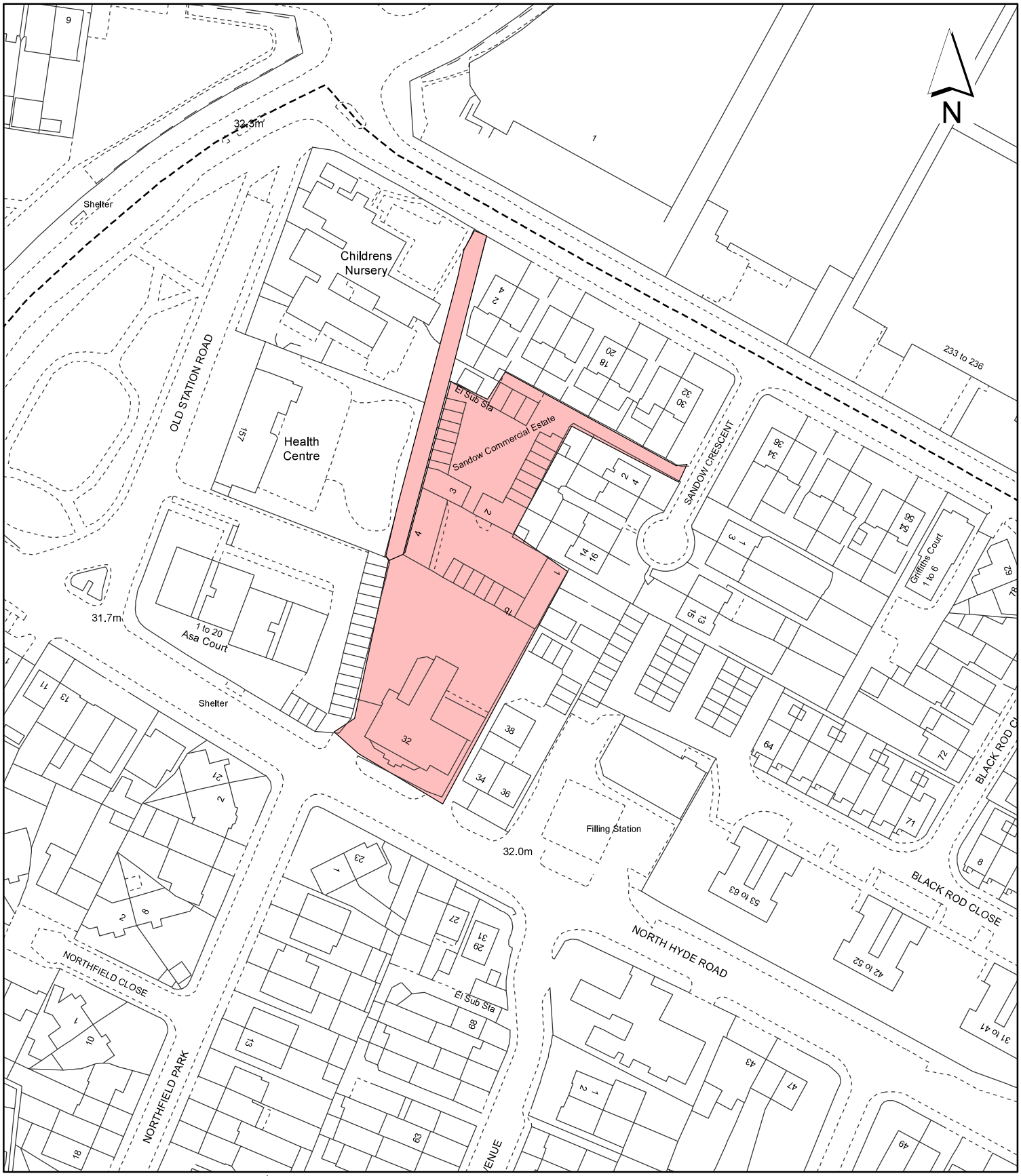
DRAWING NAME: ELEVATIONS • SANDOW HOUSE

DRAWING SERIES: 0200►0399 GA ELEVATIONS

CDA REF: 000 | SCALE(S): 1:100 | ORIGINAL PAPER SIZE: A1

REVISION: 07 | REVISION DESCRIPTION: Issue For Planning

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	SCALE	NUMBER
637	CDA	-	XX	-	XX	-	DR	-	A	-	20	-	0200



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Former Victoria PH, North Hyde Road

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
21432/APP/2021/4649

Scale:
1:1,250

Planning Committee:
Major Page 474

Date:
March 2023

HILLINGDON
LONDON

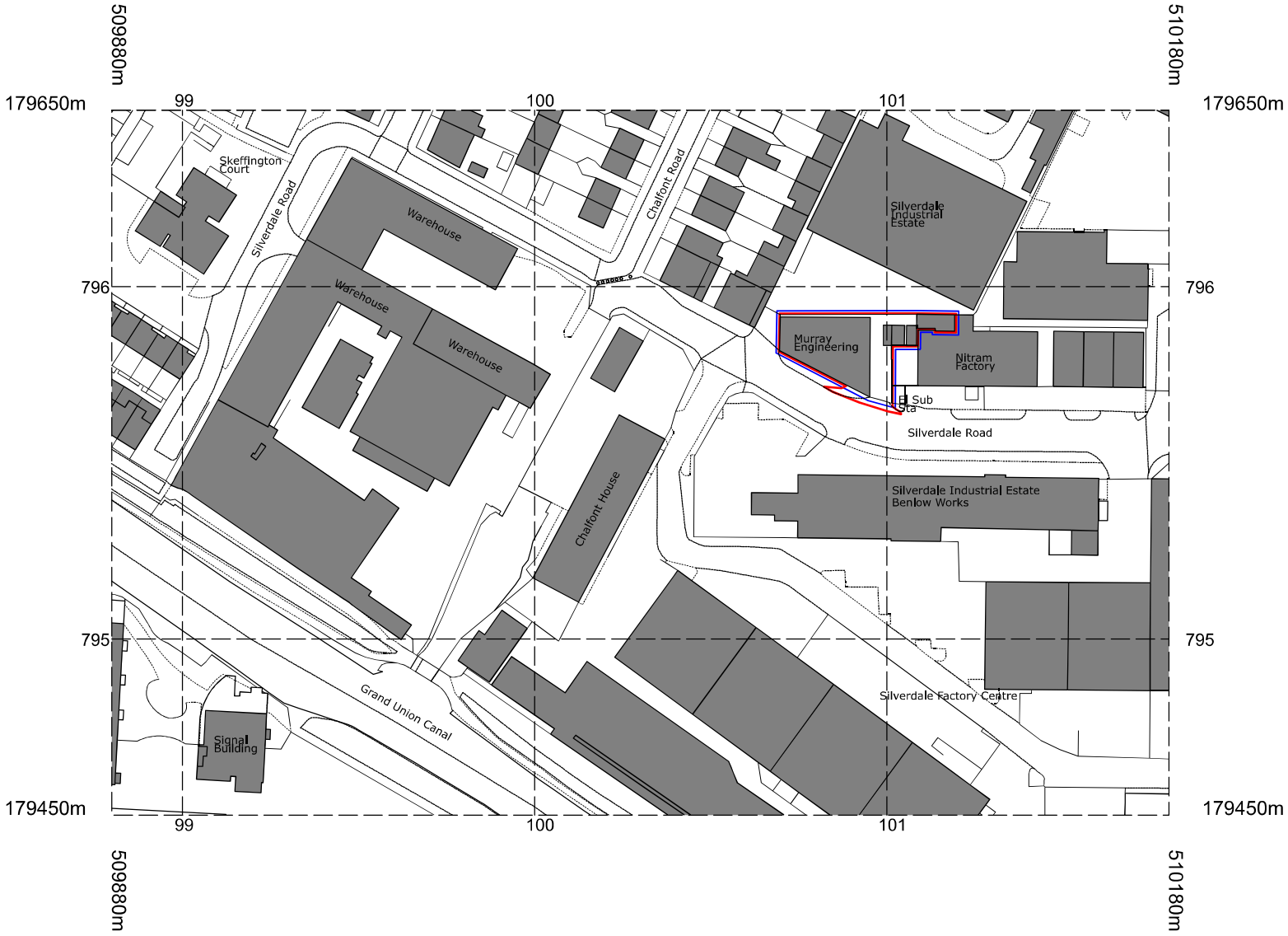
Report of the Interim Director of Planning, Regeneration & Public Realm

Address	MURRAY ENGINEERING (HAYES) LTD SILVERDALE ROAD HAYES
Development:	Demolition of a two-storey building and associated structures (Use Class E(g)(iii)) and the erection of a replacement six-storey (plus basement) mixed-used building with industrial floorspace (Use Classes B2, B8, E(g)(ii), and (iii)) at basement and ground floor level with residential uses (Use Class C3) above, together with associated car parking, cycle parking, refuse areas and mechanical plant.
LBH Ref Nos:	12795/APP/2021/1584

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

0 50m

N



Key

Application Site Boundary

Land Ownership Boundary

Rev.	Date	Description
P3	23/02/21	Issued for Planning
P2	25/11/19	Issued for Planning
P1	31/10/19	Issued for Planning

