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HILLINGDON
LONDON

A

Major Applications Planning Committee

Date: **THURSDAY, 18 MAY 2023**

Time: **7.00 PM**

Venue: **COMMITTEE ROOM 5 - CIVIC CENTRE**

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: Wednesday, 10 May 2023

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Putting our residents first

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London Borough of Hillingdon,
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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

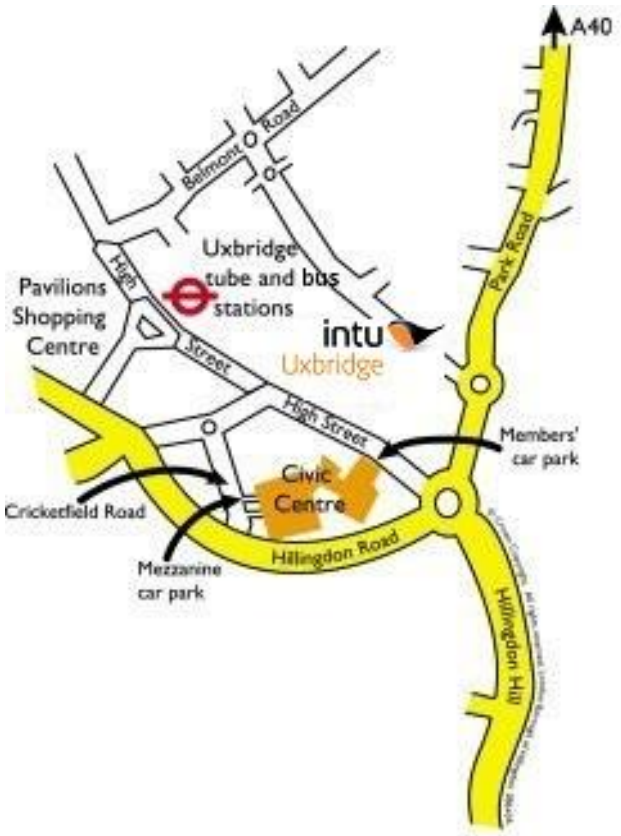
You can watch the public part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as 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.

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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.

Major Applications without Speaking Rights

	Address	Ward	Description & Recommendation	Page
6	Hyatt Place 2385/APP/2022/2952	Wood End	Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)(ii) and E(g)(iii)) at ground and first floor level. **Recommendations: Approve + Sec 106**	7 – 74 246 – 295

7	Canteen Building, Former Nestle Factory Site 1331/APP/2022/2553	Pinkwell	Partial demolition and redevelopment of the former canteen building to provide a new healthcare facility (Class E(e)), nursery (Class E(f)) and reconfigured residential building (Block H) (Class C3) with a commercial unit at ground floor (Class E), including associated landscaping, access, car parking and other engineering works. (Re-Consultation for submission of amended plans and information. The scheme has been amended from a proposal for full demolition of the Canteen Building to partial demolition of the Canteen Building with partial facade retention) **Recommendations: Approve + Sec 106**	75 – 172 296 – 309
8	Comag 24843/APP/2022/2403	Yiewsley	Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22) **Recommendations: Approval**	173 – 244 310 – 335

PART I - Plans for Major Applications Planning Committee

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HILLINGDON
LONDON

Minutes

MAJOR Applications Planning Committee

25 April 2023

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Steve Tuckwell (Chairman), Henry Higgins (Vice-Chairman), Adam Bennett, Darran Davies, Elizabeth Garelick and Raju Sansarpuri **LBH Officers Present**: Chris Brady (Principal Planning Officer), Glen Egan (Head of Legal Services), Mandip Malhotra (Strategic and Major Applications Manager), Liz Penny (Democratic Services Officer) Dr Alan Tilly (Transport Planning and Development Manager)
211.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* Apologies for absence were received from Councillor Jas Dhot and from Councillor Tony Gill with Councillor Raju Sansarpuri substituting for the latter.
212.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* There were no declarations of interest.
213.	**TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* **RESOLVED: That the minutes of the meeting dated 29 March 2023 be agreed as an accurate record.**
214.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* None.
215.	**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 marked in Part I and would be considered in public.
216.	**3 VIVEASH CLOSE, HAYES - 36678/APP/2021/3370** *(Agenda Item 6)* **Redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 127 flats and residents lounge with associated**

	access (including Public Access Improvements) and landscaping works following demolition of existing light industrial building (Amended plans submitted 17/03/2023). Officers presented the application noting a typographical error on page 15 of the agenda pack which cited 127 flats rather than 128. Members heard that the application had been previously approved at the Major Applications Planning Committee on 27 July 2022 subject to minor changes to conditions, completion of the S106 legal agreement and Stage 2 referral to the GLA. The GLA had since confirmed that it could not validate any Stage 2 referrals for developments that did not conform to the pending changes to the Fire Safety Regulations due to be adopted in summer 2023. In response to this, the applicant had submitted revised plans to address GLA concerns; these plans included a connecting corridor between each core to ensure there were two means of escape to meet fire regulations. There was no change to the agreed mass and bulk of the development and the application was recommended for approval. Members raised no objections to the proposal. The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved. **RESOLVED: That the application be approved.**
217.	**HYATT PLACE, 27 UXBRIDGE ROAD, HAYES** *(Agenda Item 7)* **Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)ii) and E(g)iii) at ground and first floor level.** Officers introduced the application and highlighted the information in the addendum. The application was recommended for approval. Members raised concerns regarding the parking provision at the hotel noting that only 32 car parking spaces for the hotel and 7 for commercial use were proposed hence it was likely that guests would seek to park on surrounding streets. It was felt that this would serve to exacerbate parking stress around such a busy junction. The Committee heard that parking in the streets would be inconvenient for guests and was therefore unlikely to be an issue. The hotel would be predominantly 'car free' as two minibuses would be available to pick guests up from nearby stations and from Heathrow. A robust Travel Plan was proposed, and sustainable travel would be encouraged. Members raised further concerns regarding odours linked to the proposed kitchenettes and microwaves in one section of the hotel. It was felt that the microwaves were a fire risk, and the inclusion of kitchenettes could facilitate alternative use as an HMO in the future. A maximum 30-day stay limit or a Condition limiting stays to no more than 90 days were proposed by Members. In response to this, the Committee was informed that the kitchenettes would not be used for primary cooking and there was nothing to suggest intended HMO use at present. With regards to odours, Members were advised that a mechanically ventilated system would be incorporated to address this. A 30-day stay limit could not be defended at appeal as it conflicted with the agreed London wide limit of 90 days. It was confirmed that the Hotel Management Strategy would permit guests to stay for more

than 90 days. However, under the terms of the Strategy, duration of stay would be monitored enabling officers to assess whether the hotel had moved into another use class. If necessary, enforcement action could then be taken. Members requested that the Hotel Management Strategy be updated to add a requirement for six monthly reviews to assess number / duration of stays.

The Legal Advisor reminded Members that the Planning Committee did not have jurisdiction over how a business was run – this was a matter for the management. The Council could attempt to address Members' concerns by means of the Hotel Management Strategy and by strengthening conditions such as those related to fire safety. A 30-day stay would not be enforceable, and the suggested 90-day maximum stay would be difficult to monitor given resourcing restraints.

Members enquired whether it would be possible to ask the applicant to part-fund a staff member to monitor the duration of stays at the hotel. The Legal Advisor indicated that it would be difficult to estimate the cost of this.

Given the proliferation of TfL buses in the vicinity. Members queried the need for a dedicated minibus service which would further exacerbate traffic issues in the area. It was confirmed that minibuses could be pre-booked to pick guests up from the station which would give people the confidence to use the hotel. It was anticipated that the minibuses would also negate the need for guests to park on neighbouring streets. Two minibuses were proposed to pick up from Hayes and Harlington and Southall stations. It was confirmed that minibuses were proposed as opposed to coaches which were larger and would not be permitted on site. It was suggested that Condition 15 be amended to include a definition of the minibus size. The necessity for the proposed shuttle minibus service would be further explored in the Travel Plan.

In response to further questions from the Committee, it was confirmed that emergency vehicles would be able to access the site via Springfield Road. It was noted that the Fire Brigade had not objected to the planned development. Members requested the addition of a Condition to ensure that the only vehicular access into and out of the site would be via the Springfield Road access point shown on the plans.

In respect of construction management, Members requested that the relevant Condition be amended to ensure there would be no deliveries during the hours of 7-9 a.m. and 3-5 p.m. Mondays to Saturdays. Members also requested the addition of further detail in the Travel Plan in respect of journey costs, their sustainability and the use of electric vehicles.

With regards to urban greening, the Committee felt that the proposed urban greening score of 0.39 was not sufficient and could be improved on.

At the request of the Committee, it was agreed that the Legal Advisor would further explore the legality of conditioning a maximum stay of 90 days.

Members remained dissatisfied regarding the application and highlighted the need to protect residents by providing safeguards to ensure the site remained a hotel in the future. It was recommended that the application be deferred for consideration at a future meeting of the Major Applications Planning Committee. This would allow for the following:

1. Updates to the Hotel Management Strategy:

	- add details re. odours / ventilation; - Hotel Management Strategy to be reviewed every 6 months; - bond to be secured to monitor Hotel Management Strategy for 18-month duration; Condition 11 - include fire safety details for microwaves specifically; Travel Plan Head of Term - bolster the details around minibuses and TfL buses, ensure the most sustainable options explored to prevent unnecessary trips on the road network; explore the communications for occupants to aid the use of public transport; Condition 15: - propose electric minibuses only; - include a definition of a minibus; - clarify the cost of each journey/sustainable cost; CEMP Condition - exclude delivery between 3-5 p.m. - Monday - Saturday 7-9 a.m. NEW condition – the only vehicular access into and out of the site to be from the Springfield Road access point shown on the plans; 2. Officers to get more information on: - length of stay of occupants; - minibus shuttle strategy- seek a draft/skeleton copy; - clarify the green / sustainability credentials of the scheme; - cost of the monitoring of the Hotel Management Strategy- monetary sum; The recommendation to defer was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED: That the application be deferred for consideration at a future meeting of the Major Applications Planning Committee.**
	The meeting, which commenced at 7.00 pm, closed at 8.40 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250636 or epenny@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of 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.

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

Address HYATT PLACE 27 UXBRIDGE ROAD HAYES

Development: Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)(ii) and E(g)(iii)) at ground and first floor level.

LBH Ref Nos: 2385/APP/2022/2952

Drawing Nos:
INF - HAP - ZZZ - L00 - DR - A - 0000
INF - HAP - ZZZ - B01 - DR - A - 0200
INF - HAP - ZZZ - L00 - DR - A - 0200
INF - HAP - ZZZ - L01 - DR - A - 0200
INF - HAP - ZZZ - L02 - DR - A - 0200
INF - HAP - ZZZ - L03 - DR - A - 0200
INF - HAP - ZZZ - L04 - DR - A - 0200
INF - HAP - ZZZ - L05 - DR - A - 0200
INF - HAP - ZZZ - L06 - DR - A - 0200
INF - HAP - ZZZ - L07 - DR - A - 0200
Demolition and Construction Method Statement (September 2022)
0303-BDL-XX-XX-DR-L-0805-P02
Delivery and Servicing Plan (including Waste Strategy) (September 2022
Transport Assessment (including Car Park Management Plan & Healthy Streets Assessment) (September 2022)
Land Contamination Desk Study and Preliminary Risk Assessment Report
Basement Impact Assessment Report (September 2022)
Television and Radio Signal Survey & Reception Impact Assessment
Planning Statement (September 2022)
Statement of Community Involvement (August 2022
Commercial Strategy Report (August 2022)
Daylight and Sunlight Report (August 2022
Flood Risk Assessment and Surface Water Management Strategy
Water Cycle Strategy
Hotel Needs Assessment Study (May 2022)
Tree Survey
Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultura
Method Statement & Tree Protection Plan
Whole Life-Cycle Carbon Assessment (August 2022)
Noise Assessment (September 2022)
Wind Microclimate Assessment (August 2022)
Energy and Sustainability Statement (September 2022)
Circular Economy Statement (August 2022)
Air Quality Assessment
Hotel Sequential Assessment (August 2022)
Townscape and Visual Impact Assessment (September 2022)
Preliminary Ecological Appraisal
Utilities Statement
Planning Fire Statement (14-09-22)
Community Investment Programme (September 2022)

Design and Access Statement (September 2022)
Highways Comment Response Note (November 2022)
Highways Comment Response Note (December 2022)
Hotel Management Strateg)
Travel Plan (Rev. A) (December 2022)
0303-BDL-XX-XX-DR-L-0101-P04
0303-BDL-XX-XX-DR-L-0801-P08
0303-BDL-XX-XX-DR-L-0802-P03
0303-BDL-XX-XX-DR-L-0803-P03
0303-BDL-XX-XX-DR-L-0804-P03
Outline Construction Logistics Plan (September 2022)
INF - HAP - ZZZ - L09 - DR - A - 0201
INF - HAP - ZZZ - L10 - DR - A - 0201
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Date Plans Received: 26/09/2022 **Date(s) of Amendment(s):**

Date Application Valid: 26/09/2022

DEFERRED ON 25th April 2023 FOR FURTHER INFORMATION .

REASON FOR DEFERRAL

Determination of this application was deferred by members at the Major Applications Planning Committee on the 26th April 2023 so that a legal opinion could be sought regarding the use of conditions to limit the length of stay for future occupants to a maximum of 90 days in a calendar year.

Additionally, further information was requested on the management of the site following redevelopment, including any transport initiatives the applicant intends to implement to reduce the need for trips by private car.

ADDITIONAL INFORMATION RECEIVED

To assist members and officers, the applicant has submitted a document titled 'Applicant Response to Planning Committee Meeting on 25th April 2023', which seeks to provide answers to the queries raised at the previous committee meeting. The applicant has further submitted a draft Minibus Shuttle Service Management Plan, to form the basis of the requirements under Condition 15.

INTERNAL CONSULTEES

HIGHWAYS OFFICER (05-05-23): The Draft Minibus Shuttle Service Management Plan (May 2023) mentions that the mini-bus is an additional travel option supplementing travel by existing public transport services, walking or cycling. The Highway Authority supports this approach, the hotel operator should encourage and enable the use of bus services that are already in operation as the first priority. However, a traditional bus service does not offer the user the same convenience and flexibility as the private car, for this reason the offer a hotel mini-bus is considered crucial to successful operation of the proposal in transport terms. The mini-bus should operate 24 hours a day 7 days a week and be demand responsive - collecting passengers at times and places according to need. The Highway Authority has no objection of a fixed service shuttle service per se and appreciates it can offer benefits, but it is anticipated that a demand responsive service would operate most successfully. The Highway Authority require the applicant to monitor and review the operation of the bus service to determine which works best, a fixed or demand responsive service or a mixture of both and plan services accordingly. This mini-bus should be provided for guests as well as visitors attending events at the hotel.

PUBLIC NOTIFICATION

One further objection was received on the 27th April 2023 raising concerns about additional congestion and traffic.

ASSESSMENT

Concerns were raised by members at Planning Committee on the 26th April 2023 that the proposal would not operate under the C1 use class, and would essentially operate as ether a C3 (residential) or Purpose-Built Shared Living (PBSL) facility, unless conditions were imposed to restrict the length of stay, and/or to remove some of the features within the individual rooms, such as the proposed kitchenettes. Members requested that the Council's Legal Officers investigate whether a 90-day occupation limit could be applied and enforced by way of a condition, or possibly a more restrictive 30-day limit.

At the outset, it should be made clear that there is no policy basis for imposing a condition

which restricts occupants of a C1 development to stay a maximum of 90 days in a calendar year, either within the London Plan, Hillingdon Local Plan (Parts 1 or 2) or within the NPPF. The so called '90-day rule', which only affects London, was brought in to prevent unlawful changes of use from C3 to C1 in response to the increasing popularity of 'Airbnb' and other similar companies, and was introduced primarily to protect London's housing stock. This rule established that if a residential property was sub-let for more than 90 days in a calendar year through an Airbnb-style company, a change of use will have occurred (from C3 to C1) and planning permission would then be required.

However, this does not mean that developments falling within the C1 use class (which alongside hotels also includes boarding and guest houses) must prevent guests from staying more than 90 days in a calendar year to remain within the C1 use class, or that guests staying more than 90 days in a calendar year would automatically trigger a change of use from C1 to C3. It is further important to note that within the C1 use class, there is no restriction between operating as a hotel or a boarding house (for example) and this was confirmed under application reference 2385/APP/2022/714, which confirmed that this site could be used as a boarding house without the need for planning permission. Also of relevance, the site currently operates under the C1 use class without a restriction on the lengths of stay of guests.

Whether a site operates within the C1 use class is a matter of fact and degree (i.e. it is not a black and white decision), and the overall operational nature of the development as a whole needs to be taken into account. In this instance, the proposed development would have a fully staffed reception which would be the sole means of access and egress for future occupiers, all the rooms would be serviced with housekeeping provided, and no guests would be allowed to enter into an Assured Shorthold Tenancy (AST) for their stay. Moreover, guests would not be entitled to obtain a parking permit and would not be allowed to register their rooms as their primary accommodation (for Council Tax or voting purposes). As such, taking the above considerations into account, it is clear that the length of stay, in and of itself, is not the determinative factor which defines whether a use falls within the C1 or C3 use class, and that the characteristics of a C1 use are multifaceted, and it would therefore be unreasonable to impose a condition restricting lengths of stays to 90 days when this is only one aspect of defining the proposed operational use. This position has been confirmed by the Council's Legal Officers, who have stated that the local planning authority could not "lawfully impose a condition limiting the stay of any particular guest".

Recognising that imposing a condition on the allowed lengths of stays would not be reasonable it is nonetheless important to note that a Hotel Management Strategy would be secured through a legal agreement, based on the draft Hotel Management Strategy which has been submitted. This would also act as a monitoring regime to allow the council to seek details of the operation of the hotel at any time (on written request from the Council), including the terms and length of stays for all guests, which would then allow the Council to make an informed decision as to whether the site is still operating within the C1 use class or, in the opinion of the Council, the site is operating under a different use class (such as C3 of PBSL).

In respect of the in-room facilities, the draft Hotel Management Strategy outlines that kitchenette fittings in the bedrooms shall be limited to a two-ring hob, whilst no oven, washing machine, dishwasher or freezers shall be provided in any of the bedrooms, some of which would likely be required if the rooms were to be used for C3 purposes. By restricting the kitchen facilities in this manner, this provides a further safeguard to ensure the use on-site remains within the parameters of the C1 use class.

Following further discussions with the applicant, it has been agreed that an additional financial

contribution of £20, 000 would be secured through the legal agreement to assist the council in carrying out any monitoring of the Hotel Management Strategy in the future. This is based on a conservative estimate of £500 per review, and the council requesting monitoring information from the applicant every 6 months for 10 years, which is considered to be a 'worst case scenario', because in practice it is unlikely that the council would request information on a rolling 6-month basis.

In addition to further information on the operational use of the site, members requested further details on the Minibus Shuttle Strategy. These details would be secured by way of condition (Condition 15 - Minibus Shuttle Service Management Plan) and shall set out the number and type of minibuses to serve the site, hours of operation, destinations served, parking arrangements, pick-up/drop off facilities, booking arrangements, payment, and details of accessibility for disabled people. Whilst the exact routing and locations can be determined with the council as part pf the MSSMP, it was set out within the applicant's submission that the routing comprises of a direct shuttle between the site and Southall Station or Hayes and Harlington Station to provide a direct and accessible link to a key public transport node. To support this service, the applicant has committed to providing at least 2 minibus vehicles to be able to shuttle people every 10-12-minutes, however it is envisioned that demand for these services won't be particularly high as it is generally expected that hotel guests will travel to and from their hotels by public transport, cycling and walking, which would further be promoted through the Travel Plan initiatives.

In this respect, it should be noted that the applicant did not specifically propose that the shuttle minibus service offers a route to and from Heathrow Airport, however this can be considered as part of the details submitted under Condition 15. A draft MSSMP has been submitted, which outlines that the expected hours of operation of this service would be Monday to Saturday, 07:0 to 19:00, that minibuses would have a maximum of 16 seats, and that the minibuses would be fully electric. In any event, the precise details would be agreed as part of the discharge of Condition 15, and then monitored through the use of Travel Plan to see how effective the minibus service is at providing an alternative means of travel to the private car for future guests

This level of information is considered to be more than sufficient at this stage to recommend approval, with the knowledge that further details will be agreed and monitored in the future, and that there needs to be a level of flexibility at this stage to allow for different future scenarios. Moreover, it would not be reasonable of the council were to mandate that specific routes be included or that a specific number of minibuses are required at this stage, as to do so would limit this future minibus service in a relatively arbitrary manner with no obvious planning benefit.

UPDATED CONDITIONS

Condition 3 (Construction Management Plan) has been amended so that part (i) reads:

(i) a programme of works, including hours of construction, with construction deliveries prohibited between 07:00 and 09:00 and 15:00 and 17:00;

Condition 11 (Fire Strategy) has been amended so that part (A)(vi) reads:

(vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures, including the use of microwaves and kitchenettes within individual rooms.

Condition 15 (Minibus Shuttle Service Management Plan) has been amended so that it reads:

Prior to the first use of the development hereby approved, a Minibus Shuttle Service Management Plan (MSSMP) shall be submitted to, and approved in writing by, the local planning authority. The MSSMP shall, as a minimum, set out the number and type of minibuses to serve the site (with all minibuses to be fully electric), hours of operation, destinations served, parking arrangements, pick up/drop off facilities, booking arrangements, payment, and details of accessibility for disabled people.

Condition 18 (Coaches) has been amended so that it reads:

The development hereby approved shall not be served by coaches, and shall not allow coaches to enter the site. For the avoidance of doubt, a vehicle with over sixteen passenger seats is classed as a coach and requires a special driving licence category to drive on the highway with or without passengers, fare paying or not.

Condition 20 (Vehicular Access) has been added at the request of members. It is proposed to read:

The sole means of vehicular access into and out of the site shall be from Springfield Road, as shown on Drawing No. INF - HAP - ZZZ - L00 - DR - A - 10002.

Reason
To ensure the development does not obstruct the free flow of traffic on Uxbridge Road or Springfield Road in accordance with Policies T2 and T7 of the London Plan.

UPDATED PLANING OBLIGATIONS

The proposed planning obligations have been updated so that the Travel Plan includes an ongoing review of the MSSMP details (to be submitted under Condition 15). The proposed obligations have also been updated to include a £20,000 financial contribution to be paid to the local planning authority to assist the local planning authority manage its resources when reviewing any details submitted as part of the Hotel Management Strategy. The following planning obligations have therefore been amended so that they read:

(ii) A full 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, a review of the efficacy of the MSSMP, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;

(iii) To secure compliance with the submitted Hotel Management Strategy, to manage the ongoing operation of the hotel and demonstrate that the proposal operates within the C1 use class, and to include a £20,000 payment for monitoring of the Hotel Management Strategy;

1. SUMMARY

The proposed development seeks to increase the operational capacity of the existing hotel use through the erection of two 'C' shaped perimeter-style buildings around the edge of the site, alongside an upward extension of the existing building by two storeys, which would be retained in the centre. The proposal also seeks to introduce 1,318 sqm of industrial floor space as part of a mixed-use development.

Although C1 hotel uses are not identified as appropriate for Strategic Industrial Locations (SILs), the proposal is considered acceptable in principle because the existing hotel use

operates on the site. Furthermore, extant permission exists at 15-17 Uxbridge Road immediately to the east for a C1 apart-hotel. The proposed development also makes more efficient use of the site by increasing visitor capacity and introducing industrial floorspace appropriate to its location within the SIL. These are considered positive benefits of the proposal.

In terms of scale and massing, whilst the proposal's scale would be somewhat out of scale with the surrounding buildings, the increase in height compared to the existing building would be relatively minor. The proposal would have a similar overall impact on the skyline compared to the current situation.

The reduction in site-wide parking is supported by TfL and the council's Highways Officer on the basis that sustainable travel initiatives are secured by obligation, including contributions to improve the public realm in the immediate area. The proposal would not significantly impact the amenity of any nearby residential properties.

On balance, the proposal is acceptable, making efficient use of a brownfield site, and is recommended for approval, subject to the conditions and obligations 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) 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;
(ii) A full 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, a review of the efficacy of the MSSMP, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;
(iii) To secure compliance with the submitted Hotel Management Strategy, to manage the ongoing operation of the hotel and demonstrate that the proposal operates within the C1 use class, and to include a £20,000 payment for monitoring of the Hotel Management Strategy;
(iv) Hospitality Training, to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry;
(v) 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;
(vi) Secure compliance with the Community Investment Fund;
(vii) £268,698 as a financial contribution to be used by the Council to fund measures to reduce poor air quality within the borough;
(viii) £160,000 as a financial contribution to be used towards Active Travel Zone improvements to the local area, specifically to address walking and cycling deficiencies on the northern side of Uxbridge Road;
(ix) A carbon offsetting sum based on an Updated Energy Strategy to be submitted

to discharge Condition 4, with the offset calculation based on £95 per tonne of CO2 over a 30 year period;
(x) £10,000 as a financial contribution to be used towards consulting and implementing an extension to the nearby parking management scheme to include the surrounding area and Springfield Road; and
(xi) 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 Construction and Employment Training, Travel Planning, Hotel Management, Hospitality Training, Highways Works, Air Quality, Active Travel, Carbon Offsetting, Traffic Impacts, 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 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 approved shall not be carried out except in complete accordance with the details shown on the submitted plans and shall be retained as such, numbers:

INF - HAP - ZZZ - L00 - DR - A - 00001
INF - HAP - ZZZ - B01 - DR - A - 10001
INF - HAP - ZZZ - L00 - DR - A - 10002
INF - HAP - ZZZ - L01 - DR - A - 10003
INF - HAP - ZZZ - L02 - DR - A - 10004
INF - HAP - ZZZ - L03 - DR - A - 10005
INF - HAP - ZZZ - L04 - DR - A - 10006

INF - HAP - ZZZ - L05 - DR - A - 10007
INF - HAP - ZZZ - L06 - DR - A - 10008
INF - HAP - ZZZ - L07 - DR - A - 10009
INF - HAP - ZZZ - L08 - DR - A - 10010
INF - HAP - ZZZ - L09 - DR - A - 10011
INF - HAP - ZZZ - L10 - DR - A - 10012
INF - HAP - ZZZ - L11 - DR - A - 10013
INF - HAP - ZZZ - L12 - DR - A - 10014
INF - HAP - ZZZ - L13 - DR - A - 10015
INF - HAP - ZZZ - L14 - DR - A - 10016
INF - HAP - ZZZ - ZZ - DR - A - 11001
INF - HAP - ZZZ - ZZ - DR - A - 11002
INF - HAP - ZZZ - ZZ - DR - A - 11003
INF - HAP - ZZZ - ZZ - DR - A - 11004
INF - HAP - ZZZ - ZZ - DR - A - 11005
INF - HAP - ZZZ - ZZ - DR - A - 12001

And the submitted documents, titled:

Transport Assessment (including Car Park Management Plan & Healthy Streets Assessment) (September 2022),
Land Contamination Desk Study and Preliminary Risk Assessment Report,
Basement Impact Assessment Report (September 2022),
Television and Radio Signal Survey & Reception Impact Assessment,
Planning Statement (September 2022),
Statement of Community Involvement (August 2022),
Commercial Strategy Report (August 2022),
Daylight and Sunlight Report (August 2022),
Flood Risk Assessment and Surface Water Management Strategy,
Water Cycle Strategy,
Hotel Needs Assessment Study (May 2022),
Tree Survey,
Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan,
Whole Life-Cycle Carbon Assessment (August 2022),
Noise Assessment (September 2022),
Wind Microclimate Assessment (August 2022),
Circular Economy Statement (August 2022),
Air Quality Assessment,
Hotel Sequential Assessment (August 2022),
Townscape and Visual Impact Assessment (September 2022),
Preliminary Ecological Appraisal,
Utilities Statement,
Planning Fire Statement (14-09-22),
Community Investment Programme (September 2022),
Design and Access Statement (September 2022),
Highways Comment Response Note (December 2022),
Hotel Management Strategy,

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 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 (in consultation with RAF Northolt), 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, with construction deliveries prohibited between 07:00 and 09:00 and 15:00 and 17:00;
(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 SUS1 **Energy Strategy**

Prior to commencement of the development hereby approved (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). 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 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. Where the measures do not collectively contribute to a zero carbon saving (noting a minimum requirement of 35% saving onsite) to the agreement of the Local Planning Authority, the report shall set out:-

(a) the 'onsite saving' and
(b) the 'shortfall'; to be presented in tCO2/annum.

The 'shortfall' shall then be subject to an offsite contribution in accordance with the London Plan Policy SI2.

In addition, the energy assessment shall also demonstrate a reduction in emissions across the existing building that is to be retained. The assessment shall set out the current energy baseline ('existing building baseline') for the building to be retained, the impact of the refurbishment (including the new facade) and measures that will be incorporated to reduce the emissions as much as reasonably practicable from the 'existing building baseline' position.

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
In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan (2021).

5 A35 **Bird Hazard Management Plan**

Prior to the commencement of the development hereby approved (excluding demolition), a Bird Hazard Management Plan (BHMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with RAF Northolt. The BHMP shall include details of the management of flat roofs and include measures to avoid access to the underside of the solar arrays and framework by hazardous birds, to prevent the creation of an attractive environment for hazardous birds, such as feral pigeons and large gulls.

The development shall be carried out in accordance with the approved BHMP.

REASON
To minimise the potential of the works approved to provide a habitat desirable to hazardous large and/or flocking birds which could pose a considerable hazard to aviation safety, exacerbated by the proximity of RAF Northolt, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

6 A20 **Wheelchair Accessible Requirements**

Prior to the commencement of the development hereby approved (excluding demolition), details shall be submitted which show that either:

(a) 10% of the new bedrooms shall be wheelchair accessible (in accordance with Figure 52, incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice); or

(b) 15% of the new bedrooms shall be accessible rooms (in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice).

REASON
To ensure that people with disabilities have adequate access to the development in accordance with Policies D5 and E10 of the London Plan (2021).

7 COM15 **Sustainable Water Management**

Prior to the commencement of the development hereby approved (excluding demolition), an Updated Sustainable Urban Drainage Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

The Drainage Strategy shall, as a minimum, include further details of:

- Maintenance, including the maintenance owner
- Proof of consent from Thames Water to allow a connection to the Thames Water sewer
- Peak Flow Control (the proposed runoff rate for the 1 in 1 year event should be lower than the greenfield rate for the 1 in 1 year event)

REASON
To ensure compliance with Policy SI 12 of the London Plan (2021).

8 COM30 **Contaminated Land**

(i) Prior to the commencement of the development hereby approved (excluding demolition), a scheme to deal with unacceptable concentrations of contamination within the soil, including any identified asbestos materials, 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).

9 H14 **Cycle Storage**

Prior to any above ground works for the development hereby approved (excluding demolition), further details of the cycle storage shall be submitted to, and approved in writing by the Local Planning Authority. The details shall show a minimum of 32 long-stay

spaces, 8 short-stay spaces and 3 cargo cycle spaces for the industrial units and 22 long-stay and 10 short-stay cycle spaces for the hotel.

The details shall further demonstrate how the cycle spaces accord with the London Cycling Design Standards (LCDS), and in particular, shall show that at least 20% of spaces are provided as Sheffield stands at a standard spacing (1.2m preferred, 1.0m minimum), and 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).

Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved details, 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).

10 COM26 **Ecology 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 0.39, as shown on Drawing No. 0303-BDL-XX-XX-DR-L-0805-P02.

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 DIS2 **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, including the use of microwaves and kitchenettes within individual rooms.

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 H8 **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, guests) and shall not be used for any other purpose or leased/sub-let.

(ii) Details of 18 parking bays and 14 wheelchair accessible parking pays; to be permanently retained within the car parking area.

(iii) Details of 20% active electric vehicle charging points (and 80% passive) for the hotel spaces.

(iv) Details of active electric vehicle charging points for all operational spaces.

(v) Details of pedestrian / cyclist priority routes and wayfinding across the site.

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, DMT 5 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T5 and T6 of the London Plan (2021).

13 COM9 **Landscaping**

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:

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
2.b Means of enclosure/boundary treatments
2.c Hard Surfacing Materials
2.d External Lighting
2.e Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
3.a Details of the inclusion of living walls and roofs; or
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

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, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and SI 7 of the London Plan (2021).

14 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).

15 DIS1 **Minibus Shuttle Service Management Plan**

Prior to the first use of the development hereby approved, a Minibus Shuttle Service Management Plan (MSSMP) shall be submitted to, and approved in writing by, the local planning authority. The MSSMP shall, as a minimum, set out the number and type of minibuses to serve the site (with all minibuses to be fully electric), hours of operation,

destinations served, parking arrangements, pick-up/drop off facilities, booking arrangements, payment, and details of accessibility for disabled people.

REASON
In accordance with Policy T7 of the London Plan (2021).

16 COM25 **Delivery and Servicing Plan**

Prior to the first use 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 to demonstrate how the industrial units and the hotel will operate, both independently and together. Deliveries should be received outside of peak hours and in the evening or night time.

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).

17 COM12 **Restriction of Industrial Floorspace**

The 'industrial' floorspace hereby approved at ground and mezzanine level, as shown on Drawing Nos. INF - HAP - ZZZ - L00 - DR - A - 10002 and INF - HAP - ZZZ - L01 - DR - A - 10003, shall be used as light industrial or research and development floorspace only, falling within the E(g)(ii) or E(g)(iii) use classes, as set out in the Town and Country Planning (Use Classes) Order (1987) (as amended).

REASON
To ensure the development brings forward an increase in industrial capacity and to prevent inappropriate uses within a SIL, in accordance with Policies E4, E5 and E7 of the London Plan (2021).

18 A12 **Coaches**

The development hereby approved shall not be served by coaches, and shall not allow coaches to enter the site. For the avoidance of doubt, a vehicle with over sixteen passenger seats is classed as a coach and requires a special driving licence category to drive on the highway with or without passengers, fare paying or not.

REASON
To ensure the proposal does not impede the free flow of traffic or worsen pedestrian safety in accordance with Policy T7 of the London Plan (2021), as there does not appear to be sufficient room within the site for coaches to safely enter, turn around, and leave in forward gear.

19 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).

20 H12 **Vehicular Access**

The sole means of vehicular access into and out of the site shall be from Springfield Road, as shown on Drawing No. INF - HAP - ZZZ - L00 - DR - A - 10002.

REASON
To ensure the development does not obstruct the free flow of traffic on Uxbridge Road or Springfield Road in accordance with Policies T2 and T7 of the London Plan.

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.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DME 4	Visitor Attractions
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 10	Water Management, Efficiency and Quality
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
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
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 D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E10	(2021) Visitor infrastructure
LPP E2	(2021) Providing suitable business space
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 GG5	(2021) Growing a good economy
LPP SD1	(2021) Opportunity Areas
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
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 SI7	(2021) Reducing waste and supporting the circular economy
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 T6.2	(2021) Office parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

3 I14A **Compliance with Legislation Administered by EPU**

Your attention is drawn to the attached note 'Environmental Control on Construction Sites'

4 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).

5 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.

6 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.

7 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.

8

The London Fire Brigade advise that the applicant should ensure that 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.

Regard should also be had to 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 can be provided upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

9

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 via https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7CPlanningEConsult%40Hillingdon.Gov.UK%7C57c0ec7383d49de023d08dab7f71351%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638024569051600737%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=A7W1Tv6lhyLapHEP8vbvW2tjF9g6dnPhKcM7aCfwho%3D&reserved=0. Please refer to the Wholsesale; Business customers; Groundwater discharges section.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a square-shaped plot of approximately 0.6 hectares, containing a 12-storey building in use as a hotel, falling within the C1 use class, and the surrounding land which is primarily used for surface-level external parking to serve the hotel.

The surrounding area has a very mixed character, with predominantly residential uses on the opposite side of Uxbridge Road to the north and industrial uses to the south, whilst Uxbridge Road includes a wide mix of retail, restaurant, takeaways and other town centre uses along its length, usually as part of small parades, such as can be found at the junction of Brookside Road and Uxbridge Road to the north of the application site.

The site falls within the Springfield Road Strategic Industrial Location (SIL) (part of the wider Hayes Industrial Area), which extends from the Paddington Arm of the Grand Union Canal in the east to the Green Belt adjacent to the A312 in the west, and from Uxbridge Road in the north to Beaconsfield Road in the south. The site also falls within the Heathrow Opportunity Area, which, whilst not well-defined, is considered to extend northwards from Heathrow to Uxbridge Road in this part of the borough.

3.2 Proposed Scheme

The proposed development seeks to significantly expand the scale of the existing hotel use through the erection of two 'C' shaped perimeter-style buildings around the edge of the site, alongside an upward extension of the existing building by two storeys, which would be retained in the centre. The two perimeter buildings would be 8-storeys facing Uxbridge Road, with the western building stepping down in scale to 7 and then 6 storeys facing Springfield Road to the west, whilst the south-eastern block of the eastern perimeter building would be 6-storeys, but otherwise this eastern building would maintain its eight-storey height along its east flank. The perimeter buildings would be connected to the central building and each other through raised walkways at each level, whilst a courtyard podium would be provided at second floor level to the west of the retained central building.

As a result of these additions, the hotel capacity would increase from 170 to 435 rooms, an increase of 265, whilst the proposal also includes the provision of 1,318 sqm of light industrial floorspace, falling within the E(g)(iii) use class, to be provided at ground floor and mezzanine level beneath the podium courtyard, comprising 15 units.

Parking across the site would decrease from 70 to 39 spaces, with 32 safeguarded for use by the hotel, 6 safeguarded for use by the industrial units, and 1 dedicated 'Zipvan' bay, and with the sole point of vehicular access and egress located in the south-west corner facing Springfield Road.

3.3 Relevant Planning History

2385/APP/2005/3477 Hayes Gate House 27 Uxbridge Road Hayes

CHANGE OF USE OF HAYES GATE HOUSE FROM OFFICE TO HOTEL AND CONFERENCE FACILITIES, ALTERATIONS TO HAYES GATE HOUSE BUILDING, ERECTION OF A FREESTANDING THREE STOREY MEDIA CENTRE, ANCILLARY CAR PARKING AND LANDSCAPING.

Decision: 12-06-2008 Approved

2385/APP/2011/1143 Hayes Gate House, 27 Uxbridge Road Hayes

Application for a new planning permission to replace an extant planning permission in order to extend the time limit for implementation ref: 2385/APP/2005/3477 dated 16/6/2008- Change of use of Hayes gate house from office to hotel and conference facilities, alterations to Hayes Gate House building, erection of a freestanding three storey media centre, ancillary car parking and landscaping.

Decision: 14-06-2012 Approved

2385/APP/2013/2523 Hayes Gate House, 27 Uxbridge Road Hayes

Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping.

Decision: 20-11-2013 Approved

2385/APP/2022/714 Hyatt Place 27 Uxbridge Road Hayes

Use of site as a Class C1 Boarding House (Application for a Certificate of Lawful Development fo a Proposed Use or Development)

Decision: 28-04-2022 Approved

Comment on Relevant Planning History

As the planning history indicates, the building was initially built and used as an office, however was granted approval to be used as a hotel in June 2008, and subsequently re-approved in June 2012 and February 2014. This existing C1 use was confirmed as lawful in April 2022 through the submission of a certificate of lawfulness.

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 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.

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.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy

DME 1	Employment Uses in Designated Sites
DME 4	Visitor Attractions
DME 5	Hotels and Visitor Accommodation
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DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
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DMT 6	Vehicle Parking
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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 GG5	(2021) Growing a good economy
LPP SD1	(2021) Opportunity Areas
LPP SD6	(2021) Town centres and high streets

LPP SD7	(2021) Town centres: development principles and Development Plan Documents
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LPP SI7	(2021) Reducing waste and supporting the circular economy
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
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LPP T6.2	(2021) Office parking
LPP T6.4	(2021) Hotel and leisure use 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:- **24th November 2022**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

FIRE BRIGADE (10-11-22): The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises. 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. LFB have no further observations to make.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (15-10-22): 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.

The application site is not in an Archaeological Priority Area and there are few records in the vicinity which indicate low archaeological potential.

No further assessment or conditions are therefore necessary.

GREATER LONDON AUTHORITY (STAGE 1 SUMMARY) (05-12-22): The proposals result in the re-introduction of SIL conforming uses at the site through the inclusion of 1,318 sq.m. of light industrial floorspace alongside an extension to the existing hotel creating an additional 265 bedrooms. The

proposed intensification of a sensitive (hotel) use within a SIL would not comply with Policy E7.

However, it is accepted that the lawful use of the site is for a hotel which alongside the introduction of SIL conforming uses, would not compromise the integrity of the remainder of the SIL in line with Policy E7 and D13 and so would be acceptable (paragraphs 15-24).