DavidMorleyArchitects

5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

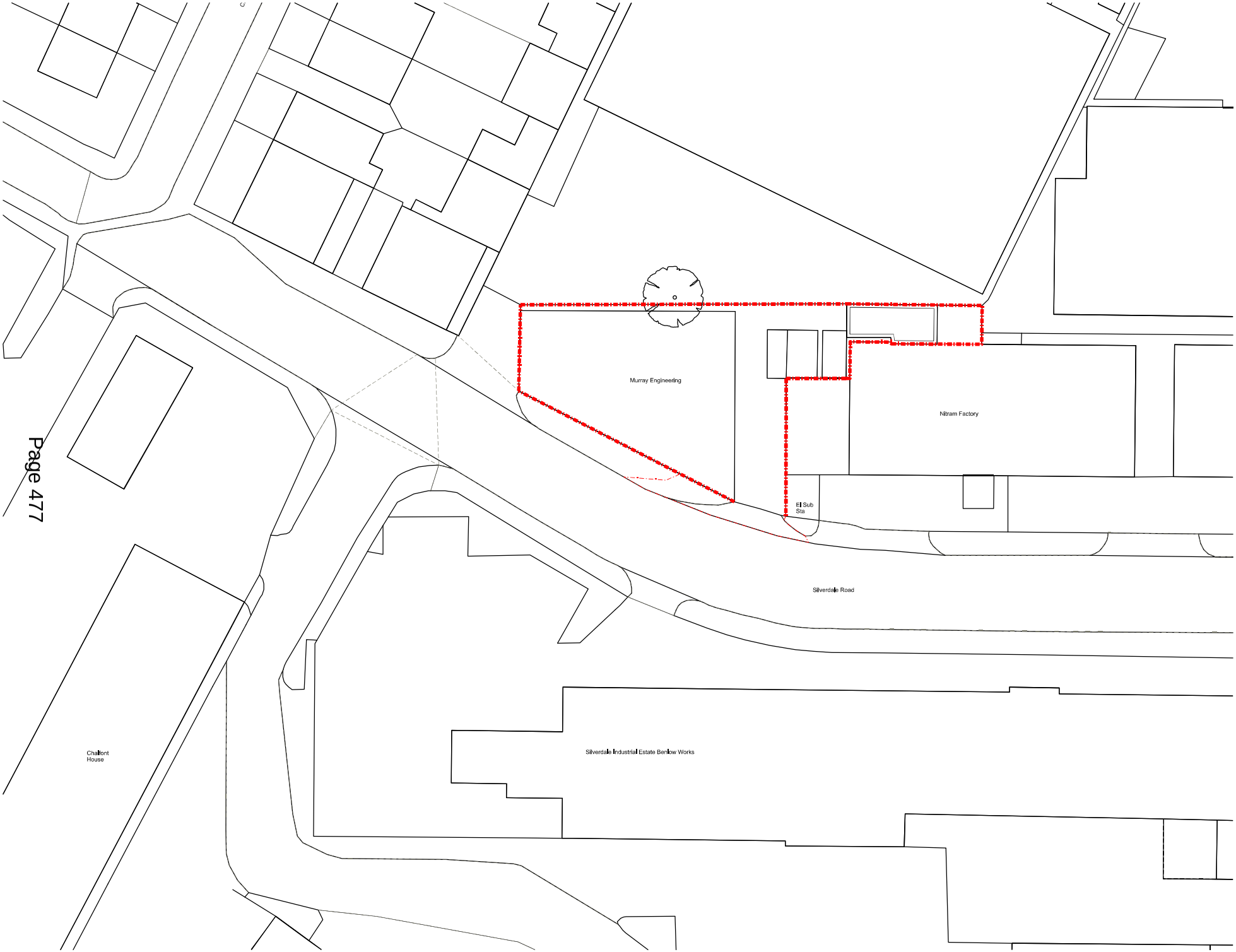
Title
Site Location Plan

Project / Drawing No
710-15-001

Revision
P3

Date
23/02/21

Scale
1:1250 @ A3



© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 10m

Key Plan

Application Site Boundary

Rev.	Date	Description
P3	23/02/21	Issued for Planning
P2	25/11/19	Issued for Planning
P1	31/10/19	Issued for Planning

DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

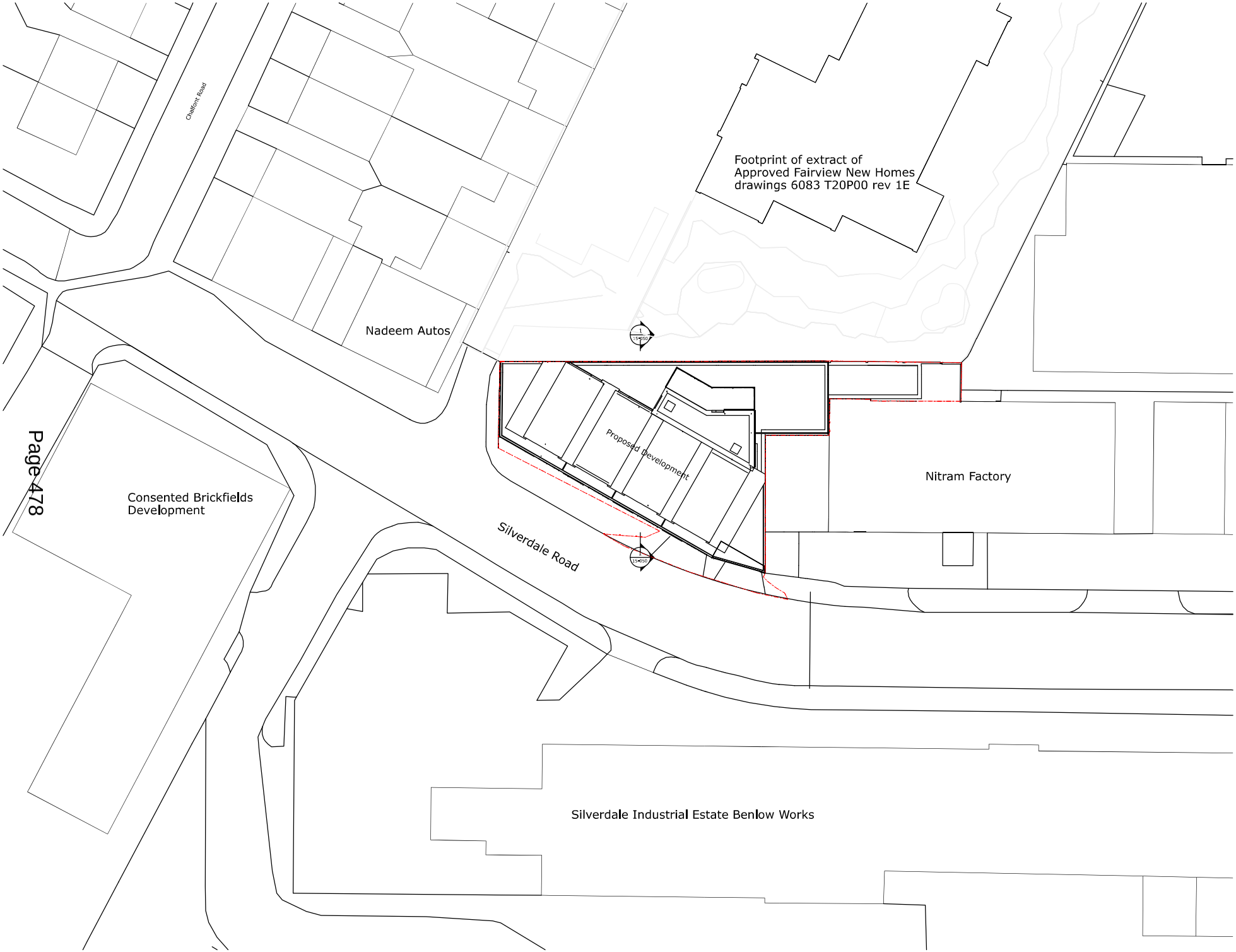
Title
Existing Site Plan

Project and Drawing Number
710-00-002

Revision
P3

Date
23/02/2021

Scale
1:200 @ A1



© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 5m

Key Plan

Application Site Boundary

P3 19/05/22 Issued for planning
Rev. Date Description

David Morley Architects

Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

Title
Proposed Site Plan

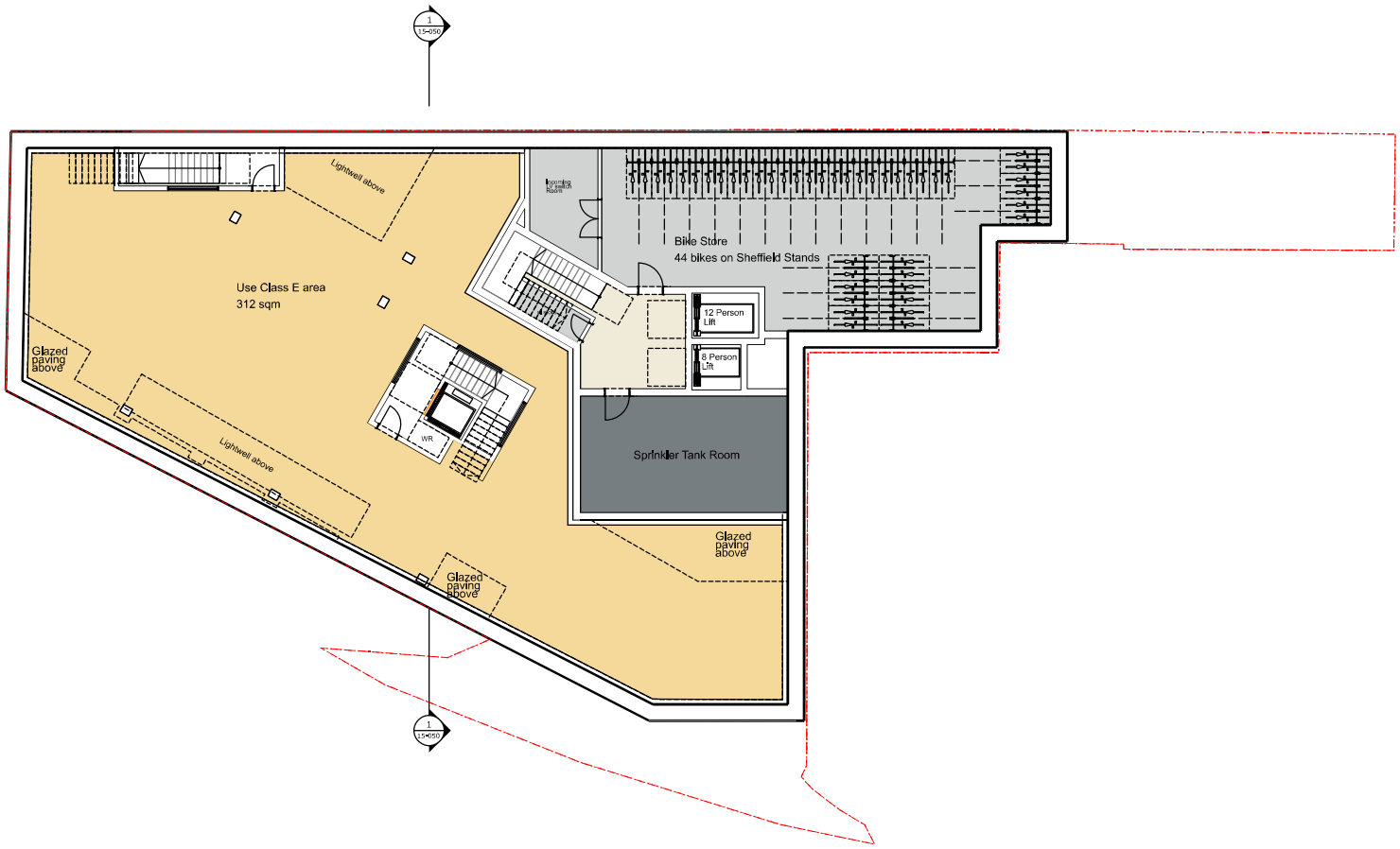
Project and Drawing Number: 710-15-009
Revision: P3
Date: 19/05/2022
Scale: 1:100 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 5m