Further consideration of visual, functional, environmental, and cumulative impacts is required before compliance with Policy D9 (Part C) can be verified (paragraphs 25-44).

Contributions towards Healthy Streets improvements, implementation of a CPZ, and improving the active travel environment should be secured in line with Policy T4. A Parking Management Plan, EVCPs, Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan should all be appropriately secured (paragraphs 45-53).

Additional information and justification is required regarding the energy strategy, whole life carbon and circular economy, urban greening, flood risk and drainage, air quality before compliance with the London Plan can be confirmed (paragraphs 54-65).

HEATHROW AIRPORT SAFEGUARDING (18-10-22): We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATIONAL AIR TRAFFIC SERVICE (07-10-22): 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.

MOD - RAF NORTHOLT SAFEGUARDING (26-10-22): 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 applicant is seeking full approval for the demolition of ground floor entrance, parking structure and north-east and south-west wings of the existing building, and refurbishment and extension of existing hotel to include additional accommodation at roof level and full height extension on the north elevation, together with walkways connecting to new buildings of between 6 and 8 storeys, to create additional hotel floor space (Use Class C1) and light industrial floorspace (Use Class E(g)), along with ancillary facilities, parking and landscaping.

RAF Northolt is an operational airfield that provides a home to several units including 32 Squadron who operate both fixed wing and rotary aircraft. The development proposed has the potential to attract and support bird species deemed hazardous to aircraft safety.

The application site occupies the statutory safeguarding zone surrounding RAF Northolt. In particular, the aerodrome height and birdstrike safeguarding zones surrounding RAF Northolt and is approximately 4.4km from the centre of the airfield.

The Aerodrome Height Safeguarding Zone defines zones around aerodromes to regulate the height of structures to prevent the obstruction of the critical air space encompassing the aerodrome in which the principal take-off, landing and circuiting procedures are contained.

Having reviewed the proposals, I can confirm the MOD has no concerns with regards to the height of the proposed development.

Within the Birdstrike Safeguarding Zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and, or flocking birds close to the aerodrome.

The proposals include flat and green/biodiverse roofs with solar arrays installed. Green/biodiverse roofs have the potential to be be attractive to nesting large gulls as they mimic more natural cliff top nesting sites. The proposed solar arrays have the potential to allow feral pigeons to nest within the framework, as well as providing shelter within the lea of the panels for nesting large gulls therefore a robust Bird Hazard Management Plan (BHMP) will be required to prevent the use of the roof spaces by hazardous birds.

To address the potential of the development to provide a desirable habitat for hazardous birds, the MOD require that a condition is attached to any permission which requires the submission of a Bird Hazard Management Plan.

The MOD recognises that cranes may be used during the construction of buildings at this site. Due to the close proximity of RAF Northolt, these may affect the performance of the air traffic safety. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

The MOD would request that a condition be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

In summary, subject to the above conditions being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

TRANSPORT FOR LONDON (09-12-22): In line with Policy T2, all developments are expected to deliver improvements that support the 10 Healthy Streets indicators. The Healthy Streets approach seeks to improve air quality, reduce congestion, and make attractive places to live, work and do business. There are ten Healthy Street indicators which put people and their health at the heart of decision making and aim to result in a more inclusive city where people choose to walk, cycle and use public transport.

An Active Travel Zone Assessment (ATZ) and Healthy Streets assessment has been carried out in line with London Plan Policy T2. Four routes to key destinations have been identified including public transport access points, shops and services, leisure, and local community facilities. The three key routes are as following:

· Southall Station
· Hayes and Harlington Station
· Hayes and Harlington Station via Minet Country Park

The routes/destinations have been agreed within Hillingdon Council. Given the transitory nature of the land uses (being hotel and small business incubator) in this case, the limited number of destinations is sufficient.

In line with TfL guidance, an Active Travel Zone (ATZ) assessment has been submitted. Noting the shift nature of the hotel use and the rural nature of one of the ATZ routes, a night-time assessment of the alternative routing should be completed to ensure suitability for staff who work in shift patterns. This assessment should inform further discussions with the relevant highway authority about appropriate mitigation.

As highlighted above, located along Uxbridge Road is a segregated cycle way. An assessment of the quality of this cycle route should be undertaken. The proposed development should seek to connect to, and where necessary improve, this cycling network to support a strategic modal shift, in

line with Policy T1 and Policy T5. In addition, the two new pedestrian access points on the northern boundary should be designed to complement the existing segregated cycle lane and be mindful of potential conflict of movement.

Within the site, pedestrian priority and wayfinding should be set out clearly through the rear carpark/loading area to ensure guest, employee, and visitor safety. It must be ensured that the walking and cycling routes within the site boundary are suitable, safe and attractive at all times, particularly noting the shift nature of the proposed development. From the information submitted, it does not appear that the development is providing and clear and safe space for pedestrian movement within the loading area, and this should be addressed.

It is noted that new landscaping, planting, enlarged footways and seating will be implemented along Springfield and Uxbridge Roads. Improvements to the active travel environment/public realm should be secured in line with London Plan policy T4.

TfL welcomes commitment to cycle hire contribution which should be secured through the appropriate legal mechanism. It is expected that streetscape improvements will either fall within the scope of a Section 278 agreement or be secured through a Section 106 agreement.

In line with the Mayor's Vision Zero ambition, which aims to remove all deaths and serious injuries from London's transport network by 2041, the applicant has reviewed accident statistics in proximity to the site. On the three routes selected it was found that there were eleven clusters were identified where 2 or more serious collisions occurred near to each other. A fatal collision occurred between a goods vehicle and a cyclist along South Road. The assessment found that most appropriate means of reducing the potential for collisions to occur would be to segregate vehicular and non-motorised vehicle traffic or significantly decrease vehicular traffic generally. A contribution towards the further establishment of segregated cycle ways should be secured.

The access arrangements indicated on plan entails the retention of the existing Hotel vehicular access point on Springfield Road. This does not raise any specific concerns, although site manoeuvring will not be suitable for coaches. A condition should be applied to prevent coaches from servicing the site. If the proposed access arrangement changes TfL will need to be formally reconsulted.

High-quality cycle parking forms a key part of achieving mode shift in accordance with London Plan policy T1 and the quantity and quality of cycle parking should reviewed and monitored as part of travel plan measures. As currently presented the cycle parking provided meets the quality of cycle parking anticipated by the London Cycle Design Standards (LCDS).

The cycle parking provision for all proposed land uses at this is site will be in line with the minimum standards identified in Policy T5. In addition, to the general cycle parking, three cargo bike spaces will be provided, which is welcomed. TfL supports that over eighty percent of the spaces will be "Sheffield" type, in excess of London Cycle Design Standards (LCDS) standards. It is strongly recommended that the proposed cycle parking should adhere to this guidance and managed via a Parking Management Plan. Details of cycle parking should also be secured by condition.

There are 70 existing car parking spaces on site. A total of 32 car parking spaces are proposed to be retained, which take the form of 18 standard parking spaces and 14 disabled person parking spaces. Given the site is within the Hayes Opportunity area, 19 car parking spaces is the maximum permitted car parking permitted under London Plan policy. Whilst the level of car parking is within maximum London Plan policy T6 levels, due to the package of measures put forward by the applicant, a further reduction/removal of car parking would be supported. Any spaces should also meet 20% active Electric Vehicle Charging Points and 80% passive provision required in accordance with LP Policy T6.2.

To reduce potential car parking overspill, the applicant has committed to a financial contribution towards a Controlled Parking Zone to encompass Springfield Road which should be secured via the appropriate legal mechanism.

If the proposal for car parking remains, this should be pre-booked and charged at an appropriate rate to discourage usage. The Travel Plan/Car Park Management Plan should monitor usage, include mechanisms to restrict usage, and include details on how to repurpose spaces which are not used.

There will be a covered area to enable the setting down and picking up of hotel guests by car. In addition, a minibus parking space will be provided. Six van parking spaces, 1 accessible car parking spaces and 1 commercial vehicle 'car club' van space will be provided for the light industrial element. The applicant is encouraged to introduce active electric vehicle charging provision at all spaces in order to future-proof spaces.

Trip generation information has been provided and the approach is acceptable. There will be up to 54 additional vehicle movements proposed across peak times. Although the net impact on the strategic transport network can be accommodated; these numbers highlight the need for the aforementioned active travel improvements and TfL strongly recommends that the Council secures such works as part of any permission.

A multi-modal trip generation assessment including TRICS data has been provided as part of the application.

It will be necessary to enhance active travel provision and implement travel planning measures to achieve mode shift to public transport and active modes in accordance with the Mayor's strategic mode shift target identified within Policy T1.

The Travel Plan should include modal targets which are in line with the Mayor's strategic mode shift identified in Policy T1.

A Framework Travel Plan is provided which sets targets for a mode shift for hotel travel (guests and employees) away from car use. Additional measures/scope are needed to include the commercial element of this proposal. The targets contained within this plan should align with the Mayor's strategic mode shift target, with measures focus on increasing modes of sustainable and active travel. The Travel Plan should be secured via the appropriate legal mechanism in accordance with Policy T4.

The travel plan should be updated to list additional cycling measures including surveys to address any increased demand in cycle storage facilities required and to provide cycle repair facilities. The full Travel Plan should be secured, monitored, enforced, reviewed, and funded via planning obligation.

A Servicing and Delivery Plan has been submitted with this proposal and confirms that all activity is to take place on site, which is in line with Policy T7. It should be ensured that all delivery and servicing activity can be undertaken in line with the Mayor's Vision Zero and Healthy Streets approach. TfL will expect a full delivery and servicing plan (DSP) to be secured through condition, in line with Policy T7. The plan will need to detail how the delivery and servicing will be managed and should consider the use of cargo bikes (or other sustainable freight options) to minimise van/truck movements.

A full construction logistics plan (CLP) should be secured through condition, in line with Policy T7. TfL will need assurances that the construction of the proposed development will not impact on the safety and function of the adjoining highway network, in particular that of bus stops in proximity to the site and their associated operations. Safe and clear pedestrian and cycle routes should be secured

to access the operating Hotel premises. The Construction Logistics Plan should be updated to include swept path analysis for construction vehicles to ensure any reverse manoeuvring is minimised. A final version of the CLP should be secured through condition in line with Policy T7 and contain detail on the measures that will be implemented to minimise the impact on the surrounding transport network and demonstrate how construction will be carried out in accordance with the Mayor's Vision Zero and Healthy Streets principles.

THAMES WATER (27-10-22): Waste Comments - As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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.

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.

Supplementary Comments

Wastewater: As per pre-development enquiry, Proposed site: Existing hotel with 181 rooms to be reconstructed with total 427 rooms. Proposed foul water: To discharge by gravity to 300mm foul sewer in Springfield Road, manhole 3702. Proposed surface water (3100m2 impermeable area): To discharge by gravity to 375mm surface sewer in Uxbridge Road, manhole 4704 (restricted to 2.4l/s for all storms up to and including 1:100+40%CC). Regarding proposed sump pump in basement, the applicant should design the basement to minimise the potential need for a sump to only in rare events, such as internal water pipe leaks and failures. The public sewer system is not designed to accept groundwater flows and permanent groundwater flows (outside of dewatering etc. necessary during construction) are not permitted. Where existing connections are proposed, we recommend a drainage survey to check for (illegal) misconnected drainage and that the existing private drainage is fit for purpose. Misconnections are where wastewater is discharged into surface water drainage or

surface water is discharged into a foul sewer. In line with London Plan 9.5.11, "Development proposals should therefore take action to minimise the potential for misconnections." Misconnections can result in either surface water pollution or consumption of capacity in the foul sewer.

Internal Consultees

ACCESS OFFICER (18-10-22): This application for a new lifestyle hotel and workplace for local manufacturing has been the subject of extensive pre-application discussions which have included expressing the requirement to achieve the highest standards of accessibility and inclusive design.

This proposal is subject to compliance with London Plan policy D5, D12, E10 and T6. The application as submitted provides very little detail on how the principals of Accessibility and Inclusive Design have been incorporated into the final design. Although, it is acknowledged that the facility is fundamentally accessible the final points of access must be clarified and also secured by way of suitable planning conditions.

The proposal appears to include 23 accessible bedrooms with only 14 parking spaces provided. A parking space should be allocated to every accessible bedroom, or an alternative measure detailed in the Travel Plan.

AIR QUALITY OFFICER (11-04-23): The proposed development is located within the LBH Air Quality Management Area and Ossie Garvin Focus Area Focus Area, bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and LBH requires new developments located in Focus Areas to be air quality positive, 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.

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 need to be mitigated. 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. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The total level of mitigation required to the proposed development for traffic emissions is £488,542. Once all deductions were applied, the remaining value of mitigation due is £268,698.

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) (25%), totalling a reduction of £219,844.

Therefore, a section 106 agreement with the LAP of £268,698 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.

BIODIVERSITY OFFICER (31-01-23): I have no objections to the ecology assessment and general approach subject to a condition seeking an ecological enhancement plan (standard condition).

CONTAMINATED LAND OFFICER (07-11-22): I have reviewed a copy of the following report which was submitted in support of the abovementioned application. The desk study report provides the required details including an initial Conceptual Site Model and Preliminary Risk Assessment. The report identifies various potential pollutant linkages may be present at the site. A site investigation is recommended, and the works should be implemented in accordance with details within the report.

I therefore recommend a condition to be imposed if planning consent is awarded.

ECONOMIC DEVELOPMENT (29-11-22): The application to transform the current 170 bed-room Hyatt hotel facility into a 435-bedroom hotel and 1885 sqm industrial incubator facility cannot from an Economic Development perspective be supported.

This view could be seen as an unusual stance from an economic development perspective as officers tend to be supportive of economic investment on the scale outlined in the application, but the stance reflects the concerns over the practicality of the scheme on this site and this location.

The current Hyatt hotel is a landmark hotel on the Uxbridge Road and serves a range of different client groups, including local commercial concerns, relatives and friends visiting nearby residents and travellers for Heathrow.

The proposal to increase the capacity by 265 rooms should not be an issue from an Economic development perspective, but the limited facilities and amenities the expanded hotel offers make it difficult to believe that this is a serious proposition.

The concerns over the credibility of the proposition are heightened when the lack of parking for a development of this scale in this location is factored in.

An expanded hotel of this scale looking to provide facilities for the commercial sector or serving Heathrow would be expected to have significant restaurant, bars and events hosting and meeting facilities. The proposal to include a small cooking facility with a small induction hob and microwave would seem an unusual for a hotel looking to serve the commercial sector.

The soon to be completed West London Film studio facility and the forthcoming Colt data centre facility will create significant additional commercial demand, however nothing in the application suggests that this proposal will provide facilities that will be attractive to the local commercial sector.

Whilst the applicant highlights the opportunity to the expanded hotel the new film studio facility will offer, it is difficult to envisage how the expanded hotel facility will be of use to the film studios with the limited vehicle facility that accompanies the expanded hotel facility.

With the level of equipment, those working in film and TV production support sector normally require and the early starts on site, film crews tend to need significant parking facilities. Even if the equipment required by those working in film production is left in the film studios, realistically they would need to have secure parking at the film studios or nearby.

Both the existing studios and new extension have limited parking facilities, therefore it is not an option for the studios to provide parking. The proposed reliance on public transport and cycle

provision is unlikely to make the expanded hotel attractive to the film production sector as is suggested in the application.

Offering just 14 accessible and 18 general parking spaces, from an economic development perspective it is difficult to envisage a 435 bedroom hotel in this location appealing to the commercial / employment sector. For the expanded hotel facility to operate as the application suggests all the commercial parking would in effect need to be 'off site' or in nearby residential streets.

The proposal to have just one loading bay space for a hotel of this scale is also questionable and it is entirely predictable that deliveries to the hotel will overlap and any overlapping in terms of deliveries will undoubtably add to the operational challenges that the hotel will face given the already limited parking provision.

The application suggests that minibuses will be used to link the hotel with Heathrow and Hayes and Harlington station and there is a proposal to run a service every 10-12 minutes. Whilst this is an interesting proposal, how realistic and financially viable the proposition is, is questionable.

The Hyatt brand is internationally recognised and associated with a quality product. Opening in 2016 The Hyatt Plaza has only been operational for a relatively short time but has become a local landmark as well as an asset to local businesses.

The proposed hotel is looking to operate as an independent and not aligned to a national chain. Whilst this in itself might not be an issue, it is certainly unusual for a hotel of this size not to be part of a branded and recognisable chain. There are no other 'independent' or nonaligned hotels this size within Hillingdon.

A proposal to deliver small flexible employment facilities would normally be supported from an Economic development perspective. However, it is the practical operational issues that make it difficult to envisage this proposal in this location being a viable proposition.

The plans show a range of employment uses on the ground floor and the supporting information highlights the range of different enterprises that could conceivably use the facilities if the development was built. These range from jewellery and craft type activities to food manufacturing and the term industrial incubator and the scale of the units hints at larger scale activity. Whether the range a mix of uses would work is difficult to gauge.

As with the hotel the lack of parking and servicing space raises the question as to whether the proposed facility is viable. The plans show a range of flexible space and fifteen separate work spaces but the parking allocation is for just seven vans, which includes one accessible and one Zip van parking space.

It is questionable given the scale and size of the workspace on offer and the opportunities for manufacturing and food production as suggested in the application as examples of businesses that could be housed, whether the infrastructure to support fifteen workshops is adequate.

The very limited parking provision would not support visitors or casual purchasers of services from dropping by but could bring additional unwanted traffic into the area if people chose to visit the site.

The application goes to considerable lengths to demonstrate that there is a shortfall of small-scale flexible employment space in the area, particularly when compared to the larger logistics and employment sites in the vicinity of Springfield Road. Whilst the provision of small employment space in the borough is an issue - it does not make incorporating an industrial incubator unit into a hotel in this location as the solution.

It is further noted that the application suggests that 75% of the businesses that are anticipated to use the proposed facility will be local businesses. The application however fails to demonstrate where or what form the local demand is that will take up 75% of the space. It is also questionable that even if the majority of workspace was taken up by local businesses, whether nearly all users of the facility would travel to the site by public transport, which given the lack of parking facilities would be the only option.

ENERGY OFFICER (31-01-23): The energy assessment is at a strategic and theoretical stage but is broadly sufficient. However a concern is the lack of attention to the existing building which will have a new facade and refurbishment at ground and roof level. The Council would expect the applicant to demonstrate a greater degree of improvements to the existing building, and this would be secured by way of condition and through a legal agreement.

FLOOD AND DRAINAGE OFFICER (24-10-22): 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 - Refurbishment and extension of an existing hotel building. No change of use.
- Flood risk: Low
- Types of conveyance / attenuation features: Blue and green roof systems with flows conveyed to attenuation tanks. Permeable paving with geo-cellular storage below.
- Runoff rate restriction (l/s): 2.4.
- Runoff attenuation volume (m3): 547.78
- Maintenance plan: Maintenance tasks have been provided for green roofs, permeable paving and attenuation tanks.

We object to the application for the following reasons:

- The SuDS features are to discharge into a surface water sewer. Consent has not been given by TW at the time of submission. The applicant is required to provide proof of consent for connection to the existing TW surface water sewer.
- More information is required about peak flow control. The proposed runoff rate for the 1 in 1 year event needs to be agreed with the LLFA, as it is currently higher than the greenfield rate for the 1 in 1 year event.
- The drainage strategy includes the maintenance tasks and frequencies for each drainage component proposed, but does not provide adequate information on the proposed maintenance owner.

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

- Demonstrates that TW have provided consent for the proposed connection to the existing TW surface water sewer.
- Shows that the proposed runoff rate for the 1 in 1 year event adheres to the greenfield runoff rate, or that approval has been provided for the proposed rate by the LLFA.
- Confirms specific details for the maintenance owner of the proposed SuDS features.

HIGHWAYS OFFICER (24-11-22): An application has been received seeking planning permission to partially demolish and then extend an existing hotel to provide a new larger hotel together with use class E commercial, business, and services space. The site is situated on the corner of the A4020 Uxbridge Road and Springfield Road. Springfield Road serves numerous commercial uses as well as providing access to Hayes and Yeading FC football ground, Minet Country Park, the Guru Nanak Sikh Academy and the Nanaksar Primary School. The Guru Nanak Sikh Academy has a school role of more than 1,500 pupils aged between 4 and 18 years. The Nanaksar Primary has a role of 60 pupils aged 4 to 11 years - Springfield Road is well-used route to a school. The Metropolitan Police

have made the Council aware that "joy-riding" and "car meets" is a problem along Springfield Road, in response the Council has installed traffic calming measures to deter this activity.

Parking along Springfield is a mix of single yellow, double yellow lines and unrestricted parking. On-street parking is further limited by many vehicle crossovers providing access to the commercial uses.

The site currently comprises an existing hotel building, formally known as Hyatt Place, accommodating 170no. bedrooms served by 70no. on-site car parking spaces. The proposal seeks to extend the hotel to create an additional 265no. bedrooms providing 435no. in total. In addition, the proposal will provide 929sq.m (NIA) of use class E commercial, business, and services workspace.

The proposal would provide 32no. hotel car parking spaces of which 14no. would be accessible/disabled spaces. The commercial use would offer 5no. van car parking spaces, 1no. accessible/disabled space and 1no. car club space.

The site has a PTAL ranking of 2 bordering 3 indicating that access to public transport is moderate compared to London as a whole, this suggests hotel guests and people working at the hotel/commercial use would to some degree be reliant on the private car for trip making to and from the site.

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 T6.4 Hotel and leisure uses requires that the parking standards hotels in locations of PTAL 2 are assessed on a "case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels".

The parking standard at the existing hotel is 0.4no. spaces per room, applying the same standard to the proposal would give 174no. parking spaces (435x0.4=174).

The forecast number of car trips generated has been derived from the number of car parking spaces to be provided, 14no. accessible, 18no. standard giving 32no in total. The applicant then reports that if all car parking spaces were occupied then 7.4% of guests would have arrived by car (100/435x32=7.4%). The figure of 7.4% is then halved "to reflect that whilst people who travel to stay at the hotel by car would not use the car for all journeys, and as such a mode share of 3.7% is assumed".

In simple terms it is claimed that the number of car trips the development would generate and mode split is dependent upon the number of car parking space provided at the final destination. In practice the decision to make a trip by car is dependent upon a combination of many other factors primarily cost and journey time, as well as specific requirements such as the need to carry luggage. The Highway Authority is mindful that a hotel of this size in a location with just moderate access to public transport could be expected to generate a significant number of private car trips which with limited parking on-plot would result in parking being displaced on-street. Based on the existing standard of parking provision, 0.4 spaces per room, there could be parking demand for up to 174no. vehicles, the proposal would provide just 32no. spaces, a shortfall of 142no. based on the existing standard. The proposal would effectively be car-free.

The Highway Authority has no objection to a car-free development per se, but it must be supported by a convincing Travel Plan that presents a range of measures that makes public transport and active travel to the hotel as attractive and convenient as making the same trip by private car. The Travel Plan that has been submitted alongside the planning application has been assessed and found to be lacking in several respects. Throughout the Travel Plan there are general statements

about the measures that will be adopted to facilitate travel to the development by means other than the private car. However, there is no detail regarding what or how measures would be delivered, what would be the expected outcome, how would this be monitored and what actions would be taken should the initiative fail to deliver. No evidence is provided to give the Highway Authority confidence that the Travel Plan will deliver public transport use and active travel to and from the site for the lifetime of the development.

There are many aspects in which the Travel Plan fails, the following are just a few examples. The Travel Plan states that the Travel Plan coordinator will make themselves known to all employees but there is no mention of doing the same for guests. This is a significant omission as it is the guests that will be greater in number and most likely to drive given, it is anticipated that they will have travelled a greater distance and be unfamiliar with the local area and transport opportunities.

The Travel Plan states that where on-street parking by a guest is found to occur then this could be used to terminate the associated contract. In practice this is unlikely to occur - would a family arriving by car and found to be parking on-street really be turned away if they are staying just one night?

Parking for the businesses that occupy the light industrial uses would be allocated on a "first come-first served basis", this would incentivise people to drive hoping a space would be available upon arrival.

The applicant mentions that there would be a dedicated mini-bus to chauffeur guests and employees between the site and location destinations, however there is no mention of this mini-bus in the Travel Plan Action Plan.

There are highway objections to this proposal as there would be insufficient supply of car parking on-plot with no genuine measures offered to reduce the demand to travel by private car. The development would result in people driving around looking for somewhere to park and errant/injudicious parking that presents a risk to road safety, this would be contrary to the published London Plan 2021 Policy T4 Assessing and mitigating transport impact which requires that "development proposals should not increase road danger".

HIGHWAYS OFFICER (05-04-23): These additional highway comments are in response to the receipt of a revised framework Travel Plan December 2022 and the applicants Highway Comments Response Note December 2022. To recap, the proposal is for a 435no. bedroom hotel that would provide just 18no. standard and 14no. disabled car parking spaces, it would in effect be car-free. This raise concerns that in the absence of parking being available on-plot and limited genuine travel choice being offered, staff and guests would resort to driving and most likely park on-street possibly errant and injudiciously resulting in parking stress that would impinge upon the free flow of traffic leading and an increased road safety risk. As such the proposal would be contrary to the published London Plan 2021 Policy T4 which requires that development proposals 'do not increase road danger'.

The Highway Authority has previously objected to the proposal as it would provide insufficient car parking on-plot but moreover it offered no genuine alternative to trip making by the private car. In response to these comments a revised framework Travel Plan December 2022 has been provided, this has been reviewed and the Highway Authority are able to make the following comments.

The revised framework Travel Plan now contains a commitment to provide two dedicated minibuses to shuttle hotel guests and employees between the site and key public transport nodes. If the proposal is recommended for approval the Highway Authority would require a planning condition requiring the applicant to submit a Minibus Shuttle Service Management Plan for approval. This document should set out the number and type of minibuses, hours of operation, destinations served,

parking, pick-up/drop off facilities, booking arrangements, payment, accessibility for disabled people and all that other information the applicant anticipates the Highway Authority would need to be satisfied the Service would provide a real alternative to trip making to and from the proposal site by private car.

The Travel Plan sub-objective 2 makes a commitment to making all 'guests and employees aware of the limited car parking available, the Highway Authority considers this is key to the successful operation of the proposal in transport terms. If the proposal is recommended for approval the Highway Authority would require a condition obliging the applicant to submit a full Travel Plan for approval, this full Travel Plan should clearly set out how guests would be clearly informed that the proposal offers only very limited car parking.

The framework Travel Plan also make mention of Personalised Journey Planning service. The Highway Authority considers this an effective intervention and how this would be delivered should also be clearly set out in the full Travel Plan.

As surety that the full Travel Plan would be delivered, and targets achieved the Highway Authority would require that the application pays a £20,000 bond secured via a 1990 Town and Country Planning Act s.106 legal agreement. If Travel Plan is not implemented or targets not met, the Highway Authority would use this bond to delivery the Travel Plan itself, if the Travel Plan is successful then the Bond would be returned after an agreed period.

The Highway Authority is mindful that despite the above Travel Plan interventions that the proposal may still displace parking on-street resultant in parking stress. To address this issue should it arise, the Highway Authority require that the applicant pays a £10,000 bond to the Council via a 1990 Town and Country Planning Act s.106 legal agreement to fund the introduction of parking restrictions. If parking problems do not materialise then the bond would be returned after an agreed period. This is something the applicant commits to doing in the Highways Comment Response Note December 2022.

The Highway Authority ask for a planning condition requiring the applicant to provide active electric vehicle charge points at 20% of car parking spaces with all the remainder having passive provision.

The Highway Authority requires that a Construction Logistics Plan, Service and Delivery Plan are submitted for approval; these documents should be produced based on the guidance produced by TfL tailored to the development and local circumstances. These should be secured by way of suitable planning condition.

As mentioned above, the Highway Authority is mindful that this would effectively be a car-free development. Without attractive and genuine alternative to trip making by the private car it is reasonable to assume that staff and guests would consider they have no option but to resort to driving to the proposal and in the absence of car parking being provided on-plot this would result in drivers parking errant and injudiciously on the surrounding streets. This would be contrary to the published London Plan 2021 Policy T4.

To protect against this situation arising, the Highway Authority require a developer contribution of £160,000 to be used to deliver pedestrian and/or cyclist facilities at the junction of Springfield Road/Uxbridge Road, such improvements would help to facilitate better access to the wider active travel network and by providing real travel choice it would reduce reliance on the private car for trip making to and from the site.

Subject to the above conditions there are no highway objections to this proposal.

DAYLIGHT / SUNLIGHT CONSULTANTS (07-12-22): The following properties have been assessed

for daylight:

· 60-122 Uxbridge Road
· 124-126 Uxbridge Road
· 128-130 Uxbridge Road
· 132-134 Uxbridge Road
· 136-138 Uxbridge Road
· 140-142 Uxbridge Road
· 144-146 Uxbridge Road
· 148-150 Uxbridge Road
· 152-154 Uxbridge Road
· 156 Uxbridge Road
· 15-17 Uxbridge Road (future development)

The VSC results show that all windows at 60-122 and 156 Uxbridge Road meet target values.

There are a number of windows that fall short of target values at (the block) 124-154 Uxbridge Road and (yet developed) 15-17 Uxbridge Road.

Dealing firstly with (the block) 124-154 Uxbridge Road. All windows at 152-154 and 148-150 Uxbridge Road meet the target values.

Of the windows (21) to the remaining properties (124-146) on Uxbridge Road, all windows fall short of the target value. Two of these windows (W1/61 & W1/62 at 144-146) are marginal, with a reduction of 20.32 & 20.84%.

The remaining 19 windows saw reductions of between 21% and 26%.

No skyline analysis has also been undertaken. All rooms to 156, 152-154, 132-134, 124-126 & 60-122 pass the NSL test. Two further properties have rooms that fall marginally short, these being R1/72 21% reduction (148-150) and R1/22 20.2% reduction (128-130).

All of the remaining 9 rooms (from 95 tested) fall short of the target values. The reductions range from 24-27% (3 rooms at 144-146) and 32-37% (3 rooms at 140-142 and 3 rooms at 136-138).

Moving to (yet developed) 15-17 Uxbridge Road.

This will be the Apart Hotel and it has been assumed this building will be developed and occupied, before the redevelopment of Hyatt Place. Daylight analysis has been undertaken here.

Of the 144 windows tested, 132 meet target values, with 12 windows falling short. All 12 windows are located on the west elevation which looks onto Hyatt Place. There are 2 windows per floor from 1st to 6th floors, with two windows serving 1 studio on each floor.

Average daylight factor analysis has been undertaken, and the rooms do not fare much better.

The BRE guidance recognises that if neighbouring building are built close to the boundary, it will be difficult to achieve compliance.

Sunlight analysis has been undertaken and all windows tested meet the target values.

There are no amenity areas that will be affected by the development in terms of overshadowing.

Within the proposed scheme, of the 14 amenity areas analysed, 8 of these will receive 2 hours or

more of sun over 50% of the area on 21st March. All of these areas are located at rooftop level. There are two rooftop areas that fall short of the target values, one area marginally, receiving sunlight to 49.3% of the area. These two areas are surrounded by high walls that would restrict sunlight, especially when this low to the horizon in March.

The remaining 4 amenity areas are at ground and low level, these are surrounded by high elevations on all sides. These areas will receive no sunlight on 21st March, because of the building heights and position of the sun. Further analysis has been undertaken on 21st June, where these areas fare better, some areas to the north will receive over 2 hours of sun.

NOISE OFFICER (07-10-22): Sufficient information has been provided by the Applicant to make a recommendation with respect to noise including a noise assessment report. It is recommended that no objection is made on noise grounds without condition. This takes into consideration the use of the rooms as transient as opposed to permanent accommodation for guests.

PLANNING POLICY OFFICER (28-10-22): As with all applications, it is important to understand whether the planning description is consistent with the overall submission, including the drawings that may be approved as part of the final decision notice.

The proposal includes a combination of existing units (170) that form part of the existing hotel and a series of additional new units. Officers have reviewed the floorplans and calculated that the total proposed mixed of units:

Type of room Number of rooms %
Central Small 15 - 3%
Existing Large 20 - 5%
Existing Medium 150 - 34%
Small 23 - 5%
Medium 76 - 17%
Standard 128 - 29%
Accessible 23 - 5%
Total: 435

When the existing units are removed, the mix of new units is:

Type of room Number of rooms %
Central Small (15-17m2) 15 - 6%
Small (18-25m2) 23 - 9%
Medium (27m2) 76 - 29%
Standard (34m2) 128 - 48%
Accessible (34m2) 23 - 9%
Total: 265

The proposal therefore includes a high proportion of larger units. Page 82 of the Design and Access Statement outlines what the typical room layouts for each of these types of room is. It is noted that the majority of the new rooms (57%) are for larger sized units (34m2), which are only 3m2 below the minimum space size for a self-contained studio (C3). Page 82 also indicates the introduction of 'suites', which includes an additional room from the typical bedroom and bathroom. The parameters of the room therefore increase the possibility of them being occupied on a more permanent basis.

It is also noted that these new standard and accessible rooms both have their own access points from the unit out of the building via both stairs and adjoining lifts. The standard and accessible rooms on the western side of the building have direct access out of the building on to Springfield Road. The standard and accessible rooms on the eastern side of the building have direct access to

the car park, which in turn has a route to the Uxbridge Road via a side gate or through the vehicle access point off Springfield Road. This compares to the smaller existing rooms that would utilise the lifts in the hotel lobby.

The layouts also indicate space for cooking equipment within the unit. This is confirmed in the Fire Statement, which outlines that the open plan bedrooms will incorporate an on-suite and a small cooking facility including a small induction hob and microwave. The Fire Statement indicates that the building is to be constructed in line with Regulation 7(2), despite the planning description not referring to the inclusion of any dwellings. This, in part, is due for a desire to have 'greater flexibility in the use of the building, future proofing the design with additional safety.'

Other technical documents also allude to the building potentially being used as dwellings. The Noise Assessment refers to the proposal being reviewed against guidance for new residential development, including the ventilation requirements for dwellings. The assessment also describes the units as 'apartments' at various points. The Transport Assessment also lists nearby local amenities for users of the development (Table 5.1) as a dentist and doctors surgery. It is not clear how a temporary user of the hotel would be able to access particularly the latter of these services. It is also noted within the Planning Statement (Paragraph 5.4) that there is an assumption that users of the hotel may be staying for several months.

The existing ground and first floor plans also show the existing quantum of hotel administration and support facilities for the existing 170-bedroom hotel. This includes multiple staff offices, general manager offices, storerooms, dining and changing facilities for staff. It is also noted that there are back of house facilities on every floor. Whilst there are lots of public facilities (e.g. restaurant, gym, swimming pool etc.), the proposed significant increase in rooms (265) has been accompanied by a reduction in the quantum of hotel administration and support facilities. There is only a small management office and laundry area at ground floor, with one unannotated back of house area retained within the existing hotel on each floor. There is no new back of house to support the uplift of rooms within the new eastern or western sections.

The information above would indicate that there is a high possibility of users of these units being able to occupy them for extended periods of time, including beyond the 90-day rule. This is a pan-London issue that is becoming more prevalent. A draft LPG on Large-scale Purpose-built Shared Living was consulted on in January 2022 and proposes a move towards maximum space standards to reduce the likelihood of these being used as self-contained homes.

If the new units were to be defined as C3 bedrooms, this would have notable implications for their acceptability, including the following:

· An affordable housing requirement.
· An increase charge under the Community Infrastructure Levy (CIL).
· Alternative planning obligations (e.g. public open space contribution).
· Non-conformity with housing mix policies in the Development Plan.
· Non-conformity with design standards (e.g. private amenity space, number of cores, outlook, space standards).
· Different tests and assessments in relation to car parking, trip generation, cycle parking, waste management etc.

Notwithstanding the above, I have provided the following comments on the premise of 265 new hotel bedrooms. Paragraph 87 of the National Planning Policy Framework (2021) outlines that a sequential test should be applied to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Hotels are listed as a main town centre use within the Glossary.

Policy E10 of the London Plan (2021) outlines that in outer London, serviced accommodation should be promoted in town centres and within Opportunity Areas (in accordance with the sequential test as set out in Policy SD7 Town centres: development principles and Development Plan Documents) where they are well-connected by public transport, particularly to central London. Whilst the site is located just within the Heathrow Opportunity Area (See London Plan Figure 2.10), the policy is clear that a sequential approach should still be taken. Policy E2 of the Local Plan: Part 1 (2012) outlines that the Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.

Paragraph 6.10.2 refers to the GLA Economics Working Paper 88 (2017) and estimates that London will need a net increase in 58,000 bedrooms of serviced accommodation between 2015 - 2041, which is an average of 2,230 bedrooms per annum. It should be noted that these estimates are both pre COVID-Pandemic and based on a central scenario that includes the Heathrow Airport Northwest Runway expansion. It is therefore assumed that this overall estimate may now be overstated in light of current events, although they remain the most recent adopted figures. On a borough level, Hillingdon has the 3rd highest projected net demand at 4,947 rooms or 8.5% of the total share. As of 2015, almost one third of the serviced accommodation rooms in outer London were located in Hillingdon, predominantly around Heathrow Airport.

The proposal includes a significant uplift in the number of hotel bedrooms and hotel floorspace on the site. The uplift is of such an extent that it could reasonably be accommodated on a new site within or on the edge of a town centre location, as required by national, regional and local policy. The applicant has submitted a sequential test which seeks to demonstrate that there are no available sites in sequentially preferable locations. Whilst I would disagree with some assumptions and elements of the assessment, it does not provide any new evidence to fundamentally contradict the above. The Council does not hold any information to suggest that an increase in hotel rooms of the magnitude envisaged through the Development Plan could be accommodated in the town centres of Hayes, Uxbridge or nearby town centres outside of the London Borough of Hillingdon. Whilst the Council is aware and supportive of existing and proposed hotels within its town centres, they are not of a scale to accommodate the level of demand outlined within the Development Plan.

The Development Plan (Policy DME 5 and Policy E10) also outlines that hotels should be located in sustainable locations which are well-connected by public transport. The site is located in PTAL 3 and has bus access towards nearby town centres. Access to Heathrow Airport and central London is possible via Elizabeth Line stations at Hayes & Harlington and Southall, although this would be a less attractive journey for some. Noting the existing use on the site, it is not considered that an objection could be upheld on this basis.

Whilst the site is designated as part of a Strategic Industrial Location (SIL), there is no evidence that it has been utilised recently for any of the SIL compliant uses listed within Policy E4 of the London Plan (2021). It has been utilised in recent years as a hotel, having been converted from a large office block. Furthermore, the proposal would include the introduction of new light industrial or research and development floorspace, which is supported through Policy E4 of the London Plan (2021). Therefore, no objection is raised to the principle of additional hotel bedrooms (C1) and light industrial or research and development floorspace (E(g)(i) (ii)) in this location.

The proposal outlines that it would include a modest amount of new industrial floorspace at the ground floor. It does not outline what the proposed use class would be. The site is located within a Strategic Industrial Location (SIL) and therefore there is support within the development plan for E(g)(ii) and E(g)(iii) floorspace. This will need to be conditioned to restrict this floorspace from other uses within Use Class E, noting that these other uses will include main town centre uses that are not appropriate in these locations.

There are still concerns about the overall useability of this floorspace. There are only 7 car parking spaces for 16 units. There is also only one small shared loading bay for all of the units to share. However, I would not consider this to be a reason in itself for refusal.

URBAN DESIGN/CONSERVATION OFFICER (20-03-22): There are significant problems developing the site as proposed with the retention of the existing Hyatt Hotel building at the centre of the site. The proposed perimeter block and the retained tower block have an extremely uncomfortable juxtaposition resulting in a poorly conceived cramped form of development delivering amenity issues. Revisions are needed to ensure the proposed building sits more comfortably within the townscape with a positive interface with adjacent buildings.

To gauge appropriate level of development 'plot coverage' should be calculated in accordance with the National Model Design Codes Part 2 page 30. As previously commented at pre-application stage, it is considered the proposals represent over development of the site. The implications of this are discussed in further sections of the report.

The site is designated as a Strategic Industrial Location (SIL) with an existing hotel use established through the extant consent. These uses can include industrial type actives that create toxic smoke/air pollutants and noise disturbance and operate on a 24 hour basis.

The proposals combine light industrial, and hotel uses within the site on the ground and first floor. It is stated within the submission that a clear internal separation will be employed. While the creation of a mixed-use development is supported it needs to be demonstrated that any toxic smoke/air pollutants disturbance produced by light industrial users will not adversely affect the hotel users. It is noted that noise attenuation to minimise external noise spill and prevent transfer to hotel above has been employed.

Further revisions are needed to ensure all the units receive direct daylight and the hotel stair cores within the part of the building dedicated to light industry are relocated.

The shared communal space for both uses has limited amenity value due to the height of the surrounding buildings and size of the space of 16 x 6m. This is discussed further in the next section of the comments.

The proposals retain the existing building centrally located within the site with a slight increase in height. New built form is proposed edging the site to deliver a perimeter block. The central block divides the perimeter block creating inherent over densification and building separation issues between the existing central block and the new built form elements. These include;

· An eastern courtyard of 13.5m wide reducing to 11m with the external walkway. This space is edged with the existing tower of 13 storey opposite a building of seven storeys.
· A western courtyard of between 19 - 23m reducing to 17-21m with the external walkway. This space is edged with the existing tower of 13 storey opposite a building of six storeys.

The nationally accepted separation distance is 21m window to window for two 2 storey buildings facing each other. This distance should be increased with additional storeys. The separation distance combined with the heights of the buildings either side courtyard spaces result in amenity issues. This include;

· Overshadowing of the courtyard space as demonstrated in daylight/sunlight report.
· Overbearing building surrounding the courtyards. These spaces are visually dominated by the railing to the walkways surrounding the space.

Additionally, the space between the buildings will potentially create;

· Daylight/sunlight issues for the proposed hotel rooms. The daylight/sunlight report has failed to assess the proposed building, and it has been demonstrated there will be impacts on the neighbouring properties.
· Noise issues within the courtyard spaces. While it is acknowledged a noise report has been produced to assess the noise issues for the north and west elevations, the noise report has not assessed the acoustics within the courtyard areas.

Accordingly, the scheme fails to comply an appropriate separation distance which delivers amenity issues of dark overshadowed courtyard spaces which are visually dominated with the railing for the walkways, with potential daylight/sunlight and noise issues. This approach fails to comply with Policy D3 of the London Plan which states that development 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
· achieve indoor and outdoor environments that are comfortable and inviting for people to use

The site layout to create a perimeter block is deployed in normal circumstances where buildings face outwards onto the surrounding streets, this creates a clear distinction between public front and private backs of the buildings. This site is only surrounded on two sides with roads. This results in the eastern hotel elevation frontage facing directly into the side elevation of 15-17 Uxbridge Road and rear frontage facing a light industrial site side building elevation and car park. This confused place based form of building fronts addressing building flanks failing to comply with good urban design principles and prejudices the redevelopment of the site to the south. The current arrangement needs further consideration particularly as the daylight/sunlight report records impacts on the neighbouring consented scheme. More information is requested on the use of the access road along the eastern side of the site and the proposed boundary treatment.

Lastly, the staggered building arrangement which gives greater articulation/variation in architectural expression proposed to reduce the massing in street views delivers a varied public realm width along the building front. The building line should be more consistent which is appropriate to the context and sufficient to allow large trees along the whole frontage. It is considered that the tower extension protrudes too far beyond the building line.

The internal layout locates two cycle stores within the buildings along the Uxbridge Road frontage. This frontage should deliver an active frontage with servicing elements such as cycle stores located along the secondary elevations or to the rear of the building.

The proposed redevelopment/extensions to the existing tower of 12 storey would result in an increase to 14 storeys (including plant) to the existing hotel building. The new buildings/extensions heights would range between 6-8 storeys tapering from 8 storey along Uxbridge Road to 6 to the rear.

The prevailing height north of Uxbridge Road is 2 storey residential properties with mostly large single storey industrial building south of Uxbridge Road. This existing building is a marker building within the townscape. The adjacent site will deliver an additional marker building.

It is considered that the shoulder/Uxbridge Road frontage buildings either side of the tower at 8-storeys are too close in height to the tower and should be lowered to ensure the tower remains a marker building within the townscape. This approach would fit more comfortably with the context along Uxbridge Road which has a broadly three storey prevailing height. Although it is acknowledged that more recent developments along this primary route are between 4 and 6 storeys, usually with a top storey set back.

Reducing the Uxbridge frontage buildings would reduce the visual impact of the overly 'blocky' massing of the proposed buildings around the tower. This visual impact can be seen in View 6, View 8 and views from Minet Park shown within the Townscape and Visual Impact Assessment.

The proposals should be revised to lower the two 'C' shaped blocks around the tower and taper more appropriately to the scale of the industrial buildings to the south. This approach would have the additional bonus of reducing the amenity issues within the courtyards.

It is noted that the proposals sought to break the overall mass down through a push and pull technique to increase the definition of the individual blocks. The technique should be further employed to:

· pull the north east corner further into the site to create an improved interface with the adjacent site and;
· reduce the prominence of the northwest corner which juts too far forward on the corner.

It should be noted that the depth of the adjacent 15-17 Uxbridge Road tower allows it to read as a finger block within the townscape.

The proposal for increased height on the central block to match the consented scheme next door and the two-storey tall base along Uxbridge Road and Springfield Road is supported.

The architectural expression delivers consistent application of framing to achieve vertical emphasis with secondary horizontal grid to deliver a unifying architecture articulation. This approach is supported as it delivers facades with a generous depth which creates visual interest. Clarification is sought on the reveal depths.

The simple, robust palette of pigmented concrete for the main body of the building with areas of glazing is accepted.

Careful consideration needs to be applied to the walkway balustrading as this dominates the internal elevations.

The landscape proposals for the courtyards and vertical greening components are supported, however the long-term viability of planting in these spaces due to the light levels is questioned. Additionally, the small trees and shrubs are not considered to be of an appropriate scale in relation to the surrounding buildings.

Lastly, the naturalistic tree planting along Springfield Road should be more appropriate to the urban context rather than the park context particularly as the wavey footpaths between trees are likely to create desire line trampling of the planting.

URBAN DESIGN/CONSERVATION OFFICER (04-04-23): In my previous comments, I was concerned that there would be daylight/sunlight and noise issues for the Hotel users. I acknowledge the daylight/sunlight and noise standards that apply to residential use do not apply to Hotel use.

Accordingly, my concerns regarding these issues can only be considered if this application was seeking change of use of the Hotel.

Further, it is understood that the applicant has worked proactively to resolve issues raised by both the GLA and Hillingdon Urban Designers to deliver the latest iteration of the proposals. While my view remains as expressed in the comments, I acknowledge that the approach shown in this application was previously agreed with the Hillingdon and GLA Urban Designer.

WASTE STRATEGY OFFICER (10-11-22): Please ensure that there is sufficient capacity for all of the waste that will be generated in the hotel and commercial use units. The council highly recommend an even split of recycling and refuse in the bin store and also capacity for food waste recycling. Please ensure that there is sufficient space in the bin store for movement of operatives and containers and that the door has sufficient space either side for transporting the containers.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 81 of the NPPF sets out that planning decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

In this regard, Policy GG2 of the London Plan (Making the best use of land) states that to create successful sustainable mixed-use places, those involved in planning and development must enable the development of brownfield land, particularly on sites within and on the edge of town centres, as well as utilising small sites wherever possible and sites which are well connected by existing or planned public transport. Additionally, Policy GG5 of the London Plan (Growing a good economy) sets out that boroughs should plan for sufficient employment and industrial space in the right locations to support economic development and regeneration, as well as ensuring that physical and social infrastructure is provided to support London's growth.

Policy E10 of the London Plan (Visitor infrastructure) seeks to enhance and extend the supply and quality of visitor accommodation within town centres and Opportunity Areas across London, but particularly in parts of outer London which are well-connected by public transport, taking into account the needs of business as well as leisure visitors. At a borough level, Policy E2 of the Hillingdon Local Plan: Part 1 (Location of Employment Growth) outlines that the Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.

Moreover, noting that the tourism sector accounts for above average employment within the borough, the supporting text to Policy DME 4 of the Hillingdon Local Plan: Part 2 (Visitor Attractions) explains how tourism is an important part of Hillingdon's local economy, with key sectors being the business and conference market, transit trade (visitors stopping in Hillingdon en-route to another destination) and the leisure market. Additionally, Policy DME 5 of the Hillingdon Local Plan: Part 2 (Hotels and Visitor Accommodation) sets out that a range of visitor accommodation, conference and related uses in accessible and sustainable locations will be supported, provided that proposals are designed to a high standard, do not lead to a significant loss of residential amenity and provide wheelchair accessible accommodation.

However, whilst the above policies provide a general backing for new employment floorspace and promote a healthy visitor accommodation sector, it is clear that new employment-generating developments should be planned in the "right" locations, which for hotel developments is generally town centres (and Opportunity Areas subject to a sequential test). This is explained through Policies SD6, SD7 and SD8 of the London Plan, which relate to developments affecting the town centre network, which have at their heart the 'town centre first' principles.

Policy SD6 of the London Plan (Town centres and high streets) states that the vitality and

viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners, including main town centre uses. Main town centre uses cover quite a broad remit, however relevant to this application include hotels and conference facilities. Policy SD6 further sets out that tourist infrastructure, attractions and hotels in town centre locations, especially in outer London, should be enhanced and promoted.

Policy SD7 of the London Plan (Town centres: development principles and Development Plan Documents) requires boroughs to adopt the 'town centres first' approach to applications for main town centre uses outside of designated town centres, which means boroughs should discourage most non-residential, out-of-centre developments. Out-of-centre developments can be particularly detrimental to town centres, undermining their economic performance, local character, and the accessibility they provide to a broad range of services, whilst also encouraging an increase in private vehicle trips away from the established amalgamation of shops and services, and away from areas of higher levels of public transport.

Where an application for a main town centre use is submitted in an out-of-centre location, in accordance with Paragraph 87 of the NPPF, a sequential test must be submitted to demonstrate that, first, there are no suitable town centre sites which are available, or are expected to become available within a reasonable period, and second, that there are no suitable edge-of-centre sites which are available, or are expected to become available within a reasonable period.

The 'town centre first' approach of the London Plan is enshrined at a borough level through Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (Town Centre Developments) which sets out that 'main town centre uses' will be supported within town centre boundaries, however proposals for 'main town centre' uses in 'out of centre' locations will be resisted and the applicant must demonstrate that there are no more suitable sites and that the proposal will not harm the vitality and viability of the established town centres

Taking London and Hillingdon Local Plan Policies into account together, a sequential test is required to demonstrate there are no sequentially preferable sites within or on the edge of town centres which could accommodate the development as the proposal constitutes an out-of-centre development for a main town centre use, albeit recognising that the site does fall within the Heathrow Opportunity Area's indicative boundaries. This position is recognised by the applicant, who has submitted a Sequential Assessment (dated August 2022) alongside their application.

In addition to its location outside of a town centre (albeit within an Opportunity Area), the application site also falls within the boundaries of the Springfield Road SIL, which is an area of land and premises designed to meet current and future demands for industrial functions, making provision for the varied operational requirements of light and general industry (use classes E(g)(iii) and B2), storage and logistics (use class B8) and other uses which would be inappropriate outside of an industrial setting. Policy E4 of the London Plan (Land for industry, logistics and services to support London's economic function) states in this regard that the retention, enhancement and provision of additional industrial capacity should be particularly prioritised in locations that are accessible to the strategic road network or have potential for the transport of goods by rail or water transport and proposals which seek to provide capacity for micro, small and medium-sized enterprises should be encouraged.

Additionally, Policy E5 of the London Plan (Strategic Industrial Locations) sets out that SILs should be managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial and logistics capacity for uses that support the functioning of London's economy. As such, proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out under Policy E4. Moreover, 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 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 long-term 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 proposed 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 E1 of the Hillingdon Local Plan: Part 1 (Manging the Supply of Employment Land) sets out that the Council will accommodate growth by protecting Strategic Industrial Locations (SILs), Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL) including the designation of almost 14 hectares of new employment land. The managed release of some employment land will be allowed in areas identified as appropriate through the development plan process. In addition, Policy E2 of the Hillingdon Local Plan: Part 1 (Location of Employment Growth) sets out that the Council will accommodate 9,000 new jobs during the plan period, with most of this employment growth directed towards suitable sites in the Heathrow Opportunity Area, SILs, LSELs, LSISs, Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes.

Policy DME 1 of the Hillingdon Local Plan: Part 2 (Employment Uses on Designated Employment Sites) outlines that of the four SILs within the borough, three are designated as Preferred Industrial locations (PILs) and one is designated as an Industrial Business Park (IBP). The Springfield Road SIL is subcategorised as a PIL, which is suitable for general industrial, storage and distribution and other industrial related uses (i.e. mainly Use Classes E(g)(iii), B2 and B8), and Policy DME 1 clearly states that the Council will support

employment proposals in SILs for these uses.

Taking the above policy considerations together, the principle of development has two main aspects; the expansion of an existing hotel within an Opportunity Area but outside of a town centre, and the introduction and co-location of industrial uses within a SIL as part of the hotel-led application.

Turning first to the proposed expansion of the hotel, which, as noted above, is already present on site as an operational hotel with 170 rooms following the change of use from an office building, approved in 2014. The site falls within a SIL, and therefore the existing hotel is an inappropriate use for this location, as SILs should generally be reserved for industrial and industrial-related functions only. However, as the lawful use of the site is for a hotel it would not be reasonable to prevent an existing facility from expanding, having regard to Polices GG2 and GG5 of the London Plan which encourage the redevelopment of brownfield sites in well-connected locations to support economic development and regeneration. As such, whilst the C1 use remains an inappropriate use for this site, the significant uplift in hotel floorspace could be considered acceptable in principle, subject to passing the Sequential Assessment required by the NPPF, the London Plan and the Hillingdon Local Plan (as discussed in greater detail below), as this would be in line with the general thrust of development plan polices to enable businesses to expand and promote investment in the borough.

The Sequential Assessment has been reviewed by the Council's Planning Policy Officer, who considers that despite some disputed assumptions and elements of the submitted assessment, the overall conclusions are considered acceptable, and that no sequentially preferable sites can be identified. In this regard, it is noted that because of the borough's unique siting, close to the major transport hub at Heathrow Airport and with easy access to the strategic road network into and out of London, the borough of Hillingdon experiences very high demand for hotel accommodation, and it is unlikely that all of this demand can be accommodated within town centres alone and therefore some edge-of or out-of-centre hotel developments would probably be required to meet expected growth targets.

The site further falls within the indicative boundaries of the Heathrow Opportunity Area, which broadly extends northwards from Heathrow Airport to Uxbridge Road (which forms the northern boundary of this site) and has an indicative capacity of 13,000 additional homes and 11,000 additional jobs. Opportunity Areas are identified as locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. In this regard, Policy SD1 of the London Plan (Opportunity Areas) sets out that developments which create employment opportunities and improve housing choice for Londoners within Opportunity Areas, alongside the provision of infrastructure, should be supported to sustain growth and create mixed communities, and further promotes the intensification and more efficient use of SILs within Opportunity Areas

On this basis, it is considered that the proposed expansion of the hotel is acceptable in land-use terms, having regard to the existing C1 use across the whole site.

In addition to the substantial increase in hotel floorspace, the proposal also seeks to introduce 1,318 sqm of light industrial floorspace, falling within the E(g)(iii) use class, to be provided at ground floor and mezzanine level beneath the podium courtyard, comprising 15 units. A condition restricting the use of this floorspace to either E(g)(ii) (research and development) or E(g)(iii) is therefore recommended. Whilst this level of industrial

floorspace is relatively small in the context of the proposed hotel use on the site, the introduction of industrial floorspace, especially with units geared towards catering for small and medium enterprises (or start-ups), is wholly supported and represents a positive addition to the overall proposal. Given the site's location within a SIL, the introduction of SIL-compliant uses would improve the overall capacity and viability of the wider SIL, creating opportunities for employment and reinforcing the SIL's role as the main reservoir of industrial functions and land.

The provision of industrial floorspace would further be in line with the general thrust of the co-location and intensification policies within the London Plan, albeit Policy E7 does specify that co-location should usually be reserved for Locally Significant Industrial Sites (LSISs), rather than SILs, as non-industrial uses are generally inappropriate for a heavy industrial setting. In this respect, however, it is recognised that the site sits at the northern edge of the SIL, with a number of existing residential uses nearby, and that a hotel has been operational on the site since 2016, and therefore it can be assumed to some extent that the typical issues associated with locating sleeping accommodation near to industrial uses (e.g. noise and lack of nearby amenities) would not raise significant concerns for a larger building within the same use class from the same site, and therefore the proposed expansion is unlikely to negatively affect either the continued operation of the surrounding SIL uses or lead to noise complaints from future users of the development. It is further noted the GLA support the proposed uses across the site, including the introduction of industrial uses, and therefore a refusal on this minor conflict with Policy E7 would not be warranted.

It is further of relevance that this part of the SIL, facing Uxbridge Road, is likely to experience a fairly significant change in character in the coming years, having regard to the recently approved permission next door to the east at 15-17 Uxbridge Road (Ref: 69827/APP/2021/1565) for a 13-storey apart-hotel with 174 rooms (falling within the C1 use class). An apart-hotel offers serviced accommodation in the same way as a standard hotel, but offers more self-contained accommodation usually including kitchen facilities to enable longer stays than is typical of a standard hotel.

In respect of the proposed development on this site, the operation of the new hotel will function, in many ways, like the adjacent apart-hotel scheme, with on-site amenities in the form of a restaurant, bar, lounge, gym and spa at first floor level and an external swimming pool at podium level within the courtyard. The submission also sets out that some future guests would probably stay for extended periods of time, beyond 90 days in a calendar year, and the Planning Policy Officer's comments raise concerns that the site could be used, in operation, as a use more akin to a C3 (residential) use, or potentially as Purpose-Built Shared Living accommodation (PBSL), which is a more flexible version of traditional C3 housing. The presence of cooking facilities within individual rooms, the size of some of the larger rooms themselves and the access/egress arrangements for guests using the building further indicate that it could be possible to use the site for a residential or PBSL use, with on-site amenities converted to shared facilities and the courtyards functioning as external amenity space.

However, planning case law and recent appeal decisions indicate that local planning authorities should not refuse permission if, following implementation of the permission, they consider that a site could be used for an alternative use to the use being applied for, if it could also be operationally used in the way put forward by the applicant, and that to refuse permission on this basis alone would constitute unreasonable behaviour. This is because a local planning authority can control the operation of the hotel through the use of conditions

and planning obligations, if considered necessary to ensure that the operational use of the development remains within the C1 use class. Additionally, if, in the view of the local planning authority, the site is either operating in contravention of the conditions and obligations associated with the permission, or the hotel is operating within any use class other than C1, the local planning authority can take enforcement action to ensure the site functions as applied for and approved.

In this instance, to address some of the concerns raised and to ensure that the proposed development continues to function as a hotel, a draft Hotel Management Strategy has been agreed which places limits on the type of kitchen facilities (kitchenette fittings in the bedrooms shall be limited to a two-ring hob) and access arrangements (all guests shall have to use the main lobby) and further prohibits the use of Assured Hold Tenancies (ASTs). This Hotel Management Strategy would be secured as an obligation through a legal agreement, and additional conditions restricting the means of access and confirming the appropriate uses across the site are recommended.

Overall, whilst there are some minor conflicts with planning policy, and the concerns regarding the proposed use are recognised, it is considered that the proposal as whole is acceptable in principle and generally complies with the intentions of the London Plan and Hillingdon Local Plan in respect of creating employment opportunities and promoting local investment, and would bring forward a number of land-use benefits by making much more effective use of a brownfield site.

7.02 Density of the proposed development

Residential density is not relevant to an application for the proposed C1 and E(g)(iii) uses.

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

No designated or non-designated heritage assets would be affected by the proposal.

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 relevant airport operator on proposals in the relevant safeguarded areas. In this instance, the requirement to consult on airport safeguarding is for any proposal exceeding 15 metres, 45 metres and 45.7 metres for Heathrow, NATS, and the Ministry of Defence (RAF Northolt) respectively.

Across most of the site, building heights would be below the height of the pre-existing building, however as the proposal would also increase the height of the pre-existing building and exceeds the consultation requirement, Heathrow, RAF Northolt, and NATS have been consulted. Heathrow Airport and NATS both confirmed they have no objection to the proposal on safeguarding grounds. The response from the MoD (RAF Northolt) confirmed they also had no objection, subject to a condition being included requiring the submission of a Bird Hazard Management Plan and to be notified of the use of cranes for construction purposes, and these conditions have been imposed.

7.05 Impact on the green belt

The proposed development lies outside the Green Belt, and is located on the northern edge of a SIL, within a fairly built-up area, albeit the surrounding buildings are generally of a much lower scale than the existing (and proposed) hotel.

The proposal would be clearly visible from within the Green Belt between the SIL and the A312 to the west, which extends from Yeading Brook in the south to Uxbridge Road in the north, however the proposed development would not affect the Green Belt's permanent openness, as openness relates to the absence of built form on the land itself and not views

from within the Green Belt.

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.

Policy D9 further states that whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm.

Policy D9 should further be considered in the context of Policy DMHB 10 of the Hillingdon Local Plan: Development Management Policies (High Buildings and Structures) which states that any proposal for a tall building must respond to its local context, and notes that tall buildings can be used to create or emphasise a point of civic or visual significance. Within the borough, tall buildings should generally be located within Uxbridge or Hayes Town Centres, as outside these two centres, the character of the borough is mainly low

rise and suburban in nature, and tall buildings are generally inappropriate within suburban settings. Policy DMHB 10 further states that tall buildings should be located in areas of higher public transport accessibility and be proportionate in terms of their overall height, form, massing and footprint, with particular consideration given to their integration with the local street network, nearby public spaces and their impact on local views.

In addition, Policy BE1 of the Hillingdon Local Plan: Part 2 (Built Environment) sets out that, in order to create successful and sustainable neighbourhoods, new development (including new buildings, alterations and extensions) should be of a high quality design which enhances the local distinctiveness of the area and contributes to a sense of place. As such, proposals should be designed to be appropriate to the context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials.

As set out above, the surrounding area has a very mixed character, with Uxbridge Road acting as a partition between the predominantly residential uses to the north and the commercial and industrial uses to the south. This is visible in the architecture and scale of the buildings on the opposite sides of Uxbridge Road, with two and three storey red brick or rendered houses characterising the residential areas to the north and large shed-style warehouse buildings characterising the areas to the south. In this respect, as a tall building, the existing Hyatt Place building is somewhat of an anomaly in the streetscape because of its scale and materiality, and because of this, it is one of the most visible buildings in this part of the borough, especially when approaching the site from the east or west along Uxbridge Road.

The proposal would result in a substantial uplift in floorspace, with the resultant development comprising 19,054 sqm of hotel floorspace and 1,318 sqm of light industrial floorspace, compared to an existing GIA of 9885 sqm (i.e. the development would create an additional 10,487 sqm). Unsurprisingly, to accommodate such a large increase in floorspace, a significant amount of the site would be developed on, with the proposal covering nearly the entire site, excluding the parking areas to the south and east, and introducing two perimeter-style 'C' shaped blocks to the east and west of the existing central building, which itself would be increased by two storeys.

It is considered that this proposed layout makes efficient use of the site, recognising that the scheme introduces industrial uses onto a site within a SIL alongside the increase in hotel accommodation and that the large footprint is integral to allowing space for these industrial units within the site. The layout further allows sufficient room for deliveries and servicing to the rear, accessed from Springfield Road, and overall appears a sensible approach to optimise redevelopment of the site.

Alongside the increase in footprint, the proposal would further result in a substantial increase in scale across the site, with two 8-storey perimeter blocks flanking a central 14-storey tower. As an existing tall building which is increasing in height (alongside the erection of the perimeter blocks), the proposal should be assessed against the requirements of Policy D9 of the London Plan and Policy DMHB 10 of the Hillingdon Local Plan. Taken together, Policy D9 and Policy DMHB 10 set out that within the borough, tall buildings should generally be located within Uxbridge or Hayes Town Centres, as outside these two centres, the character of the borough is mainly low rise and suburban in nature.

This is recognised in the GLA's Stage 1 comments, and it is acknowledged that the proposal would conflict with the locational requirements of Policy D9 and DMHB 10, and, if

the existing site was cleared and the permission at 15-17 Uxbridge Road did not exist, it is likely that the introduction of a building ranging from 8 to 14 storeys would be considered unacceptable. However, both the scale of the existing building and the consented permission at 15-17 Uxbridge Road to the east are material considerations and it is recognised that there is scope to create a small cluster of tall buildings in this location because of the pre-existing tall building on-site. Moreover, the submitted views analysis within the Town and Visual Impact Assessment demonstrates that whilst the proposal would be a much more visible structure because of the increase in scale, the overall impact to the skyline would be fairly limited because the existing building is already the dominant structure in most of the existing views.

It is further recognised that the detailed architectural features and the overall materiality of the proposal would be of a high quality, with a clearly defined base, middle and top. This helps to reduce the sense of bulk and provide a sense of human scale. The breaks between the blocks further helps to reduce the scale of the proposal, allowing glimpses from the street into the centre of the site, providing some sense of visual permeability.

Overall, the architectural quality of the proposal is considered to be acceptable and the proposal is considered to generally comply with the intentions of the London Plan and Hillingdon Local Plan in respect of design.

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 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.

In support of the application, a Daylight and Sunlight Report (August 2022) has been submitted and reviewed by Lambert Smith Hampton on behalf of the Council. The review by Lambert Smith Hampton sets out that the proposed methodology is acceptable and the results are accurate. The Daylight and Sunlight Report assesses the residential units on the northern side of Uxbridge Road (starting at 60, up to 156), as well as the impact on the consented development adjacent at 15-17 Uxbridge Road for an apart-hotel.

The results show that the proposal would not have a noticeable impact on Nos. 60 to 150 and No. 156 Uxbridge Road in terms of access to natural light. For the 30 affected windows at Nos. 124-146 Uxbridge Road, which all form part of the short parade of shops directly north of the site and their residential flats above, all fall short of the target values, and the proposal would therefore lead to some loss of daylight access for these properties. It is noted, however, that where the windows fall short of the target VSC value (i.e. a reduction of more than 20%), the majority of reductions would still be relatively small (between 20% and 27%), which is recognised as being of minor significance, and is considered an acceptable impact in this instance, although 3 rooms at Nos. 140-142 and 3 rooms at Nos. 136-138 see slightly higher reductions at 32-37%.

Overall, whilst some impacts to residential properties nearby would be noticeable, this would not warrant a reason for refusal as any redevelopment which makes efficient use of the site in a built up area is likely to result in some daylight or sunlight impacts, and overall, the impacts are relatively minor.

The proposal has assessed the impact of the development on the consented apart-hotel scheme at 15-17 Uxbridge Road to the east of the site. Of the 144 windows tested, 132 meet target values, with 12 windows falling short. All 12 windows are located on the west elevation which looks out onto the application site and there are 2 windows per floor from the 1st to 6th floors, with two windows serving 1 studio on each floor. Apart-hotels (as a C1 use) do not benefit from the same levels of protection as residential uses and therefore whilst there would be a significant impact to 6 bedrooms within the adjacent development, this is considered to have a fairly neutral impact in the planning balance.

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 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.

As a proposed C1 use, the proposal is unlikely to lead to a significant loss of privacy to nearby dwellings because of the transient nature of guests. In any event, there are relatively few dwellings nearby which could be affected, all of which are sited on the northern side of Uxbridge Road, which itself is relatively wide (with four lanes of traffic and a central verge). Some level of mutual overlooking over roads is normal and would not warrant a reason for refusal even if the proposal were for a C3 (residential use).

On this basis, it is considered that the proposal would not have a significant impact on the privacy of nearby residents.

7.09 Living conditions for future occupiers

As opposed to a proposed C3 (residential) use, there are no prescribed standards for living conditions for C1 (hotel) uses, given the transient nature of guests and because individual rooms are not intended for long-term or permanent habitation. Moreover, hotels are commercial operations which rely on guests enjoying their time and/or finding value for money, and the type of accommodation offered by C1 uses varies widely across London and often depends on guests' personal preferences. As such, beyond providing restrictions to ensure the hotel operates within the C1 use class (as outlined in the draft Hotel Management Strategy), it would not be reasonable to comment on the quality of the rooms offered or impose restrictions on how the hotel would function, as this falls outside the remit of the planning system.

Nevertheless, it is noted that all rooms would receive some level of natural light, the room sizes are generous and include basic cooking facilities, and there are a number of on-site amenities for future guests to enjoy. On this basis, future guests would be afforded a good level of accommodation, however this is neutral in the planning balance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRANSPORT IMPACTS

Policy T1 of the London Plan (Strategic approach to transport) seeks to ensure that development proposals 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. This should be read alongside Policy T2 of the London Plan (Healthy Streets), which requires 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.

As part of the submission, a Transport Assessment (September 2022) has been reviewed by the Council and TfL, and it is considered that the approach to assessing trip generation is acceptable, making use of TRICS data where applicable. It is predicted that there would be up to 54 additional vehicle movements at peak times, which could likely be accommodated within the Strategic Network without having a significant impact, however might be felt at a local level on the nearby roads.

As discussed in greater detail below, due to the size of the proposal and the limited on-site parking, a number of measures will be required as mitigation for the potential transport impacts, however it is considered that the proposal as a whole could be managed to ensure that transport impacts are low.

CAR PARKING PROVISION

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 residing 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 of the London Plan, and relevant to hotels is Policy T6.4 (Hotel and leisure uses parking) and T6.5

(Non-residential disabled persons parking). There are no specific London Plan car parking standards for light industrial uses, however Policy T6.2 (Office Parking) encourages proposed B2 (general industrial) and B8 (storage and distribution) uses to have regard to parking standards for offices, taking into account the generally lower employment densities of industrial uses compared to offices, and is therefore a sensible benchmark to use.

Policy T6.4 sets out that in locations of PTAL 0-3 (such as this site), schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, with the aim to improve public transport reliability and reduce congestion and traffic levels. Policy T6.5 (Non-residential disabled persons parking) also sets out that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay. Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated and designated bays should be marked up as disabled persons parking bays from the outset.

Policy DMT6 of the Hillingdon Local Plan Part 2 also requires that parking standards at hotels are assessed on an individual basis, however taxi pick up and set down spaces must be provided as must one coach parking space per 50 rooms. Policy DMT6 also does not specify car parking standards for light industrial uses, however does set out standards for B2 and B8 uses, which again, can be used as a benchmark.

For the proposed 1,318 sqm of industrial floorspace within an Opportunity Area, the maximum number of car parking spaces allowed would be 2 (based on 1 space for every 600 sqm), based on London Plan office standards. Applying the industrial standards of the Hillingdon Local Plan would be very similar at a maximum provision of 3 spaces (based on 1 space for every 500 sqm). The proposal includes 7 parking spaces safeguarded for use by the industrial units, including the 'Zipvan' bay which would be reserved for use by the businesses on site. This provision is above the maximum standards of the London Plan and Hillingdon Local Plan, however given that the industrial floorspace is proposed to be subdivided into 15 smaller units, to predominantly serve SMEs, and noting that E(g)(iii) uses do not have specific standards themselves and the above 'maximum' level is based on either office uses within opportunity areas (London Plan) or B2 and B8 uses (Hillingdon Local Plan), it is considered that 7 spaces (inclusive of a 'Zipvan' bay) would be acceptable to serve the proposed industrial units. In this respect, neither TfL nor the Council's Highways Officer have provided specific comments on the parking spaces for the industrial units, other than to request that appropriate electric vehicle charging provision be secured for these operational bays, which would be secured by way of condition.

As noted above, parking provision for hotels should be assessed on a case-by-case basis having regard to the specific operational requirements of the hotel and PTAL, whilst promoting sustainable travel measures to reduce reliance on private car trips. The proposed development would have a Gross Internal Area (GIA) of 19,054 sqm of hotel floorspace, a very significant net uplift of 9,169 sqm, and would see a site-wide reduction in parking spaces from 70 to 39, with 32 safeguarded for use by the hotel. Of these 32 spaces, 18 would be standard bays and 14 would be wheelchair accessible.

Comments received from TfL indicate that the maximum number of parking spaces allowed by the London Plan would be 19, however it is not clear how this number has been arrived at, and in any event, their comments acknowledge that the provision of 18 standard spaces would be lower than the maximum and is therefore acceptable. Comments from the Council's Highways Officer initially raised an objection to the scheme, on the basis that

32 spaces, of which 14 would be for blue badge holders only, would be insufficient to cater for 435 hotel rooms, leading to significant levels of overspill parking, in an area known to experience very high levels of congestion (especially at school beginning and closing times due to the presence of large educational establishments in the local area). In this respect, the surrounding roads do not have parking controls and future users of the hotel would be able to park on the surrounding roads, including the residential roads to the north of Uxbridge Road, if they brought a car to the site and didn't use the on-site parking. The Highways Officer's comments further explained that whilst there is scope for a car-lite or car-free hotel redevelopment, the proposal would need to be supported by a suite of measures to ensure that future users are actively discouraged from bringing cars to and from the hotel, appropriate walking and cycling facilities are in place in the local area, and there are genuine alternatives to trip making by private car.

Following discussions between the applicant and the local planning authority, a revised Travel Plan (December 2022) (Rev. A) has been submitted and reviewed by the council. The revised Travel Plan includes a commitment to provide two dedicated minibuses to shuttle hotel guests and employees between the site and key public transport nodes, the provision of a 'Zipvan' bay and sets out targets for a modal shift away from care use for the hotel use. However, despite the improvements to the Travel Plan (full details of which would be secured as an obligation), the proposal could still displace a significant amount of parking onto the surrounding streets, and it is therefore considered necessary to seek a financial contribution to fund consulting on and implementing a parking management scheme for the area, which would, if implemented, effectively prevent any overspill parking onto the surrounding roads, because future users of the hotel or the industrial floorspace would not be entitled to a parking permit if the parking management scheme was introduced. This contribution would be secured as an obligation.

This approach would be in line with Policy T6 of the London Plan which 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. This position is confirmed by comments received from TfL and the updated comments received from the Council's Highways Officer.

On this basis, whilst the proposal would result in a significant uplift in floorspace and a significant reduction of on-site parking, the proposal is considered acceptable in respect of parking provision, subject to the recommended conditions and obligations.

CYCLING

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.

For proposed light industrial uses, 1 long-stay space for every 250 sqm and 1 short-stay space for every 1,000 sqm would be required. As such, based on the provision of 1,318 sqm of light industrial floorspace, 5 long-stay and 3 short-stay cycle spaces would be required. The proposal includes 32 long-stay spaces, 8 short-stay spaces and 3 cargo cycle spaces for the industrial units, which significantly exceeds the minimum requirements, and is acceptable. The provision of space for cargo bikes is especially welcomed.

For hotel uses, 1 long-stay space for every 20 bedrooms and 1 short-stay space for every 50 bedrooms would be required. As such, based on the provision of a 435-bedroom hotel, 22 long-stay and 9 short-stay cycle spaces would be required. The proposal includes 22 long-stay and 10 short-stay cycle spaces for the hotel, and this is marginally above the minimum requirements, and is also considered acceptable.

PUBLIC REALM AND ACTIVE TRAVEL IMPROVEMENTS

The submitted Transport Assessment includes an Active Travel Zone Assessment, to identify any areas of deficiency in the walking and cycling environment, and in particular any areas which are likely to be used by future guests, especially noting the very low on-site parking levels. This has been reviewed by the Council and TfL, and it is noted that TfL requested an update to include a night-time assessment. Whilst this update has not been carried out, an area of deficiency identified by the Council's Highways Officer very close to the site and in clear need of improvements (for pedestrian safety and to encourage active travel), and a financial contribution of £160,000 would be secured as an obligation to fund these works.

On this basis, alongside the contribution for the creation of a parking management scheme to prevent overspill parking and a Travel Plan to encourage sustainable modes of travel, it is considered the proposal has the ability to improve the surrounding pedestrian and cycling environment, thereby encouraging active travel for future guests.

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 officer's recommendation, 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.

Policy E10 of the London Plan further states that either 10% of new bedrooms shall be wheelchair accessible (in accordance with Figurev52, incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice) or 15% shall be accessible rooms (in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice).

Having regard to comments received from the Council's Access Officer, it is acknowledged that the proposed development is fundamentally accessible, however further details and compliance with Policy E10 shall be secured by way of condition.

7.13 Provision of affordable & special needs housing

Not relevant to this application for the proposed C1 and E(g)(iii) uses.

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 0.3 for developments that are predominately commercial. 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: (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: Part 1 (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.

In support of the application, a UGF Plan (Drawing No. 0303-BDL-XX-XX-DR-L-0805-P02) has been submitted, which outlines that the proposal is expected to achieve a UGF score of 0.39, which exceeds the target score of 0.3 and will be secured by condition. Additionally, the Ecological Appraisal has been reviewed by the Council's Ecology Officer, who has no objections to the assessment of the site and recommends that the proposed biodiversity enhancements are secured by way of condition.

In this respect, the application site is considered to have broadly low ecological value due to the absence of notable areas of habitat, other than habitats found widely in the surrounding landscape, such as ornamental planting and hardstanding. Moreover, opportunities for biodiversity enhancements include the installation of bat and bird boxes, bug houses, and tree and shrub planting, alongside the creation of a biodiverse green roof

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.

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.

In support of the application, a Delivery and Servicing Plan (September 2022) has been submitted, which includes a Waste Strategy. Waste collection will be managed by a private contractor, and the hotel and light industrial loading bays would be used by refuse collection vehicles. Suitable refuse storage bins will be provided for general waste, organic waste and recyclable material, and would be secure and separated from members of the public.

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 energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the effectiveness of the mitigation. Policy SI 2 also 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).

The Energy and Sustainability Statement (September 2022) has been reviewed by the Council's Energy Officer, and it is considered that whilst the statement is at a strategic and theoretical stage, it appears to be broadly sufficient. However, a concern is the lack of attention to the existing building which will have a new facade and refurbishment at ground and roof level, and the Council would expect the applicant to demonstrate a greater degree of improvements to the existing building, and this would be secured by way of condition and through a legal agreement.

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.

In support of the application, a Flood Risk Assessment and Surface Water Management Strategy has been submitted, which has been reviewed by the council's lead Flood Risk Officer. Their comments indicate that whilst generally acceptable, some additional details are required, including demonstrating that Thames Water consent has been gained (who have been consulted and are not objecting), whilst also confirming the maintenance owner, and confirming the runoff rate for the 1 in 1 year event. These further details, and overall compliance with Policy SI 12 and SI 13 of the London Plan, can be secured by way of condition.

7.18 Noise or Air Quality Issues

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. Additionally, 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.

The Council's Noise Officer has reviewed the scheme and sets out, on the basis that the proposal is for a hotel (i.e. not a residential use) and therefore future occupiers would be transient in nature, that the proposal is acceptable.

The proposal would be air quality neutral, and a contribution is required to make the scheme air quality positive in accordance with Policy SI 1 of the London Plan (Improving air

quality) and Policy EM8 of the Hillingdon Local Plan: Part 2 (Land, Water, Air and Noise). This would be secured as a planning obligation, to be used to fund measures to improve local air quality.

7.19 Comments on Public Consultations

Letters dated 07-10-22 were sent to 117 nearby properties, a site notice was displayed outside the site on 07-11-22, and a press notice was displayed in a local newspaper on 03-11-22.

No responses have been received from local residents.

Three responses were received from local business/charities in support of the proposal.

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 or to address deficiencies in the scheme which could not be addressed through amendments to the plans:

(i) 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;
(ii) A full 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, a review of the efficacy of the MSSMP, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;
(iii) To secure compliance with the submitted Hotel Management Strategy, to manage the ongoing operation of the hotel and demonstrate that the proposal operates within the C1 use class, and to include a £20,000 payment for monitoring of the Hotel Management Strategy;
(iv) Hospitality Training, to provide apprenticeships and on the-job training for young people

interested in pursuing a career in the hospitality industry;
(v) 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;
(vi) Secure compliance with the Community Investment Fund;
(vii) £268,698 as a financial contribution to be used by the Council to fund measures to reduce poor air quality within the borough;
(viii) £160,000 as a financial contribution to be used towards Active Travel Zone improvements to the local area, specifically to address walking and cycling deficiencies on the northern side of Uxbridge Road;
(ix) A carbon offsetting sum based on an Updated Energy Strategy to be submitted to discharge Condition 4, with the offset calculation based on £95 per tonne of CO2 over a 30 year period;
(x) £10,000 as a financial contribution to be used towards consulting and implementing an extension to the nearby parking management scheme to include the surrounding area and Springfield Road; and
(xi) A Project Monitoring and Management Fee, equalling 5% of the total financial contributions paid under this agreement.

All financial contributions payable under the s106 agreement shall be paid prior to commencement.

7.21 Expediency of enforcement action

N/A.

7.22 Other Issues

CONTAMINATION

Policy EM8 of the Hillingdon Local Plan: Part 1 (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. This should be read alongside Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (Development of Land Affected by Contamination), which requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Policy DMEI 12 further states that where necessary, conditions will be imposed on planning permissions for development affected by contamination to ensure all the necessary remedial works are implemented.

In support of the application, a Land Contamination Desk Study and Preliminary Risk Assessment Report has been submitted, which has been reviewed by the Council's Land Contamination Officer.