Key Plan



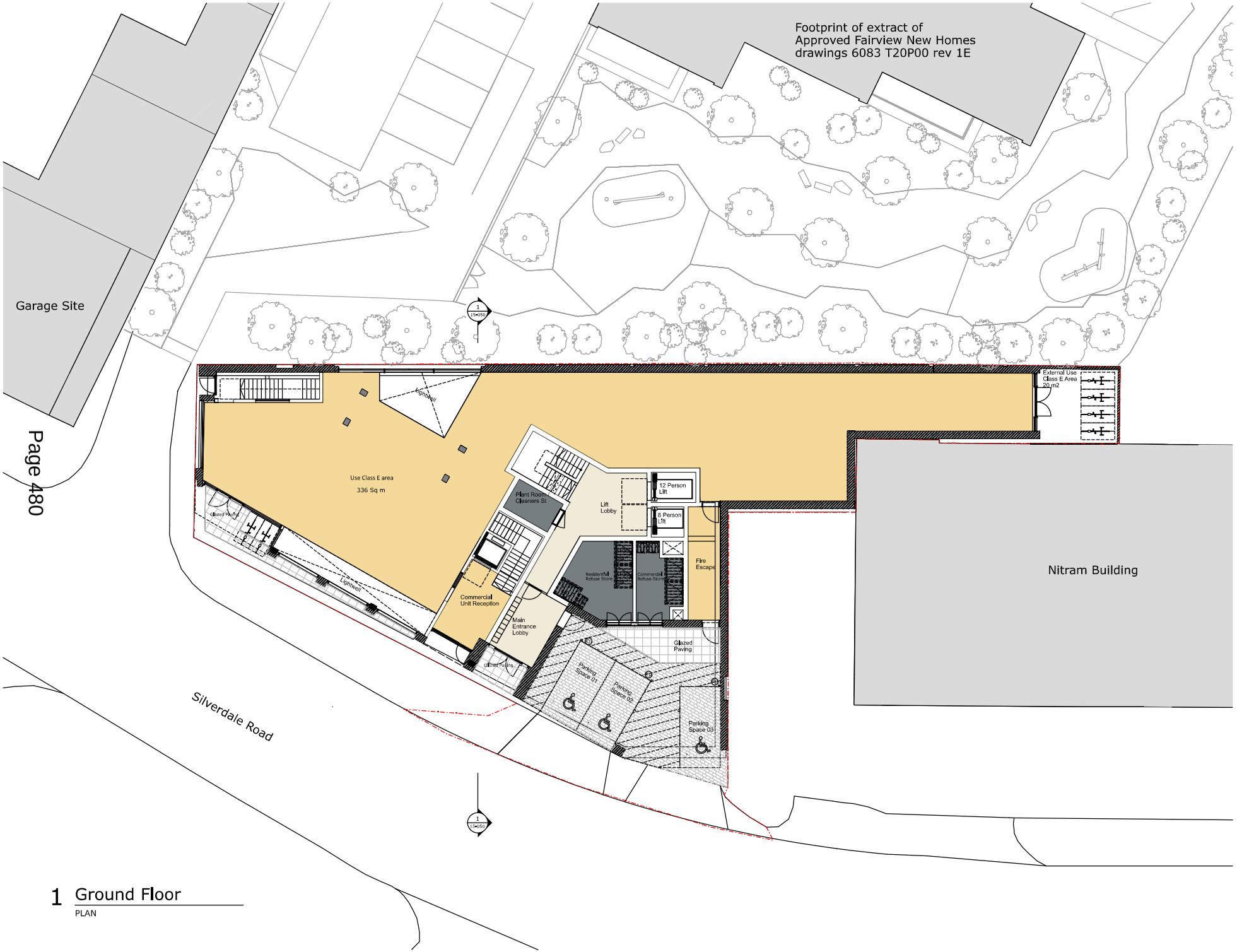
- Commercial space
- Residential Circulation
- 2B (3P) Apartment
- 2B (4P) Apartment
- 1B (2P) Apartment
- Bike store
- Plant/Refuse
- Cleaners store

1 Basement
PLAN

P3 23/02/21 Issued for planning
Rev. Date Description

DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road
Client
ADAS Land and Development
Title
Proposed Basement Floor Plan
Project and Drawing Number
710-15-017
Revision
P3
Date
23/02/2021
Scale
1:100 @ A1



1 Ground Floor
PLAN

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 5m

Key Plan

- Commercial space
- Residential Circulation
- 3B (5P) Apartment
- 2B (3P) Apartment
- 2B (4P) Apartment
- 1B (2P) Apartment
- Bike store
- Plant/Refuse
- Cleaners store
- EV Electric Vehicle Charging Point

Rev.	Date	Description
P6	19/05/22	Issued for planning
P5	15/10/21	Updated in response to consultees comments • Accessible parking arrangement revised • Dropped kerb arrangement revised
P4	23/02/21	Issued for planning

David Morley Architects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

Title
Proposed Ground Floor Plan

Project and Drawing Number: 710-01-010
Revision: P6
Date: 19/05/2022
Scale: 1:100 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

0 5m

N

Key Plan

- Commercial space
- Residential Circulation
- 3B (5P) Apartment
- 2B (3P) Apartment
- 2B (4P) Apartment
- 1B (2P) Apartment
- Bike store
- Plant/Refuse
- Cleaners store
- Indicative location of planting zones

OM Open Market
AH Affordable Housing

Rev.	Date	Description
P9	14/07/22	Issued for planning
P8	21/06/22	Issued for planning
P7	30/05/22	Issued for planning
P6	19/05/22	Issued for planning
P5	15/10/21	• Updated in response to consultees comments • Updates to level 1 terrace
P4	23/02/21	Issued for planning

David Morley Architects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

Title
Proposed First Floor Plan

Project and Drawing Number: 710-01-011
Revision: P9
Date: 14/07/2022
Scale: 1:100 @ A1

1 First Floor
PLAN

Footprint of extract of
Approved Fairview New Homes
drawings 6083 T20P00 rev 1E
Garage Site
Page 482
Unit Type 10 - 3b(5p)
OM
110.6 Meters
Unit Type 1 - 1b(2p)
OM
50.0 Meters
Unit Type 1 - 1b(2p)
OM
50.1 Meters
Unit Type 2 - 1b(2p)
AH
57.3 Meters
External Communal Amenity Space
28 sqm
12 Person Lift
8 Person Lift
Terrace at level 01
Nitram Building
Silverdale Road
1
Second Floor
PLAN
Commercial space
Residential Circulation
3B (5P) Apartment
2B (3P) Apartment
2B (4P) Apartment
1B (2P) Apartment
Bike store
Plant/Refuse
Cleaners store
Indicative location of planting zones
OM Open Market
AH Affordable Housing
P5 14/07/22 Issued for planning
P4 21/06/22 Issued for planning
P3 01/06/22 Issued for planning
P2 19/05/22 Issued for planning
Rev. Date Description
David Morley Architects
Project
Silverdale Road
Client
ADAS Land and Development
Title
Proposed Second Floor Plan
Project and Drawing Number
710-01-012
Revision
P5
Date
14/07/2022
Scale
1:100 @ A1

1 Third Floor
PLAN

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

0 5m

N

Key Plan

- Commercial space
- Residential Circulation
- 3B (5P) Apartment
- 2B (3P) Apartment
- 2B (4P) Apartment
- 1B (2P) Apartment
- Bike store
- Plant/Refuse
- Cleaners store
- Indicative location of planting zones

OM Open Market
AH Affordable Housing

Rev.	Date	Description
P6	21/06/22	Issued for planning
P5	19/05/22	Issued for planning

David Morley Architects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

Title
Proposed Third Floor Plan

Project and Drawing Number: 710-01-013
Revision: P6
Date: 21/06/2022
Scale: 1:100 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 5m

Key Plan

- Commercial space
- Residential Circulation
- 3B (5P) Apartment
- 2B (3P) Apartment
- 2B (4P) Apartment
- 1B (2P) Apartment
- Bike store
- Plant/Refuse
- Cleaners store
- Indicative location of planting zones

OM Open Market
AH Affordable Housing

Rev.	Date	Description
P6	21/06/22	Issued for planning
P5	19/05/22	Issued for planning

David Morley Architects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

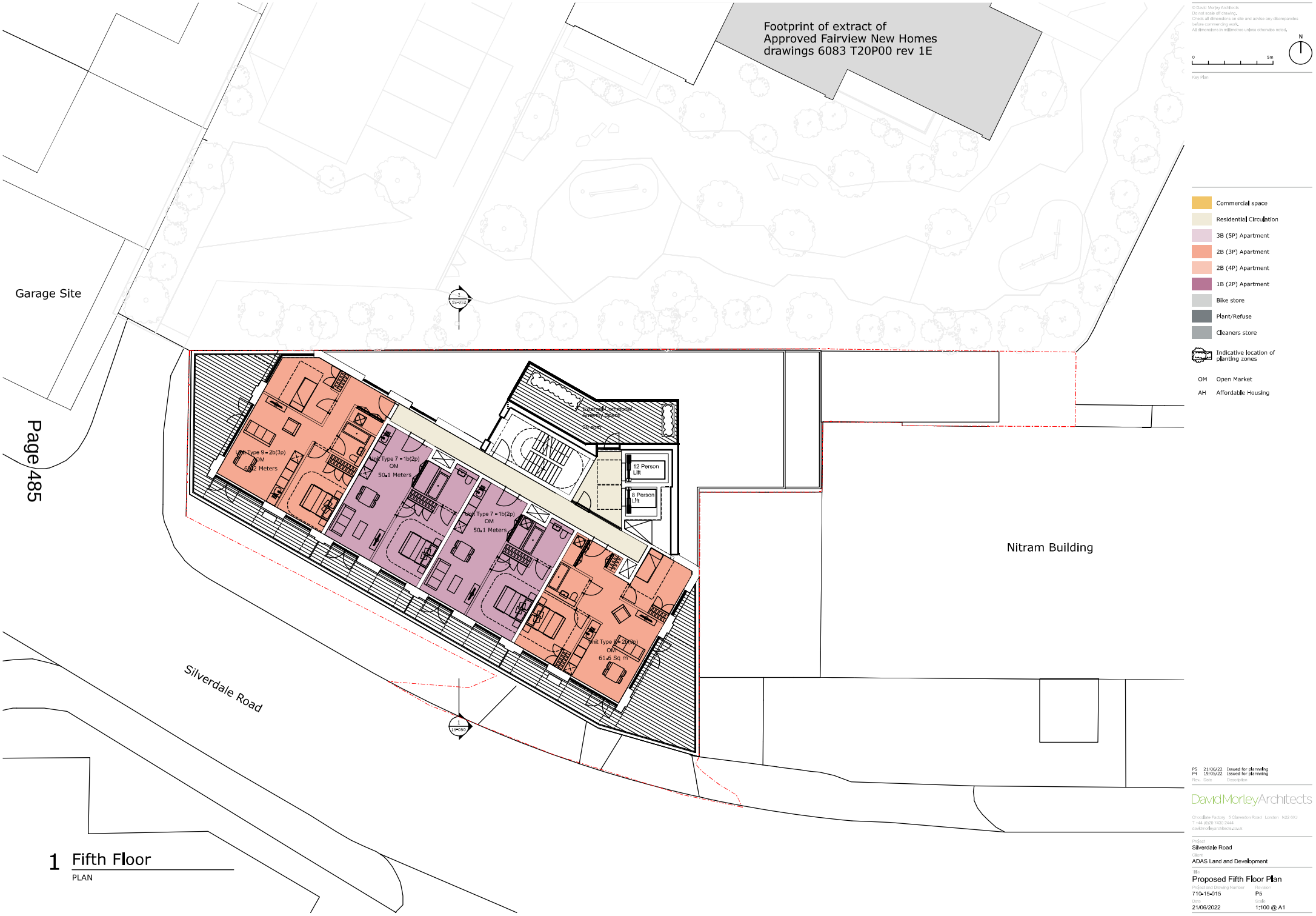
Project
Silverdale Road

Client
ADAS Land and Development

Title
Proposed Fourth Floor Plan

Project and Drawing Number: 710-01-013
Revision: P6
Date: 21/06/2022
Scale: 1:100 @ A1