The desk study report provides the required details to be confident of granting approval, including an initial Conceptual Site Model and Preliminary Risk Assessment. The report further identifies various potential pollutant linkages which may be present at the site, and as such, in accordance with Policies EM8 and DMEI 12 of the Hillingdon Local Plan, a site investigation is recommended, and the works should be implemented in accordance with the details within the report. This would be secured by way of condition.

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.

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

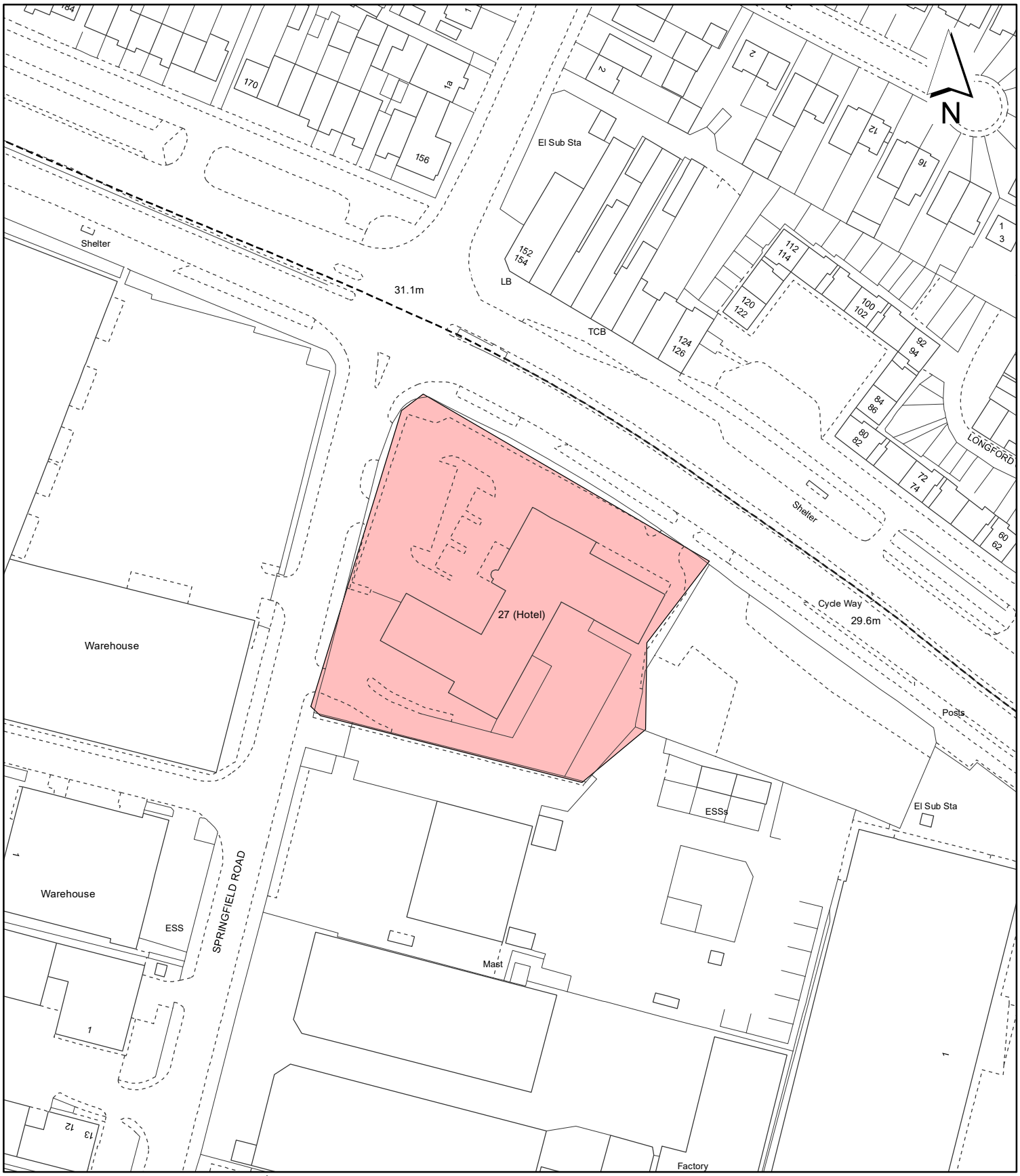
The proposal is considered to be acceptable in principle, making efficient use of a brownfield site to introduce industrial uses into a SIL whilst enhancing an existing hotel use. Moreover, the scale and design of the scheme are considered to be broadly acceptable, and the proposal would not have a significant impact on the amenity of any nearby residential properties.

Overall, the proposal, on balance, is recommended for approval, subject to the conditions and obligations set out 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)

Contact Officer: Richard Phillips **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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Site Address:

Hyatt Place

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

Planning Application Ref:
2385/APP/2022/2952

Scale:
1:1,250

Planning Committee:
Major

Date:
May 2023

HILLINGDON
LONDON

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

Address CANTEEN BUILDING, FORMER NESTLE FACTORY SITE NESTLES AVENUE HAYES

Development: Partial demolition and redevelopment of the former canteen building to provid a new healthcare facility (Class E(e)), nursery (Class E(f)) and reconfigured residential building (Block H) (Class C3) with a commercial unit at ground floor (Class E), including associated landscaping, access, car parking and other engineering works.

(Re-Consultation for submission of amended plans and information. The scheme has been amended from a proposal for full demolition of the Canteen Building to partial demolition of the Canteen Building with partial facade retention)

LBH Ref Nos: 1331/APP/2022/2553

Drawing Nos: 23.5000 Issue 2 Planning Statement Addendum (Dated April 2023
33302/A5/SH/NL/mg Rev. 4 Economic Benefits Statement (Dated 30th Ma 2022) (Submitted 21st April 2023)
33302/A5/2023 Rev. V3 Townscape & Visual Impact Assessment (Datec April 2023)
33302/A5/EqIA Rev. 02 Equalities Impact Assessment (Dated April 2023
Health Impact Assessment Rev. 02 (Dated April 2023)
Internal Daylight Amenity Addendum (Dated 11th April 2023
BARH3009 Heritage Statement Addendum (Dated April 2023
W1965 Rev. D Demolition Report
BLNEST-DMFK-ZZ-06-DR-AR-00106 Rev. E
Summary of S106 Healthcare Facility Obligations
A50
RP/ACO/01 Rev. 01 Noise Impact Assessment (Dated May 2022)
A01 Rev. A Location Plan (Submitted 7th November 2022
A10 Rev. A
TN001 Rev. A
BOSK-90-H-ZZ-RP-0001 Rev. P03 Landscape Strategy (Dated April 2022
BOSK-90-H-00-DR-L-1000 Rev. P04
BOSK-90-H-ZZ-DR-L-1000 Rev. P04
JAC22227 Version 2 Archaeological Desk Based Assessment (Date Ma 2022)
Site Waste Management Plan (Dated April 2022
01669-HYD-XX-GI-CO-GE-1003 Desk Study and Ground Investigation Report & Remediation Strategy Executive Summary (Dated 8th June 2022)
Ecological Appraisal Addendum (Dated May 2022
11-17-66064 TC3 Thermal Comfort Report (Dated 27th May 2022
22104-MA-RP-D-TP-001 Rev. B Workplace and Nursery Travel Plan (Datec 16th May 2022)
9801_AIA.001 Arboricultural Impact Assessment (Dated May 2022
B1029-OCSC-XX-XX-RP-M-S2-1000 Rev. P02 Ventilation Report (31st Ma 2022)
EST54738 Issue 4 Energy Statement (Dated May 2022
FNF_C_HI_HYD_TN_01 Rev. P02 Drainage Strategy (Dated 8th June 202

Heritage Statement (Dated May 2022
33302/A3/JB/DO Cover Letter (Dated 27th July 2022
BLNEST-DMFK-DR-AR-00070 Rev. A
BLNEST-DMFK-DR-AR-00080 Rev. B
BLNEST-DMFK-DR-AR-00100 Rev. B
BLNEST-DMFK-ZZ-BZ1-DR-AR-00101 Rev. E
BLNEST-DMFK-ZZ-L00-DR-AR-00102 Rev. E
BLNEST-DMFK-ZZ-05-DR-AR-00105 Rev. E
BLNEST-DMFK-I0-ZZ-DR-AR-00150 Rev. E
BLNEST-DMFK-H0-ZZ-DR-AR-00151 Rev. E
BLNEST-DMFK-H0-ZZ-DR-AR-00160 Rev. E
HHF_UK03882_FS_001 Rev. 05 Block H Concept Fire Strategy (Dated 4tl August 2022)
RWDI #2204232 Pedestrian Level Wind Desk-Based Assessment (Dated 30th May 2022)
33302/A3/JB/DO Rev. 03 Planning Statement (Dated 28th June 2022
71708 - 001 Rev. 1.1 Instrument Flight Procedures & Obstacle Limitatior Surfaces Assessment (Dated 19th April 2022)
B1029-OCSC-XX-XX-RP-M-S2-1000 Rev. P02 Utilities Distribution Strateg Report (Dated 31st May 2022)
B1029-OCSC-XX-XX-RP-M-S2-1002 Rev. P02 External Lighting Strateg Report (Dated 30th May 2022)
Construction Management Plan (Dated April 2022
5049 Report on the Investigation of Certain Facade Steel Frame Element (Dated 8th June 2022)
HHF_UK03882_FS_002 Rev. 01 Block I Concept Fire Strategy (Dated 6t May 2022)
22104-MA-RP-D-TA-001C Transport Assessment (Part 1) (Dated 6th September 2022)
002 Air Quality Technical Note (Dated December 2022)

Date Plans Received:	12/08/2022	**Date(s) of Amendment(s):**	26/04/2023 15/08/2022 07/11/2022
Date Application Valid:	23/08/2022		

1. SUMMARY

This application seeks permission for the partial demolition and redevelopment of the former Canteen Building to provide a new healthcare facility (Class E(e)), nursery (Class E(f)) and residential building (Block H) (Class C3) with a commercial unit at ground floor (Class E), including associated landscaping, access, car parking and other engineering works.

The site is subject to Policy SA 5 of the Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020) which states that the Council will support proposals that provide appropriate community infrastructure to support the overall quantum of development, including health, children's services, community and sport/recreation facilities as necessary.

The proposed facility is supported by the NHS health care strategy at both the national and local level. It would result in a net increase in health care provisions, which is necessitated

by the growing local population brought about by the significant number of residential developments within the locality. The NHS North West London ICB have been independently consulted and have confirmed that they are committed to the scheme and that they have been working closely with the Developer to ensure that the proposed facility is fit for purpose for the delivery of healthcare services.

It is noted that the Local Planning Authority (LPA) has previously secured healthcare facilities which developers have offered to the NHS but to date, the facilities have not been occupied by the NHS despite having requested them at application stage. The primary reason stated for the lack of take up has been that the end users, General Practitioners (GPs), have not agreed to move into these premises. In order to safeguard against this, a planning obligation is proposed to be secured, requiring that the demolition of the Canteen Building does not commence until an NHS organisation have entered into a lease for occupation of the healthcare element of the Canteen Building. The legal agreement is also proposed to ensure that the development is fit for purpose, thereby avoiding any barriers to the occupation of the facility by an NHS organisation. Subject to such a planning obligation, Officers consider there to be sufficient surety that the Locally Listed Building would not be demolished without the delivery and long term successful operation of the healthcare facility.

The total demolition and re-build of the Canteen Building would result in substantial harm to the significance of the designated heritage asset. Following amendment to the proposed scheme, the proposed development would only partially demolish the Canteen Building, retaining the facade of the southern elevation and retaining parts of the facade on the western elevation. This amended proposal is considered to reduce the level of harm to less than substantial harm. Paragraph 202 of the NPPF (2021) states that such a level of harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. As outlined within the main body of the report, the proposal is considered to provide a number of public benefits, the primary benefit being the delivery of a needed healthcare facility. When weighing the harm against the benefits, the public benefits are considered to cumulatively surmount the harm posed to the heritage asset. For this reason, and subject to the necessary planning conditions and obligations, the development is considered to accord with relevant conservation planning policy requirements.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Deed of Variation to the previously completed legal agreement for the Nestle redevelopment site.

2. RECOMMENDATION

1.That delegated powers be given to the Director of Planning, Regeneration & Public Realm to grant planning permission subject to:

A.That the Council enter a Deed of Variation with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

AMENDED PLANNING OBLIGATIONS:

i) Affordable Housing: Planning obligation to secure the provision of 37 no. 1 bedroom 1 person Discount Market Sale affordable units in residential Block H. This factors into the overall Nestle development as providing 40% affordable housing by habitable room (same as extant permission) comprising 435 Intermediate Housing Units and 162 Affordable Rented Housing Units. This is also to include early and late stage review mechanisms and securing the Discount Market Sale units to ensure the relevant affordability criteria for intermediate ownership are met and that the discount is appropriately passed on to future 'eligible buyers' in perpetuity,

ii) Air Quality Contribution: A financial contribution equal to £17,701 shall be paid to the Council to address the air quality impacts of the proposed development. This is in addition to air quality mitigation sums previously secured for the Nestle redevelopment site, increasing the total air quality contribution to £873,302.06 in Schedule 8 (Air Quality Mitigation).

iii) Carbon Offset Contribution: A financial contribution equal to £95 per tonne of carbon over a 30 year period for the development proposed (Phase 6a and 6b of the wider masterplan) shall be paid to the Council's carbon offset fund for the carbon emissions shortfall (to achieve net zero-carbon) identified in the Energy Assessment required by Condition 13 (Energy). The carbon offset cap stated under Schedule 8 (Carbon Offset Fund) paragraph 4 shall also be increased on a pro-rata basis to £1,594,574 (uplift by £5,127).

iv) Public Open Space Contribution: Addition of public open space contribution to Schedule 14 (Residential Land Public Open Space). A financial contribution equal to £3,000 shall be paid to the Council for the enhancement of existing public open space within the authority's administrative area

v) Highways Improvements Contribution: Addition of highway improvements contribution to Schedule 3 (Transport and Highways). A financial contribution equal to £4,679 shall be paid to the Council for local highway improvements.

vi) Travel Plan: Addition of a Travel Plan obligation to Schedule 9 (Residential Travel Plan) to capture the new residential Block H and new Canteen Building development (Block I). A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: 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.

vii) Parking Permits: Addition of parking permit restriction to Schedule 3 (Transport and Highways). The residents of Block H will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

viii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions, to capture all additional financial contributions.

Pro-rata increase to the following monetary sums secured under previous legal

agreements for the Nestle redevelopment site (based on the uplift in habitable rooms):

ix) Parking Management Zone Review: £5,334.46 (uplifted by £17.15) (Schedule 3 (Transport and Highways))
x) Bulls Bridge Improvements: £1,066,895.06 (uplifted by £3,430.53) (Schedule 3 (Transport and Highways))
xi) Additional Bus Capacity: £466,233.27 (uplifted by £1,499.14) (Schedule 3 (Transport and Highways))
xii) Legible London: £9,602.03 (uplifted by £30.87) (Schedule 3 (Transport and Highways))
xiii) Multi Modal Transport Scheme: £466,233.27 (uplifted by £1,499.14) (Schedule 4 (Proposed MMT Scheme))
xiv) Canalside Improvements: £373,413.59 (uplifted by £1,200.69) (Schedule 10 (Canal Improvements))
xv) Cranford Park Improvements: £337,083.25 (uplifted by £1,083.87) (Schedule 14 (Residential Land Public Open Space))
xvi) Child Play Space: £72,232.26 (uplifted by £232.26) (Schedule 14 (Residential Land Public Open Space))

NEW PLANNING OBLIGATIONS:

xvii) Healthcare Facility Delivery Plan: Planning obligation to prevent any development (including demolition) at the application site (residential and/or healthcare facility) until an NHS organisation has entered into a lease for occupation of the healthcare element of the Canteen Building. The obligation should also ensure that the development is fit for purpose to avoid any barriers to the occupation of the facility by an NHS organisation (New Schedule after Schedule 16).

xviii) Architect Retention: Planning obligation to secure retention of high quality architect (or equivalent) (New Schedule after Schedule 16).

N.B. THERE WILL BE NO CHANGES TO THE INDUSTRIAL SITE HEADS OF TERMS AS AGREED UNDER THE ORIGINAL PLANNING PERMISSION.

C. That in respect of the application for planning permission, the applicant meets the Council's 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.

D. That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

E. If the Legal Agreements have not been finalised within 6 months (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to secure Section 106 planning obligations required as a

consequence of demands created by the proposed development (in respect of the Healthcare Facility Delivery Plan, affordable housing provision, air quality mitigation, carbon offsetting, public open space, highways improvements for mitigation, travel planning, parking permits, employment strategy, construction training, project management and monitoring). 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 54-57 of the National Planning Policy Framework (2021).'

F. That if the application is approved, the following conditions be attached:

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 (comprising 2,091m2 floorspace for the healthcare facility (Use Class E(e)), 521m2 floorspace for the nursery facility (Use Class E(f)), 230m2 floorspace for flexible Use Class E, 41 no. 1 bed 1 person units within a part 5, part 6 storey, building and 20 no. car parking spaces), shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

BLNEST-DMFK-DR-AR-00070 Rev. A;
BLNEST-DMFK-DR-AR-00080 Rev. B;
A10 Rev. A;
BLNEST-DMFK-DR-AR-00100 Rev. B;
BLNEST-DMFK-ZZ-BZ1-DR-AR-00101 Rev. B;
BLNEST-DMFK-ZZ-L00-DR-AR-00102 Rev. B;
BLNEST-DMFK-ZZ-05-DR-AR-00105 Rev. B;
BLNEST-DMFK-ZZ-06-DR-AR-00106 Rev. B;
BLNEST-DMFK-I0-ZZ-DR-AR-00150 Rev. B;
BLNEST-DMFK-H0-ZZ-DR-AR-00151 Rev. B;
BLNEST-DMFK-H0-ZZ-DR-AR-00160 Rev. B; 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).

3 COM5 **Compliance with Supporting Documentation**

The development hereby permitted shall be carried out in accordance with the specified supporting plans and/or documents:

BOSK-90-H-ZZ-RP-0001 Rev. P03 Landscape Strategy (Dated 4th November 2022);
RP/ACO/01 Rev. 01 Noise Impact Assessment (Dated May 2022);
RWDI #2204232 Pedestrian Level Wind Desk-Based Assessment (Dated 30th May

2022);
33302/A5/SH/NL/mg Rev. 4 Economic Benefits Statement (Dated 30th May 2022) (Submitted 21st April 2023);
Health Impact Assessment Rev. 02 (Dated April 2023);
33302/A3/JB/DO Rev. 03 Planning Statement (Dated 28th June 2022);
23.5000 Issue 2 Planning Statement Addendum (Dated April 2023);
33302/A5/2023 Rev. V3 Townscape & Visual Impact Assessment (Dated April 2023);
71708 - 001 Rev. 1.1 Instrument Flight Procedures & Obstacle Limitation Surfaces Assessment (Dated 19th April 2022);
B1029-OCSC-XX-XX-RP-M-S2-1000 Rev. P02 Utilities Distribution Strategy Report (Dated 31st May 2022);
B1029-OCSC-XX-XX-RP-M-S2-1002 Rev. P02 External Lighting Strategy Report (Dated 30th May 2022);
Construction Management Plan (Dated April 2022);
5049 Report on the Investigation of Certain Facade Steel Frame Elements (Dated 8th June 2022);
W1965 Rev. D Demolition Report;
Heritage Statement (Dated May 2022);
BARH3009 Heritage Statement Addendum (Dated April 2023);
HHF_UK03882_FS_002 Rev. 01 Block I Concept Fire Strategy (Dated 6th May 2022);
HHF_UK03882_FS_001 Rev. 05 Block H Concept Fire Strategy (Dated 4th August 2022);
33302/A5/EqIA Rev. 02 Equalities Impact Assessment (Dated April 2023);
JAC22227 Version 2 Archaeological Desk Based Assessment (Date May 2022);
Internal Daylight Amenity Addendum (Dated 11th April 2023);
TN001 Rev. A Parking Management Plan;
01669-HYD-XX-GI-CO-GE-1003 Desk Study and Ground Investigation Report & Remediation Strategy Executive Summary (Dated 8th June 2022);
Ecological Appraisal Addendum (Dated May 2022);
11-17-66064 TC3 Thermal Comfort Report (Dated 27th May 2022);
22104-MA-RP-D-TP-001 Rev. B Workplace and Nursery Travel Plan (Dated 16th May 2022);
001 Air Quality Technical Note (Dated June 2022);
9801_AIA.001 Arboricultural Impact Assessment (Dated May 2022);
B1029-OCSC-XX-XX-RP-M-S2-1000 Rev. P02 Ventilation Report (31st May 2022);
EST54738 Issue 4 Energy Statement (Dated May 2022);
FNF_C_HI_HYD_TN_01 Rev. P02 Drainage Strategy (Dated 8th June 2022); and
22104-MA-RP-D-TA-001C Transport Assessment (Dated 6th September 2022).

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 **Restriction of Use**

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as:
- Use Class E(e): 2,091m2 floorspace for healthcare facility use;
- Use Class E(f): 521m2 floorspace for nursery facility use;
- Use Class E: 230m2 floorspace for flexible commercial use; and

- Use Class C3: 41 no. 1 bed 1 person residential units.

REASON
To ensure that the provisions of the proposed development are secured to the healthcare facility, nursery, commercial and residential use to prevent detrimental impacts arising from an alternative use within the relevant Use Class.

5 NONSC **Accessible Healthcare Facility**

The new healthcare facility hereby approved shall accord with the requirements of Policy S6 of the London Plan, and shall incorporate a Changing Places facility designed in accordance with the technical guidance set out in BS 8300-2:2018, section 18.6 (as amended). All such provisions must remain in place for the life of the building so long as it is in use as a healthcare facility.

REASON
To ensure the healthcare facility caters for people with complex and multiple disabilities in accordance with Policy S6 of the London Plan (2021).

6 NONSC **Accessibility Certification**

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

REASON
To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

7 NONSC **Wheelchair Accessible and Adaptable Dwellings**

The development hereby approved shall ensure that 4 no. residential units are constructed to meet the standards for Category 3 M4(3) dwellings, and 37 no. units designed to the standards for Category 2 M4(2) dwellings, 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 ensure that an appropriate standard of housing stock is achieved and maintained, in accordance with Policy D7 of the London Plan (2021).

8 NONSC **Noise Levels (Internal)**

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 a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

9 NONSC **Noise Levels (External)**

For the lifetime of the development hereby permitted 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 ensure a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

10 NONSC **Studio Units**

Notwithstanding the plans hereby approved, the 4 no. private sale units approved as part of residential Block H (references H0-05-37, H0-05-38, H0-05-39 and H0-05-41) shall be laid out as studio flats and not as one bedroom flats with walls to subdivide the bedspace from the lounge/living space.

REASON
To ensure that the development provides a satisfactory level of accommodation and amenity for future occupiers in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

11 NONSC **Historic England Level 2 Recording**

Prior to the commencement of any works on site, the building shall be recorded in full, internally and externally to Historic England level 2 and discs/ copies of the document shall be submitted to and approved in writing to the Local Planning Authority. Evidence should also be submitted to demonstrate that the Historic England level 2 document, has been submitted to the local library and Uxbridge Local History Library.

REASON
To ensure that a record of the building is provided, in accordance with Paragraph 205 of the National Planning Policy Framework (2021).

12 NONSC **Partial Facade Retention Scheme**

Prior to the commencement of any works on site, the final details of the partial facade retention scheme shall be submitted to and approved in writing by the Local Planning Authority. This should include details of the methods and proposals to be used to retain as much of the southern and western facades of the Canteen Building as possible. This shall include repair or where necessary replacement of individual tiles where beyond repair, repair of the render on the facades and any proposed repair work to the steel frame.

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

REASON
To ensure that a partial facade retention scheme is successfully implemented to accord with the less than substantial harm identified in respect of the designated heritage asset (rather than substantial harm), in accordance with Paragraphs 201 and 202 of the National Planning Policy Framework (2021).

13 NONSC **Energy**

Prior to commencement of development (excluding demolition), full details of the carbon

reduction measures that conform to the outline energy strategy (EST54738 Issue 4 Energy Statement (Dated May 2022)) and demonstrate that the development will achieve zero carbon status shall be submitted and approved in writing by the Local Planning Authority. These shall include:

1 - Full details of the baseline energy and carbon performance of the development

2 - Full details of the passive energy savings measures and their impact on the baseline [1]

3 - Full details of how the development will connect to the site wide district heating network including:
a - Plans and specifications of the connection
b - The input and output from the CHP system in kwhr and kgCO2
c - The impact the connection will have on the baseline position [1] input and output (annual KgCO2 and KwHr) of the CHP system
d - Monitoring, reporting and maintenance regimes, to demonstrate that the 'onsite saving' is being achieved.

4 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site and the impact on the baseline [1].

5 - Full details of how the carbon savings proposed will be recorded, monitored and reported to the Local Planning Authority.

Where the measures do not collectively contribute to a net zero carbon saving for the development approved (noting a minimum requirement of 35% saving onsite) to the agreement of the Local Planning Authority, the report shall set out (a) the 'onsite saving' and (b) the 'shortfall'; both to set out in tCO2/annum.

The 'shortfall' shall then be subject to a cash in lieu contribution to the borough's carbon offset fund in accordance with the S106 requirements.

The development must proceed and be operated in accordance with the approved details.

REASON
To ensure the achieve net zero-carbon, in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 2 of the London Plan (2021).

14 NONSC **Overheating Strategy**

Prior to commencement of development (excluding demolition), the final 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 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 if the London Plan (2021).

15 NONSC **Surface Water Drainage Scheme**

Prior to the commencement of development (excluding demolition), a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

(i) Confirm the existing and proposed greenfield run off rates from the site;
(ii) Provide details of the 1:30 year and 1:100 year storm event including conveyance routes and any areas of ponding;
(iii) Provide details of sustainable drainage features in accordance with the London Plan drainage hierarchy that result in a greenfield run-off rate from the site in a 1:100year (plus 40% allowance for climate change) storm event;
(iv) Provide drainage calculations and modelling outputs to demonstrate the capacity of the drainage solution [2] and the operation (including outfalls, overflows, and drainage network connections); and
(v) Provide a maintenance and adoption strategy.

The development must proceed and operate in accordance with the approved scheme.

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).

16 NONSC **Contaminated Land**

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

(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 for each phase 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 2 (2020).

17 COM7 **Materials**

Prior to commencement of above ground works, details of all materials for Block H (residential building) and Block I (Canteen Building) 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 Policies DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

18 NONSC **Detailed Design**

Prior to commencement of above ground works, elevation drawings (scale of 1:20) and vertical section drawings (scale of 1:2) for Block H (residential building) and Block I (Canteen Building) shall be submitted to and approved in writing by the Local Planning Authority. These should detail the following elements:
(i) windows and doors (including reveals);
(ii) roof parapet; and
(iii) balconies.

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).

19 NONSC **Overlooking Mitigation**

Prior to commencement of above ground works, details of the mitigation measures to be implemented to prevent healthcare facility overlooking the south-facing residential flats of Block H shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To prevent overlooking from the healthcare facility to the adjoining residential flats, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

20 NONSC **Landscape Scheme**

Prior to commencement of above ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Ltd, Ministry of Defence and Network Rail. 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
2.b Cycle Storage to accord with London Cycling Design Standards, demonstrating provision of:
- 41 no. long-stay cycle parking spaces and 2 no. short stay cycle parking spaces for the residential units;
- 11 no. long stay cycle spaces and 18 no. short stay cycle spaces to serve the healthcare facility;
- 24 no. cycle parking spaces to serve the nursery;
- 2 no. long stay cycle spaces and 6 no. short stay cycle spaces to serve the commercial unit; and
- 56 no. short-stay spaces to the serve the site.
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts, demonstrating provision of 20 no. car parking spaces as follows
- Of the 20 no. spaces, 15 no. car parking spaces shall be allocated for use by the healthcare facility;
- Of the 20 no. spaces, 5 no. car parking spaces shall be allocated for use by the nursery;
- Of the 20 no. spaces, 4 no. spaces shall be provided with active electric vehicle charging infrastructure and 16 no. spaces will be provided with passive electric vehicle charging infrastructure;
- Of the 20 no. spaces, 2 no. shall be provided as designated disabled persons parking available for the purposes of the healthcare facility and nursery.
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (such as play equipment and furniture)

3. Living Roofs
3.a Details of the inclusion of the living / green / blue / brown / bio-solar roofs, including:
- Its location, extent, specification (plant species and growing medium type), landscape integration, integration with other roof plant or renewable energy infrastructure, structural integrity, construction, operation and access; the location and vegetation type to be discussed in advance with the Planning Authority so that benefits to reduction in exposure to air pollution can be obtained;
- Section/profile drawings showing the growing medium depth, different layers and membranes;
- Plans to show clearly its location, extent, drainage catchment areas (if relevant), inlets and outflows; and
- Maintenance plan to show how it will be maintained regularly, maintenance considerations due to other roof infrastructure and any changes in maintenance throughout the seasons.

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. Urban Greening Factor
6.a The Urban Greening Factor score should be confirmed as part of a stand-alone drawing with calculations attached. This should include:
- A masterplan that is colour-coded according to hard and soft landscape surface cover types; and
- A completed Urban Greening Factor table.
- Details should show that an Urban Greening Factor score of at least 0.4358 is achieved.

7. Other
7.a Existing and proposed functional services above and below ground
7.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, 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).

21 NONSC **Play Area Details**

Prior to commencement of construction above fifth storey level, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON
To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

22 NONSC **Ecological Enhancement Plan**

Prior to the commencement of above ground works, a comprehensive Ecological Enhancement Scheme demonstrating net gains in biodiversity value for the development shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence and Heathrow Airport Safeguarding). The scheme shall be made up of a plan (or plans) of the phase annotated with ecological enhancement measures to be included within the fabric of the buildings and the landscaping and accompanied by a report detailing the justification for such measures and how they will be maintained in perpetuity. The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a net gain in biodiversity in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020), Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy G6 of the London Plan (2021) and Paragraph 174 of the National Planning Policy Framework (2021).

23 NONSC **Bird Hazard Management Plan**

Prior to the commencement of above ground works, a Bird Hazard Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Ministry of Defence and Heathrow Airport Safeguarding). 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.

REASON
It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020)

24 NONSC **Delivery and Servicing Plan**

Prior to the first operation of the development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

25 NONSC **Waste Strategy Plan**

Prior to the first operation of the development, a Waste Strategy Plan shall be submitted to and approved in writing by the Local Planning Authority. This should detail how waste will be moved from the bin store to the pick-up location. All residential bin stores must also allow space for food waste recycling.

REASON
To ensure that there are appropriate waste storage facilities and arrangements for collection, in accordance with Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

26 NONSC **Low Emission Strategy**

Prior to the first operation of the development, a low emission strategy (LES) shall be 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.
2) the implementation of an electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.

3) Produce a robust Travel Plan with a clear and effective strategy to encourage staff / users of the nursery 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 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

27 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).

28 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).

29 NONSC **Parking Design and Management Plan**

Prior to the first operation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall set out:

(A) Allocation, Control and Enforcement of Parking
(i) how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. It should also set out the methodology behind the allocation/control of parking places which can be supported by enforcement structures that encourage the correct use of parking places which assists in ensuring that parking demand and allocation is properly managed.

(B) Designated Disabled Persons Parking
(i) how one designated disabled persons parking space could be provided upon request as soon as the existing non-provision for residential flats is insufficient; and
(ii) how an additional three designated disabled persons parking (to total four) could be provided upon request as soon as the one space provided for residential flats (under part (B)(i)) is insufficient.

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

REASON
To ensure an unhindered and functional operation for all parking spaces and drop-off/pick-up areas within the site, in accordance with Policies T4 and T6 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020). Also to ensure that disabled persons parking is provided if there is sufficient demand, in accordance with Policy T6.1 of the London Plan (2021).

30 NONSC **Fire Statement**

Prior to first occupation 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).

31 NONSC **Thames Water Informative**

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 via:

https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7CPlanningEConsult%40Hillingdon.Gov.UK%7C15ed283ea7944073dbd08dacc81ac46%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638047154556521368%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=%2BaZDZJEIoarSHRD7eun%2F0CCZ70kH3Otga3xd5mhsyM%3D&reserved=0.

Please refer to the Wholsesale; Business customers; Groundwater discharges section.

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.

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
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
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
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
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing

LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
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 HC1	(2021) Heritage conservation and growth
LPP M1	(2021) Monitoring
LPP S1	(2021) Developing London's social infrastructure
LPP S2	(2021) Health and social care facilities
LPP S3	(2021) Education and childcare facilities
LPP S4	(2021) Play and informal recreation
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 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 T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
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
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF17	NPPF 2021 - Facilitating the sustainable use of minerals
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF6	NPPF 2021 - Building a strong, competitive economy
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 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.

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 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises the Nestle Factory Canteen Building. This forms the central southern section of the Former Nestle Factory redevelopment site, located on Nestles Avenue in Hayes. The site is located approximately 500 metres to the south-east of Hayes Town Centre, bounded to the north by the Great Western Rail Line and Grand Union Canal and to the south by Nestles Avenue.

Planning permission for the Canteen building was originally approved in 1949 and the building was built in 1954. The original Canteen building had a distinctive facade with large windows and green glazed panels. In 1958, the Canteen building was used as a central community hub surrounded by the 'factory garden'. In 1980, the Canteen was re-used for industrial/warehouse use. Today, the Canteen building is being used for storage purposes.

The former Nestle Canteen is a locally listed building (non-designated heritage asset) and forms part of the Botwell/Nestles Conservation Area (designated heritage asset). The site is subject to Policy SA 5 of the Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020) which states that the Council will support proposals that provide appropriate community infrastructure. The site also forms part of the Hillingdon Air Quality Management Area and Hayes Air Quality Focus Area.

3.2 Proposed Scheme

This application seeks permission for the partial demolition and redevelopment of the former Canteen Building to provide a new healthcare facility (Class E(e)), nursery (Class E(f)) and residential building (Block H) (Class C3) with a commercial unit at ground floor (Class E), including associated landscaping, access, car parking and other engineering works.

The proposal is quantified as follows:

- 41 no. one bed units are proposed whichis an uplift of 6 no. units when compared to the original approval for the site (which provided 35 no. one bed units). This would take the total number of units for the site from 1,473 to 1,479. 37 no. units are proposed as Discount Market Sale units and 4 no. units are proposed as Private Sale units. These units would be car free but would have access to 41 no. long-stay cycle parking spaces and 2 no. short-stay spaces.

- The extant consent for the site granted flexible permission for 2,415m2 for the purposes of Use Classes A1 'Retail', A2 'Financial and Professional Services', A3 'Restaurant/Cafe', B1 'Office', D1 'Non-Residential Institutions' and D2 'Assembly and Leisure'. The proposed development would provide 2,091m2 floorspace for use as a healthcare facility and 521m2 floorspace is proposed for use as a nursery facility, representing a net increase of 197m2 floorspace.

- The healthcare facility would employ 21 no. full time staff, and is allocated 15 no. car parking spaces, 11 no. long stay cycle spaces and 18 no. short stay cycle spaces.

- The nursery would facilitate up to 67 no. children, 8 no. full time staff and is allocated 5 no. car parking spaces and 24 no. cycle parking spaces.

- The retail / cafe use proposed would employ 12 no. full time staff and is allocated 2 no. long stay cycle spaces and 6 no. short stay cycle spaces.

3.3 Relevant Planning History

1331/APP/2017/1883 Former Nestle Factory Nestles Avenue Hayes

Part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3). office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works.

Decision: 13-12-2017 Approved

1331/APP/2019/1666 Former Nestle Factory Nestles Avenue Hayes

Section 73 application to vary Condition 9 (Residential Condition - Approved Plans) of planning permission ref: 1331/APP/2017/1883 dated 28/06/2018 (Part demolition of existing factory buildings and associated structures,and redevelopment to provide residential dwellings (Use Cla C3), office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), commercial floorspace (Use Classes B1c/B2/B8) and Data Centre (Sui Generis), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works) (as amended by application ref: 1331/APP/2020/50 dated 06/02/20).

The amendments to the approved plans propose: Minor changes to Blocks D, E, F1 and G involving the addition of two residential units in Block E, one additional residential unit in Block G the reorganisation of 8 residential units in Block G, including internal and external alterations involving minor facade changes, the addition of a number of balconies; and the increase in the refuse and cycle storage area in Block D, unit mix change in Block D, unit Mix change in Block F and unit mix correction to Block C.

Decision: 07-05-2020 Approved

1331/APP/2019/1708 Former Nestle Factory Nestles Avenue Hayes

Deed of Variation (DoV) to the S106 Legal Agreement for planning permission ref: 1331/APP/2017/1883 dated 28th June 2018 (Part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3). office, reta community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works); To Modify: the definitions of 'Affordable Housing', 'Intermediate Units' and 'Grant Funding'; Paragraph 3.1 in Part 1 of Schedule 5 - Shared Ownership Units; The Affordable Housing Accommodation Schedule; The Affordable Housing Location Plans; and The Residentia Phasing Plan

Decision: 21-08-2019 Approved

1331/APP/2019/2314 Former Nestle Factory Nestles Avenue Hayes

Development of 4 no. new buildings comprising residential units (in addition to those approved under planning permission ref: 1331/APP/2017/1883), a basement extension to Block B, flexible

commercial uses (Class E) and associated landscaping, access, car parking and other engineering works.

Decision: 08-12-2020 Approved

1331/APP/2021/751 Former Nestle Factory Nestles Avenue Hayes

Section 73 application seeking a variation to Condition 61 (Approved Drawings) of planning permission ref: 1331/APP/2019/1666 dated 11-09-20 (Section 73 application to vary Condition 9 (Residential Condition - Approved Plans) of planning permission ref: 1331/APP/2017/1883 dated 28/06/2018 (Part demolition of existing factory buildings and associated structures, and redevelopment to provide residential dwellings (Use Class C3), office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), commercial floorspace (Use Classes B1c/B2/B8) and Data Centre (Sui Generis), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works) (as amended by application ref: 1331/APP/2020/50 dated 06/02/20)).

The amendments to the approved plan proposed: Alteration to the elevations of Unit 4 involving 4 no. new loading docks (totalling 12 no. with 8 loading docks permitted by planning permission ref 1331/APP/2017/1883 (as amended)), 1 no. roller door and 2 no. pedestrian doors, and the alteration to the dock pit, and minor alteration to internal layout to office.

Decision: 19-05-2021 Approved

Comment on Relevant Planning History

Planning application reference 1331/APP/2017/1883 permitted the part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3) office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works.

This consent required that the Nestle Canteen Building (Block I) was retained and used for the following purposes: Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Business), D1 (Non-Residential Institution), or D2 (Assembly and Leisure). Condition 53 of this permission also prohibited the use of the Canteen Building as a place of worship or banqueting hall. This consent also granted permission for residential building (Block H).

Subsequently, planning application reference 1331/APP/2019/2314 has granted permission for the development of 4 no. new buildings comprising residential units. This included Block H and granted consent for 35 no. 1 bedroom 1 person units as discount market sale units. Taking into account all previous approvals, the site has permission for 1,473 units.

It is noted that Schedule 7 of the original Section 106 agreement for the site secured a clause to transfer the ownership of the building to the Council. The Council subsequently confirmed that the obligation was not to be triggered and is considered to have fallen away, as per clause 1.8 of Schedule 7:

"In the event that the Council confirms in writing that it no longer requires the Canteen Building or fails to complete the Canteen Building Transfer within two (2) years from the

date of the Canteen Building Transfer Notice then the provisions of this Schedule 7 shall no longer apply."

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.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
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
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
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
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands

LPP GG1	(2021) Building strong and inclusive communities
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
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 HC1	(2021) Heritage conservation and growth
LPP M1	(2021) Monitoring
LPP S1	(2021) Developing London's social infrastructure
LPP S2	(2021) Health and social care facilities
LPP S3	(2021) Education and childcare facilities
LPP S4	(2021) Play and informal recreation
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 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 T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
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
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF17	NPPF 2021 - Facilitating the sustainable use of minerals
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th September 2022**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Under the first round of consultation, letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 28th September 2022. Four objections and two comments have been received from residents and are summarised as follows:

Objections:
- The proposal would block any natural light received by neighbouring properties.
- The proposal would result in overlooking into neighbouring properties.
- The proposed residential block would take away from the uniqueness of the historical Nestle Factory.
- The residential building would be an eyesore which doesn't fit with the development.

Comments:
- Support for the nursery and health care facility.
- The loss of the heritage feature of the pitched roof on the Canteen Building is only justified by the proposed provision of a green roof. Details should be secured by condition.
- The proposed lighting strategy, particularly on the pedestrian accessway to the south of the proposed residential block and north of the Canteen Building is considered necessary and acceptable. Details should be secured by condition.
- The freehold of the Canteen Building should belong to the residents of Hayes Village.
- The residents should also be able to decide the provision of the services to ensure that these are free/affordable and in keeping with the needs of the local community.

Following discussions with the Applicant, it was agreed that the proposal be changed from a full demolition of the Canteen Building to the partial demolition and partial retention of the Canteen Building. Amended plans and documents were submitted and residents were re-consulted. The second round of consultation expired on 6th May 2023. Seven objections have been received from residents and are summarised as follows:

- The new residential building will block views of the Canteen Building and Truscon building.
- The Truscon building would be overshadowed by the new residential building.
- The residential building will overlook neighbouring residential flats.
- There will be a loss of car parking.
- Traffic would be increased by the proposal.
- Concerns that parking will not be managed.
- Wear and tear will be paid by residents.
- It will increase littering.
- Concerns about security.
- There are already healthcare centres in the area.
- The shared roof terraces will impact on neighbour amenity.
- The Canteen Building should be used as a Heritage and Learning Hub instead.

PLANNING OFFICER COMMENT:

All material planning considerations are addressed within the main body of the report. Ownership

matters are not a material planning consideration.

NHS NORTH WEST LONDON INTEGRATED CARE BOARD:

Further to the planning consultation for the Nestle redevelopment application, NHS North West London Integrated Care Board remains committed to the scheme. We have been working closely with the Developer to ensure that the proposed facility is fit for purpose for the delivery of healthcare services.

I can confirm that the letters attached in your original email are an accurate reflection of our current position and commitment to the scheme. Kindly note, that any prior reference to NHS North West London CCG or 'The CCG' is now known as NHS North West London Integrated Care Board or 'The ICB' which reflects the national NHS organisational changes as of 01/07/2022.

HAYES CONSERVATION AREA ADVISORY PANEL:

I am writing on behalf of the Hayes Conservation Area Advisory Panel. We very much regret the proposed demolition of this iconic building but reluctantly accept that in its present condition repair is uneconomic. We do wonder if the low priority the current owners seem to have given to this part of the former Nestles site may have contributed to its dilapidated state, which appears to be to their benefit. The proposed elevation to Nestles Avenue is an acceptable pastiche of the current building that will help to maintain the look and feel of the Nestles Factory site that led to its designation as a Conservation Area. We are pleased to see that part of the proposed new building is still earmarked for various community uses, though the large meeting hall that we recall was part of the original refurbishment plans has gone. However, before we can welcome these proposals, we would like a guarantee that the proposed nursery and medical facilities will actually be provided, and will continue in perpetuity, as short-term aspirations on their own will not provide these desperately needed facilities.

CANAL AND RIVER TRUST:

No comment.

TRANSPORT FOR LONDON:

Thank you for consulting Transport for London (TfL) regarding the above application. We have reviewed the submission documents and have the following comments:

- The proposed number of cycle parking spaces meets London Plan minimum standards which is welcomed. All cycle parking should be provided in accordance with London Cycling Design Standards (LCDS) including provision for larger and adapted cycles, with the quantum and details secured by planning condition.

- No changes are proposed to the overall residential site-wide car parking provision as part of the application. We would support an overall reduction in car parking spaces below the 0.6 ratio to reflect the site PTAL of 4 and the small 1 bed, 1 person units that are now proposed for Block H.

- 15 car parking spaces are proposed for the healthcare facility and 5 for the nursery. This should include Blue Badge provision in line with London Plan Policy T6.5 and electric vehicle charging facilities. We would like to see a reduction in the number of car parking spaces for these uses so that it is limited to operational and Blue Badge parking only given the likely local catchment and the good connectivity of the site. A Parking Management Plan should show how parking spaces will be allocated and their use restricted in line with operational and special needs.

- An ATZ Assessment would normally be required to support a fresh planning application but we note that the original PERS and CERS audits submitted with the outline application have been reviewed. We support implementation of measures to address issues identified by the audits and more generally to improve active travel facilities in and around the site.

- We note that the site-wide access strategy is not amended by the current application.

- All planning obligations and conditions with respect to transport and access that are relevant to the Canteen Building, Block A or pro rata for the site as a whole should be met as part of the current planning application.

We hope that these issues can be addressed before the application is determined.

PLANNING OFFICER:

All relevant highways matters are addressed within the main body of the report.

When comparing to the original planning obligations secured on this site, the following highways related monetary sums are proposed to increased on a pro-rata basis:

xi) Parking Management Zone Review: £5,334.46 (uplift by £17.15)

xii) Bulls Bridge Improvements: £1,066,895.06 (uplift by £3,430.53)

xiii) Additional Bus Capacity: £466,233.27 (uplift by £1,499.14)

GREATER LONDON ARCHAEOLOGICAL SERVICE:

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

HISTORIC ENGLAND:

Background

Historic England was involved in extensive discussions alongside your Council regarding the masterplan for the former Nestle Factory site which was approved in 2018 (ref: 1331/APP/2017/1883). I attach for your information a copy of our advice letter on the submitted planning application for context. We were involved in this scheme because the site encompasses the entirety of the Botwell: Nestles, Hayes Conservation Area.

The conservation area's character is principally derived from the large-scale industrial buildings and landscaping associated with the manufacturing of Nescafe coffee. Whilst no conservation area appraisal has been adopted, the following four buildings within the conservation area were locally listed by your Council prior to the commencement of these discussions and were considered to contribute positively to the conservation area's character:
- the Nestle Works (Serial No. 093), a 1930s Truscon-framed factory building with later central entrance tower;
- the gates/railings to the Nestle Works (Serial No. 318) which form part of the site boundary;
- the lodge to the Nestle Works (Serial No. 317), a pair of caretakers' houses which were purpose built for the factory;
- the canteen building (Serial No. 316), built 1954 in a Moderne style, with a large uninterrupted internal volume which provided a gathering space for workers.

Early pre-application proposals involved the demolition of all but the entrance tower to the Nestle Works building and the boundary railings, which we strongly resisted. Following extensive negotiations with the Applicant Team alongside your Council's Conservation Team, a scheme was submitted that retained more historic elements of
the conservation area including the refurbishment of the canteen building for nursery and business uses.

Whilst we still expressed concern over the proposed demolition of the Truscon framed factory and lodge, we recognised the heritage benefits of the scheme, highlighting the retention of the canteen building as a particularly important aspect in terms of preserving and enhancing the character and appearance of the conservation area (p3-4 of the attached letter).

A visualisation (reproduced below) of the originally proposed masterplan across Wallis Gardens was used as the introductory image in the submitted Design and Access Statement (SEGRO / Barratt, May 2017, p6, and reproduced on p15 of the current Design and Access Statement, DMFK, July 2022). This depicts the canteen building as an integral component part of the scheme alongside the retained entrance tower to the Nestle Factory. This vision for the site presented by the Applicant Team undoubtedly provided reassurances to us that the heritage value of the conservation area would be preserved and celebrated despite the extensive demolition and redevelopment on site.

Submitted Proposals

The proposed changes involve the demolition and redevelopment of the former canteen building to provide a new healthcare facility, nursery and reconfigured residential building and associated landscaping. The canteen would be replaced by a two-storey square building with facades that draw influence from the Moderne architecture of the canteen building.

As set out in the Design and Access Statement, these changes are a result of the condition of the canteen building, the vaulted ceiling of which had "collapsed and deteriorated from water ingress, leaving the metal space frame exposed" "by time of occupation by Barratt" (p17). Further investigations of the building concluded that the corroded steelwork which is encased in brickwork has led to "Regent Street Disease" (p20). It is understood that extensive removal of fabric would be required to address this issue as identified in the elevation diagram on p21.

The Design and Access Statement also explains that the approved uses within the existing canteen building are not viable based on a market viability report (p23).

Historic England's Position

Historic England is disappointed and concerned about this application to demolish the canteen building, which is the only intact historic building (besides the boundary railings) to now survive in this much altered conservation area. Historic England alongside your Council's Conservation Team specifically negotiated the retention and reuse of the canteen building though extensive pre-application discussions with the Applicant over the original masterplan for the former Nestle Factory site. Whilst we still maintained concerns about the scheme overall, we recognised the benefits of repairing and reusing the canteen as an integral part of the masterplan which would help to retain the authenticity of the conservation area, and celebrate its fascinating industrial heritage, in the face of such extensive change.

The poor condition of the canteen building was recognised during our early discussions, and as such we recommended that a phasing plan should be imposed as part of any approved scheme "which seeks to prioritise the heritage assets on site to minimise the potential for their further deterioration" (p4 of the attached letter). Unfortunately, it does not appear that the canteen was prioritised as part of the approved masterplan, and as a result its condition appears to have

deteriorated further.

The proposal to demolish the building would result in incremental loss to the conservation area's historic and architectural character which would raise questions regarding its overall authenticity. It would further harm the legibility of the conservation area as a former industrial complex with architecturally interesting buildings and associations to a world-famous brand.

Whilst we consider the harm resulting from this specific proposal to be 'less than substantial' in policy terms, we do consider the harm to be of a high level. Therefore, in accordance with Paragraphs 200 and 202 of the National Planning Policy Framework (July 2021), the justification for this change in approach to the masterplan, and public benefits offered would need to be particularly strong and convincing should your Council be minded to approve this application. As the building's structural condition is a key reason behind this proposal, we strongly advise that your Council seeks the views of your own specialist engineer, as well as your conservation officer who I have copied this letter to.

Recommendation

Historic England has concerns with these proposals on heritage grounds. In determining this application, you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:
https://www.historicengland.org.uk/services-skills/our-planning-services/greaterlondon-archaeology-advisory-service/our-advice/

PLANNING OFFICER COMMENT:

As per Historic England's comments, Officers have consulted with a Specialist Structural Engineer on the condition of the building. The comments provided are outlined in Section 06.2 of the report.

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.

HEATHROW AIRPORT LTD:

The proposed amended 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 observations:

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/ and CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk).

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.

MINISTRY OF DEFENCE:

The application site occupies the statutory safeguarding zone(s) surrounding RAF Northolt. In particular, the aerodrome height and birdstrike safeguarding zones surrounding the aerodrome and is approx. 5.7km from the centre of the airfield

Aerodrome Heights Safeguarding zone

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre.

Having reviewed the plans for this proposal I can confirm the MOD has no safeguarding concerns with the heights of the development.

Birdstrike statutory safeguarding zone

The application site also occupies the birdstrike safeguarding zone surrounding RAF Northolt.

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and, or flocking birds close to aerodromes.

The proposed scheme includes a Bio-diverse roof, with photovoltaic solar panels. This has the potential to result in a breeding habitat for roof nesting large gulls, creating an increased risk of birdstrike to aircraft using RAF Northolt. If this design is necessary, there should be a Bird Hazard Management plan (BHMP) to control roof nesting gulls and to ensure there is access to all roof areas. The BHMP should also provide a commitment to regularly monitor the roofs during the breeding season and to take action to prevent successful breeding if birds are found to be attempting to nest.

Therefore, to address the potential of the development to provide a desirable habitat or space for hazardous birds, the MOD requires a condition, such as the one below, for the submission of a Bird Hazard Management Plan be applied to any planning permission granted for this scheme

No development shall take place until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with MOD. The Bird Hazard Management Plan shall include design measures to minimise any increase in the numbers of hazardous species (primarily large Gulls or flocking birds) as a result of the development proposed, in particular provisions to prevent gulls from breeding (using appropriate licensed means) on site should be provided. The development shall be carried out strictly in accordance with the details set out in the approved Bird Hazard Management Plan in perpetuity or until RAF Northolt is no longer operational.

Reason:To minimise the potential of the works approved to provide a habitat desirable to hazardous large and/or flocking birds which have the potential to pose a considerable hazard to aviation safety which is exacerbated by the proximity of RAF Northolt

In summary, subject to the above conditions and design requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application

HEALTH AND SAFETY EXECUTIVE:

Buildings in scope of Planning Gateway One are described in the new article 9A of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The height condition is defined as either (a) the building is 18 metres or more in height or (b)the building contains 7 or more storeys. Article 9A(7) states that 'the height of a building is to be measured from ground level to the top floor surface of the top storey of the building (ignoring any storey which is a roof-top machinery or plant area or consists exclusively of machinery or plant rooms)'; and that any storey which is below ground level is to be ignored.

My understanding of the building was that it was less than 18m using the diagrams and the information held on the Fire Strategy.

This planning application does not appear to fall under the remit of planning gateway one because the height condition of a relevant building is not met.

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.

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.

THAMES WATER:

Waste Comments

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.

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.

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 .

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.

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.

NETWORK RAIL:

Network Rail has no objections in principle to the application.

Internal Consultees

PLANNING POLICY OFFICER:

I've reviewed the Planning Statement and it seems there is a reasonable amount of evidenced support for the proposal (particularly Appendix 8-9). In terms of added information that may not be in the proposal (or may not be clear), my meetings with the NHS have confirmed:

- The HESA Medical Centre is currently over two floors. The proposal is eventually to not use this building any more. The ground floor lease will expire in 2025 and the 1st floor lease will expire in 2029. The fact they have two leases may help to explain why they can part move into a building that is not big enough for them (New facility at Old Vinyl Factory) and the move further facilities to a larger facility at Nestles Factory.

- The Nestles Factory is generally supported by NHS representatives I speak to (notwithstanding the car parking issue they have raised at every new site). The proposed facility at the Canteen Building is highlighted as a source of floorspace in the short-medium term to address the lack of required

floorspace overall. It appears in various drafts when discussing trajectories/plans to meet future needs.

Re: Housing Size Mix / Affordable Housing - the proposal appear to be 6 addition DMS studio units on what has already been approved. On the basis that we have already approved a 100% studio DMS block as part of the overall permission, I would not raise an issue to an additional 6 units.

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 suitable conditions which should be achievable based on the information provided and considering the context of the proposed development. 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 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. 2. For the lifetime of the development hereby permitted 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.

ACCESS OFFICER:

This proposal sits within a wider masterplan context to redevelop the site. The original consent required the former canteen hall to be retained, however, various technical constraints and building warranty requirements are understood to be proving difficult to achieve. A replacement building designed to reflect the style of the original is now proposed to house a medical centre and nursery. The following accessibility observations are offered:

1. The healthcare centre should incorporate a fully equipped 'Changing Places' room for use by people with complex and/or multiple disabilities.

2. All additional new housing must be accessible and adaptable, meeting the minimum requirement of M4(2) as required by London Plan policy D7. A further 10% should be designed to be wheelchair accessible or wheelchair adaptable as per the guidance set out in Approved Document M to Building Regulations 2010 (2015 edition)

Conclusion: no concerns are raised subject to the following Conditions attached to any approval:

The new healthcare facility hereby approved shall accord with the requirements of Policy S6 of the London Plan, and shall incorporate a Changing Places facility designed in accordance with the technical guidance set out in BS 8300-2:2018, section 18.6. All such provisions must remain in place for the life of the building.

REASON: To ensure the healthcare facility caters for people with complex and multiple disabilities in accordance with London Plan policy S6.

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.

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, 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 ensure that an appropriate standard of housing stock, in accordance with the 2021 London Plan and its contained policy D7, is achieved and maintained.

CONTAMINATED LAND OFFICER:

Summary of Comments:

I have reviewed a copy of the details within the following correspondence submitted in support of the above-mentioned application:

Letter Correspondence: Re: Former Nestle Factory, Hayes - Change of the proposed use of the canteen building - Desk Study and Ground Investigation Report & Remediation Strategy; Document ref: 01669-HYD-XX-GI-CO-GE-1003; Date:08 Jun 2022 ; Prepared by: Hydrock Consultants Ltd

The correspondence provides summary details relating to the proposed validity of the following reports, which were prepared during 2016 and 2017, for identifying and addressing land affected by contamination at the wider Nestle Site, which includes the canteen area;

- Desk Study and Ground Investigation Report (Ref: R/151867/002 - June 2016)
- Remediation Method Statement (Ref: NES-HYD-XX-REM-RP-GE-3000 - March 2018)

The above-mentioned technical reports were produced by Hydrock Consultants and represent documented details, previously approved by the LPA, for adoption site-wide during the various on-going stages of development at the former Nestle factory.

The letter correspondence from Hydrock Consultants Ltd. in support of this application includes the following statement:

"It is essential that the remediation tasks detailed within the Remediation Method Statement are completed and recorded in line with the verification requirements stated within that document"

Therefore, to avoid any ambiguity or misinterpretation and to fully satisfy the LPA that all identified geo-environmental matters relating to land affected by contamination at the proposed site are addressed fully in accordance with the RMS, I recommend the following conditions to be imposed if planning permission is awarded for this application:

(i) The development hereby permitted (excluding demolition, site clearance and any necessary requirements for supplementary ground investigation works) shall not commence until a scheme to deal with identified unacceptable contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the 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:

(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 for each phase 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 STRATEGY OFFICER:

I am satisfied with the allocated space for waste for the development but please do include the importance of having space allocated for food waste. All else is satisfactory.

FLOOD AND WATER MANAGEMENT CONSULTANTS:

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: Full - Major Application (Change of Use of previous approved application.)
- Flood risk: The site is predicted to be at low risk for fluvial, groundwater, canal and sewer flooding. The risk of flooding from surface water has not been determined.
- Types of conveyance / attenuation features: The applicant proposes to use permeable paving, rain gardens and ditches to manage surface water.
- Runoff rate restriction (l/s): Not confirmed.
- Runoff attenuation volume (m3): Not confirmed.
- Maintenance plan: Not provided.

Recommendations and requests:

We object to the application for the following reasons:

- The technical note submitted provides insufficient information to assess whether the changes to the surface water drainage system is acceptable.
- The changes to the drainage strategy have not been confirmed and are not supported by updated drainage drawings or calculations. It is not clear which SuDS are being proposed and the discharge locations have not been identified.
- No drainage calculations have been provided to determine if the peak discharge flow rates have changed or to ensure that the system as sufficient capacity to pick up water from the additional rainwater downpipes which has been proposed.

- No details on the controlled rates or devices have been provided. The technical note states that the storm dainage system is to be modelled in micro drainage using a 40% climate change allowance, although the model results have not been provided. A 20% Climate change allowance was used in the previous submission.
- No hydraulic modelling has been provided to show that site will not flood in the 1 in 30 year and 1 in 100 year events.
- No maintenance strategy has been provided.

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

- Provide details of the SuDS features being proposed.
- Provide drainage calculations to confirm that the systems has sufficient capacity for additional downpipes.
- Confirm the greenfield, existing and proposed runoff rates on the site.
- Provide evidence (hydraulic modelling) to confirm the site will not flood in the 1 in 30 and 1 in 100 year event.
- Provide an updated maintenance strategy which outlines the tasks and frequencies for each SuDS component and outlines who is responsible for each task.

PLANNING SPECIALIST TEAM MANAGER ON FLOOD AND WATER MANAGEMENT:

I have reviewed the comments from Metis and the flood risk assessment.

I accept that the information provided does not meet the requirements as set out by Metis and that further information is necessary to ensure the development is policy compliant. The issue in terms of planning is whether this needs to inform determination or whether it can be secured through a condition. I believe the latter would be a more reasonable approach.

The site is currently developed with hardstanding and with permissible uses. The proposed development does not generate a new hardstanding quantity to levels that would give rise to an increase risk of flooding from run off. The proposal does offer the opportunity to provide betterment and the proposed tank solution and green roofs would achieve that. There are currently no 'red flags' with regards to flooding that demand a unique solution to be identified to ensure the principle of the development is sound.

Furthermore, the information requested by Metis is relatively standard and the solutions required are not unique. The development is low risk in terms of flooding and a condition would be a more reasonable approach and avoids a potential refusal.

Condition
Prior to the commencement of development (post demolition), a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

1. Confirm the existing and proposed greenfield run off rates from the site
2. Provide details of the 1:30 year and 1:100 year storm event including conveyance routes and any areas of ponding.
3. Provide details of sustainable drainage features in accordance with the London Plan drainage hierarchy that result in a greenfield run-off rate from the site in a 1:100year (plus 40% allowance for climate change) storm event
4. Provide drainage calculations and modelling outputs to demonstrate the capacity of the drainage solution [2] and the operation (including outfalls, overflows, and drainage network connections)
5. Provide a maintenance and adoption strategy

The development must proceed and operate in accordance with the approved scheme.

AIR QUALITY OFFICER:

Summary of Comments

The proposed development is located within the LBH Air Quality Management area (AQMA), and within Hays Focus Area (FA), bringing additional traffic emissions which will add to current poor air quality. The Application Site is located approximately 500 metres to the south-east of Hayes Town Centre, bounded to the north by the Great Western Railway Line and Grand Union Canal and to the south by Nestles Avenue. It is noted that Hays is one of the mostly densely populated and polluted areas within the AQMA.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of air pollutant emissions in these sensitive locations. 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 neutral as minimum and air quality positive in certain circumstances, actively contributing to reduce pollutant emissions to the atmosphere.

The Application Site is located at the Former Nestle Factory, Nestles Avenue, Hayes, UB3 4RF, in the southern part of London Borough of Hillingdon (LBH), West London. The area occupied by the Canteen Building and the proposed Block H, is located towards the south of the site. This planning application focuses on this part of the Application Site and is for the following uses:

- Block H - 41 one-bedroomed affordable residential units (Class C3) and 257m2 (Class E), 6 (six) more units than the presently consented on this part of the site (35 residential units);
- Canteen Building - 2,091m2 healthcare use and
- 521m2 nursery use.

Based on the Transport Assessment submitted to support the planning application, the proposed development would generate in total 111 additional vehicles during AM and PM peak hours. In summary:

Residential (6 units): 4 additional vehicles during AM and PM peak hours
Healthcare: 35 additional vehicles during AM and PM peak hours
Nursery: 72 additional vehicles during AM and PM peak hours

Based on the Air Quality Assessment submitted to support the planning application (please see page 4, section 7.3) and the Air Quality Technical Note issued in December 2022 the proposed development would generate a total of 112,417 trips per annum. In summary:

Residential (6 units): 10.50 trips per day or 3,833 trips per year
Healthcare: 190.18 trips per day or 69,414 trips per year
Nursery: 107.32 trips per day or 39,171 trips per year

This would equate to a Peak to daily trip generation ration (k) of 2.625 for the residential extra dwellings (6 units), 5.4 for the Healthcare facility and 1.5 for the nursery use.

Given that the total number of car parking spaces is not changing for the proposed residential use, the estimated daily trip generation associated with the proposed additional 6 residential units has been affected by an adjustment factor of 2.625 so that only contribution to the congested hours of

the day was accounted for in terms of air pollutant emissions. This is due to the parking restrictions applied to the

proposed development, which would be equivalent to a car free proposal for the additional units. Hence, the following numbers are used in the air quality damage cost calculator:

Residential (6 units): 4 trips per day or 1,460 trips per year
Healthcare: 190.18 trips per day or 69,414 trips per year
Nursery: 107.32 trips per day or 39,171 trips per year
Total: 301.5 trips per day or 110,047.5 trips per year

The proposed development is not Air Quality Neutral for the nursery use.

In addition, the proposal needs to be Air Quality positive and further action is required to reduce the total emissions produced by its operation, associated with 110,047.5 trips per annum. As per standard practice within Focus Areas, air quality management does not have regard to extant use emissions, given that current situation cannot be mended by existing measures and additional efforts are required to improve air quality. Therefore, the total emissions associated with this additional traffic generated by the operation of the proposed development 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.

Mitigation measures proposed by the applicant wherever quantifiable, are calculated and subtracted from the overall value due. When no quantification is possible, but sustainable measures agreed with LBH are offered, a flat rate discount is applied.

The total level of mitigation required to the proposed development for traffic emissions is £4,126 for the 6 residential additional units, £195,984 for the healthcare facility and £110,370 for the nursery, totalling £310,480 when considering total emissions. This is the LBH standard practice for development applications within Focus Areas, with no regard to extant use to effectively manage air quality.

LBH have only reflected the uplift in the number of residential units (6) and the uplift of 197m2 in total area. This results in sums of £4,126 for the 6 residential units and £23,106 for the 197m2 of healthcare and nursery floorspace. This totals £27,232.

In addition, the following deductions were applied: Travel Plan (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift, social housing, etc) (15%). The total value of £27,232 is discounted by 35% to £17,701.

Therefore, a section 106 agreement with the LPA of £17,701 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.

Observations

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. See text below.

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.

2) the implementation of an electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.

3) Produce a robust Travel Plan with a clear and effective strategy to encourage staff / users of all land uses 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

HIGHWAYS OFFICER:

A planning application has been received seeking permission to redevelop the Canteen Building on the Former Nestle Factory site and make changes to Block H of the wider consented Nestle Factory development.

The Application Site is located approximately 500m to the south-east of Hayes Town Centre and is bounded to the north by the Great Western Railway Line and Grand Union Canal and to the south by Nestles Avenue. To the west, is the existing Squirrels Industrial Estate, accessed from Viveash Close and to the east is North Hyde Gardens. To the north-east of the site is Hayes and Harlington Railway Station. The PTAL ranking for the site is 4 indicating that access to public transport is reasonable compared to London as a whole.

The extant permission would provide in Block H 35no. residential units with 41no. car parking spaces and 232m2 (GEA) of flexible commercial space (class E) with 20no. parking spaces. The Canteen building would provide 1,537sq.m of flexible community uses with 20no. parking spaces.

This application seeks planning permission to extend Block H by providing a further 6no. units - increasing the size of the block from 35no. to 41no. units. There would remain 41no. parking spaces for Block H. The 257sq.m (Class E) ground floor flexible commercial spaces with 20no. parking spaces would remain unchanged. The Canteen building would be redeveloped to provided 2,000sq.m healthcare use and a 500sq.m nursery use. The Highway Authority are advised that the healthcare use would employ 21no. full time members of staff and the nursery 8no. The nursery would be able to accept up to 67no. children.

As per the previous consent there would be 20no. car parking spaces associated with the Canteen building, 15no. would be allocated to the healthcare use with the remaining 5no. allocated to the nursery use. The proposal would not therefore provide any additional car parking. The applicant mentions that 4no. of the 20no. car parking spaces would be made available for drop off with a waiting time of 20 minutes, the remainder would be short stay with a maximum dwell time of 2 hours, this would be managed by a concierge. It is not clear whether these drop off space would be for use by nursery or healthcare visitors or both. There would be 24no. cycle stands to serve nursery and 11no. for the healthcare use.

The main entrance to both the healthcare use and nursery would both be on the western side of the building, each use would have it's own separate entrance. In front of this would be a layby measuring c.16m in length, this would be long enough for 3no. cars to formally parallel park. If it were to be used as a drop off then it would only be able to cater for 2no. cars as drivers parking to drop off generally park informally and occupy more space. The nursery entrance is located off an internal access road just c.50m north of Nestles Avenue.

As mentioned above the healthcare use would employ 21no. full time members of staff, there would be 6no. treatment rooms, 3no. consultation/examination rooms as well as a reception and office (Planning Statement part 1 June 2022) . The published London Plan 2021 does not include parking standard for healthcare uses of this type. The Highway Authority has therefore referred to the Hillingdon Local Plan: Part 2 Development Management Policies Policy DMT 6: Vehicle Parking which requires at least 2no. parking spaces per consulting room, the healthcare element of the proposal should therefore provide 18no. car parking spaces. The cycle parking standards are one cycle parking space per 50no. staff plus one cycle parking spaces per 10no. visitors. The 11no. cycle parking spaces proposed are in accordance with this standard. Taking into account that the site benefits from good access to shops, services, facilities and transport opportunities the 15no. healthcare car parking spaces proposed is accepted, the Highway Authority would however want a planning condition requiring the applicant to provide a Car Parking Management Plan that sets out which parking spaces would be allocated to the healthcare use.

The London Plan does not provide any parking standards for nursery uses, the Highway Authority has therefore referred to the The Hillingdon Local Plan: Part 2 Development Management Policies Policy DMT 6: Vehicle Parking. The Local Plan requires that parking for nurseries is determined "on an individual basis using and transport assessment and travel plan and in addition to car parking requirements , provision for pick up and drop off facility to be provided". Transport Assessment

submitted alongside the application reports that the proposed nursery use would generate 17no. arrivals and 18no. departures in the AM peak, 35no movements in total. In the PM peak there would be 37no. movements, 14no. arrivals and 23no departures. The majority of the 67no. children that attend the nursery are likely to arrive by car, parents/guardians typically drop their children off on their way to work.

It is anticipated that relatively few people would travel to the nursery by public transport because of the time taken to walk to the bus stop, waiting for a bus to arrive, journey time on the bus and then the walk to the nursery. The speed and distance that a small child can walk further detracts from the attractiveness and convenience of travelling to the nursery by public transport or on foot. There would be 24no. cycle parking spaces to serve the nursery, the Hillingdon Local Plan standard is determined on a case-by-case basis by referring to the Transport Assessment, the 24no. spaces proposed is accepted.

In the AM peak many parents/guardians arriving by car are all likely to arrive more or less at the same time, the AM peak is concentrated whereas the PM peaks is more spread. Each parent/guardian arriving will need to park, take their child out of a car seat, collect their day bag and then walk into the nursery, register their child with a member of staff before returning to their car and driving off. As mentioned above, 4no. parking spaces would be drop off spaces but it is not clear whether these spaces would serve the healthcare use, nursery or both. Even if all 4no. were to serve the nursery, this would be insufficient to cater for up to 67no. children being dropped off by car, demand for drop off parking would far exceed supply. Parents/guardians would resort to using the layby - which is shared with the healthcare use and stopping indiscriminately in the middle of the lane, holding up the traffic behind. This high level of activity would present a risk to road safety, parents/guardians would be in a rush to get to work not noticing small children moving around them hidden by moving or stationary cars.

The Highway Authority consider it acceptable to increase the number of units in Block H without any uplift in the number of car parking spaces given the overall size of the Nestles Avenue development, increasing the number of units across the whole site by 6no. would have an insignificant impact upon parking demand and vehicular trip generation.

Whilst there are no principal highway objections to the residential part of this application there are concerns regarding the redevelopment of the Canteen building to provide a health use and nursery. Providing the spaces are clearly allocated, 15no. car parking spaces to serve the healthcare use can be accepted. However, just 5no. car parking spaces to serve the nursery is insufficient, taking into account the number of vehicle trips that the nursery is likely to generate the proposal would present a risk to road safety and not be in accordance with the published London Plan 2021 Policy which requires that development proposals "should not increase road danger".

For the reasons outlined above there the Highway Authority objects to this proposal.

PLANNING OFFICER:

Amended plans were submitted to address the Highways Officer's concerns regarding the pick-up and drop-off arrangements. A Parking Management Plan was also submitted to the relevant management controls proposed.

HIGHWAYS OFFICER FOLLOW-UP:

It is anticipated that most nursery pick-ups and drop-offs will take place using the layby, with capacity to cater for up to 5no. cars. This together with the 4no. short-stay nursery car parking bays and Travel Plan is considered sufficient to cater for demand.

The development would be car-lite. A developer's contribution towards measures that make active travel more attractive, convenient, and safe is required to increase the travel choice offered to those visiting the development thereby reducing dependency on the private car for trip making to and from the development. If this investment is not provided then Block H residents and visitors to the Health Centre and Nursery may resort to trip making by private car and in the absence of parking on-plot they may park injudiciously on-street leading to parking stress, an increased risk to road safety and hindering the free flow of traffic.

There are no highway objections to this proposal subject to the following planning conditions and Heads of Terms.

Conditions

The Highway Authority require that a Travel Plan is submitted to the Highway Authority for approval. As surety that the Travel Plan will be delivered and targets achieved the Highway Authority requires that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself. This should be secured by way of a 1990 Town and Country Planning Act s.106 legal agreement. It the Travel Plan is successful the bond will be returned.

REASON to be in accordance with the published London Plan policy T2 Healthy Streets.

The Highway Authority required that the applicant enter a 1990 Town and County Planning Act s.106 legal agreement with the Council obliging them to contribute towards active travel measures that will include new dropped kerbs with tactile paving, benches, litter bins and street trees. The cost of these works is £36,985.

REASON to be in accordance with the published London Plan 2021 Policy T9 Funding transport infrastructure through planning.

Prior to the commencement of works on site the Highway Authority required that a Construction Logistics Plan is submitted to the Council for approval.

Before the development is put into use/occupied the Highway Authority require that a Service and Delivery Plan is submitted to the Council for approval.

The Highway Authority required that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement with the Council that prohibits additional residents of Block H from applying for a permit to join any parking management scheme in the vicinity of the site.

Prior to the healthcare element of the development being put into use the applicant is required to submit a Car Parking Management Plan for approval.

PLANNING OFFICER COMMENT:

Following further discussions with the Council's Highways Officer, it has been agreed that the £36,985 is apportioned. This is discussed within the main body of the report.

CONSERVATION OFFICER (Dated October 2022):

Background

The former Nestle Factory Canteen Building is a Locally Listed building (non-designated heritage asset) and forms an important part of the Botwell / Nestles Conservation Area (designated heritage

asset).

The conservation area derived its character from the large-scale industrial buildings and landscaping associated with the manufacture of chocolate and coffee across the site.

The area originally contained four (one now demolished) locally listed buildings which make a positive contribution to the character and appearance of the conservation area. These include the Nestle Works a 1930s Truscon-framed factory building with later central entrance tower; the gates and railings to the Nestle Works that front onto Nestles Avenue; the lodge to the Nestle Works that was situated in the southeast corner of the site (now demolished) and the canteen building (the subject of this application) which was built in 1954 in a Moderne style that fronts onto Nestles Avenue.

In June 2018 planning permission (Ref.1331/APP/2017/1883) was granted for the redevelopment of the site to provide 1,386 dwellings (Class C3), office, retail, community and leisure uses (Class A1/A3/A4/B1/B8/D1/D2), 22,663sqm (GEA) of commercial floorspace (Classes B1c/B2/B8 and Data Centre (Sui Generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works."

This application was followed up with two section 73 applications ref.1331/APP/2019/1666 granted May 2019 and app: 1331/APP 2021/751 granted November 2021.

Lengthy pre-application discussion were undertaken prior to the original application being submitted which included input from Historic England. The original proposals involved the demolition of all the buildings on site apart from the entrance tower to the Nestle Works building and the boundary railings. Strong objections were raised to the extent of demolition of the locally listed buildings due to the harm this would have caused to the character and appearance of the conservation. Following further negotiations, a scheme was eventually submitted that retained more historic elements of the conservation area that included the retention and reuse of former canteen building.

Notwithstanding the reduction in demolition concerns were still raised at application stage with the extent of demolition to the Truscon factory / Sandow's original factory building and the loss of the Lodge.

One of the key heritage benefits of the planning permission was for the former canteen building to be retained, repaired and repurposed. The central vaulted space was intended to be kept as a single, open volume and re-used as a multipurpose space, to include community facilities, thereby maintaining a semblance of its original function. In addition, the compromised front elevation, the 'public' elevation addressing Nestles Avenue, was to be restored and the later large, projecting canopy to the western elevation removed and the elevation made good. The colonnade to the east was to be demolished and rebuilt due to its poor condition and the rest of the garden elevation was to be restored to enhance and improve the historic connection between the building and the adjoining landscape.

The retention of the canteen building was considered a particularly important aspect in terms of preserving and enhancing the character and appearance of the conservation area.

Proposals

The proposed development now proposes the demolition and redevelopment of the former canteen building (Block I) to provide a new healthcare facility and nursery. The canteen would be replaced with a two-storey square building with facades that are influenced by the Moderne architecture of the former canteen building. The development also proposes the redesign of the previously approved residential Block H with a different form and elevational treatment that aligns to the proposed

replacement Block I.

Impact of the proposals on the heritage assets

The former canteen building is a prominent Locally Listed building that contributes positively to the Botwell / Nestle Conservation Area forming an important part of the site's development history. There has already been substantial demolition within the Conservation Area which has seen the loss of the original Sandow factory building and the loss of the lodge house. The Truscon factory was also substantially demolished apart from its Truscon facade and its mid 20th century Art Deco style entrance foyer. The Truscon factory building, the former canteen and the boundary railings have group value forming the heart of the conservation area that retains the 'factory in a garden' character.

This application is directly related to the original planning permission and sight should not be lost to the fact that the original design intention was to retain the former canteen building so that the integrity of the conservation area was not wholly compromised and that it retained authenticity. The proposals to demolish the canteen would result in further piecemeal loss to the conservation area's historic and architectural character. As previously stated, the retention of the canteen building was considered a particularly important aspect in terms of preserving and enhancing the character and appearance of the conservation area. If the Canteen building were to be demolished, then one of the key benefits of the original approved scheme would be lost.

All that would be left of the buildings of heritage significance would be the Truscon factory facade and the Locally Listed railings along Nestles Avenue. Given the level of demolition on site the importance of the canteen building has increased as it is now the only near complete building left on site.

The submitted Heritage Report acknowledges the significance of the Canteen and its contribution to the conservation area. The report also recognises that harm would result from its demolition concluding that the harm would be less than substantial. It then goes onto argue that the less than substantial harm would be outweighed by the public benefits of the proposal to provide a health centre / nursery.

Taking into consideration the planning history of the site and the proposed development that sees the demolition of the former canteen building, it is my view that the proposals would constitute substantial harm to the heritage asset given the complete loss of a significant locally listed building and a key building within the Conservation Area. The loss of the Canteen building would result in further significant piecemeal erosion of the heritage asset beyond that which was permitted on the approved permission which was at the time a finely balanced decision.

The proposed development for the above reasons would cause harm neither preserving nor enhancing the character and appearance of the Botwell: Nestles Conservation Area contrary to the requirements of the local plan DMHB 1 and DMHB 4.

In considering development affecting a conservation area, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires that local authorities shall pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.

The duties imposed by section 72 of the Act are in addition to the duty imposed by section 3(6) of the Planning and Compulsory Purchase Act 2004, to determine the application in accordance with the development plan unless material considerations indicate otherwise.

In this case, the primary issue relates to preserving or enhancing the character and appearance of

the Botwell: Nestles Conservation Area. A proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the harm caused.

The NPPF requires its own exercise to be undertaken as set out in its chapter 16. Conserving and enhancing the historic environment. Paragraphs 189-208 require consideration of the impact of a proposed development on the significance of a designated heritage asset and assessment of the identification of any harm. In particular, where there is harm identified Paragraph 201 states that 'Where a proposed development will 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, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and
b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
d) the harm or loss is outweighed by the benefit of bringing the site back into use.
.'
Paragraph 207 of the NPPF states:

Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

The harm identified in this case is considered 'substantial harm' to the Botwell: Nestles Conservation Area. It is therefore considered that paragraph 201 would apply to this case.

Condition of building

An updated report submitted by GBG: Report on the Investigation of Certain Facade Steel Frame Elements (dated 8th June 2022) has reassessed the building. The report does not conclude that the building cannot be repaired and makes recommendations for further investigation where cracking in the brickwork / render is evident, suitable repairs and installation of a cathodic protection system. It also states that: as part of any repair of the steel frame elements and masonry encasement materials, it is imperative to mitigate further water ingress.

Water ingress has been a problem over recent years and the building has been neglected contributing to the buildings worsening condition.

On pages 79-81 of the Planning Statement it appears to refer to another structural report that comes to a different conclusion to the GBG report:

"As noted above, the building is suffering from 'Regents Street Disease', with the streel structure embedded in the facades starting to corrode and cause damage to the facades. In order to rectify this problem, the steel would all need to be exposed and protected, which would involve dismantling the facades from around the steelwork."

This suggests that there is another report which has not been submitted with the application? The only report I can see is the one by GBG dated 8th June. The GBG report also appears to be the one

viewed and commented on by the Council's Structural Engineer.

There appears to be conflicting views with respect to the condition of the building and it has not been demonstrated that the building is beyond repair and requires dismantling.

It would appear that the argument the applicant is making is that in order to re-use the building and to gain a building warranty, the building would need to be certified for a residual design life of 60 years. This might be driving the applicant's desire to demolish the building in order to construct a brand new building? However, the GBG report seems to take the warranty requirement into consideration on page 3 and still makes the recommendations for repairing the existing building.

The replacement buildings

If a clear and convincing case could be made for demolition of the former canteen building because the building is demonstrably beyond repair, which in my view has not been made to date, then a replacement scheme could be supported.

The proposed replacement building on the canteen site to provide a healthcare facility and nursey (Block I) has been designed to closely match the elevational design of the former canteen building. In so doing the proposal offers some mitigation for the loss of the locally listed building as from street level the views from Nestles Avenue would appear relatively unchanged. The building would also recreate the colonnade to the gardens to the east.

Block H is proposed to be realigned to relate to the symmetry of the health facility (Block I) and would present a more art-deco style elevation than the previously approved design. This would not be objectionable given the height and volume of the previously consented block of flats. The proposed white brick frame, with grey brick / vert de terre tiles along with the same Crittal style windows as F1 would be complementary to the conservation area.

Conclusion

There is still an objection to the demolition of the canteen building as outlined within the comments above. There appears to be conflicting structural advice and it has not been demonstrated within the documentation that the former canteen building cannot be repaired and repurposed. The GBG report makes recommendations for the repair of the building including the installation of a cathodic protection system.