1 Fourth Floor
PLAN

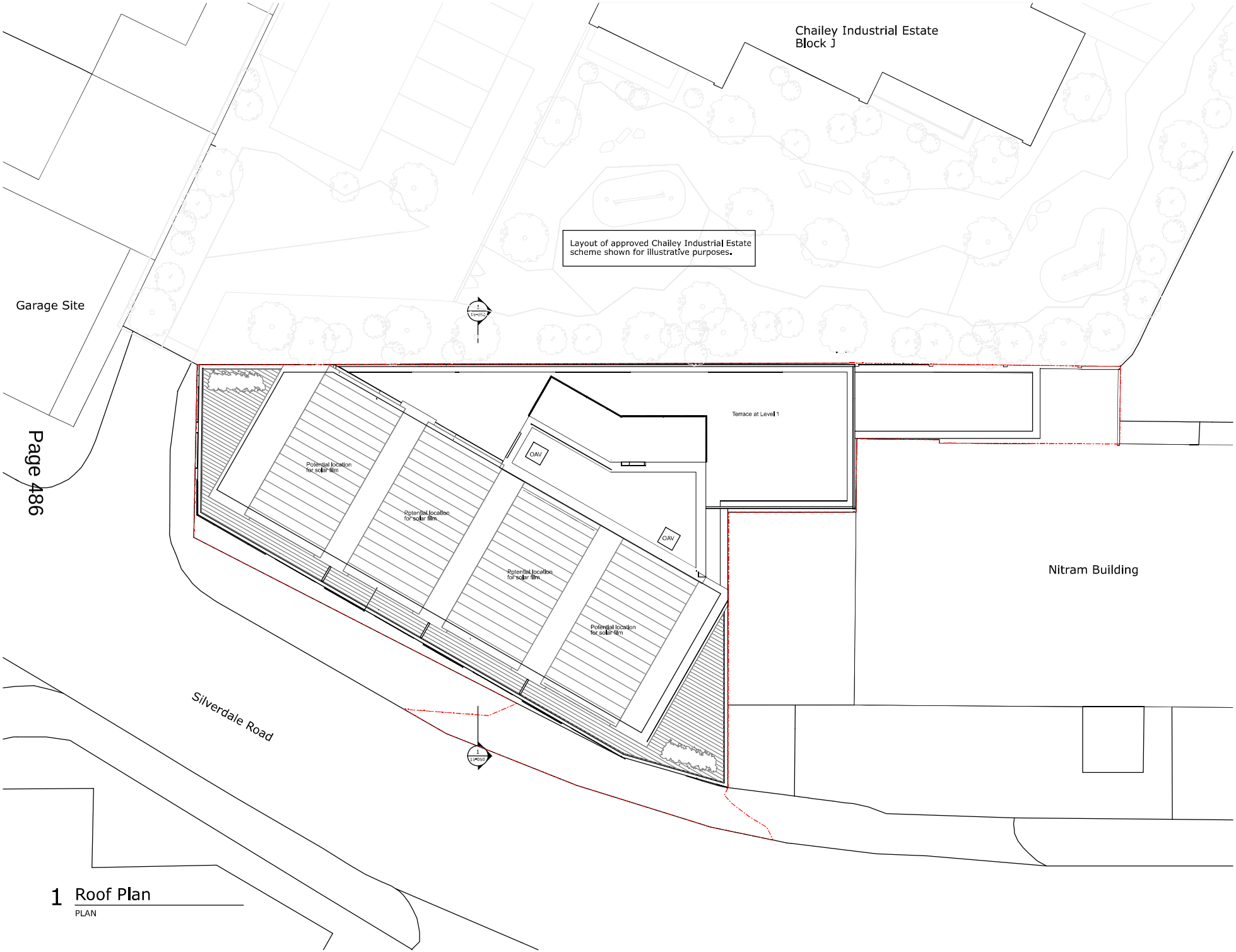


1 Fifth Floor
PLAN

P5 21/06/22 Issued for planning
P4 19/05/22 Issued for planning
Rev. Date Description

David Morley Architects

Project
Silverdale Road
Client
ADAS Land and Development
Title
Proposed Fifth Floor Plan
Project and Drawing Number
710-15-015
Revision
P5
Date
21/06/2022
Scale
1:100 @ A1



1 Roof Plan
PLAN

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 5m

Key Plan

- Commercial space
- Residential Circulation
- 2B (3P) Apartment
- 2B (4P) Apartment
- 1B (2P) Apartment
- Bike store
- Plant/Refuse
- Cleaners store

OM Open Market
AH Affordable Housing

P3 23/02/21 Issued for planning
Rev. Date Description

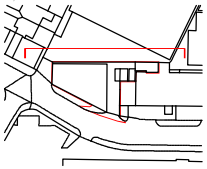
DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7450 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road
Client
ADAS Land and Development
Title
Proposed Roof Plan
Project and Drawing Number
7.10-15-016
Revision
P3
Date
23/02/2021
Scale
1:100 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

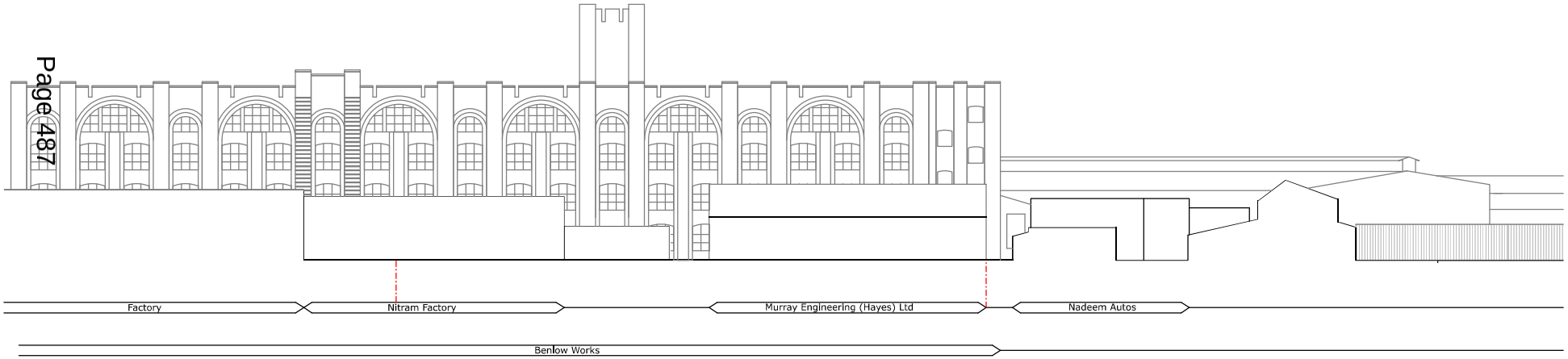
0 10m

Key Plan



Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations



P2 23/02/21 Issued for Planning
Rev. Date Description

DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

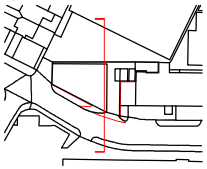
Title
ExistingNorthElevation

Project and Drawing Number: 710-15-003
Revision: P2
Date: 23/02/2021
Scale: 1:200 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

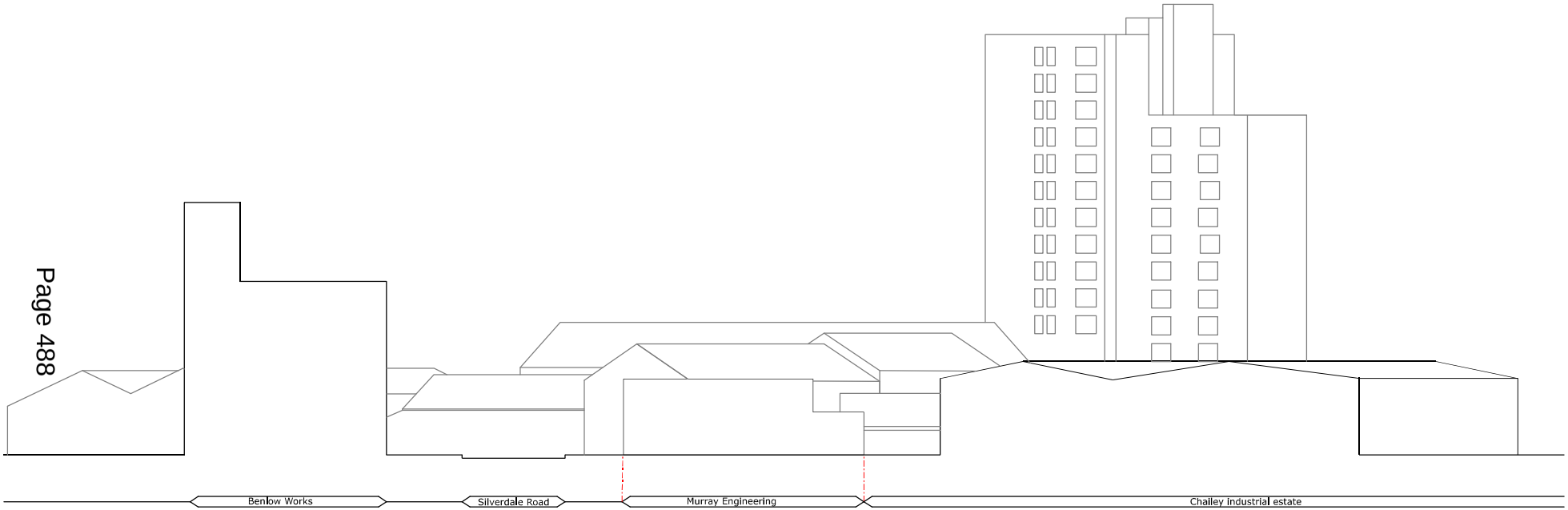
0 10m

Key Plan



Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations



P2 23/02/21 Issued for Planning
Rev. Date Description

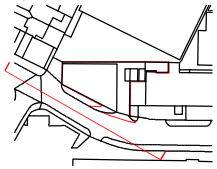
DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road
Client
ADAS Land and Development
Title
ExistingEastElevation
Project and Drawing Number
710-15-004
Revision
P2
Date
23/02/2021
Scale
1:200 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

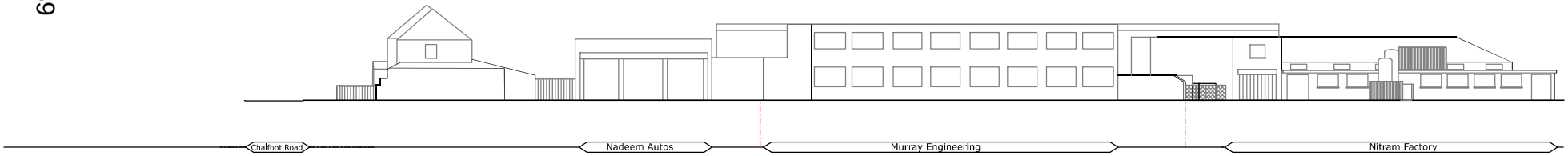
0 10m

Key Plan



Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations



P2 23/02/21 Issued for Planning
Rev. Date Description

DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

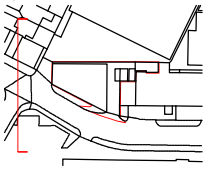
Title
ExistingSouthElevation

Project and Drawing Number: 710-15-005
Revision: P2
Date: 23/02/2021
Scale: 1:200 @ A1