PLANNING OFFICER COMMENT:

It should be noted the report referred to on pages 79-81 of the Planning Statement is document reference 'W1965 Demolition Report'. This has been reviewed by the Council's Conservation Officer.

Document reference 'Canteen Block - Response to Conservation Comments - Cathodic Protection (Dated 7th November 2022)' has also been submitted. This is addressed within the main body of the report.

BUILDING CONTROL OFFICER:

I have read the GBG report and it appears to be broadly in line with our initial observations in May 22 ie. the steel frame is not in such poor condition that requires it to be demolished. Section 3.3 of the report recommends further investigation where cracking in the brickwork / render is evident, suitable repairs and installation of a cathodic protection system.

Regarding the Demolition Report, I agree that the facade is suffering from Regents Street disease. I cannot comment on the extent of the steelwork which will need to be exposed.

I don't have any further comments.

PLANNING OFFICER COMMENT:

Given the Building Control Officer's comments, the LPA have instructed an external Structural Engineer Specialist to assess the technical information submitted.

STRUCTURAL ENGINEER SPECIALIST:

Answers to Key Questions:

1 - What is the condition of the steelwork and does it need to be repaired in its entirety?

According to investigation reports, the steelwork is generally in good condition. It does not need repair apart from Hall roof trusses.

2 - Is the only way to repair the steelwork to dismantle the entire facade?

None of the options explored include dismantle the entire facade to repair steelwork.

3 - Is the steelwork in good enough condition to not be exposed in its entirety and then repaired (i.e. localised repairs only) if a cathodic protection system (or other solution) is installed? Would this approach achieve the necessary warranties to occupy the building as a healthcare facility and nursery?

Column CL -1 residual section size (West facade)

D: 252mm, B: 204mm, T: 18.7mm, T: 11.0mm

which is 10"x8"x55 Steel Joist, D: 254mm, B: 203.2mm, T=19.9mm, t= 10.2mm

We noticed the dimensions are almost identical with no loss of section.

Column CL-2 residual section size (West facade)

D:253mm, B: 207mm, T: 19.6mm, t: 10.6mm

which is 10"x8"x55 Steel Joist, D: 254mm, B: 203.2mm, T=19.9mm, t= 10.2mm

We noticed the dimensions are almost identical with no loss of section.

Column CL-3 residual section size (South facade)

D: 207mm, B: 156mm, T: 16.8mm, t: 6.2mm

Which is 8"x6"x35 steel joist, D: 203.2mm, B: 152.4mm, T: 16.5mm, t: 8.9mm

We noticed the dimensions are almost identical with no loss of section.

Column CL-4 residual section size (South facade)

D: 250mm, B: 150.5mm, T: 16.7mm, t: 5.7mm

Which is 10"x6"x40 steel joist, D: 254mm, B: 152.4mm, T: 18.0mm, t: 9.1mm

We noticed the dimensions are almost identical with no loss of section.

Column - C3 on wraparound building wall to the Hall

Measured section D: 260mm, B:255mm, T: 20mm, t: 12mm

Which is 10"x10"x72 Universal Column, D: 266.7mm, B: 258.8mm, T: 20.5mm, t: 12.8mm

All options presented in this report will achieve the requirements of NHBC warranty.

Recommended Scenario and Option

The author recommends Scenario 2, Option 2 (Retention of wraparound two-storey building) for the following reasons:

1 - Approximately 1450.00m2 of floorspace will be saved.

2 - Balanced choice between facade only retention and whole building retention and will not disturb western and southern facades.

3 - Steel frame and concrete planks were exposed at locations show worst condition in terms of cracks and surface staining.

4 - Steel frame is in good condition with no section loss identified. Columns to Hall side are structurally over-sized steel sections. All concrete pad foundations are of adequate size for the expected loads founded on good ground with acceptable concrete thickness and depth.

5 - No specialist sub-contractors required apart from Fibre Carbon repair if it is the applicant's choice for repairing/strengthening roof and first floor precast concrete planks.

6 - Gives the applicant the freedom they needed to produce a scheme that is marketable as the Hall and the colonnade are to be demolished. The existing columns are spaced at 7.2m centres on west facade and at 4.00m at the south facade.

7 - Meeting the current Building Regulations requirements is easily achievable by the design team already on board.

8 - No delay in project construction. New parts could be constructed at the same time other teams are dealing with retained structure.

9 - In terms of cost, it is cheaper to retain than demolish and build a replica structure.

10 - Meets NHBC Warranty, NHBC Standards 2022, clause R3 Materials requirements in terms of:

A - Materials and products used for critical functions. Tested steel specimen proved Grade S 275 steel for existing columns and beams

B - Materials and products used for non-critical function (retained western and southern facades)

PLANNING OFFICER COMMENT:

Retention of the L-shaped block would not facilitate a viable operation for the use by the NHS. As such, facade retention is considered to be feasible as per the Structural Engineers consideration. This is addressed further by the Council's Conservation Officer below.

CONSERVATION OFFICER FOLLOW-UP (Dated February 2023):

These comments follow on and re confirm the level of harm and respond to the findings of the structural report commissioned by the London Borough of Hillingdon from Samilr Al Nagi (12th December 2022) and the subsequent Facade Retention Study (January 2023) submitted by the applicants.

Level of Harm

In his comments Mark Butler stated that the proposal would cause substantial harm to the heritage asset given the complete loss of a significant locally listed building and a key building within the Botwell: Nestles Conservation Area.

Historic England in comments dated 12th September 2022 assessed the level of harm as less than substantial in policy terms but they did consider the level of harm to be of a high level.

The heritage statement by Turley submitted by the applicants acknowledged the significance of the canteen and its contribution to the conservation area. They also acknowledged harm but assessed this as less than substantial, above the middle of the spectrum of harm.

In summary, all three assessments are in agreement that there is harm and that this harm is not below the middle of the spectrum of less than substantial level of harm but instead lies above that level to varying degrees.

Assessment of harm is based on the impact on the significance of the heritage asset, in this case the locally listed canteen building and the Botwell/Nestles Conservation Area. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed (PPG Historic Environment para 18). Despite the variation in assessing the level of harm laid out above, it is my view that Mark Butler was correct in his assessment of substantial harm.

Although there is no conservation area appraisal, it is clear from the name alone, that the conservation area and the Nestle site are synonymous. The conservation area is solely focused on the site of the Nestle factory and derives its significance uniquely from the history and architecture of the site which produced chocolate and coffee for most of the twentieth century. There are no other character areas, it is a narrowly focused conservation area which once housed the large-scale industrial buildings that manufactured the chocolate and coffee.

Much of the site has now been redeveloped and there has already been demolition and erosion of the heritage assets. This therefore makes the surviving Nestle structures even more sensitive to change and even more vital and important to the significance of the conservation area and its long-term conservation.

There were originally four locally listed Nestle structures on the site/in the conservation area, all of which made a positive contribution to the character and appearance of the conservation area. These were the 1930s Trucson-framed factory, the lodge, the canteen building and the gates and railings. Of these, the lodge has now been demolished and only the facade of the factory had been retained in the redevelopment of the site. The original Sandow factory was also demolished as part of the redevelopment. The remaining structures are therefore an absolutely integral and essential part of the character and appearance of the conservation area. It was with this in mind, that the canteen building was to be preserved, restored and repurposed in the approved application

(Ref.1331/APP/2017/1883).

The canteen was built in 1954 in a Moderne style and fronts onto Nestle Avenue. It is particularly important and prominent, given its proximity to Nestle Avenue and the contribution it makes to the street scape and views of the conservation area and locally listed building from the public sphere. It forms a visibly interlinked group with the railings in front and the surviving facade of the Truscon framed factory to the rear at the heart of the conservation area,

The canteen is the only surviving complete building, if it is demolished this would leave only the gates and railings and the facade of the factory which would seriously diminish the significance of the conservation area. The impact on the significance of the locally listed Canteen building is self-evident with total demolition.

The degree of harm is therefore assessed as substantial harm to the designated heritage asset. The Botwell Nestles Conservation Area neither preserving nor enhancing it in line with Local Plan DMHB 1 and DMHB 4. The NPPF 201 test should therefore be applied.

The NPPF gives clear policy guidance that:

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, this is irrespective of the level of harm (NPPF 199)

Any harm to or loss of, the significance of a designated heritage asset should require a clear and convincing justification. This is irrespective of the level of harm (NPPF 200).

Where the development will lead to substantial harm then it should be refused unless that harm is necessary to achieve substantial public benefits that outweigh that harm or loss (NPPF 201).

Condition of the Building

In his conservation comments Mark Butler summarised the recommendation of the applicant's submitted structural report by GBG dated 8 June 2022. In essence that there was a varying degree of corrosion of the steel frame from light to heavy and recommended further investigation, prevention of further water ingress, repair and the introduction of a cathodic protection system. At no point did the report suggest that the building could not be repaired.

Structural Engineer report for LBH

The London Borough of Hillingdon commissioned its own report by the Council's Structural Engineer dated 12th December 2022 to assess the Canteen structure and look at three options, Western and southern facade retention, wrap around building retention, whole building retention. All of the options were found to be feasible.

The report concluded:

- that the steelwork was in generally good condition, only the hall roof trusses would need repair.
- None of the options explored would need to dismantle the facade in order to carry out the repairs.
- All options explored in the report would achieve the requirements of NHBC warranty

The report recommended Scenario 2, Option 2, the retention of the wrap around building as the best compromise moving forward.

A site visit was conducted by the case officer and Sami El Nagi on 6th January with the applicants.

Facade Retention Study by DMFK

In response the applicants submitted a Facade retention study by DMFK dated January 2023. Through visuals and small amounts of text this puts forward the argument that only the steel frame from the original fabric would be retained in facade retention. They make a number of points which are in italics below without any particular supporting documentary evidence.

- The north end of the west facade would be removed to create Block H,

While it would be regrettable to lose the north end of the western facade and ideally it would be retained, there would still however be substantial heritage benefits in retaining the rest of the western and southern facades in order to preserve the character and appearance of the conservation area. It is noted that in the approved application it was possible to preserve the full length of this elevation.

- The original single glazed windows would need to be replaced to meet NHS requirement for a sustainable medical centre

The replacement of the existing windows while regrettable could be mitigated with sensitively designed replacement double glazed metal windows with a matching form so that the character of the conservation area would still be preserved.

- window openings on the west elevation would be altered 'to facilitate the medical centre design and room size'

This would need to be explored further, the operative word appears to be facilitate rather than being essential. It would not be necessary to highlight the wall to window junction with a vertical green tile panel junction which would break up the rhythm of the facade and draw the eye. Alternative layouts could be explored to avoid this and if not, could the design of the replacement windows not be utilised to screen the junction in some way?

- The green tiles would need to be wholly replaced.

There is no accompanying condition report to support and assess this and no justification is given in this report beyond the need for repair in some areas requires the wholesale removal of all the tiles in order to match. This is simply not necessary. Photographs of the tiles appear to show them in reasonable condition, where repair and/or replacement is needed, there are a number of companies and specialists working in this field.

- facing render would need to be wholly replaced.

The LBH report states that the render could be stitch bonded using heli-bars or similar product installed strictly to the manufacturers details and specifications

- removal of the brickwork in order to treat the steel frame so that it would need to be wholly dismantled

The applicant's own GBG report did not recommend this and does not appear to support this approach. The LBH report by the Council's Structural Engineer has clearly stated that this is not necessary.

Conclusion

It is disputed that the only part of the original fabric of The Canteen Building as laid out in the Facade Retention Study that could be preserved, is the steel frame. LBH's report has clearly shown that it is

entirely feasible to repair and preserve the building in its entirety or in part and still meet the NHBC warranty. This report does not provide any convincing evidence to the contrary and appears to contradict the approach of the submitted GBG report.

The level of harm to demolish the Canteen Building in its entirely remains classed as substantial harm with the NPPF 201 test applied. If the western and southern facades were preserved the harm identified would be reduced and would be classed as less than substantial harm to the conservation area, at the higher end. This option would preserve the streetscape as well the relationship between the gates and railings to the front and the factory facade to the rear. This would require the NPPF 202 test to be applied requiring that the harm be weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

If the wrap around building were to be preserved the harm identified would also be less than substantial at a lower level but still above the medium level. NPPF 202 would also need to be applied in this scenario

PLANNING OFFICER COMMENT:

Following discussions with the Applicant Team, the scheme was amended from a proposal for full demolition of the Canteen Building to a partial demolition of the Canteen Building with retention of the southern facade and retention of parts of the western facade.

CONSERVATION OFFICER FOLLOW-UP (Dated May 2023):

Background

These comments follow on from comments dated 6th February 2023 which focused on the level of harm to the conservation area were the Canteen Building to be wholly demolished and the structural reports for LBH (12th December 2022) and the facade retention report by DMFK (January 2023). The LBH report concluded that it was entirely feasible to repair and preserve the building in its entirety or in part and still meet the NHBC warranty

The applicants now propose to retain the southern elevation facing Nestle Avenue and part of the western elevation, amended plans and documentation have been submitted on 21st April 2023.

Proposal

Behind the retained facades, the proposed medical centre will be built around a central courtyard. The colonnade along the east elevation will be rebuilt and the new facade will match the original facades. Block H to the rear has been redesigned and is now more clearly separated from the Canteen building (block I) but also aligns better than the previously approved application. The roof line is now stepped.

On the western elevation, the northern nib will be removed as well as the projecting bay at the southern end. The windows on the west elevation will be narrowed to reflect the optimum treatment rooms sized internally and new vert de terre tiles introduced which will match those on Block H and elsewhere on site.

Impact

The retention of the southern facade and parts of the western facade of the Canteen building are welcome, given the previous scheme proposing demolition of this locally listed building. While regrettable that more of the building will not be preserved, what is proposed here will lessen the degree of harm to the conservation area and will partially preserve the locally listed building. The

southern facade should be particularly carefully preserved to offset the impact of the extensive alterations to the only partially preserved western facade. Comments on alterations to the following:

Tiles

The original tiles on the southern facade need to be preserved, they are part of the character and interest of the building and no case has been made as to why they cannot be retained. This will need to be conditioned. The proposed alterations to the fenestration of the west elevation means that the tiles will not be preserved in this location and instead will have vert de terre tiles that will match those used elsewhere on the development, which on balance is likely to be acceptable. These tiles will also needed to be conditioned and a judgement can be made at that point whether it is more appropriate to match these to the existing tiles on the south facade or the new buildings.

Windows

The replacement of the single glazed Crittal windows while regrettable will introduced some thermal benefits and on balance is acceptable. This will also need to be conditioned. They will need to be constructed in metal and follow the form of the existing windows rather than the replacement buildings.

Render

For the sake of clarity the existing render on the southern facade needs to be preserved and any cracks stitch bonded with helibars rather than wholesale removal and re-rendering. This will need to be conditioned.

Conclusion

The amended plans will preserve the streetscape and the relationship between the Canteen building and the gates and railings to the front and the factory facade to the rear. The level of harm to the Botwell: Nestles Conservation Area is now classed as less than substantial and the NPPF 202 test should therefore apply.

Conditions

Historic England Level 2 Recording

Prior to the commencement of any works on site, the building shall be recorded in full, internally and externally, to Historic England level 2 and discs/ copies of the document shall be submitted to and approved in writing to the Local Planning Authority. Evidence should also be submitted to demonstrate that the Historic England level 2 document, has been submitted to the local library and Uxbridge Local History Library.

REASON
To ensure that a record of the building is provided, in accordance with Paragraph 205 of the National Planning Policy Framework (2021).

Partial Facade Retention Scheme

Prior to the commencement of any works on site, the final details of the partial facade retention scheme shall be submitted to and approved in writing by the Local Planning Authority. This should include details of the methods and proposals to be used to retain as much of the southern and western facades of the Canteen Building as possible, including the repair of the render on the southern facade and any proposed repair work to the steel frame.

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

REASON
To ensure that a partial facade retention scheme is successfully implemented to accord with the less than substantial harm identified in respect of the designated heritage asset (rather than substantial harm), in accordance with Paragraphs 201 and 202 of the National Planning Policy Framework (2021).

Materials

Prior to commencement of above ground works, 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 Policies DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Detailed Design

Prior to commencement of above ground works, elevational drawings (scale of 1:20) and vertical sectional drawings (scale of 1:2) shall be submitted to and approved in writing by the Local Planning Authority. These should detail the following elements:

(i) Windows (including reveals) we need them to give information on the materials as well
(ii) Doors (including reveals);
(iii) Roof parapet; and
(iv) Railings.

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).

Tiles

The green tiles on the southern facade of the Canteen Building shall be preserved in situ. Any works, including their repair or where necessary replacement of individual tiles where beyond repair, will require a methodology statement to be submitted and approved in writing prior to commencement.

REASON
To preserve the locally listed building and by extension the Botwell: Nestle Conservation Area in accordance with DMHB 4 of the Hillingdon Local Plan: Part 2 (2020).

PLANNING OFFICER COMMENT:

If recommended for approval, the Partial Facade Retention Scheme condition will capture all elements of facade retention.

PLANNING SPECIALIST TEAM MANAGER (ENERGY):

The energy assessment submitted with the application unfortunately collates the carbon savings across the Nestle redevelopment and therefore does not allow for the canteen proposals to be understood in isolation. However, given the nature of the proposals the development can be reasonably assumed to achieve minimum carbon savings onsite and zero carbon requirement in total (i.e. through onsite and offsite measures). Consequently, the following condition and S106 head of terms is required:

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). 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 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. Where the measures do not collectively contribute to a zero carbon saving (noting a minimum requirement of 35% saving onsite) to the agreement of the Local Planning Authority, the report shall set out (a) the 'onsite saving' and (b) the 'shortfall'; both to set out in tCO2/annum.

The 'shortfall' shall then be subject to an offsite contribution in accordance with the London Plan Policy SI2.

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 be achieved.

The development must proceed and be operated in accordance with the approved details.

Section 106 Requirement

On commencement of development (excluding demolition), the shortfall (where applicable) identified in the Energy Assessment required by Condition [energy] 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).

DAYLIGHT AND SUNLIGHT CONSULTANT:

AY are generally in agreement with the scope of properties assessed and the daylight methodology implementation. However, AY would have assessed all rooms rather than a sample and secondly, we would have assessed LKD's against a 200-lux target as well as a 150-lux target.

In relation to sunlight Point 2 have not included any sunlight exposure analysis or commentary and AY would recommend this be included within the report for review.

PLANNING OFFICER:

The applicant provided the following response:

1. We have followed the same approach as the original consented scheme for the Site, whereby a

representative sample of units was deemed appropriate by Hillingdon to reflect the overall daylight amenity within such a large masterplan.

2. Hillingdon previously advised (on the original planning consents for the site) that a 1.5% ADF would be considered the appropriate measure for an LKD (rather than the BRE 2% target). Therefore, applying the same logic to the new CBDM guidance, a 150 Lux target should also be considered appropriate, rather than the 200 Lux target. This also aligns with advice and recommendations in BRE Appendix C17.

3. In terms of sunlight exposure, the previous planning applications on the site have been considered on the basis of internal daylight provision only. This includes the various S73 applications. We have applied this same methodology with the current applications.

4. They cannot locate the internal daylight results for the extant permission - these can be found at Appendix 3 of the report.

DAYLIGHT AND SUNLIGHT CONSULTANT FOLLOW-UP:

1. Avison Young (AY) understand this approach and while we may have executed differently agree that it is sufficiently comprehensive.

2. AY understand the logical implementation of the previous advice on this new guidance and confirm that in principle the methodology is sound.

3. BRE guidance recommends the assessment of both daylight and sunlight amenity and as such AY would as standard assess the internal daylight and sunlight amenity of the scheme. However, it is up to the council to decide whether they require this or are happy to progress without it as per the previous reports.

4. Apologies for any confusion on this one, we were referring to blocks C4, C5, C6, F1 and B3 as per the previous report but on review these will not be required.

PLANNING OFFICER:

Given that permission has already been granted for a very similar scheme, it is considered appropriate, on balance, to accept that the information submitted is sufficient and acceptable.

LEGAL OFFICER:

Planning obligations in the Deed of Variation to the Original Section 106 Agreement secure the delivery of the Healthcare Centre under the terms of a lease between the applicant and the end user who is approved in writing by the NHS North-West London Integrated Care Board as a suitable tenant of the Health Centre. The Deed of Variation secures the necessary amendments to ensure consistency between the master plan permission and the additional unit scheme planning permission for phase 6a and 6b to ensure both permissions are capable of implementation.

The underlying master plan permission shall not be affected by the additional unit schemes as the planning permissions are severable (Hillside Parks Ltd (Appellant) V Snowdonia National Park Authority [2022] UKSC [30]) enabling the implementation of the master plan and the drop-in application for phase 6a and 6b.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

LAND USE

Planning permission for the Canteen Building was approved in 1949 and the building was built in 1954. In 1958, the Canteen Building was used as a central community hub and in 1980, the Canteen was re-used for industrial warehouse use. The building is now in a state of disrepair and is not being used.

The proposed medical centre and nursery would both fall under Use Class E and would be consistent with its previous uses as well as the use approved under application reference 1331/APP/2017/1883. The proposed residential block (Use Class C3) and ground floor cafe (Use Class E) would also accord with the uses permitted under application reference 1331/APP/2017/1883.

The site is subject to Policy SA 5 of the Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020) which states that the Council will support proposals that provide appropriate community infrastructure to support the overall quantum of development, including health, children's services, community and sport/recreation facilities as necessary. Accordingly, a sequential test for main town centre use within an out-of-town centre location is not required.

HEALTH SERVICES

It is acknowledged that there is general planning policy support for health care facilities. Relevant planning policies are set out below for reference.

Paragraph 92 of the NPPF (2021) states that planning decisions should aim to achieve healthy, inclusive and safe places which:
c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Paragraph 93 of the NPPF (2021) states that planning decisions should:
b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:
a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities
b) assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities
c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population

Policy S2 of the London Plan (2021) states:
B) Development proposals that support the provision of high-quality new and enhanced health and social care facilities to meet identified need and new models of care should be supported.
C) New facilities should be easily accessible by public transport, cycling and walking.

Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that

community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

Paragraph 7.23 of the Hillingdon Local Plan: Part 2 (2020) states that new medical and health service uses are best located in town centres and areas well served by public transport and supported by adequate parking provision. Proposals for 'out of centre' medical and health services in former residential dwellings will be supported provided they do not result in unacceptable noise, traffic and other sources of disturbance to residential areas.

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.
C) New cultural facilities that are expected to attract significant numbers of visitors should be located in Town Centres.

Evidence has been submitted to demonstrate the need by the NHS North West London Integrated Care Board (formerly the referred to as the Clinical Commissioning Group or 'CCG') for an affordable health centre site in Hayes to replace an unsuitable facility. Interest and support from the ICB is expressed via a letter included within the application submission. This has been independently verified by the NHS North West London ICB.

As part of the pre-application response, Officers posed several questions. These are outlined below alongside the relevant responses:

1. Does the proposed facility form part of the NHS health care strategy?

The proposed facility is supported by the NHS health care strategy at both national and local level, specifically in accordance with the following papers:
- NHS Long Term Plan ("NHS LTP");
- North-West London Health Care Partnership;
- NHS North-West London CCG/ICS Estate Strategy; and
- The Hillingdon Locality Strategy.

2. Is the facility needed by the NHS?

The facility is needed in order to fulfil the following objectives which have been developed in line with the aforementioned strategic aims:
1. Improve access to primary care outside GP core hours of 8am to 6.30pm Monday-Friday.
2. Enable GP Practices to work in partnership with other services.

3. Relocation of outpatient and community services from other sites.
4. Support delivery of the PCN model.
5. Deliver the vision for a community focal point for the Hayes and Harlington locality (patients can access a wide range of services from a single location).
6. Deliver sufficient capacity in modern, purpose-built facilities to meet the current and growing demands for primary and community care to the local population.

3. What is the lifetime of this development?

The design life of the premises required by the NHS is at least 60 years. The commissioning proposal is that NHS services will be delivered from the premises for the duration of the proposed 25-year lease. The expectation is for the premises to serve at least one full lease renewal at 25 years and the expectation is that NHS services will be delivered from the premises for at least 50 years.

4. Who is the development serving?

The development will serve the growing Hayes population and provide urgently needed capacity to enable the improved and enhanced delivery of primary care services as well as extensive community and out-patient services tailored for the specific needs of the local population. These services will be delivered through NWL Integrated Care Partnership's NHS organisations as follows:
- Hesa Medical Centre GP Practice providing primary care services;
- Central North-West London foundation Trust providing mental health and a range of community clinical services;
- Hayes and Harlington Primary Care Network (HH Collaborative) providing Direct Enhanced Services;
- London Borough of Hillingdon CYP;
- London Northwest University Hospital Trust Sexual Health Services;
- Hillingdon Primary Care Confederation; and
- Health Intelligence - Retinal Screening Service.

5. Does the development result in a net increase in healthcare provisions or is it just a replacement of existing facilities which are to be vacated?

The development will result in a net increase in health care provisions, which is necessitated by the growing local population brought about by the significant number of residential developments within the locality.

The audit of existing GPs identified that the existing GP provision is generally operating overcapacity, with only two of the identified 16 GP practices currently have capacity. The site and surrounding area would benefit from an additional GP provision to support increasing demand for GP places arising from housing developments.

The NHS North West London ICB have been independently consulted and have confirmed that they are committed to the scheme and that they have been working closely with the Developer to ensure that the proposed facility is fit for purpose for the delivery of healthcare services.

It is noted that the Local Planning Authority (LPA) has previously secured health facilities within major developments and developers have offered the facilities to the NHS but to date, the facilities have not been occupied by the NHS despite having requested them at

application stage. The primary reason stated for the lack of take up has been that the end users, GP Practitioners, have not agreed to move into these premises. This has taken place on RAF Uxbridge, Drayton Garden Village, Woodside Day Centre and Yiewsley Pool site in recent years.

If recommended for approval, a planning obligation is proposed to be secured, requiring that the demolition of the Canteen Building does not commence until an NHS organisation have entered into a lease for occupation of the healthcare element of the Canteen Building. The legal agreement is also proposed to ensure that the development is fit for purpose, thereby avoiding any barriers to the occupation of the facility by an NHS organisation.

Subject to the relevant planning conditions and legal agreement, the proposed health care facility is considered to accord with the NPPF (2021), London Plan (2021) and the Hillingdon Local Plan: Part 1 (2012) and Part 2 (2020).

NURSERY

Policy S3 of the London Plan (2021) states:
B) Development proposals for education and childcare facilities should:
1) locate facilities in areas of identified need
2) locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling
3) locate entrances and playgrounds away from busy roads, with traffic calming at entrances
4) link to existing footpath and cycle networks to create healthy routes to schools, and other education and childcare facilities, to enable all children to travel actively to school (walk, cycle or travel by public transport)
5) maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures
6) encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers
7) ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach
8) ensure that facilities incorporate suitable, accessible outdoor space
9) locate facilities next to parks or green spaces, where possible

Each point of Policy S3 is addressed in turn below:

1. In view of local neighbouring residents and following the construction of the residential elements of the Nestle development, it is considered that the proposal will effectively serve an existing and emerging need.

2. The current PTAL rating varies across the site, ranging from 2 to 3, and is thought to rise with the opening of the new Elizabeth Line service at Hayes and Harlington Station. The nursery will be accessible via public transport, walking and cycling.

3. The entrance is located away from the main road on the western elevation of the Former Canteen Building. The playground for the nursery is also set back circa 17.5 metres from Nestles Avenue.

4. A footpath is provided on Nestles Avenue as well as within the Nestle development. The

site is fully accessible by walking, cycling or public transport.

5. Given the nature of a healthcare facility, the premises it is not considered to be suitable for out-of-hours use by the community. The nursery is also minor in scale and also would not be suitable for community use.

6. The proposal inherently encourages shared use, proposing a healthcare centre alongside the nursery.

7. The Council's Access Officer has raised no objection, subject to conditions which ensure that the development is accessible.

8. The nursery will provide outdoor space for the children and will provide appropriate mitigation to the outdoor space to ensure the safety and welfare of the children.

9. The nursery is located adjacent to Wallis Gardens which is a green space that forms part of the Nestle development.

Subject to the relevant conditions, the proposal accords with Policy S3 of the London Plan (2021).

ECONOMIC AND EMPLOYMENT BENEFIT

Paragraph 81 of the NPPF (2021) states that significant weight should be placed on the need to support economic growth and productivity.

As per the Economic Benefits Statement (Dated 30th May 2022) submitted, the proposed development would deliver economic and employment benefits, including:
- 117 direct construction jobs on site per month and an estimated Gross Value Added (GVA) of £13.1m over the 18-month construction period;
- 114 indirect employment positions and an estimated GVA of £22.5m over the construction period;
- 12 full time employment jobs from retail or cafe use;
- 8 full time employment jobs from the nursery;
- 21 full time employment jobs from the healthcare facility; and
- A total of 41 full time employment jobs and a estimated GVA of £1.7m per annum.

It is noted that the original permission technically also delivered economic benefits, although the current scheme does result in an uplift in floorspace and as such, there would be a net benefit.

Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough.

It is noted that an in-kind employment and training scheme has been secured for the overall site under previous permissions granted. Subject to compliance with the existing

employment and training scheme, it is not considered necessary to secure any additional employment and training scheme obligations.

7.02 Density of the proposed development

DENSITY

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

Policy D3 of the London Plan (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 and offers no density matrix figures. 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.

The area surrounding the site is mixed in character. There is an established suburban character with low-rise residential properties located to the north-east, south and west. It is also located within a commercial estate, approximately 560 metres west of Hayes Town Centre and has a good PTAL rating of 4, characteristics more akin to an urban setting.

If suburban/urban density guidelines are applied, Table 5.2 states that the density should be between 150 - 330 habitable rooms per hectare. The development proposal provides 82 habitable rooms with a site area of 0.39 hectares, equating to a density of 210 habitable rooms per hectare. This accords with the density matrix attached to Policy DMHB 17.

UNIT MIX

Policy H10 of the London Plan (2021) requires that schemes 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, applicants and decision-makers should have regard to:
1) robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
2) the requirement to deliver mixed and inclusive neighbourhoods
3) the need to deliver a range of unit types at different price points across London
4) the mix of uses in the scheme
5) the range of tenures in the scheme
6) 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
7) the aim to optimise housing potential on sites
8) the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock
9) the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties, as identified in the Strategic Housing Market Assessment 2016. In accordance with Policy DMH 2, developments should demonstrate how the provision of family housing (>3 bedroom units) has been optimised, to address local needs.

Block H has consent (under application reference 1331/APP/2019/2314) for 35 no. 1 bedroom 1 person units. The proposal to provide 41 no. 1 bedroom 1 person units would be consistent with this unit mix. Within the context of the overall Nestle development, 50% of units would be provided as 1 bedroom units, 40% as 2 bedroom units and 10% as 3 bedroom units. Although when viewed in isolation the scheme would represent a conflict with the development plan, it is acknowledged and considered to be consistent with previous permissions granted on this application site. The unit mix is accepted on this basis.

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 (GLAAS), 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.

GLAAS have been consulted as part of the application process and have confirmed that proposal is unlikely to have a significant effect on heritage assets of archaeological interest. All necessary processes have been followed and the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AND HERITAGE

The former Nestle Factory Canteen Building is a prominent Locally Listed building (non-designated heritage asset) that positively contributes to the Botwell / Nestles Conservation Area (designated heritage asset), forming an important part of the sites development history.

Planning History:

As part of the original permission for the site (under application ref. 1331/APP/2017/1883), it was concluded that the scheme posed less than substantial harm to the Conservation Area, in part, due to the retention of the locally listed Canteen Building. Further, it was confirmed that the provision of a new community hub within the retained Canteen Building, alongside employment benefits and the creation of a permeable and accessible site and public open space, cumulatively created substantial public benefit to outweigh the less than substantial harm. Significantly, the current application would partially demolish the locally listed Canteen Building, harming the heritage significance of the last original structure within the Conservation Area.

Under the original application, the Council also had the option to purchase the Canteen Building for £1. This was a provision set out in Schedule 7 of the Section 106 agreement (dated 27th June 2018) pursuant to that original planning permission (ref.1331/APP/2017/1833). On 14 April 2020, a Canteen Building transfer notice was served under and in compliance with the terms of a Section 106 Agreement. As per Appendix 3 of the Planning Statement submitted, the Council formally confirmed the following on 2nd September 2020:

"Pursuant to paragraph 1.8 of Schedule 7 of the above Section 106 Agreement, the Council by way of this letter confirms that it no longer requires the Canteen Building and further confirms that the provision of Schedule 7 as it relates to the Canteen Building shall no longer apply."

Relevant planning policies are listed below for reference:

Policy SA 5 of the Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020) requires that development on this allocated site retains and reuses the Locally Listed structures.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (2020) states:
A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:
i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
iii) it makes a positive contribution to the local character and distinctiveness of the area;
iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Policy DMHB 3 of the Hillingdon Local Plan: Part 2 (2020) states:
A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.
B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.
C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:
A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

The above policies are supported by Policy HE 1 of the Hillingdon Local Plan: Part 1 (2012) and Policy HC1 of the London Plan (2021).

Marketing Evidence:

Marketing exercises have been carried out by GCW, Town Centre Property Consultants, on the viability of the previous consented uses on this site for the Canteen Building. This includes Use Classes A1 'Retail', A2 'Financial and Professional Services', A3 'Restaurant/Cafe', B1 'Office', D1 'Non-Residential Institutions' and D2 'Assembly and Leisure'. GCW conclude as follows:

"Given the location of the Canteen within the development of this 10acre site and its proximity to a vibrant town centre and established commercial areas such as the Vinyl Factory, I believe there will be restricted demand from occupiers for this location. I do not see the opportunity presented by a refurbishment of the building and provision of the accommodation the current planning permission allows for, securing a pre-sale or pre-let of sufficient size and gravitas to attract other occupiers to this location or make proceeding with a refurbishment viable. For the market testing GCW have done and Barratt themselves it would seem a new build development anchored with a medical centre and children's nursery does present a route to delivering a sustainable offer at the heart of Hayes Village to service the residents and work force of this development and the immediate surrounding catchment."

It is noted that the Council's Property and Estates Team supports the above position, concluding that the building is not viable to refurbish for council services or the NHS Clinical Commissioning Group. The building is not in a condition to let, and it is not viable to refurbish for a community group that would expect to pay less than market rent. Officer's do not dispute these conclusions.

Retention of the Structure:

Document reference '5049 Report on the Investigation of Certain Facade Steel Frame Elements (Dated 8th June 2022)' assesses the condition of the building. The report does not conclude that the building cannot be repaired and makes recommendations for further investigation where cracking in the brickwork / render is evident, suitable repairs and installation of a cathodic protection system. It also states that as part of any repair of the steel frame elements and masonry encasement materials, it is imperative to mitigate further water ingress.

Document reference 'W1965 Demolition Report' Rev. D states that the building is suffering from 'Regents Street Disease', with the steel structure embedded in the facades starting to corrode and cause damage to the facades. In order to rectify this problem, extensive work will be needed to expose and inspect the steelwork, and an impressed current cathodic protection system is likely to be needed to provide protection against significant further deterioration of the steelwork.

The Council's Structural Engineer advises that there are number of retention options, including retaining the building in its entirety, retaining just the L-shaped block and retaining the facade. All of these options are technically feasible but don't necessarily meet the requirements of a healthcare facility use. As above, it is agreed that the building is very unlikely to be occupied in its current form due to lack of demand. In respect of the L-shaped block, it is also acknowledged that the plan form would be restricted, resulting in long and narrow rooms and corridors, not well suited to a healthcare facility use. Officers appreciate that facilities need to work for the occupiers, especially for healthcare operators.

The above conclusions leaves a retention of the facade as the last technically feasible option. The Council's Structural Engineer advises that a cathodic protection system could be employed alongside a paint solution to the facade to prevent further deterioration of the steel structure.

Following discussions with the Applicant Team, the scheme has been revised from a proposal for full demolition of the Canteen Building to partial demolition of the Canteen Building with retention of the southern facade and parts of the western facade. If recommended for approval, the final details of the partial facade retention scheme shall be secured by condition to ensure that as much of the southern and western facades are retained as is technically feasible.

Heritage Significance and Harm:

There has already been substantial demolition within the Conservation Area which has seen the loss of the original Sandow factory building and the loss of the lodge house. The Truscon factory was also substantially demolished and utilises a facade retention. If the Canteen Building were to be fully demolished then all that would be left of the buildings of heritage significance would be the Truscon factory facade and the Locally Listed railings along Nestles Avenue. Given the level of demolition on site, the importance of the Canteen Building has increased as it is now the only near complete building left on site.

Paragraph 207 of the NPPF states that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

Officers consider a proposal for full demolition of the Canteen Building to constitute 'substantial harm' to the heritage asset given the complete loss of a significant locally listed building and a key building within the Conservation Area. The loss of the Canteen Building would result in further significant piecemeal erosion of the heritage asset beyond that which was permitted by the original planning permission for the Nestle site, which was concluded to pose less than substantial harm with sufficient public benefit to outweigh such harm.

Following amendment to the proposed scheme, the proposed development would only partially demolish the Canteen Building, retaining the facade of the southern elevation and retaining parts of the facade on the western elevation. The Council's Conservation Officer has confirmed that the revised proposal would result in less than substantial harm to the significance of the heritage asset.

Public Benefit:

Paragraph 202 of the NPPF (2021) states that development which leads to less than substantial harm to the significance of a designated heritage asset should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The main public benefit which forms a core part of the proposed scheme is the delivery of a healthcare facility. The facility is understood to form part of the NHS health care strategy at both national and local level, and is need to serve the growing Hayes population. Increased capacity is urgently needed to enable the improved and enhanced delivery of primary care services as well as extensive community and out-patient services tailored for the specific needs of the local population.

The NHS North West London ICB have been independently consulted and have confirmed that they are committed to the scheme and that they have been working closely with the Developer to ensure that the proposed facility is fit for purpose for the delivery of healthcare services.

Paragraph 204 of the NPPF (2021) states that LPAs should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

It is noted that the LPA has previously secured healthcare facilities which developers have offered to the NHS but to date, the facilities have not been occupied by the NHS despite having requested them at application stage. In order to safeguard against this, a planning obligation is proposed to be secured, requiring that the demolition of the Canteen Building does not commence until an NHS organisation have entered into a lease for occupation of the healthcare element of the Canteen Building. The legal agreement is also proposed to ensure that the development is fit for purpose, thereby avoiding any barriers to the occupation of the facility by an NHS organisation. Subject to such a planning obligation, Officers consider there to be sufficient surety that the Locally Listed Building would not be demolished without the delivery and long term successful operation of the healthcare facility.

Aside from the delivery of the healthcare facility, it is acknowledged that the scheme would also deliver a nursery which is considered to be a use which will positively serve the growing Hayes population, including residents of Hayes Village itself.

It is appreciated that there is a positive benefit to bringing the site back into use, although it would not technically be bringing the original Locally Listed Building back into use as it is proposed to be demolished in the main. The Applicant notes that were permission not to be granted, the building would continue to remain vacant and could result in the further deterioration of both the Locally Listed building and Conservation Area. Marketing evidence has been submitted which states that there is no demand for the uses granted approval under the original flexible permission within a refurbished building. This includes A1 'Retail',

A2 'Financial and Professional Services', A3 'Restaurant/Cafe', B1 'Office', B2 'General Industry', D1 'Non-Residential Institutions' and D2 'Assembly and Leisure'. There is, however, concrete interest from the NHS North West London ICB in a redevelopment of the site to deliver a purpose built healthcare facility. There is also interest in a nursery use which would cater for the growing Hayes population.

It is also noted that the proposed scheme has been designed to closely match the elevational design of the former Canteen Building, which includes white rendered elevations, crittal windows, green tiled window separations and the recreation of the colonnade to face the gardens on the eastern side of the building. In so doing the proposal offers some mitigation for the loss of the Locally Listed building as the views taken from Nestles Avenue would appear relatively unchanged when compared to permissions already granted on site.

In tandem with the original permission, the proposed development would deliver economic and employment benefits. This would include:
- 117 direct construction jobs on site per month and an estimated Gross Value Added (GVA) of £13.1m over the 18-month construction period;
- 114 indirect employment positions and an estimated GVA of £22.5m over the construction period;
- 12 full time employment jobs from retail or cafe use;
- 8 full time employment jobs from the nursery;
- 21 full time employment jobs from the healthcare facility; and
- A total of 41 full time employment jobs and a estimated GVA of £1.7m per annum.

It is noted that the original permission technically also delivered economic benefits, although the current scheme does result in an uplift in floorspace and as such, there would be a net benefit.

Summary:

In summary, the partial demolition and re-build of the Canteen Building would result in less than substantial harm to the significance of the heritage asset. As per paragraph 199 of the NPPF (2021), great weight should be given to the asset's conservation. Paragraph 202 of the NPPF (2021) states that development which leads to less than substantial harm should be weighed against the public benefits of the proposal. As outlined above, the proposal is considered to provide a number of public benefits, the primary benefit being the delivery of a needed healthcare facility. When weighing the harm against the benefits, the public benefits are considered to cumulatively surmount the less than substantial harm posed to the heritage asset. For this reason, and subject to the necessary planning conditions and obligations, the development is considered to accord with relevant conservation planning policy requirements.

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.

National Air Traffic Services (NATS), the Ministry of Defence and Heathrow Airport Safeguarding have been consulted and have confirmed either no comment or no safeguarding objection to the proposed development. As the proposed development creates new habitats which may attract and support populations of large and / or flocking birds close to aerodromes, a Bird Hazard Management Plan is required. If recommended for approval, this would be secured by planning condition. Subject to such a condition, 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 this application.

7.07 Impact on the character & appearance of the area

TALL BUILDING

Paragraph 3.9.3 of the London Plan (2021) states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. It outlines that Boroughs should define what is a 'tall building' for specific localities, however this definition should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Paragraph 5.32 of the Local Plan: Part 2 (2020) also outlines that for the purposes of Policy DMHB 10, high buildings and structures are those that are substantially taller than their surroundings and cause a significant change to the skyline. The terms tall and high building appear to be treated synonymously within these sections of the Development Plan.

Block H is proposed as a part 5, part 6 storey building measuring in excess of 18 metres in height. It is therefore necessary to analyse whether they meet the subsequent parts of the definitions held within the Development Plan, namely if the buildings are substantially taller than their surroundings and whether they cause a significant change to the skyline.

The building would be located with the Nestle redevelopment site. Blocks F and B are located to the North, Block G is located to the East and Block C is located to the West. All of the approved buildings exhibit heights between 4 and 11 stories. As such, it is considered that such a development would not be substantially taller than the surroundings, would not cause a significant change to the skyline and cannot be considered a tall building in line with the definitions within the Development Plan.

DESIGN

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All development 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.
B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential.
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 above policies are supported by Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012

Planning permission has previously been granted on this site for the retention of the Nestle Canteen Building (Block I) and the construction of a 6 storey residential building (Block H) sited on the north-east corner of the site. The general design principle of a new residential block to adjoin the Canteen Building site has therefore been established.

The proposed replacement building on the Canteen Building site to provide a healthcare facility and nursery (Block I) has been designed to closely match the elevational design of the former Canteen Building, which includes white rendered elevations, crittal windows, green tiled window separations and the recreation of the colonnade to face the gardens on the eastern side of the building. In so doing the proposal offers some mitigation for the loss of the Locally Listed building as the views taken from Nestles Avenue would appear relatively unchanged when compared to permissions already granted on site.

Block H is proposed to be realigned to relate to the symmetry of the healthcare facility (Block I) and would present a more art-deco style elevation than the previously approved design. The height and volume of the proposed scheme is materially similar to the block of flats previously consented. The proposed white brick frame, with grey brick and vert de terre tiles alongside the same crittal style windows as Block F1 would be complementary to the Conservation Area.

Subject to a condition securing the details of the proposed materials, the development would accord with 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

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".

Based on the plans submitted, the first floor south facing residential units of Block H would directly face the first floor of the proposed healthcare centre. This design relationship compromises the private amenity of the residential units and the associated private balconies. In order to preserve the amenity of future residents, a planning condition is proposed to secure mitigation measures.

The separation distance between the north and west facing units to the adjoining blocks has also been assessed. Based on the plans submitted, the development would accord with the 21m separation distance requirement and as such, no mitigation measures are required.

The principle form of the proposed development has already been granted planning permission. As such, the impact of the building on adjoining blocks has already been established as acceptable.

In terms of a comparison between the current proposal and the approved application, the Canteen Building would change as follows:
- reduction in length by 27.28m (from 71.18m to 43.9m);
- reduction in width by 1.6m (from 43.1m to 41.5m); and
- the main height would stay the same at 9.6m but the dual-pitched roof form would be removed.

The residential block would change as follows:
- increase in height by 0.6m (from 20.9m to 21.5m);
- increase in width by 7.6m (from 23.5m to 31.5m); and
- decrease in depth by 0.4m (from 15.8m to 15.4m).

Given that the proposed rebuilt Canteen Building would actually be reduced in mass and scale, and given that the residential block would be very similar to that previously approved, it is considered that the development would not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space over and above that which has already been approved.

7.09 Living conditions for future occupiers

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards.

Table 3.1 of London Plan (2021) Policy D6 requires one storey 1-bed 1 person units to provide a minimum of 39 square metres Gross Internal Area (GIA) with a bathroom or 37 square metres with shower room. 41 no. 1 bedroom 1 person units are proposed, including 4 no. units which measure 40m2 floorspace and 37 no. units which measure 37m2 floorspace.

Policy D6 of the London Plan (2021) also requires that a one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide. In accordance with this requirement, the bedrooms proposed would be circa 2.5 metres wide and 8.5m2 in floor area.

The units are proposed to include a subdividing wall between the bedspace and lounge/living space, thereby creating a defined bedroom more akin to 1 bedroom 2 person units and larger unit sizes. As such, these units could be occupied as substandard 1 bed 2 person units which requires 50m2 floorspace. It is understood that the discount market sale units can only be sold to individuals (and occupied as such) but that the private sale units will be on the open market and therefore could be occupied as substandard 2 person units. If recommended for approval, a planning condition would ensure that the 4 no. private sale units are laid out as a studio flats and not as one bedroom flats with walls to subdivide the bedspace from the lounge/living space.

Subject to condition, the proposed residential units are considered to provide an adequate living environment, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that studio and 1-bedroom flats should provide a minimum of 20 square metres of amenity space, 2-bedroom flats should provide a minimum of 25 square metres of amenity space and 3+ bedroom flats should provided a minimum of 30 square metres of amenity space.

A proposal for 41 no. 1-bed units would require 820m2 of private amenity space. Based on the plans submitted, it is understood that the proposed development would provide the following:
- 205m2 of private amenity space via balconies; and
- 154m2 of communal amenity space provided via two communal roof terraces.

The proposed amenity space provision would total 359m2 and falls short of the 820m2 requirement noted above. It is noted that 4 no. of the units provided are oversized by 4m2 and that the overall site does positively provide communal public open space. Although the shortfall represents a conflict with Policy DMHB 18, it is also acknowledged that the principle of this shortfall has already been deemed acceptable within the development of the overall site. This non-compliance was mitigated through a contribution to the improvement of Cranford Park. It is therefore proposed that the £335,999 contribution secured under 1331/APP/2019/2314 is uplifted on a pro-rata basis equal to the habitable room uplift associated with 6 additional units (from 35 to 41). If recommended for approval, the Deed of Variation would secure a £337,083.25 contribution towards Cranford Park improvements, equal to an uplift by £1,083.87.

PLAY SPACE

Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:
a) provides a stimulating environment
b) can be accessed safely from the street by children and young people independently
c) forms an integral part of the surrounding neighbourhood
d) incorporates trees and/or other forms of greenery
e) is overlooked to enable passive surveillance
f) is not segregated by tenure

This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m2 of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:
A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.
B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

Paragraph 5.79 of the Hillingdon Local Plan: Part 2 (2020) states that the Council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance. Specifically, Pinkwell Park is located over 600 metres to the west of the site. Whilst Hillingdon contains approximately 100 equipped playgrounds within parks and other areas of open space, there are areas of deficiency in relation to the accessibility standard. One of the main areas of deficiency is located within Pinkwell, the ward for the application site.

Based on the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', play space requirements is divided into 3 categories;
-age 0-4; door step play/within 100m;
-age 5-11 years; play within 400m of site;
-age 12+ years; play within 800m of site.

Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following

numbers would be yielded from the proposed development:
- 2.9 no. children under the age of 5 years old;
- 1.7 no. children aged 5 to 11 years old; and
- 0.3 no. children aged 12 to 17 years old.

This yields a total of 4.9 children, requiring 48.6m2 of play space.

For comparison, the play space requirements for the previous scheme yielded 4.1 children, requiring 41.5m2 of play space, equalling a 7.1m2 difference.

The development is proposed to provide play space for age groups 0-4 on the communal roof terrace of Block H.

It is also proposed that the £72,000 contribution secured under 1331/APP/2019/2314 is uplifted on a pro-rata basis equal to the habitable room uplift associated with 6 additional units (from 35 to 41). If recommended for approval, the Deed of Variation would secure a £72,232.26 contribution towards child play space, equal to an uplift by £232.26.

In combination with the play space already delivered on-site, and on the basis that 1 bedroom 1 person units would yield only a small number of children according to the GLA Population Yield Calculator (v3.2), especially when compared to the development already approved, the development would achieve policy compliance with Policy S4 of the London Plan (2021) and Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020).

PUBLIC OPEN SPACE

Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible

Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.
B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.
C) 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 extant scheme delivers a variety of on-site public open space including Wallis Gardens, Viveash Square, Milk Street Garden, Coffee Park, Canal Square. The extant scheme was also delivered prior to the adoption of local plan policy DMCI 4 which requires major residential developments to deliver public open space. As noted under planning permission ref. 1331/APP/2019/2314, any future proposals which diminish the delivery of the approved public open space would be strongly resisted given the quantum of development already on this site.

Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)) and estimated 41 occupants, the development should provide 820 square metres of publicly accessible open space.

If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Pinkwell, which is identified as a ward with insufficient open space (London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)). Based on the Planning Obligations Supplementary Planning Document (July 2014), this is calculated as follows:

Contribution = (Build Costs + On-costs) x ([Standard Provision per person x Occupancy of Development] - Existing Capacity)

In this context, these variables would equate to the following for the uplift in residential units (from 35 to 41):
- Build Costs: £20 per square metre (capital costs for providing open space per person)
- On-costs: £5 per square metre (capital/revenue costs of establishment, maintenance and management for an initial period or in perpetuity)
- 'Standard Provision per person': 20 square metres per person (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011))
- 'Occupancy of Development': 6 occupants
- Existing Capacity: 0 (zero)

The financial contribution works out as follows:

((20+5) x ((20 x 6) - 0) = £3,000

Subject to a legal agreement securing a financial contribution in accordance with the above, the proposal would accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on North Hyde Road. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2 (low), although borders a PTAL rating of 4 to the west.

The following planning policies are considered:

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).

CAR PARKING FOR THE OVERALL SITE

Car parking provision for the consented scheme was for 914 parking spaces across the site, equivalent to 0.6 spaces per unit, plus 20 spaces for the mixed uses. The development proposals include an increase by six residential units, from 1473 to 1479 across the site. With the 914 spaces proposed being unchanged, the minor increase in residential units means that the approved 0.6 parking ratio will remain unchanged.

CAR PARKING FOR RESIDENTIAL

Policy T6.1, Table 10.3, of the London Plan (2021) states that residential development in Outer London with a PTAL rating of 2-3 requires up to 0.75 spaces per 1 and 2 bed units and up to 1 space per 3+ bed unit.

The Highway Officer has confirmed that it is acceptable to increase the number of units in Block H without any uplift in the number of car parking spaces given the overall size of the Nestles Avenue development, increasing the number of units across the whole site by 6no. would have an insignificant impact upon parking demand and vehicular trip generation.

CAR PARKING FOR HEALTHCARE FACILITY

Policy DMT 6, Appendix C, of the Hillingdon Local Plan: Part 2 (2020) states that at least two spaces per consulting room should be provided for a medical centre. Based on the provision 9 no. consulting rooms, 18 no. car parking spaces should be provided.

Taking into account that the site benefits from good access to shops, services, facilities and transport opportunities, the 15 no. healthcare car parking spaces proposed is accepted, subject to a Car Parking Management Plan being secured by planning condition

CAR PARKING FOR NURSERY

Policy DMT 6, Appendix C, of the Hillingdon Local Plan: Part 2 (2020) states that car parking for a nursery should be provided on an individual basis using a transport assessment and travel plan and in addition to car parking requirements, provision for pick up and drop off facility to be provided.

The Transport Assessment submitted reports that the proposed nursery use would generate 17no. arrivals and 18no. departures in the AM peak, 35no movements in total. In the PM peak there would be 37no. movements, 14no. arrivals and 23no departures. The majority of the 67no. children that attend the nursery are likely to arrive by car, with parents/guardians typically dropping their children off on their way to work.

Following the submission of amended plans and a Parking Management Plan, the proposed nursery pick-up and drop-off has been clarified. Of the 5 no. car parking spaces proposed for the purposes of the nursery, 4 no. spaces would be short stay which would have a 20 minute maximum stay restriction in place, which will be managed and sign posted.

A dedicated layby facility is also proposed to the west of the building. It is set back from the main carriageway and will have the ability to accommodate a minimum of three cars at any given time for short stay drop off and
collection. The layby will also be utilised for delivery purposes. This is considered acceptable by the Council's Highways Officer.

CAR PARKING FOR COMMERCIAL UNIT

No car parking is proposed for the commercial unit and is considered to be acceptable by the Highways Officer.

DISABLED PERSONS CAR PARKING FOR RESIDENTIAL

Policy T6.1 of the London Plan (2021) states:
G) Disabled persons parking should be provided for new residential developments. As a minimum, proposals should:
1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.
H) All disabled persons parking bays associated with residential development must:
1) be for residents' use only (whether M4(2) or M4(3) dwellings)
2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4) count towards the maximum parking provision for the development
5) be designed in accordance with the design guidance in BS8300vol.1
6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Based on the plans submitted, 2 no. accessible spaces are proposed but it is understood that these are provided for the purpose of the healthcare facility. As such, no accessible car parking spaces are proposed to serve the residential development. The residential units are also proposed to be car-free. Although this is a conflict with policy, the non-provision is considered to be acceptable by the Council's Highways Officer.

If recommended for approval, a Parking Design and Management Plan is proposed to be secured by condition and would initially secure the delivery of one designated disabled person parking space if required by demand and then the delivery of three additional designated disabled person parking spaces (to total four) again if required by demand.

Subject to the above planning condition, the non-compliance with Policy T6.1 is considered to be resolved.

DISABLED PERSONS CAR PARKING FOR HEALTHCARE FACILITY AND NURSERY

Policy T6.5, Table 10.6, of the London Plan (2021) states that medical and health facilities should provide 6% of car parking spaces as designated disabled persons bays and 4% of car parking spaces as enlarged bays. The same standards would be applicable to the car parking provision made for the nursey.

Two disabled bays are proposed, equating to 10% of the spaces provided. This is considered to be acceptable.

ELECTRIC VEHICLE CHARGING POINTS

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles.

Following correspondence with the applicant, it is confirmed that 4 no. car parking spaces shall be provided with active electric vehicle charging infrastructure and 16 no. car parking spaces shall be provided with passive electric vehicle charging infrastructure. If recommended for approval, this would be secured by planning condition.

CYCLE PARKING FOR SITE

A total of 56 no. short stay cycle parking spaces are proposed within the red line boundary of the site. This is considered be acceptable.

CYCLE PARKING FOR RESIDENTIAL

Policy T5, Table 10.2, of the London Plan (2021) states that residential development should provide the following:
- Long-stay: 1 space per studio or 1 person 1 bedroom dwelling
- Short-stay: 2 space for 5 to 40 dwellings and 1 space per 40 dwellings thereafter.

Based on the above, 41 no. long-stay cycle parking spaces and 2 no. short-stay spaces should be provided. If recommended for approval, this would be secured by condition.

CYCLE PARKING FOR HEALTHCARE FACILITY

Policy DMT 6, Appendix C, of the Hillingdon Local Plan: Part 2 (2020) states that a maximum of 1 cycle space per 50 staff plus 1 cycle space per 10 visitors should be provided.

A total of 11 no. long stay cycle spaces and 18 no. short stay cycle spaces are proposed to serve the healthcare facility. This is considered to be acceptable.

CYCLE PARKING FOR NURSERY

Policy DMT 6, Appendix C, of the Hillingdon Local Plan: Part 2 (2020) also states that the cycle parking provision for a nursery is subject to a transport assessment.

A total of 24 no. cycle parking spaces are proposed to serve the nursery. This is considered to be acceptable.

CYCLE PARKING FOR COMMERCIAL UNIT

Policy DMT 6, Appendix C, of the Hillingdon Local Plan: Part 2 (2020) also states that the cycle parking provision for a cafe or retail unit is either 1 space per 350m2 or 1 per 20 staff and 1 per 20 customers.

The commercial unit would measure 230m2 in floorspace and would generate 12 full time employment jobs. As such, the 2 no. long stay cycle spaces and 6 no. short stay cycle spaces proposed are considered to be acceptable.

PARKING MANAGEMENT STRATEGY

A Parking Management Plan has been submitted. This outlines the following:

- Onsite parking provision will be controlled via the Estate Management Company and dedicated Car Parking Management Team appointed by the applicant. Any person's parking within the dedicated long stay spaces provided on the site will require a permit to indicate that they have permission to park in this location.
- Short stay spaces (including 4 of the nursery spaces) and the layby facility will have a 20 minute maximum stay restriction in place, which will be managed and sign posted.
- The management company will employ a patrol of the layby facility, ensuring that vehicles do not exceed the stated time limit and where necessary, asking persons to leave the layby once the time limit has been exceeded, issuing a warning or, should the errant parking persist, a fine.
- Through the Travel Plan process, information will be issued to parents at regular intervals to outline the drop off and collection procedures in place at the site, providing additional details regarding alternative transport modes as necessary. If any parents require further assistance during these times, they will be able to discuss their needs with staff and further staff members will be on hand to assist as necessary.
- Appropriate signage will be displayed to outline the parking procedures in place at the site, clearly detailing the wait time of the layby facility and the control mechanisms in place for the dedicated parking.

In principle, the above measures are considered acceptable. If recommended for approval, a final detailed strategy shall be secured by planning condition.

HIGHWAYS IMPROVEMENTS

Policy T4, part C, of the London Plan (2021) states 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.

The proposed development would increase the density of residential units on site and

intensify the uses operational onsite in the form of a healthcare facility, commercial unit and nursery. As such, the Highways Officer has conducted an Active Travel Zone Assessment, concluding that a £36,985 contribution is necessary to delivery off-site highway improvement works, including the provision of tactile paving, street furniture and tree planting along key local routes. Such works would encourage more sustainable forms of travel, hence mitigating in part the adverse transport impacts identified.

Officers acknowledge that the proposed development forms part of the wider Hayes Village redevelopment, which itself forms part of the wider site allocation under Policy SA 5 of the Hillingdon Local Plan: Part 2 (2020) which is estimated to deliver circa 3,000 units. The Hayes redevelopment site would deliver approximately half of these units and as such, the Hayes Village site should deliver half of the Active Travel Zone improvements.

Officers also acknowledge that part of the scheme already has permission in essence and as such, the above sum needs to be apportioned further in order to be considered fair and reasonable. The sum has been apportioned in accordance with the uplift in residential units and floorspace. This is summarised below:

Uplift in residential unit apportionment:
- £36,985 / 2 = £18,492.50 / 35 (approved resi units) = £528.36 x 6 (uplift in resi units) = £3,170 (rounded)

Uplift in floorspace apportionment:
- £36,985 / 2 = £18,492.50 / 2,415 (approved floorspace) = £7.66 x 197 (uplift in floorspace) = £1,509 (rounded)

Total highways contribution = £3,170 + £1,509 = £4,679

If recommended for approval, a financial contribution amounting to £4,679 shall be secured for local highway improvement works.

TRAVEL PLAN

As surety that the Travel Plan will be implemented and targets achieved, the Highway Authority requires that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself. This would be secured by way of a Section 106 agreement. If the Travel Plan is successful the bond will be returned.

CONSTRUCTION LOGISTICS PLAN AND SERVICE DELIVERY PLAN

If recommended for approval, a Construction Logistics Plan, and Delivery and Servicing Plan would be secured by planning condition.

SUMMARY

Subject to the necessary planning conditions and obligations, 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 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) also requires that development must 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'.

It is noted that an evacuation lift is proposed as per Policy D5 of the London Plan (2021).

Play space is proposed to be provided and a condition would ensure that it is accessible and inclusive.

The Council's Access Officer has considered the detail of the proposal and has noted that the proposal should incorporate a fully equipped 'Changing Places' room for use by people with complex and/or multiple disabilities. All housing must be accessible and adaptable, and a further 10% should be designed to be wheelchair accessible or wheelchair adaptable. If recommended for approval, these provisions would be secured by planning condition.

Subject to such conditions, the proposal is considered to accord with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 (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. 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 H5 of the London Plan (2021) requires that the threshold level of affordable housing on gross residential development is initially set at 35%. Policy DMH 7 of the Hillingdon Local Plan: Part 2 (2020) supports this and states that affordable housing should be delivered with the tenure split 70% Social/Affordable Rent and 30% Intermediate. 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.

For comparison, Block H has consent (under application reference 1331/APP/2019/2314) for 35 no. 1 bedroom 1 person units as discount market sale units. It is understood that the proposed development would provide 6 no. additional 1 bedroom 1 person units, to total 41 no. 1 bedroom 1 person units, 37 no. of which which would be provided as discount market sale units and 4 no. of which would be provided as private sale units. Within the bounds of the Nestle Canteen site specifically, the proposal would represent the provision of 90% affordable housing. Within the context of the overall Nestle redevelopment, the proposal would combine with the remaining Nestle redevelopment site to provide the following:
- 1498 habitable rooms within the affordable tenure (40.13%);
- 2235 habitable rooms within the private tenure (59.87%); and
- 3733 habitable rooms in total (100%).

As per the above, the development would deliver 40.13% of all habitable rooms as affordable housing, this being materially the same as the 40.15% of affordable habitable rooms to be provided as part of previous permissions granted on site.

Policy H5 of the London Plan (2021) states that developments that provide 75% or more affordable housing may follow the fast-track route where the tenure mix is non-compliant but acceptable to the borough. It is noted that the principle of 35 no. DMS studio units has already been accepted as part of the broader housing offer across the Nestle redevelopment site. The provision of 6 additional units is not considered to be a material change, particularly given the overall percentage of affordable housing would be materially the same. Given the unique circumstances of this application, it is considered the

application can follow the fast-track route. If recommended for approval, the affordable housing provision would need to be secured by legal agreement.

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.

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 site forms part of the Botwell / Nestle Conservation Area, a designation which protects trees. The arboricultural impact of the proposed redevelopment comprises only the selective pruning of two trees (T60 and T63) to allow the demolition of the existing Canteen Building and the construction of Block H. No trees will need to be removed to undertake the works. As such, the scheme will have a negligible effect on the site's public amenity and that of the surrounding Conservation Area.

A total of 30 no. trees are proposed within the confines of the site, with more approved as part of the original permission for the wider site. These are concentrated down either side of Canal Street within the proposed parking areas, within the nursery play area and between the healthcare facility and residential block. Areas of soft landscaping complements this. Furthermore, bio-diverse green roofs are proposed on both Blocks H and I. This landscape strategy is considered to be sufficient and acceptable.

If recommended for approval, the final details of the landscape scheme would be secured by planning condition. Subject to such a condition, the proposal would accord 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) The Mayor recommends an Urban Greening Factor 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).

The Landscape Strategy (Dated 4th November 2022) confirms that an Urban Greening Factor score of 0.4358 is achieved as part of the proposals. This exceeds the target score of 0.4 and would be secured by condition if recommended for approval.

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 site is not subject to any statutory or non-statutory nature conservation designations. The Grand Union Canal
Metropolitan Level Site of Importance for Nature Conservation is located adjacent to the wider site boundary and is set circa 200m to the north-east of the application site.

In the main, the proposal will be accommodated within the already approved development footprint, and as such the proposal will result in no additional loss of habitat. On this basis, the impacts identified within the original Ecological Appraisal (dated May 2017) in terms of effects on habitats and ecological features remain applicable.

Under the original permission for the site, the provision of bat boxes, bird boxes and bee bricks were secured by planning condition. If recommended for approval, the final details of an Ecological Enhancement Scheme demonstrating net gains in biodiversity value for the development shall be secured by planning condition. Subject to such a condition, the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021) and Policy DMEI 7 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.

Separate internal bin storage is proposed at the ground floor level of both Blocks H and I for the purposes of the residential flats, the commercial unit, the healthcare facility and the nursery.

The external layout is largely unchanged from the consented scheme for the application site. The only difference is that the loading bay previously located in Block H is now located to the west of the Canteen Building and is shared between all proposed uses in this part of the site. Vehicle swept paths have been submitted to demonstrate that large refuse vehicle can access the site and loading bay.

If recommended for approval, a Waste Strategy would be secured by planning condition.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states that:
A. 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:
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.

B. 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.

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

E. 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.

Based on the plans submitted, pv panels are proposed on top of the Canteen Building and Block H. The energy assessment submitted collates the carbon savings across the Nestle redevelopment and therefore does not allow for the proposals to be understood in isolation. Given the nature of the proposals, the development can reasonably be assumed to achieve minimum carbon savings onsite and zero carbon requirement in total (i.e. through onsite and offsite measures). If recommended for approval, a condition would secure the details of an energy assessment which clearly defines 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. Where the measures do not collectively contribute to a zero carbon saving (noting a minimum requirement of 35% saving onsite), the report shall set out (a) the 'onsite saving' and (b) the 'shortfall'; both to set out in tCO2/annum. The 'shortfall' shall then be subject to an offsite contribution, to be secured by a Section 106 legal agreement.

Subject to a condition and requisite clause within the Section 106 legal agreement, the proposal would accord with Policy SI 2 of the London Plan (2021).

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 details submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design. If recommended for approval, the detail of the Overheating Strategy shall be secured by condition. Subject to condition, the proposal would accord with 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 site is currently developed with hardstanding and with permissible uses. The proposed development does not generate a new hardstanding quantity to levels that would give rise to an increase risk of flooding from run off. The proposal does offer the opportunity to provide betterment and the proposed tank solution and green roofs would achieve that. The development is low risk in terms of flood and water management. If recommended for approval, a condition would be secure the details of a drainage scheme. Subject to such a condition, the scheme would accord 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 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 Noise Impact Assessment (Dated May 2022) has been reviewed in detail by the Council's Noise Specialist who concludes that sufficient information has been provided and that no objection is raised subject to conditions which control the external and internal noise level conditions in perpetuity. Subject to such conditions, the development is considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policies D13 and D14 of the London Plan (2021).

AIR QUALITY

Paragraph 186 of the National Planning Policy Framework (2021) 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.

Policy SI 1 of the London Plan (2021) supports the above.

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 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 development is located within the declared Air Quality Management Area and is within the declared Hayes Air Quality Focus Area. Focus Areas are defined as places where the pollution levels are already elevated and therefore improvements are required. The nature of the development will attract more vulnerable receptors into the AQMA and the Hayes Air Quality Focus Area and therefore the air quality impacts of the development, their mitigation and the protection of the users from exposure to pollution sources is a material

consideration.

The proposed development is not Air Quality Neutral and needs to be Air Quality positive, requiring that the additional traffic generated by the operation of the proposed development needs to be mitigated. The Council's Air Quality Officer has calculated the level of mitigation required as equal to £27,232. Flat rate deductions have been applied for the Travel Plan (15%), green sustainable measures (5%) and contribution to highways improvement measures (10%). The remaining value of mitigation is £17,701.

If recommended for approval, the above sum would be secured by a Section 106 legal agreement alongside conditions for a Low Emission Strategy and compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Subject to such planning obligations and conditions, the proposal would accord 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 the NPPF (2021).

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, to be secured by

a Deed of Variation to the previous legal agreements secured on the Nestle redevelopment site:

AMENDED PLANNING OBLIGATIONS:

i) Affordable Housing: Planning obligation to secure the provision of 37 no. 1 bedroom 1 person Discount Market Sale affordable units in residential Block H. This factors into the overall Nestle development as providing 40% affordable housing by habitable room (same as extant permission) comprising 435 Intermediate Housing Units and 162 Affordable Rented Housing Units. This is also to include early and late stage review mechanisms and securing the Discount Market Sale units to ensure the relevant affordability criteria for intermediate ownership are met and that the discount is appropriately passed on to future 'eligible buyers' in perpetuity,

ii) Air Quality Contribution: A financial contribution equal to £17,701 shall be paid to the Council to address the air quality impacts of the proposed development. This is in addition to air quality mitigation sums previously secured for the Nestle redevelopment site, increasing the total air quality contribution to £873,302.06 in Schedule 8 (Air Quality Mitigation).

iii) Carbon Offset Contribution: A financial contribution equal to £95 per tonne of carbon over a 30 year period for the development proposed (Phase 6a and 6b of the wider masterplan) shall be paid to the Council's carbon offset fund for the carbon emissions shortfall (to achieve net zero-carbon) identified in the Energy Assessment required by Condition 13 (Energy). The carbon offset cap stated under Schedule 8 (Carbon Offset Fund) paragraph 4 shall also be increased on a pro-rata basis to £1,594,574 (uplift by £5,127).

iv) Public Open Space Contribution: Addition of public open space contribution to Schedule 14 (Residential Land Public Open Space). A financial contribution equal to £3,000 shall be paid to the Council for the enhancement of existing public open space within the authority's administrative area

v) Highways Improvements Contribution: Addition of highway improvements contribution to Schedule 3 (Transport and Highways). A financial contribution equal to £4,679 shall be paid to the Council for local highway improvements.

vi) Travel Plan: Addition of a Travel Plan obligation to Schedule 9 (Residential Travel Plan) to capture the new residential Block H and new Canteen Building development (Block I). A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: 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.

vii) Parking Permits: Addition of parking permit restriction to Schedule 3 (Transport and Highways). The residents of Block H will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

viii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total

cash contributions, to capture all additional financial contributions.

Pro-rata increase to the following monetary sums secured under previous legal agreements for the Nestle redevelopment site (based on the uplift in habitable rooms):

ix) Parking Management Zone Review: £5,334.46 (uplifted by £17.15) (Schedule 3 (Transport and Highways))
x) Bulls Bridge Improvements: £1,066,895.06 (uplifted by £3,430.53) (Schedule 3 (Transport and Highways))
xi) Additional Bus Capacity: £466,233.27 (uplifted by £1,499.14) (Schedule 3 (Transport and Highways))
xii) Legible London: £9,602.03 (uplifted by £30.87) (Schedule 3 (Transport and Highways))
xiii) Multi Modal Transport Scheme: £466,233.27 (uplifted by £1,499.14) (Schedule 4 (Proposed MMT Scheme))
xiv) Canalside Improvements: £373,413.59 (uplifted by £1,200.69) (Schedule 10 (Canal Improvements))
xv) Cranford Park Improvements: £337,083.25 (uplifted by £1,083.87) (Schedule 14 (Residential Land Public Open Space))
xvi) Child Play Space: £72,232.26 (uplifted by £232.26) (Schedule 14 (Residential Land Public Open Space))

NEW PLANNING OBLIGATIONS:

xvii) Healthcare Facility Delivery Plan: Planning obligation to prevent any development (including demolition) at the application site (residential and/or healthcare facility) until an NHS organisation has entered into a lease for occupation of the healthcare element of the Canteen Building. The obligation should also ensure that the development is fit for purpose to avoid any barriers to the occupation of the facility by an NHS organisation (New Schedule after Schedule 16).

xviii) Architect Retention: Planning obligation to secure retention of high quality architect (or equivalent) (New Schedule after Schedule 16).

S106 CLARIFICATIONS

Under the original application, the Council had the option to purchase the Canteen Building for £1. This was a provision set out in Schedule 7 of the Section 106 agreement (dated 27th June 2018) pursuant to that original planning permission (ref.1331/APP/2017/1833). On 14 April 2020, a Canteen Building transfer notice was served under and in compliance with the terms of a Section 106 Agreement. As per Appendix 3 of the Planning Statement submitted, the Council formally confirmed the following on 2nd September 2020:

"Pursuant to paragraph 1.8 of Schedule 7 of the above Section 106 Agreement, the Council by way of this letter confirms that it no longer requires the Canteen Building and further confirms that the provision of Schedule 7 as it relates to the Canteen Building shall no longer apply."

The obligation under Schedule 7 (Canteen Building) has been discharged. As such, the obligation does not need to be removed from the S106 agreement via a Deed of Variation as it does not conflict with the scheme for which permission is sought.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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 as follows:

- Large format retail development (A1) greater than 1,000 square metres, outside of designated town centres - £215 per square metre
- Offices (B1) - £35 per square metre
- Hotels (C1) - £40 per square metre
- Residential Dwelling Houses (C3) - £95 per square metre
- Industrial (B8) - £5 per square metre

Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATED LAND

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

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. 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.

A final fire strategy will be secured by condition if recommended for approval and will need to be assessed by a suitably qualified Fire Safety Specialist. 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

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.

This application seeks permission for the partial demolition and redevelopment of the former Canteen Building to provide a new healthcare facility (Class E(e)), nursery (Class E(f)) and residential building (Block H) (Class C3) with a commercial unit at ground floor (Class E), including associated landscaping, access, car parking and other engineering works.

The proposed facility is supported by the NHS health care strategy at both the national and local level. It would result in a net increase in health care provisions, which is necessitated by the growing local population brought about by the significant number of residential developments within the locality. The NHS North West London ICB have been independently consulted and have confirmed that they are committed to the scheme and that they have been working closely with the Developer to ensure that the proposed facility is fit for purpose for the delivery of healthcare services.

It is noted that the LPA has previously secured healthcare facilities which developers have offered to the NHS but to date, the facilities have not been occupied by the NHS despite having requested them at application stage. In order to safeguard against this, a planning

obligation is proposed to be secured, requiring that the demolition of the Canteen Building does not commence until an NHS organisation have entered into a lease for occupation of the healthcare element of the Canteen Building. The legal agreement is also proposed to ensure that the development is fit for purpose, thereby avoiding any barriers to the occupation of the facility by an NHS organisation. Subject to such a planning obligation, Officers consider there to be sufficient surety that the Locally Listed Building would not be demolished without the delivery and long term successful operation of the healthcare facility.

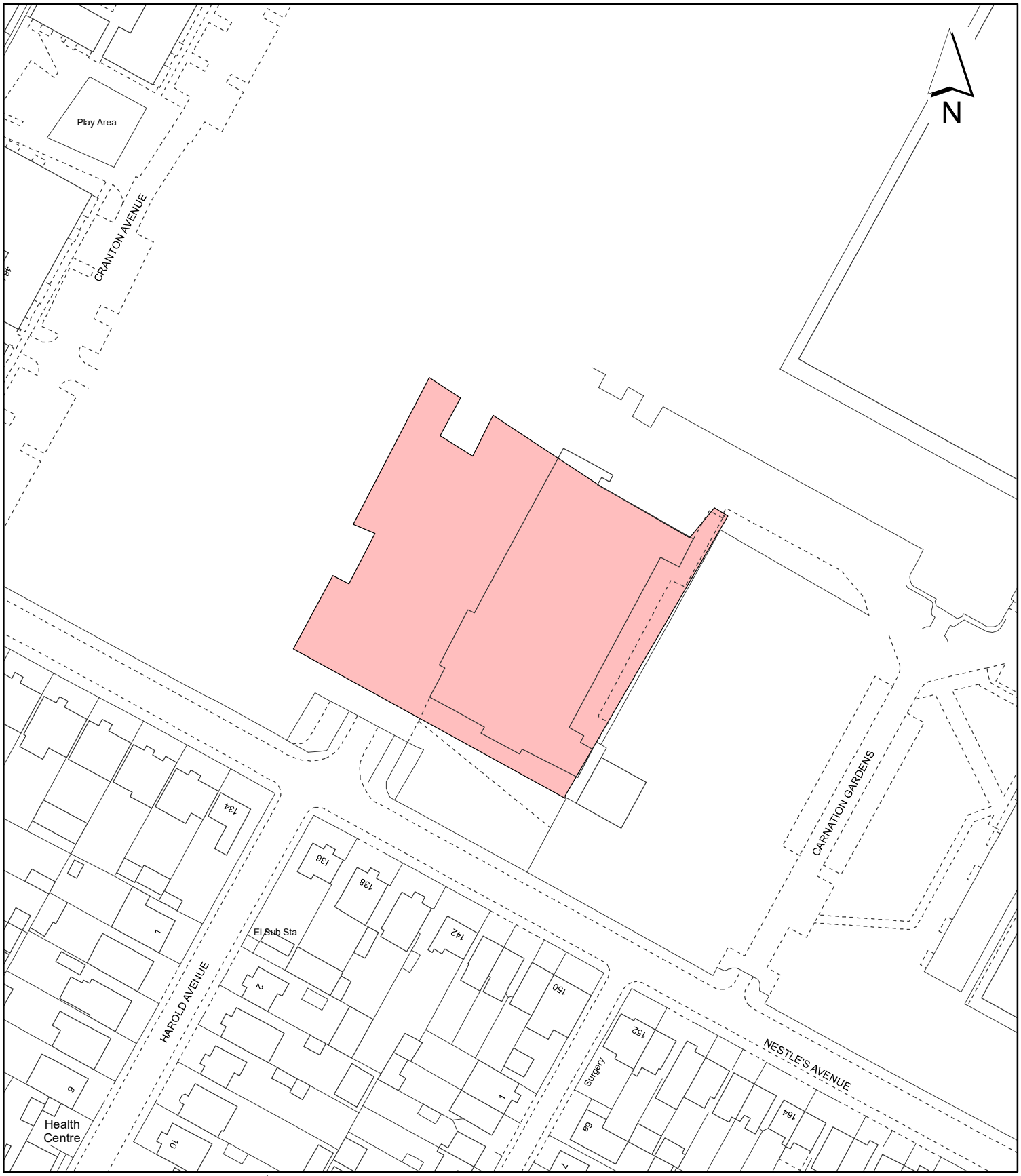
Following amendment to the proposed scheme, the proposed development would only partially demolish the Canteen Building, retaining the facade of the southern elevation and retaining parts of the facade on the western elevation. As such, the development would result in less than substantial harm to the heritage asset. Paragraph 202 of the NPPF (2021) states that development which leads to less than substantial harm to the significance of a designated heritage asset should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. As outlined within the main body of the report, the proposal is considered to provide a number of public benefits, the primary benefit being the delivery of a needed healthcare facility. When weighing the harm against the benefits, the public benefits are considered to cumulatively surmount the harm posed to the heritage asset. For this reason, and subject to the necessary planning conditions and obligations, the development is considered to accord with relevant conservation planning policy requirements.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Deed of Variation to the previously completed legal agreement for the Nestle redevelopment site.

11. Reference Documents

National Planning Policy Framework (July 2021)
Technical Housing Standards - Nationally Described Space Standard (May 2016)
The London Plan (March 2021)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
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)
London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)

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



Notes:

Site boundary

For identification purposes only.

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Site Address:

Canteen Building,
Former Nestle Factory Site

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

Planning Application Ref:
1331/APP/2022/2553

Scale:
1:1,250

Planning Committee:
Major Page 172

Date:
May 2023

HILLINGDON
LONDON

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

Address: COMAG TAVISTOCK ROAD YIEWSLEY

Development: Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)

LBH Ref Nos: 24843/APP/2022/2403

Drawing Nos: Covering letter
7943.FF.HS.2.1B
7943.PSD.4.0A
Fire statement form (1)
Fire statement form (2)
Outline Fire Safety Strategy - Issue 02
CWD-RMA-ZZ-00-DR-A-0380_P1
Financial Viability assessment by James Brown
Flood Risk Statement and Drainage Strategy-Final_Part1
Flood Risk Statement and Drainage Strategy-Final_Part2_Part1
Flood Risk Statement and Drainage Strategy-Final_Part2_Part2
Flood Risk Statement and Drainage Strategy-Final_Part3
Healthy Streets Transport Assessment (FINAL)_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part2
2202380-03 Ardent Car Parking Management Plan
2202380-04 Ardent Deliveries and Servicing Plan
2202380-02 Ardent Framework Travel Plan
Ardent Outline Construction Logistics Plan_Part1
Ardent Outline Construction Logistics Plan_Part 2
Ardent Outline Construction Logistics Plan_Part 4
Ardent Outline Construction Logistics Plan_Part 3
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part2_Part2
Utilities and Servicing Statement - FINAL_Part3
Mayor Brown noise and vibration assessment
BH Air quality assessment
Daylight and sunlight report part 1
Daylight and sunlight report part 2

Daylight and sunlight report part 2 / 2
Biodiversity assessment
Town visual impact assessment part 1
Turley TVIA Viewpoints part 1
Design and access statement part 1
Design and access statement part 3
Design and access statement part 2
Cover letter FV
PP-11377720_CWD-RMA-XX-ZZ-DR-A-0001_P1
Turley TVIA Viewpoints part 2
Energy and Sustainability Statement
Planning Statement FV_compressed-1
Planning Statement FV_compressed-2
Energy and Sustainability Statement -SAP calcs
Planning Statement FV_compressed-4
Planning Statement FV_compressed-3
Planning Statement FV_compressed-5
Contaminated land report
FVA submitted April 2022 (pre app)
2202380-010
7943.FF.PP.1.1D
7943.GF.PP.1.0B
7943.TRG.PP.1.2E
CWD-RMA-XX-ZZ-DR-A-0320_P0
CWD-RMA-XX-ZZ-DR-A-0341_P0
CWD-RMA-XX-ZZ-DR-A-0342_P0
CWD-RMA-XX-ZZ-DR-A-0343_P0
CWD-RMA-ZZ-00-DR-A-0100_P6
CWD-RMA-ZZ-00-DR-A-0200_P5
CWD-RMA-ZZ-00-DR-A-0201_P5
CWD-RMA-ZZ-00-DR-A-0210_P5
CWD-RMA-ZZ-01-DR-A-0101_P5
CWD-RMA-ZZ-02-DR-A-0102_P5
CWD-RMA-ZZ-03-DR-A-0103_P5
CWD-RMA-ZZ-04-DR-A-0104_P5
CWD-RMA-ZZ-05-DR-A-0105_P5
CWD-RMA-ZZ-06-DR-A-0106_P5
CWD-RMA-ZZ-07-DR-A-0107_P5
CWD-RMA-ZZ-07-DR-A-0107_P5

Addendum to DAS
2202380-08 Flood risk addendum
7943.TRG.PP.1.2E
7943.TRG.HS.2.2B
7943 UGF Calculation Rev D
Additional D&S Review including Tavistock Works Appeal Site
2211_5001 Rev W
AY final appraisal 28 April 2023
Tenure mix plans date submitted 05/05/2023
Covering Letter
Location Plan

Date Plans received:	27-07-2022	**Date(s) of Amendments(s):**	25-08-2022
			01-12-2022
Date Application valid	08-09-2022		23-11-2022
			24-08-2022
			02-08-2022
			09-09-2022
			27-07-2022

1. SUMMARY

This application seeks planning consent for the erection of a building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys with associated accesses, car parking, cycle parking and hard and soft landscaping.