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

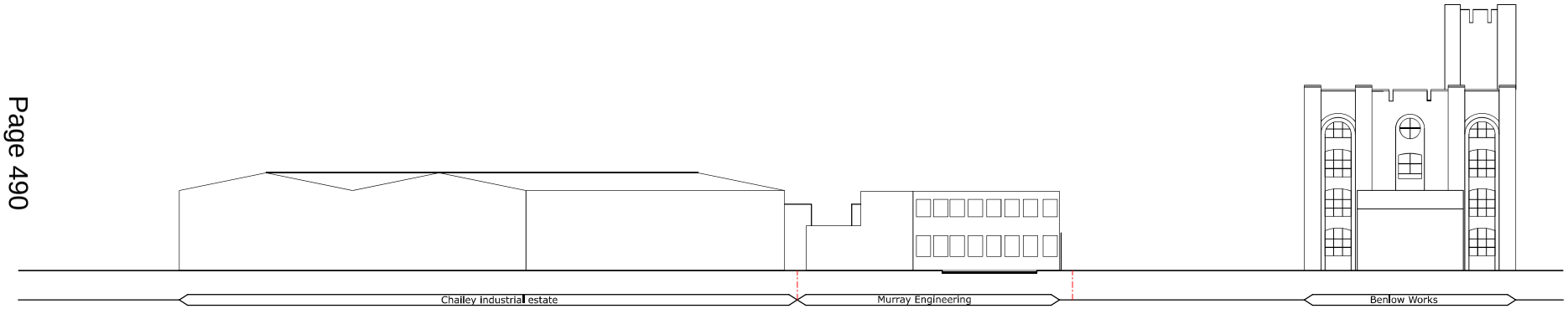
0 10m

Key Plan



Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations



P2 23/02/21 Issued for Planning
Rev. Date Description

DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

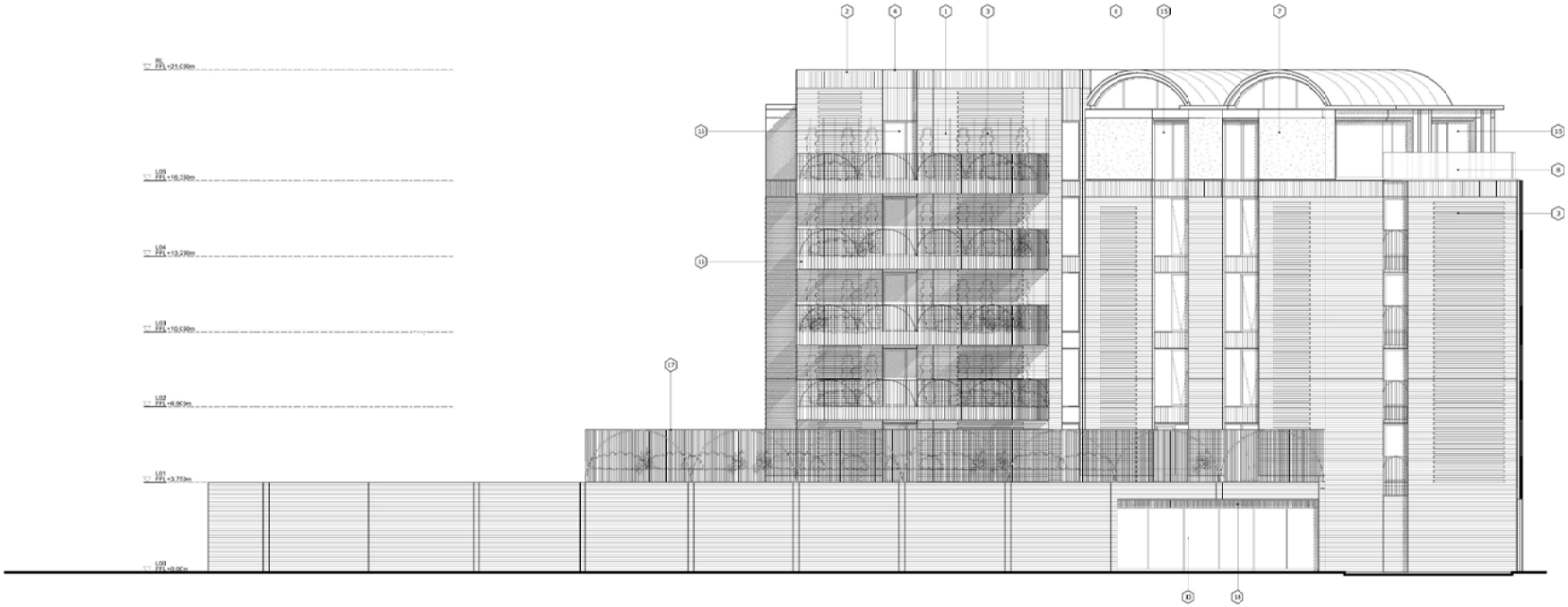
Title
ExistingWestElevation

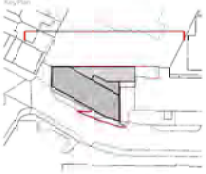
Project and Drawing Number
710-15-006

Revision
P2

Date
23/02/2021

Scale
1:200 @ A1



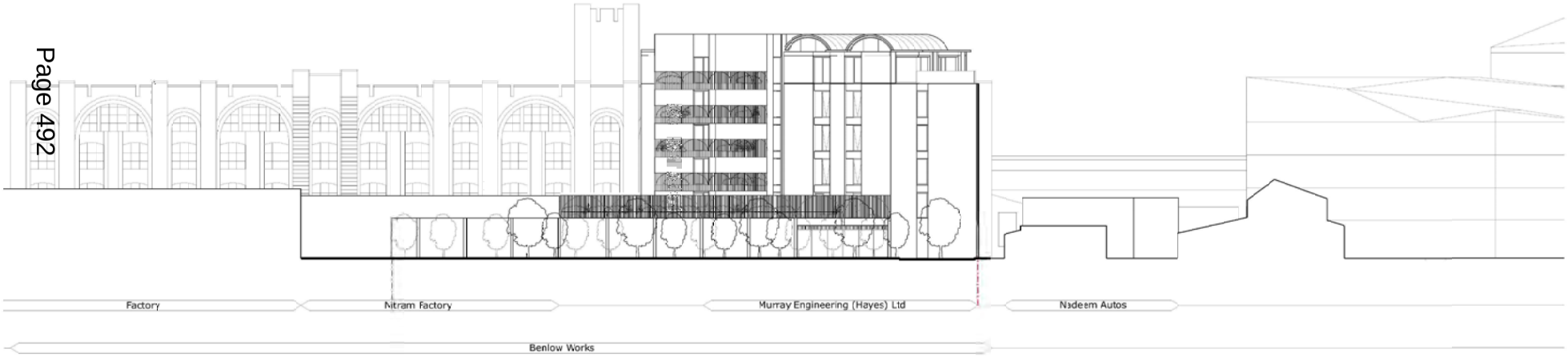


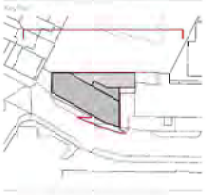
1. Brick - (Red/Brown)
2. Brick - Vertical (Red/Brown)
3. Brick - Projecting/Textured (Red/Brown)
4. Pre-cast Coping (Colour matched to brick)
5. Aluminium Panel
6. Metal Roof (Red/Brown)
7. Metal Facade Cladding (Red/Brown)
8. Glazed Balustrade
9. Juliet Balcony
10. Inset Balcony
11. Aluminium Spandre Panel
12. Opaque Glazing
13. Curtain Walling
14. PPC Aluminium Louvres
15. PPC Aluminium Windows & Doors framed
16. Projecting Balcony
17. PPC Aluminium Metal Balustrade
18. PPC Aluminium Vertical Louvres

P2 23/12/21 Issued for Planning
P1 31/10/19 Issued for Planning

DavidMorleyArchitects

Project
Silverdale Road
Client
ADAS Land and Development
Title
Proposed North Elevation
Project and Drawing Number 710-15-030
Revision P2
Date 23/02/2021
Scale 1:100 @ A1





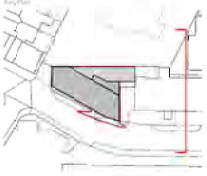
Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations

P2 23/12/21 Issued for Planning
P1 31/8/21 Issued for Planning

DavidMorleyArchitects

Project
Silverdale Road
Client
ADAS Land and Development
Title
ProposedNorthElevationInContext
Project and Drawing Number
710-15-034
Revision
P2
Date
23/02/2021
Scale
1:200@A1



1. Brick - (Red/Brown)
2. Brick - Vertical (Red/Brown)
3. Brick - Projecting/Textured (Red/Brown)
4. Pre-cast Coping (Colour matched to brick)
5. Aluminium Panel
6. Metal Roof (Red/Brown)
7. Metal Facade Cladding (Red/Brown)
8. Glazed Balustrade
9. Juliet Balcony
10. Inset Balcony
11. Aluminium Spandre Panel
12. Opaque Glazing
13. Curtain Walling
14. PPC Aluminium Louvres
15. PPC Aluminium Windows & Doors framed
16. Projecting Balcony
17. PPC Aluminium Metal Balustrade
18. PPC Aluminium Vertical Louvres

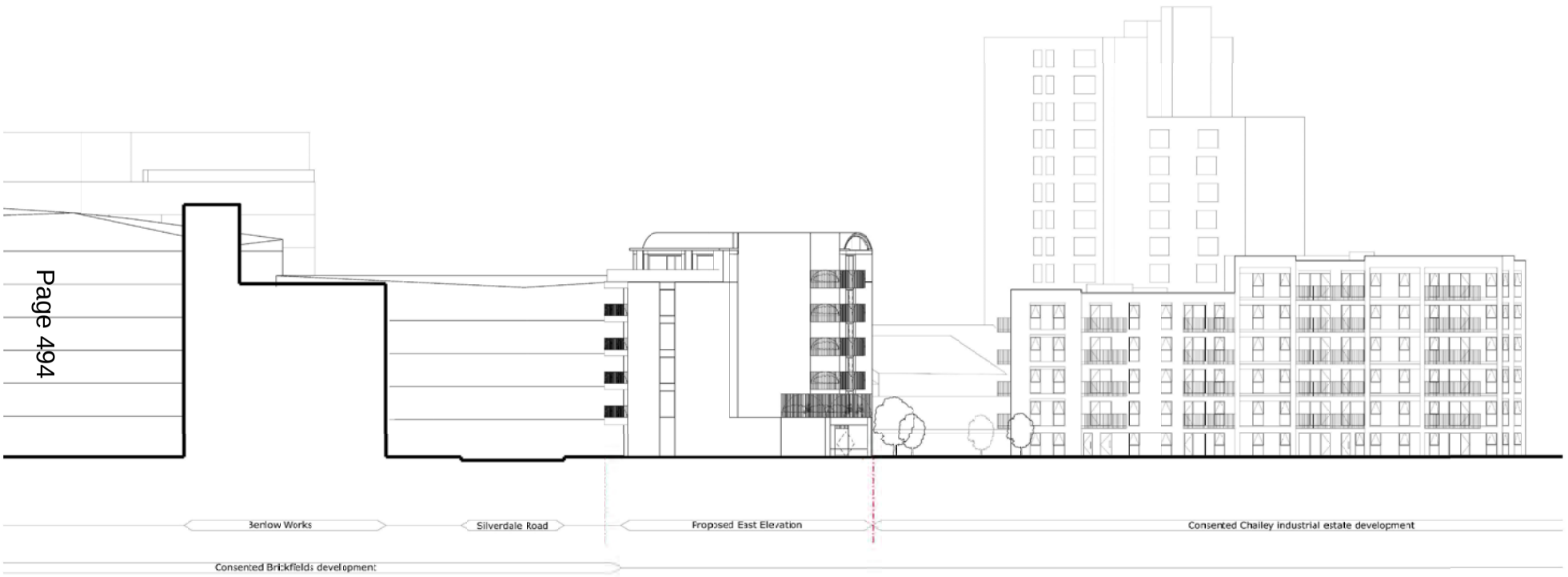
P2 23/12/21 Issued for Planning
P1 31/10/19 Issued for Planning

DavidMorleyArchitects

Project
Silverdale Road
Client
ADAS Land and Development

Title
Proposed East Elevation

Project and Drawing Number: 710-15-031
Revision: P2
Date: 23/02/2021
Scale: 1:100 @ A1



Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations

P2 XX/XX/XX Issued to Planning
P1 31/10/19 Issued to Planning

DavidMorleyArchitects

Project
Silverdale Road
Client
ADAS Land and Development
Title
ProposedEastElevationInContext
Project and Drawing Number
710-15-035
Revision
P2
Date
XX/XX/XXXX
Scale
1:200 @ A1

1. Brick - (Red/Brown)
2. Brick - Vertical (Red/Brown)
3. Brick - Projecting/Textured (Red/Brown)
4. Pre-cast Coping (Colour matched to brick)
5. Aluminium Panel
6. Metal Roof (Red/Brown)
7. Metal Facade Cladding (Red/Brown)
8. Glazed Balustrade
9. Juliet Balcony
10. Inset Balcony
11. Aluminium Spandre Panel
12. Opaque Glazing
13. Curtain Walling
14. PPC Aluminium Louvres
15. PPC Aluminium Windows & Doors Framed
16. Projecting Balcony
17. PPC Aluminum Metal Balustrade
18. PPC Aluminum Vertical Louvres

P2 23/12/21 Issued for Planning
P1 31/8/19 Issued for Planning

David Morley Architects

Project
Silverdale Road
Client
ADAS Land and Development

Title
Proposed South Elevation

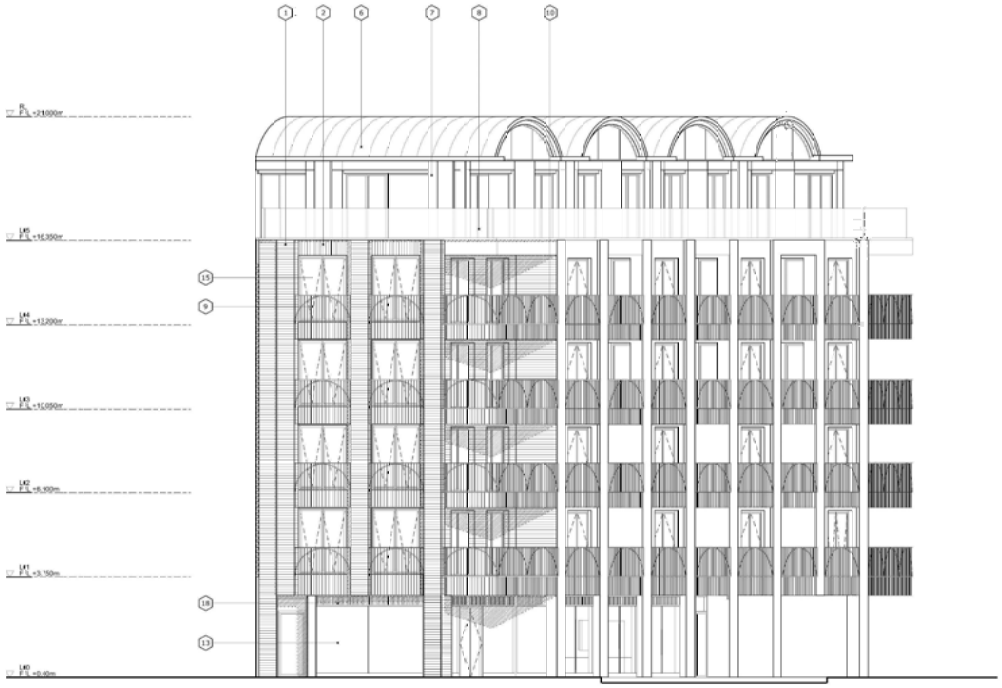
Project and Drawing Number
710-15-032
Revision
P2
Date
23/02/2021
Scale
1:100 @ A1

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations

P2 23/12/21 Issued for Planning
Rev. Date Description

DavidMorleyArchitects

Project
Silverdale Road
Client
ADAS Land and Development
Title
Proposed South Elevation In Context
Project and Drawing Number
710-15-036
Revision
P2
Date
23/02/2021
Scale
1:200 @ A1



1. Brick - (Red/Brown)
2. Brick - Vertical (Red/Brown)
3. Brick - Projecting/Textured (Red/Brown)
4. Pre-cast Coping (Colour matched to brick)
5. Aluminium Panel
6. Metal Roof (Red/Brown)
7. Metal Facade Cladding (Red/Brown)
8. Glazed Balustrade
9. Juliet Balcony
10. Inset Balcony
11. Aluminium Spandre Panel
12. Opaque Glazing
13. Curtain Walling
14. PPC Aluminium Louvres
15. PPC Aluminium Windows & Doors Framed
16. Projecting Balcony
17. PPC Aluminium Metal Balustrade
18. PPC Aluminium Vertical Louvres

P2 23/12/21 Issued for Planning
P1 31/8/21 Issued for Planning

DavidMorleyArchitects

Project
Silverdale Road

Client
ADAS Land and Development

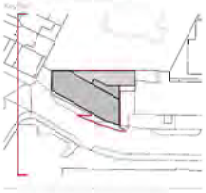
Title
Proposed West Elevation

Project and Drawing Number
710-15-033

Revision
P2

Date
23/02/2021

Scale
1:100 @ A1



Application Site Boundary

Refer to drawings 710-15-30 to 710-15-33 for details of proposed elevations

P2 23/12/21 Issued for Planning

DavidMorleyArchitects

Project
Silverdale Road

Client
ADAS Land and Development

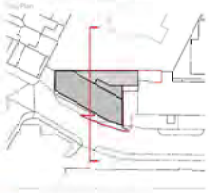
Title
ProposedWestElevationInDevelopedContext

Project and Drawing Number
710-15-037

Revision
P2

Date
23/02/2021

Scale
1:200@A1



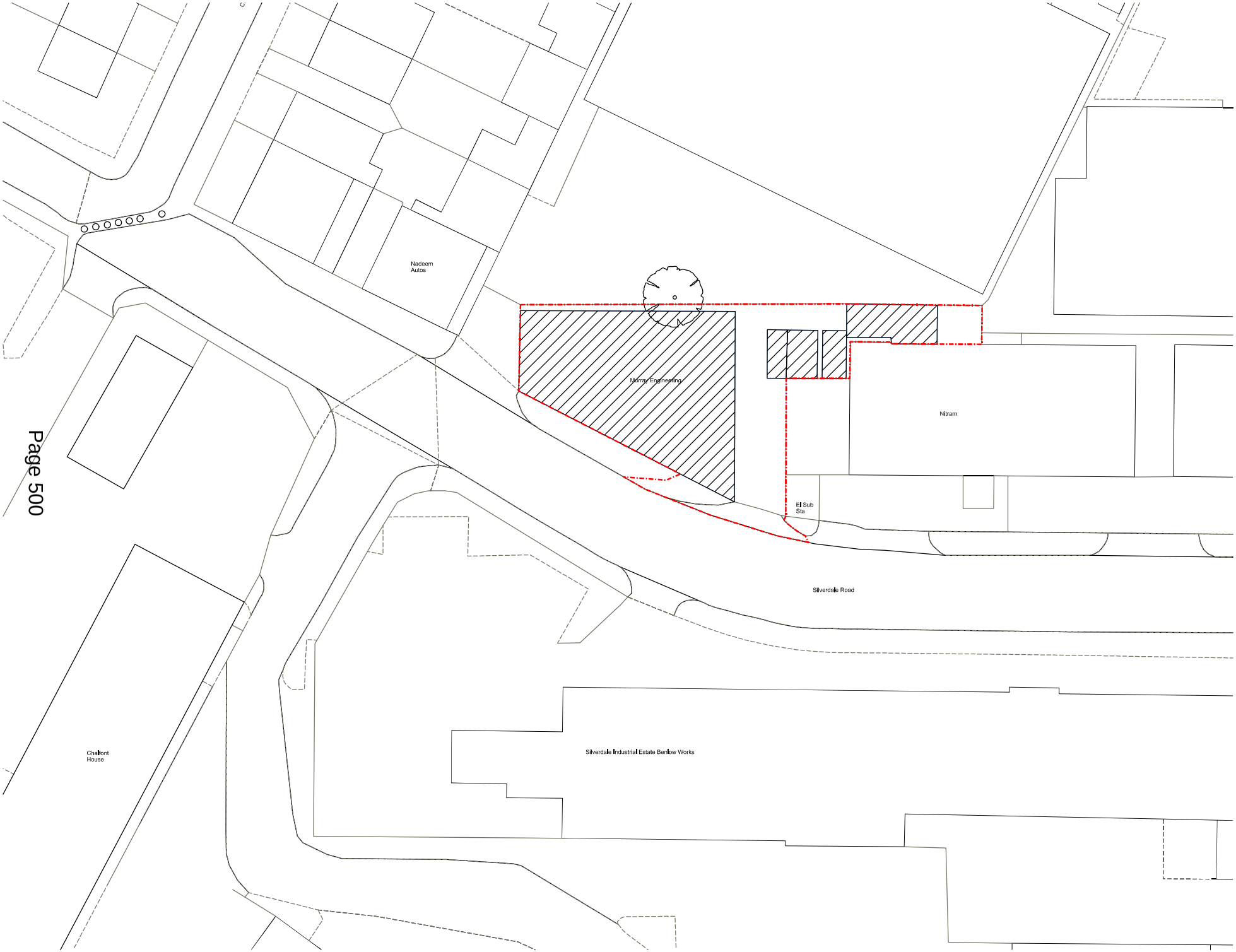
Commercial space
Residential Circulation
2B (3P) Apartment
2B (4P) Apartment
1B (2P) Apartment
Bike store
Plant/Refuse
Cleaners store
Application Site Boundary

OM Open Market
AH Affordable Housing

P2 23/12/21 Issued for Planning
Rev. Date: Description:

DavidMorleyArchitects

Project
Silverdale Road
Client
ADAS Land and Development
Title
Short Section (1) with context
Project and Drawing Number
710-15-050
Revision
P2
Date
23/02/2021
Scale
1:200 @ A1



© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

N

0 10m

Key Plan

Application Site Boundary

Proposed Demolitions

Rev.	Date	Description
P3	23/02/21	Issued for Planning
P2	25/11/19	Issued for Planning
P1	31/10/19	Issued for Planning

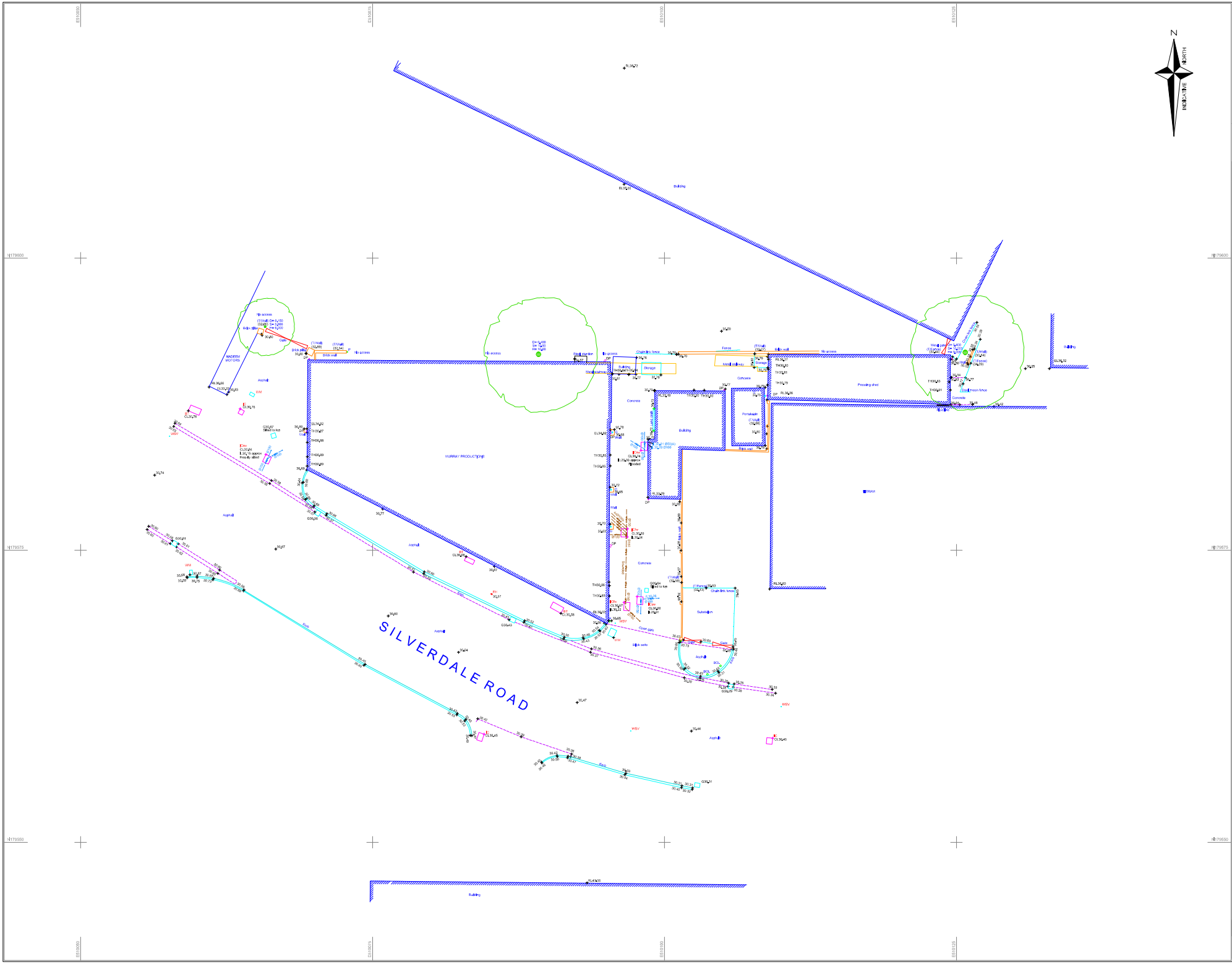
DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road

Client
ADAS Land and Development

Title
Proposed Demolition Plan

Project and Drawing Number: 710-15-007
Revision: P3
Date: 23/02/2021
Scale: 1:200 @ A1



NOTES

SURVEY CARRIED OUT AT A SCALE OF 1:1 AND SET TO ORDNANCE SURVEY GRID AND DATUM. REFERENCED USING LEICA GEOSYSTEMS SMARTNET

Topographical Survey Legend

DRAINAGE COMBINED WATER WITH FLOW DIRECTION
DRAINAGE FOUL WATER WITH FLOW DIRECTION
DRAINAGE SURFACE WATER WITH FLOW DIRECTION
Ø DIAMETER (mm)

Page 501

Rev.	Date	Amendment	Drawn	Chkd	Appd

RSK

Client: ADAS

Project Title: SILVERDALE ROAD, HAYES

Drawing Title: TOPOGRAPHICAL SURVEY

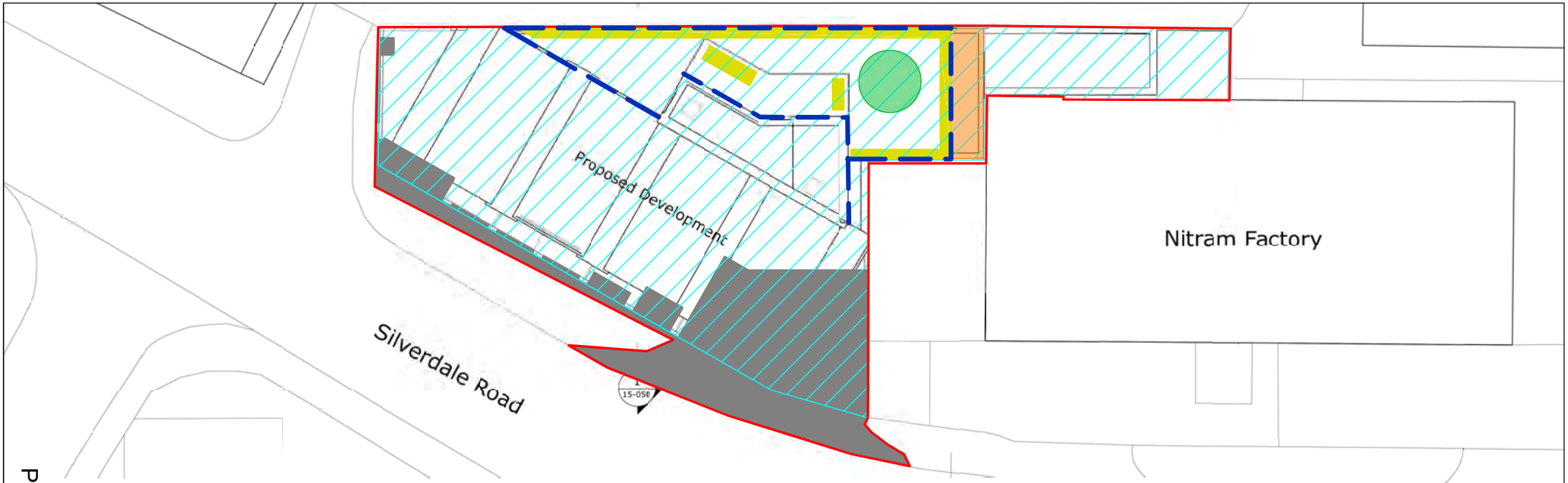
Drawn	Date	Checked	Date	Approved	Date
RH	11/09/19	BH	11/09/19	BH	11/09/19

Scale	Orig. Size	Dimensions
1:100	A0	

Project No.	Drawing File
194589	194589-T-01

Drawing No.: 194589-T-01 Rev.

Scale: 0 1 2 3 4 5m 1:100



Page 502

Urban Greening Factor Calculator				
Surface Cover Type	Factor	Area (m²)	Contribution	Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	0	0	
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1	0	0	
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0.8	17.4	13.92	Details on green roof are not currently available. Assumed will be engineered to accommodate intensive green roof.
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0.8	0	0	
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0.7	0	0	
Flower-rich perennial planting.	0.7	0	0	
Rain gardens and other vegetated sustainable drainage elements.	0.7	0	0	
Hedges (line of mature shrubs one or two shrubs wide).	0.6	31.69	19.014	Ornamental planting on roof terraces. Details on species not currently available at this stage of the application.
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	12.57	7.542	Two individual trees planted on roof terraces. Species not finalised at this stage of application, but assumed will be a cultivated species and therefore canopies calculated at spread of 3.5m.
Green wall –modular system or climbers rooted in soil.	0.6	331.56	198.936	Details on a green wall system is not currently available at this stage of the application, but comprises modular system on the northern and eastern elevations, and climbers rooted in soil around level 1 terrace.
Groundcover planting.	0.5	0	0	
Amenity grassland (species-poor, regularly mown lawn).	0.4	0	0	
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014.	0.3	0	0	
Water features (chlorinated) or unplanted detention basins.	0.2	0	0	
Permeable paving.	0.1	697.1	69.71	Bluerroof systems on the roof, level 4 roof and all communal terraces.
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0	175.7	0	Areas on the ground floor, consisting of parking spaces, bike stores, general commercial space and pavement.
Total contribution			309.122	
Total site area (m²)			766.9	
Urban Greening Factor			0.403079932	

Rev.	Issue Details.	Date.
03	Addition of green roof	05/08/2022
02	Addition of green wall modular system	18/10/2021
01	Layout Update	23/04/2021
00	First Issue	16/04/21

Client:

ADAS Land and Development

Project:

Silverdale Road

Drawing Title:

Urban Greening Factor Plan

Drawing No: 1070001-RSK092-SIL-L-005

Scale: NTS

Drawn by: MB Date: 05/08/2022

Checked by: DH Date: 05/08/2022

© Crown copyright and database rights 2022 OS 0100058606
For reference purposes only. No further copies may be made.

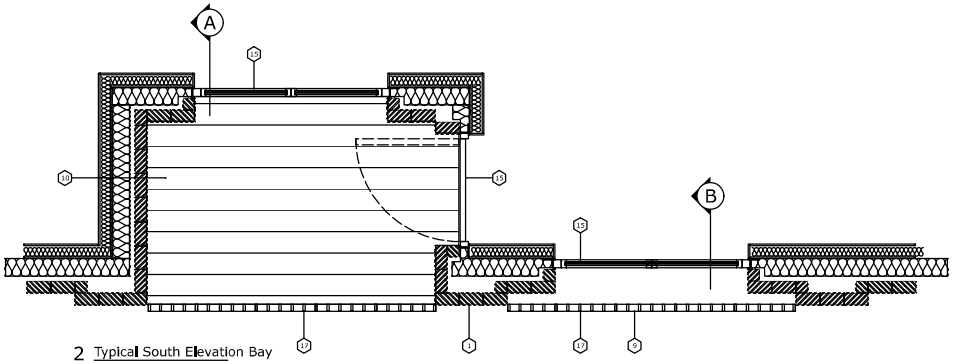
ADAS, 11d Park House, Milton Park,
Milton, Abingdon, Oxford, OX14 4RS

Tel: 01235 355630

©RSK ADAS Ltd.

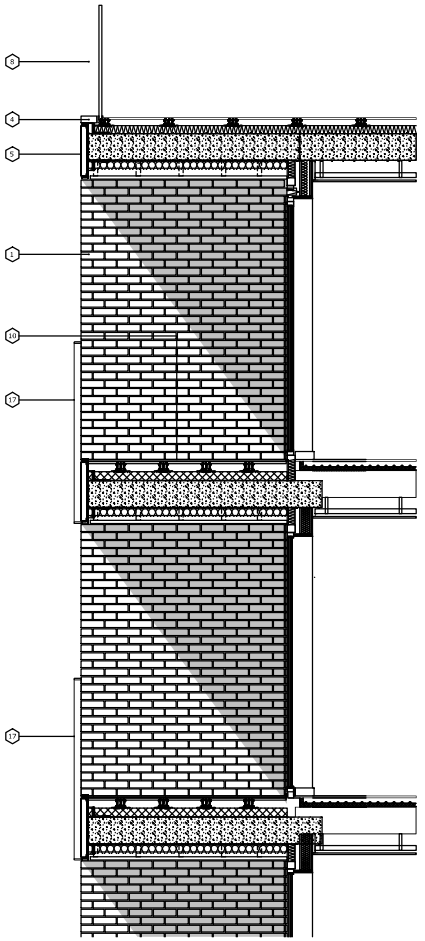
G:\Silverdale rd\1070001-RSK092-SIL-L-005_UGF Rev03.dwg

© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.

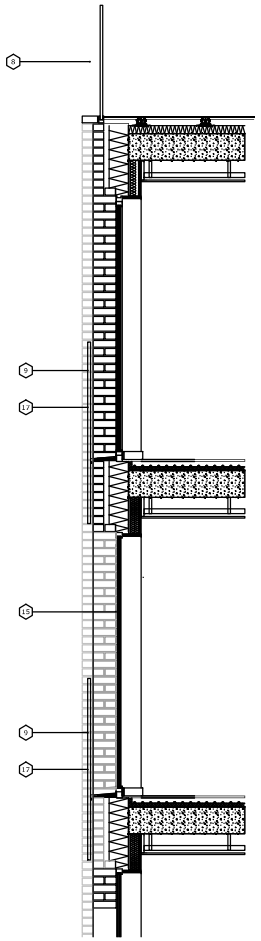


2 Typical South Elevation Bay
PLAN

1 Typical South Elevation Bay
ELEVATION

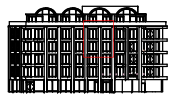


3 A-A Typical Balcony Section
SECTION



4 B-B Typical Window Section
SECTION

Key Plan



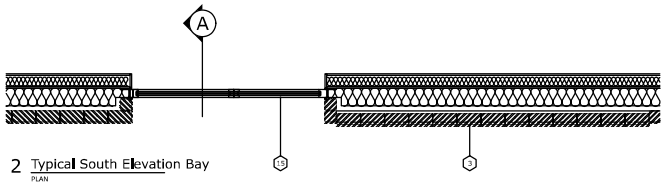
1. Brick - (Red/Brown)
2. Brick - Vertical (Red/Brown)
3. Brick - Projecting/Textured (Red/Brown)
4. Pre-cast Coping (Colour matched to brick)
5. Aluminium Panel
6. Metal Roof (Red/Brown)
7. Metal Facade Cladding (Red/Brown)
8. Glazed Balustrade
9. Juliet Balcony
10. Inset Balcony
11. Aluminium Spandrel Panel
12. Opaque Glazing
13. Curtain Walling
14. PPC Aluminium Louvres
15. PPC Aluminium Windows & Doors framed
16. Projecting Balcony
17. PPC Aluminium Metal Balustrade
18. PPC Aluminium Vertical Louvres

Rev.	Date	Description
P1	23/02/21	Issued for planning

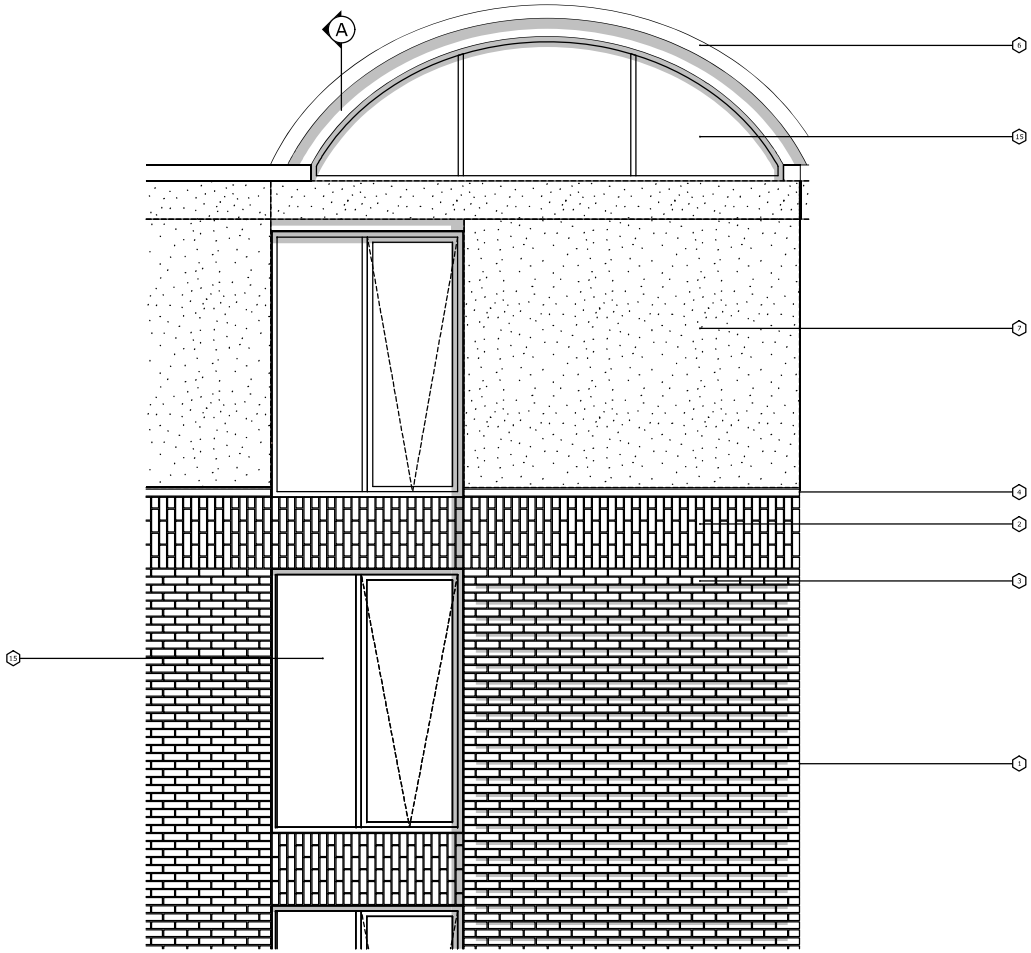
David Morley Architects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road
Client
ADAS Land and Development
Title
Bay Study 01
Project and Drawing Number
710-15-060
Revision
P1
Date
23/02/2021
Scale
1:25 @ A1

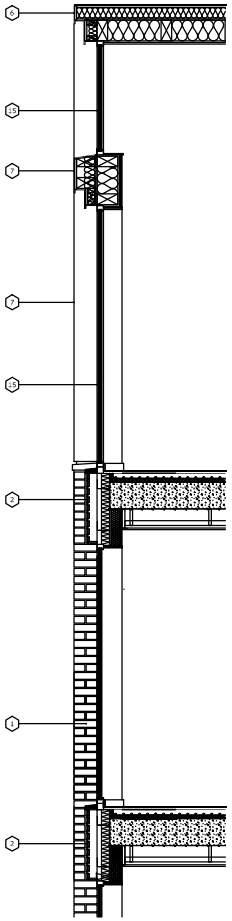
© David Morley Architects
Do not scale off drawing.
Check all dimensions on site and advise any discrepancies before commencing work.
All dimensions in millimetres unless otherwise noted.



2 Typical South Elevation Bay
PLAN

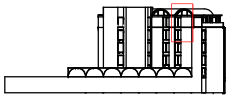


1 Typical North Elevation Bay
ELEVATION



2 A-A Typical North Elevation Section
SECTION

Key Plan

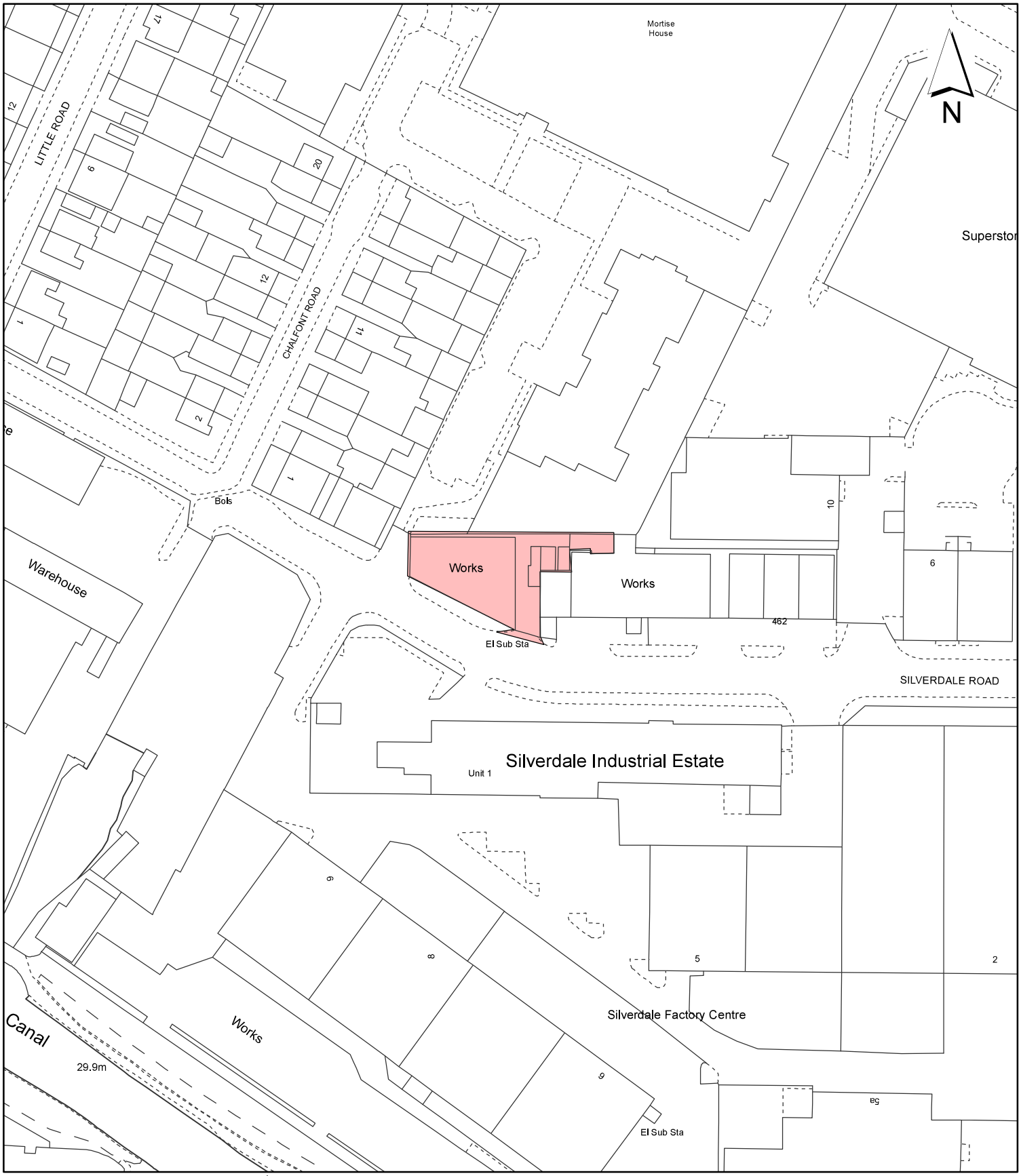


1. Brick - (Red/Brown)
2. Brick - Vertical (Red/Brown)
3. Brick - Projecting/Textured (Red/Brown)
4. Pre-cast Coping (Colour matched to brick)
5. Aluminium Panel
6. Metal Roof (Red/Brown)
7. Metal Facade Cladding (Red/Brown)
8. Glazed Balustrade
9. Juliet Balcony
10. Inset Balcony
11. Aluminium Spandrel Panel
12. Opaque Glazing
13. Curtain Walling
14. PPC Aluminium Louvres
15. PPC Aluminium Windows & Doors framed
16. Projecting Balcony
17. PPC Aluminium Metal Balustrade
18. PPC Aluminium Vertical Louvres

Rev.	Date	Description
P1	23/02/21	Issued for planning

DavidMorleyArchitects
Chocolate Factory 5 Clarendon Road London N22 6XJ
T +44 (0)20 7430 2444
davidmorleyarchitects.co.uk

Project
Silverdale Road
Client
ADAS Land and Development
Title
Bay Study 02
Project and Drawing Number
710-15-061
Revision
P1
Date
23/02/2021
Scale
1:25 @ A1



Notes:

Site boundary

For identification purposes only.

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.
© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

Murray Engineering

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
12795/APP/2021/1584

Scale:
1:1,250

Planning Committee:
Major Page 505

Date:
March 2023

HILLINGDON LONDON

This page is intentionally left blank