The application follows the expiry of planning consent ref 24843/APP/2018/269 dated 13.03.18, where consent was granted for a similar scheme which comprised 104 residential units, approximately 250 sqm of community use space, a basement car park and associated access and amenity space. It is reasonable to consider the design parameters this expired consent sets.

The site is currently a vacant area of hard standing. It forms part of the Local Plan site allocation policy SA38 which is allocated for residential use. Site allocation 38 is subdivided into three parts. Site A is the former Padcroft Works site and has been fully redeveloped to a point where the buildings are now occupied. Site B is the application site, and Site C, the former Tavistock Works, has consent for an 8-storey residential block.

Overall the proposed development has been assessed as providing a high-quality redevelopment scheme which contributes positively towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility, providing for an active street frontage.

The proposal will also provide public realm improvements with repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. A landscaped area is created for residents of the development, creating the potential for a vibrant space which connects

the site to the wider area.

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions.

The proposal provides an appropriate level of car parking, considering sustainable travel options. Traffic modelling indicates an acceptable impact on the surrounding highway network, and a number of enhancements are to be secured by a contribution within the s106 legal agreement.

The proposal's design is considered to complement the occupied development on Site A and responds appropriately to the consented scheme on site C.

As a former industrial site the proposal would be expected to deliver 50% on site affordable housing at a policy compliant tenure mix (70/30 split). The applicant had submitted a scheme which provided 35% on site affordable housing at a 30/70 split therefore not policy compliant. In addition the level of family sized units proposal initially was far below the requirement of 20% as set out in the Councils SHMA. Upon review the applicant has submitted a revised scheme which increases the provision of family sized units to 15% which is above the 12.5% which was secured at appeal for the neighbouring site, Tavistock Works. Subsequently this affects the level of on site affordable housing which can viably be provided. Upon review, the LPA has accepted a 23% habitable room offer with a 61% (London Affordable Rent) and 39% (Shared Ownership). This offer has been reviewed by the Councils appointed viability consultant who has suggested that a early and late stage review mechanism be secured within the legal agreement to deal with any surplus which may be identified during the construction phases.

Overall the proposal in terms of it's design, impact on residential amenity, townscape and the local highway network is considered to be acceptable. Whilst the development would not provide a policy compliant level of affordable housing and tenure mix on site, the Development Plan permits the use of a Financial Viability Assessment to ensure the appropriate level can be secured. The reduction in affordable provison from 35% to 23% is a result of the LPA attributing weight to the underlying need for family sized units in this area which has been increased. As such the proposal is considered to be acceptable on-balance subject to conditions and a legal agreement to secure the affordable housing provision and relevant financial contributions.

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

B) 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:

1. A s278; Highway works needed to facilitate highway improvement works along Tavistock Road

2. Air quality damage cost £95, 008

3. 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.

4.LBH highway improvement works comprising: - Tactile paving and dropped kerbs at 9no. locations, 5no. new benches, 5no. litter bins and 15no. street trees with a cost of £84,125

5. Travel Plan: An amended Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: 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.

6. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded Scheme

7. Open space contribution £140,175

8. Health contribution of £33,518

9. Affordable Housing: Planning obligation for an on-site provision of 14 London Affordable Rent units comprising of 7 x 1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021). 23% by habitable room with 61% being London Affordable Rent (LAR) and 39% Shared Ownership.

10. Carbon off-set contribution of £202,209
The Council shall agree the amount of the Carbon Offset Contribution before the discharge by the Council of Condition xx of the Planning Permission.

11. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the legal agreement and any abortive work as a result of the agreement not being completed.

D) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

E) If the Legal Agreements have not been finalised within 6 months, delegated authority be given to the Director of Planning, Regeneration and Public Realm to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies DMEI 7, of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (2021) and the NPPF.'

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 prior to issuing the decision.

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

PP-11377720_CWD-RMA-XX-ZZ-DR-A-0001_P1
7943.FF.PP.1.1D
CWD-RMA-XX-ZZ-DR-A-0341_P0
CWD-RMA-XX-ZZ-DR-A-0343 P0
CWD-RMA-ZZ-00-DR-A-0201_P5
CWD-RMA-ZZ-00-DR-A-0210_P5
CWD-RMA-ZZ-01-DR-A-0101_P5
CWD-RMA-ZZ-02-DR-A-0102_P5
CWD-RMA-ZZ-03-DR-A-0103_P5
CWD-RMA-ZZ-04-DR-A-0104_P5
CWD-RMA-ZZ-05-DR-A-0105_P5
CWD-RMA-ZZ-06-DR-A-0106_P5
CWD-RMA-ZZ-07-DR-A-0107_P5
CWD-RMA-ZZ-07-DR-A-0107_P5
CWD-RMA-ZZ-00-DR-A-0200_P5
CWD-RMA-XX-ZZ-DR-A-0320_P0
CWD-RMA-ZZ-00-DR-A-0380_P1
CWD-RMA-XX-ZZ-DR-A-0342_P0
CWD-RMA-XX-ZZ-DR-A-0320_P0
CWD-RMA-ZZ-00-DR-A-0100_P6
7943.TRG.HS.2.2B
7943.FF.HS.2.1B
7943.PSD.4.0A
2202380-010
7943.GF.PP.1.0B
7943.TRG.PP.1.2G
5380 - 221130

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:

2202380-03 - Ardent Car Parking Management Plan
2202380-04 - Ardent Delivery and Servicing Management Plan
Turley TVIA Viewpoints part 2
Contaminated land report
2211 Comag West Drayton_Addendum
Fire Statement Form (1)
Fire Statement Form (2)
Outline Fire Safety Strategy - Issue 02
Healthy Streets Transport Assessment (FINAL)_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part2
Utilities and Servicing Statement - FINAL_Part1
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part3
Mayor Brown noise and vibration assessment
BH Air quality assessment
Daylight and sunlight report part 1
Daylight and sunlight report part 1
Daylight and sunlight report part 2 / 2
Biodiversity assessment
Town visual impact assessment part 1
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Energy and Sustainability Statement
Energy and Sustainability Statement -SAP calcs
Planning Statement FV_compressed-1
Planning Statement FV_compressed- 2
Planning Statement FV_compressed-3
Planning Statement FV_compressed-4
Planning Statement FV_compressed-5
7943 UGF Calculation Rev D

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 of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. RES7 **Materials (Submission)**

No development shall take place above ground level until details of all materials and external surfaces, , including details of 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 2 (2020).

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

Prior to above ground level works a detailed landscaping scheme shall 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, to include pollution absorbing trees.

2. Details of Hard Landscaping
2.a Refuse Storage including food waste
2.b Cycle Storage for 200 bikes comprising of 193 residential long stay, 6 residential short stay and 1 for commercial use.
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts for 50 vehicles including 3 disabled accessible spaces(including demonstration that 10 spaces are active, and the remaining have passive electrical charging points)
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
3.a Details of the inclusion of climber panels and green roofs including specification and maintenance

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, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

6. NONSC **Crane operation plan**

Prior to the commencement of the development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Limited. The submitted plan shall include details of;

- cranes and other tall construction equipment (including the details of obstacle lighting)

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

REASON:
In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

7. NONSC **Construction logistics**

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).

8. NONSC **Servicing and delivery**

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).

9. NONSC **Parking management**

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).

10. NONSC **Low emissions strategy**

Prior to above ground level works 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
2) the implementation of a fast electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.
3) Produce a robust Travel Plan with a clear and effective strategy to encourage staff / users 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).

11. NONSC **Air quality 1**

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 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).

12. NONSC **External lighting**

No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered.

REASON
In the interests of protecting residential amenity in accordance with DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies.

13. NONSC **Bird hazard management**

Prior to above ground works, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Heathrow Airport Limited. The submitted plan shall include details of:

- management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall thereafter remain in force for the life of the development.

REASON
In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

14. NONSC **Noise**

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 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.

REASON:

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020).

15. NONSC **Energy monitoring**

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON
To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy S12 of the London Plan (2021).

16. NONSC **Energy**

Prior to above ground works an Energy Strategy for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO2 and tCO2). The assessment shall then set out the measures and technology required to achieve a 100% reduction (zero carbon) in the CO2 associated with the baseline regulated energy demand; these 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).

The Energy Strategy must clearly set out any shortfall (tCO2) of the zero-carbon requirement.

The development must proceed in accordance with the approved updated Energy Assessment.

REASON
To ensure that the development complies with zero-carbon targets, in accordance with Policy SI 2 of the London Plan (2021).

17. NONSC **Fire Safety**

Prior to above ground level works a revised Fire Safety Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the London Fire Brigade.

REASON
To ensure that the development meets Fire Safety Standards in accordance with policy D12 of the draft London Plan (2021)

18. NONSC **Secured by design**

The buildings and car park areas 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 Hillingdon Local Plan Part 2 policy DMHB 15 and London Plan (2021) D11.

19. NONSC **Fire evacuation plan**

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 core designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The required evacuation lifts shall serve all floors, including the roof garden/terrace 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.

20. NONSC **Accessible units 2**

The dwellings hereby approved shall, as a minimum standard, 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.

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 2021 London Plan.

21. NONSC **Accessible units 3**

The dwellings hereby approved shall ensure that 2 x 1 bed and 9 x 2 bed are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable 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 2021 London Plan.

22. NONSC **Details of accessible play equipment**

Prior to occupation, the type and location of accessible play equipment for disabled children, 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.

23. NONSC **Contaminated land**

(i) The development shall not commence until a fully detailed remediation scheme to address identified contaminants of concern has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the 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 written method statement, providing full details of the proposed remediation scheme and how the completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to commencement of the works, 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 for each phase 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 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 factual and interpretive results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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.

24. NONSC **Drainage**

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:

- Demonstrates that rainwater harvesting techniques have been included or provide a sufficient justification for their non-inclusion.
- Confirms the method of flow control from the site.
- Provides the runoff volume for the greenfield, existing, and proposed rate for the 1 in 100-year 6 hr storm event.
- Provides the model input data and flow control device information along with drainage calculations to clarify which SuDS features and volumes have been modelled.
- Provides calculations to demonstrate that the site will not flood as a result of the 1 in 30-year rainfall

event, that there will be no flooding of buildings as a result of events up to and including the 1 in 100-year rainfall event, and on-site flow as a result of the 1 in 100 year event with a climate change consideration will be suitably managed (via an exceedance flow route drawing).
- Provides the name of the management company who will be in charge of the SuDS maintenance tasks.
- Provides evidence that Thames Water has approved the discharge rate into their system.

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 SI 12 of the London Plan (2021).

25. NONSC **Ecological enhancement plan**

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 provide details of ecological features (e.g. bat and bird boxes and mammal, invertebrate and reptile refugia)

The development shall thereafter be implemented in accordance with the approved BEMP.

REASON
In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the 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).

26. NONSC **Non Standard Condition**

No piling shall take place until 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) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement."

REASON:
The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

27. 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).

28. NONSC **Non Standard Condition**

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as:

E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,)
E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
E(f) Creche, day nursery or day centre (not including a residential use)

F1 Learning and non-residential institutions - Use (not including residential use) defined in 7 parts:
F1(a) Provision of education
F1(b) Display of works of art (otherwise than for sale or hire)
F1(c) Museums
F1(d) Public libraries or public reading rooms
F1(e) Public halls or exhibition hall

F2 Local community - Use as defined in 4 parts:
F2(b) Halls or meeting places for the principal use of the local community

REASON
To ensure that the provisions of the proposed development are secured to commercial / community uses which would be of benefit to the community and also to prevent detrimental impacts arising from an alternative use within the relevant Use Class.

29. COM22 **Operating Hours**

The community use space at ground floor level shall not be used except between:-
08:00 and 20:00 , Mondays - Fridays
08:00 and 18:00 Saturdays
10:00 to 16:00 Sundays, Public or Bank Holidays.

REASON
To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1.

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.

2. I52 **Compulsory Informative (1)**

The decision to GRANTplanning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act

(1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3. 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.

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. 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.

I53 **Compulsory Informative (2)**

The decision to GRANTplanning 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.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area

DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
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 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
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
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 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 D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
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 GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
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 S4	(2021) Play and informal recreation
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
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
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
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to approximately 0.34 ha and is located on the north side of Tavistock Road to the west of the Grand Union Canal. The site is bound to the north by Winnock Road; to the north-east by the Former Padcroft Works Site; and to the south-west by Tavistock Road.

The site previously accommodated a part two-storey and part three-storey warehouse building (Use Class B8) with ancillary offices. The site was vacated in December 2017. Surrounding the site was an area of hardstanding which accommodated car parking for 80 vehicles.

The site is located within the Yiewsley and West Drayton Town Centre boundary, however it is not designated as primary or secondary shopping frontage. The site is situated amongst an established residential area including terrace properties on Winnock Road, residential apartments on Bentinck Road and the High Street.

The Council's GIS identifies the site as formerly contaminated land. The site is located within the Heathrow Opportunity Area as identified in the London Plan (2021), the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1 (November 2012), the Colne Valley Archaeological Priority Zone and the Hillingdon Air Quality Management Area. The eastern part of the site is within the Yiewsley and West Drayton Air Quality Focus Area. The site has a Public Transport Accessibility Level (PTAL) of 3.

3.2 Proposed Scheme

The proposal seeks planning permission for the redevelopment of the site to erect a building

comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.

3.3 Relevant Planning History

24843/APP/2018/269 Comag Tavistock Road Yiewsley

Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work

Decision: 13-03-2018 Approved

Comment on Relevant Planning History

74803/APP/2020/1018 - Full revised planning application for the erection of part 4, part 6 and part 7 storey building, comprising 104 self-contained residential units (Use Class C3), Community Space and the provision of associated landscaping, drainage, and other works including delivery of car parking, plant and other ancillary facilities. The proposals include provision of a cojoined access and parking strategy shared with the existing Padcroft development on-site Detailed Description: 20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom. Withdrawn July 2020

24843/APP/2018/269 - Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work. Approved March 2018. This permission has now lapsed.

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) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.H1 (2012) Housing Growth

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.EM7 (2012) Biodiversity and Geological Conservation

PT1.H2 (2012) Affordable Housing

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMEI 10 Water Management, Efficiency and Quality

DMCI 4 Open Spaces in New Development

DMEI 12 Development of Land Affected by Contamination

DMCI 5 Childrens Play Area

DMEI 14 Air Quality

DME 2 Employment Uses Outside of Designated Sites

DMEI 9 Management of Flood Risk

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMH 2 Housing Mix

DMHB 4 Conservation Areas

DMHB 11 Design of New Development

DMHB 14 Trees and Landscaping

DMEI 2 Reducing Carbon Emissions

DMHB 15 Planning for Safer Places

DMEI 7 Biodiversity Protection and Enhancement

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

DMH 7 Provision of Affordable Housing

DMT 1 Managing Transport Impacts

DMHB 1 Heritage Assets

DMT 2 Highways Impacts

DMHB 10 High Buildings and Structures

DMT 6 Vehicle Parking

LPP D11 (2021) Safety, security and resilience to emergency

DMHB 12 Streets and Public Realm

LPP D14 (2021) Noise

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

DMHB 17 Residential Density

LPP D7 (2021) Accessible housing

LPP DF1 (2021) Delivery of the Plan and Planning Obligations

DMHB 19 Play Space

LPP G6 (2021) Biodiversity and access to nature

DMHB 2 Listed Buildings

LPP G7 (2021) Trees and woodlands

DMHB 3 Locally Listed Buildings

LPP H1 (2021) Increasing housing supply

LPP H10 (2021) Housing size mix

LPP HC1 (2021) Heritage conservation and growth

LPP SI1 (2021) Improving air quality

DMT 3 Road Safeguarding

LPP SI12 (2021) Flood risk management

DMT 4 Public Transport

LPP SI13 (2021) Sustainable drainage

DMT 5 Pedestrians and Cyclists

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

LPP D12 (2021) Fire safety

LPP H2 (2021) Small sites

LPP T6.5 (2021) Non-residential disabled persons parking

LPP D1 (2021) London's form, character and capacity for growth

LPP D13 (2021) Agent of change

LPP D4 (2021) Delivering good design

LPP D8 (2021) Public realm

LPP GG1 (2021) Building strong and inclusive communities

LPP GG4 (2021) Delivering the homes Londoners needs

LPP SI2 (2021) Minimising greenhouse gas emissions

NPPF11 NPPF 2021 - Making effective use of land

LPP D9 (2021) Tall buildings

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

LPP E11 (2021) Skills and opportunities for all

NPPF2 NPPF 2021 - Achieving sustainable development

LPP E2 (2021) Providing suitable business space

NPPF4 NPPF 2021 - Decision-Making

LPP E3 (2021) Affordable workspace

NPPF5 NPPF 2021 - Delivering a sufficient supply of homes

LPP E4 (2021) Land for industry, logistics and services to support London's economic function

NPPF9 NPPF 2021 - Promoting sustainable transport

LPP E7 (2021) Industrial intensification, co-location and substitution

LPP G1 (2021) Green infrastructure

LPP G4 (2021) Open space

LPP G5 (2021) Urban greening

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

LPP GG2 (2021) Making the best use of land

LPP GG3 (2021) Creating a healthy city

LPP GG5 (2021) Growing a good economy

LPP GG6 (2021) Increasing efficiency and resilience

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 S4 (2021) Play and informal recreation

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 T6.2 (2021) Office parking

LPP T7 (2021) Deliveries, servicing and construction

LPP T8 (2021) Aviation

LPP T9 (2021) Funding transport infrastructure through planning

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding

NPPF8 NPPF 2021 - Promoting healthy and safe communities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **21st December 2022**

5.2 Site Notice Expiry Date: **8th December 2022**

6. Consultations

External Consultees

Letters were sent to 797 properties, a site notice was placed outside of the side for 21 days and the application was advertised in the local press. A further 14 re-consultation was undertaken on 24/11/22 and expired 8/12/22.

12 objections were received during the public consultation including an objection from a ward councillor. The objections raise the following concerns:

- Impacts on privacy, daylight and sunlight
- Not enough parking
- Congestion
- Road safety
- Lack of community benefit
- Detrimental impacts to residents during construction
- Design is not in keeping with the local character (Winnock Road)
- Noise pollution
- Community space is not large enough
- Building is to tall

CASE OFFICER COMMENT:

The concerns raised by residents are answered within sections 7.8, 7.10, 7.1, 7.7 and 7.18 of this

committee report.

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 SAFEGUARDING:

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 building. 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/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf

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.

TRANSPORT FOR LONDON

An Active Travel Zone assessment has been submitted as part of the Transport Assessment. This has identified a number of improvements which can be made along routes to key trip attractors. It is recommended that the Council secure a proportionate contribution towards implementing improvements to the active travel environment.

The applicant is proposing to provide 54 car parking spaces which is equivalent to a parking ratio of 0.51. Whilst this quantum is in line with the minimum standards identified within the London Plan (outer London Borough PTAL 3), noting the sites proximity to public transport modes TfL would encourage a reduction in the quantum at this site to support achieving a strategic modal shift. It is noted that the site is located in a CPZ, and a permit-free agreement should be secured within the S106 agreement.

Three disabled person parking spaces are proposed, which is equivalent to 3 per cent of residential dwellings have access to a disabled person parking space from the outset. A Parking Design and Management Plan, which should be secured though condition, should detail how further spaces can be provided as and when demand arises.

At least twenty per cent of any parking spaces provided should have active electric vehicle charging provision, with passive provision for all remaining spaces. The PDMP should detail how demand for electric vehicle charging provision will be managed and passive provision activated.

195 long-stay and five short-stay cycle parking is required to comply with the minimum standards identified in Policy T5. The applicant is proposing 194 long-stay cycle parking spaces and four short-stay cycle parking spaces, as such an increase in one short-stay and one-stay cycle parking space is required.

The applicant has identified that 10 of the long-stay cycle parking spaces will be suitable to accommodate larger and adapted cycles, which is equivalent to five per cent of spaces. 39 of the long-stay cycle parking spaces will be Sheffield standards, which is equivalent to 20 per cent of spaces. This mix of cycle parking stands is welcomed.

Whilst the majority of the cycle parking provision appears to be designed in accordance with London Cycle Design Standards, there are some areas which need addressing. This includes ensuring that the aisle widths are in line with Figure 8.1 (one area that this is not be achieved in Cycle Store C) and ensuring appropriate door widths.

It is proposed that deliveries will be served on-street from the double yellow lines on Tavistock Road. This is not in line with Policy T7 of the London Plan which states that . provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. An outline delivery and servicing plan has been provided to support this application. The outline delivery and servicing plan should contain additional detail on the measures that the applicant will be implementing to reduce the impact of this activity, in line with Policy T7. A full delivery and servicing plan (DSP) should be secured through condition.

In line with Policy T7 of the London Plan, a Construction Logistics Plan (CLP) should be secured through condition. This should detail the measures that will be implemented to ensure that the proposed construction will not have an adverse impact on the surrounding transport network and outline how this activity will be carried out in accordance with the Mayor's Vision Zero and Healthy Streets principles.

A Travel Plan should be secured through the appropriate mechanism. The targets contained within this travel plan should align with the Mayor's strategic mode shift target referred to in Policy T1.

To conclude, an incerase in quantum and amendments to the cycle parking is required to address the above matters and a reduction in the quantum of car parking is encouraged. Additional information, including an Active Travel Zone assessment and updated delivery and servicing plan, should be provided for review.

Please do not hesitate to contact me if I can be of further assistance.

THAMES WATER COMMENT:

Waste Comments
The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until 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) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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.

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.

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.

NETWORK RAIL COMMENTS:

Thank you for your email dated 13 September 2022 together with the opportunity to comment on this proposal.

Having reviewed the documents submitted, Network Rail objects to the above application until we can understand the noise mitigation that is to be in cooperated into the new residential properties.

Within close proximity of the development site is NRs existing freight operations. The current level of railway usage has led to complaints received from the recent residential developments next to our site. Therefore details relating to noise mitigation should be submitted to the Local Planning Authority and approved in consultation with Network Rail.

Once we have reviewed and approved the requested information we will be in a position to comment further on the application.

CASE OFFICER COMMENT:

A response has been sent to Network Rail stating that the application is supported by a Noise Assessment which is available to view online and a copy of the report was attached to the email. The Councils Noise Officer has reviewed the document and considers it to be robust, as such no further consultation is required.

GLAAS:

No archaeological related objection

HSE COMMENT:

in more general terms, if the stairs serving the upper storeys are single stairs, i.e. each stair is the only

means of escape for the part of the building they serve, then the escape stairs cannot connect with ancillary uses of a higher fire risk - such as covered car parks, refuse stores and plant rooms. This reflects the fire safety design standard in BS9991 and Government Guidance in Approved document B.

Lobbied connections are not acceptable with single stairs because if there's a fire in one of these ancillary areas then a firefighter will need to access it and will inevitably jam all the doors open with a charged fire hose - exposing the only means of escape to smoke, fire, heat and toxic fumes. Our approach is that smoke ventilation systems and fire suppression is not enough to justify a departure from code compliance due to uncertainties around system maintenance - which is what happened in Grenfell Tower and New providence Wharf fires in which the smoke ventilation system failed or was faulty. The planning implication in some schemes is that alternative external access arrangements need to be made to serve ancillary accommodation, which will affect the appearance of the development. Also, space for alternative access/escape routes may affect the space available for other uses.

In designs where all parts of the building are served by 2 or more stairs, its acceptable for there to be lobbied connections between escape stairs and ancillary areas because there's obviously other escape options if one stair becomes compromised as a result of firefighting operations.

We recognise that tensions may arise between fire standards and other standards related to distances to refuse stores and disabled access, however, our view is that it is for designers to resolve this. Single stair designs in tall buildings mean compromises need to be made in terms of connections to ancillary uses, which may be less convenient for residents. This reflects the more stringent approach to fire safety that is emerging following Dame Judith Hackitt's report into fire safety and building regulations. In her report she recommended that fire safety should be considered at the planning stage, which is where we come in.

Internal Consultees

POLICY OFFICER COMMENT :

The applicant has increased the provision of family sized units to 10%, which is positive, however a higher proportion should be sought, and the onus should be on the applicant to demonstrate particular reasons/site constraints which would affect their ability to provide this. The applicant has proposed around 35% AH which is below the 50% requirement set out in the London Plan, however, they have submitted an FVA which will be reviewed by the case officer. The tenure split is also not in line with policy requirements set out in the London Plan and Local Plan Part 2. Regarding the provision of the 'community hub', it is advised that the previous policy comments are reviewed.

DAYLIGHT AND SUNLIGHT CONSULTEE:

7.Conclusions/ Recommendations
7.1In overall terms we would conclude that the report is robust in terms of scope. The appeal site at Tavistock Works has not been assessed and it is fair to assume that any future development of this site would not produce a development which relies on its daylight and sunlight from the direction of the proposed development.
7.2In terms of approach, the proposal has been tested by reference to the 2011 and 2022 editions of the BRE guidance. Emphasis should be placed on the 2022 recommendations although a supplementary 2011 set of results can be useful for comparative purposes.
7.3The retained values for existing neighbours are generally as would expected/ consistent with policy led development of the site. This is further supported by useful comparison with the historic consent for the site which is of a generally similar nature.
7.4The adjacent new build developments perform as predicted by the BRE i.e. where they are self-

obstructed by balconies their default recommendations would not be met. We would expect these to be the primary factor in these results. Residents would of course have access to the private amenity areas which would provide access to natural light and this common necessary trade off/ balance needs to be taken into account.
7.5Within the proposed development, the reporting does not seem consistent with the results tables. Clarification is required on this as well as the variables adopted in the assessments. In some areas the levels of internal amenity are considerably below the UK National Annexe recommendations, presumably again due to balconies but this should be demonstrated and discussed to allow an on-balance judgement to be made. As for the neighbouring property and set out in the BRE guidance, the presence of balconies will inevitably limit daylight access but also provide highly valued private space and access to natural light.
7.6A copy of the June 21 external amenity area assessment should also be sought, as well as confirmation of which date in the year the default BRE recommendations would be met.

CASE OFFICER COMMENT:

The applicant provided additional D&S information which includes an assessment of the developments impact upon the neighbouring Tavistock Works site which has been granted consent for residential redevelopment at appeal. The additional information has been reviewed by the Council's D&S consultant whose comments are provided below.

ADDITIONAL DAYLIGHT & SUNLIGHT COMMENTS:

In summary to finalise:

- The variables used in the assessments are reasonable/ acceptable
- The series of bedrooms directly adjacent the Appeal site will inevitably see reduced daylight values with this in situ. We discussed that the team would aim to use as light a finish as possible in this area to boost natural illumination. The assessment shows the bedrooms closest the Appeal site would meet the default targets at 3rd floor and above. The second bedroom, adjacent the living area, would achieve these from the lowest level. Given they are bedrooms they have a generally reduced requirement for light due to their mainly night time use and when applying flexibility I would suggest these small areas not satisfying the default targets are acceptable on balance.
- The proposed cumulative effect to Padcroft Works (i.e. proposed Comag + Tavistock Appeal scheme) is comparable to the consented cumulative effect (i.e. consented Comag+Consented 2018 Tavistock) used for the assessments in support of the consented Padcroft Works application.

HIGHWAY OFFICER COMMENT:

An application has been received seeking planning permission to erect a 105no. unit apartment block with a 99sq.m community hub on the ground floor. The proposal would have 50no. car parking spaces of which 7no. would be blue badge/accessible. Twenty per cent of the car parking spaces would be provided with active electric vehicle charge points with all the remainder having passive provision. There would be 193no. long stay residential cycle parking bays and 6no. short stay residential cycle parking bays plus 1no. cycle parking bay for the community use.

The application site is situated on the edge of Yiewsley town centre and benefits from good access to shops, services, facilities, and transport opportunities. The site has a PTAL ranking of 3 indicating that access to public transport is reasonable compared to London as a whole, the West Drayton Elizabeth Line railway station is a short walk away.
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. The London Plan would allow the development to provide a maximum of 81no. car parking spaces, the 50no. proposed are therefore in accordance with this policy.

The London Plan Policy T6.1 Residential parking requires that 20% of car parking spaces should have active charging facilities with all remaining spaces having passive provision. As mentioned above this standard would be met.
The London Plan would require a minimum of 193no. long stay residential cycle parking bays and 6no. short stay residential cycle parking bays plus 1no. cycle parking bay for the community use. The applicant in their Healthy Streets Assessment makes a commitment to meet this minimum standard.

Refuse would be collected from stores situated at the back of footway along Tavistock Road. Refuse vehicles would stop adjacent to these stores and tip the refuse into the vehicle. Taking into account that this would be only a week event and that the refuse vehicle would only be stationary for a short amount of time this arrangement is considered satisfactory.

The applicant has provided an Active Travel Zone assessment which has been reviewed and costed by the Highway Authority, the following works have been identified as contribution towards transforming the routes to key destinations Healthy Streets. The destinations chosen are, Tesco Yiewsley, West Drayton Station, the new Platinum Jubilee Leisure Centre, Rowlheys Place and the Grand Union Canal. A budget of £84,125 is required to deliver tactile paving and dropped kerbs at 9no. locations, 5no. new benches, 5no. litter bins and 15no. street trees.

There are no highway objections to this proposal subject to the following conditions.
Conditions
1.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 T2 Healthy Streets.
2.The development shall not be put into use until a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority. As surety that the Travel Plan will be implemented and targets received a £20,000 bond shall be paid to the Council. This will be secured by a 1990 Town and Country Planning Act s.106 legal agreement.
3.Any works on Transport for London highway land would be subject to s.278 legal agreement of the Highways Act 1980 (as amended) and secured by a s.106 agreement legal of the 1990 Town & Country Planning Act.
4.The applicant enter a 1990 Town and Country Planning Act s.106 legal agreement with the Council obliging the applicant to fund the Healthy Streets works with a budget of £84,125 as identified in the Active Travel Zone assessment. REASON to be in accordance with the published London Plan 2021 Policy T2 Healthy Streets.
5.No development shall take place, including any works of demolition, until a Construction Logistics Plan has been submitted to, and approved in writing by, the Local Planning Authority.
6.The development shall not be occupied until a Service and Delivery Plan is submitted and approved in writing by, the Local Planning Authority.
7.All car parking spaces shall be leased not sold. REASON to be in accordance with the published London Plan 2021 Policy T6.1 Residential parking.
8.The development shall not be occupied until details of the 193no. residential long stay, 6no. residential short stay and 1no. commercial use cycle parking details have been submitted and approved in writing by, the Local Planning Authority. REASON to be in accordance with the published London Plan Policy T5 Cycling

9.Twenty per cent of all standard and all blue badge/accessible parking bays shall be provided with active electric vehicle charge points with all the remainder having passive provision.

CONTAMINATED LAND OFFICER COMMENT:

The combined sets of information within the three reports provide an extremely comprehensive and detailed indication of land conditions that have been identified at the site, and the information is considered to be obtained and produced in strict accordance with the appropriate previous and current authoritative guidance concerning assessment of land that may be affected by contamination.

The site investigation works have identified various contaminants to be present at the site, many of those substances are recorded to have been assessed to be acceptable in terms of the Generic Assessment Criteria (GAC) criteria which were applied, and subsequent Tier 3 Detailed Quantitative Risk Assessment (DQRA) based on the obtained site-specific assessment criteria.

However, the assessments identified concentrations of hydrocarbon at the site, and these are recorded to exceed acceptable levels.

Chrysotile asbestos bitumen materials were also identified in a single sample of material from the site. Asbestos materials are required to be addressed strictly in accordance with the applicable Regulations (CAR) and relevant guidance from the Health and Safety Executive.

The report also states further monitoring of gas conditions at site are required to be conducted at lower atmospheric pressure (<1000Mb). The LPA shall require a record of the details, to be submitted accordingly, as a supplementary factual and interpretive report.

Sections of the report/s indicate the hydrocarbon contamination within near surface/shallow made ground soils would be removed during "a general site strip / groundworks".

Therefore, notwithstanding recommendations provided within section 10 of the RSK report, full details relating to the proposed "general site strip / groundworks", (which to all intents and purposes represent remedial work), should be submitted to the LPA in the form of a formal remediation method statement (RMS), which must also include details of a proposed watching brief, to ensure that the full extent of unacceptable concentrations of hydrocarbon contamination is delineated and removed accordingly, and furthermore, to ensure any unforeseen contamination is identified and similarly addressed.

The LPA should also require a verification report to indicate the hydrocarbon and any unforeseen contamination have been removed in accordance with the RMS, and land at the site is thereby sufficiently addressed to a standard that is suitable for the proposed residential use.

Therefore, I recommend the following condition should be imposed if planning permission is awarded:

(i) The development shall not commence until a fully detailed remediation scheme to address identified contaminants of concern has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the 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 written method statement, providing full details of the proposed remediation scheme and how the

completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to commencement of the works, 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 for each phase 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 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 factual and interpretive results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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.

AIR QUALITY OFFICER COMMENT:

The proposed development is located within the LBH Air Quality Management area (AQMA), and within the West Drayton/Yiewsley LBH Focus Area (FA), bringing additional traffic emissions which will add to current poor air quality.
As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of air pollutant emissions in these sensitive locations. 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 neutral as minimum and air quality positive in certain circumstances, actively contributing to reduce pollutant emissions to the atmosphere.
The proposed development is NOT Air Quality Neutral. Further, according to LBH, 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.

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. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The level of mitigation required to the proposed development for traffic emissions is £118,761. Once all deductions are applied (subject to agreement with Highways), the remaining value of mitigation due is £95,008. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (5%), totalling a reduction of £23,752. This scenario applies in the instance a robust Travel Plan is approved by LBH, a green wall is provided and deployed in agreement with the LPA.

Therefore, a section 106 agreement with the LAP of £95,008 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. See text below.

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
2) the implementation of a vehicle charging bay with the number of charging points required in the London Plan.
3) produce a robust Travel Plan with a clear and effective strategy to encourage residents 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 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.

ENERGY OFFICER COMMENT:

I have no objections in energy terms.

The S106 contribution needs to be £202,209

The standard detailed energy condition relating to low and zero carbon technology, and be seen (monitoring) requirements should also be attached.

NOISE OFFICER COMMENT:

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 a suitable condition which should be met based on the design information provided and considering measurement and prediction uncertainty. 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 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.

FLOODING CONSULTEE:

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

- Rainwater harvesting has not been sufficiently considered. A full technical justification should be given for its non-inclusion. The current drainage strategy does not align with the drainage hierarchy set out in Policy SI 13 in the London Plan.

- The applicant has not confirmed the method of flow control.
- The runoff volume has not been provided for the greenfield, existing, and proposed rate for the 1 in 100-year 6 hr storm event.
- It is unclear if the attenuation volume proposed in the FRA (195 m3) aligns with the drainage calculations provided due to missing information (model input data).
- No calculations have been provided to demonstrate that the site will not flood as a result of the 1 in 30-year rainfall event, that there will be no flooding of buildings as a result of events up to and including the 1 in 100-year rainfall event, and on-site flow as a result of the 1 in 100 year event with a climate change consideration must be suitably managed. The model input details should be provided along with the calculations to understand what SuDS features have been included.
- The management company who will be in charge of the SuDS maintenance has not been named.
- No consent for the proposed discharge point connection has been provided.

To address the above, please can the applicant submit information which:
- Demonstrates that rainwater harvesting techniques have been included or provide a sufficient justification for their non-inclusion.
- Confirms the method of flow control from the site.
- Provides the runoff volume for the greenfield, existing, and proposed rate for the 1 in 100-year 6 hr storm event.
- Provides the model input data and flow control device information along with drainage calculations to clarify which SuDS features and volumes have been modelled.
- Provides calculations to demonstrate that the site will not flood as a result of the 1 in 30-year rainfall event, that there will be no flooding of buildings as a result of events up to and including the 1 in 100-year rainfall event, and on-site flow as a result of the 1 in 100 year event with a climate change consideration will be suitably managed (via an exceedance flow route drawing).
- Provides the name of the management company who will be in charge of the SuDS maintenance tasks.
- Provides evidence that Thames Water has approved the discharge rate into their system.

CASE OFFICER COMMENT:

Given that the proposal has not carried forward the basement which was granted consent as part of the previous approval this scheme is considered to be an improvement in flood risk terms. The site is not located within an area identified as being at risk of fluvial or pluvial flooding. It is considered the issues raised above can be overcome with an appropriate drainage condition.

ACCESS OFFICER COMMENT:

The alternative parking layout plan (CWD-RMA-XX-ZZ-DR-A-0320_P0) is now acceptable as per the requirements of London Plan policy T6.1. However, a direct route from the car park into Cores A, B and C should be provided. conclusion: a further revised plan is requested.

CASE OFFICER COMMENT:

The Access Officer's comment regarding the requirement for access to the internal cores from within the car park is noted, however upon consulting the HSE which is a requirement for applications extending 7 stories or more in height, it is clear that there could be a design conflict with the fire regulations for buildings of this size which also feature a covered car park. This is explained in more detail within section 7.12 of this report.

URBAN DESIGN OFFICER COMMENT:

Background
A previous planning application for the site was approved under application 24843/APP/2018/269 which sought permission for the demolition of the existing buildings (Use Class B8) and the erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage, and other ancillary works.
Prior to the submission of this current planning application the scheme has been discussed under pre-application submissions 24843/PRC/2022/87 and 24843/PRC/2022/21 were a number of amendments have been made to overcome design concerns.

The Development
The application seeks permission to erect a building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.
No objection is raised to the proposed height, scale, bulk and footprint of the new development which is largely the same as the scheme permitted under application 24843/APP/2018/269. The blocks respect the completed Padcroft Works development situated to the northeast of the site as well as the recently approved Tavistock Works development directly to the southeast of the site.

The main changes to the approved scheme are the removal of the basement car park, changes to the residential block to Winnock Road as well as changes to the detailed design of the facades.

Despite the changes to the car parking arrangement the design of the ground floor still retains an active frontage with front doors to the street and areas of utilitarian dead frontage have been kept to a minimum.

The proposed architectural language of the facades is considered acceptable and would sit comfortably with the adjacent new developments and 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 building, 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.

Concerns had been raised with the changes to the Warnock Road block which had an uncomfortable relationship to the two-storey Victorian terrace of houses directly adjacent to the site. The consented scheme provided a more successful transition in height and respected the rhythm of the terrace.

The Winnock Road block has now been reconsidered (revised plan received 23.11.22) and relates better to the two-storey traditional terrace houses with the emphasis on the portion along the street frontage directly adjacent to the terrace now being two-storeys and more respectful of the established rhythm of the street. Ideally the four-storey parent block which rises up behind would be reduced by a storey to create a better transition, however, I am aware of the requirement to retain a similar number of residential units as the previously permitted scheme and the volume cannot be reduced. I can confirm that I am now more comfortable with the Winnock Road block which would present a more suitable transition from the two storey terrace houses.

It is noted that there are frosted windows to the flank elevation adjacent to the terrace. These appear to provide additional light into bedrooms. I would have no objection to them in principle as they add visual interest to the elevation of what otherwise would be a rather blank elevation. I am, however, conscious that these windows might prejudice what could be built on the adjacent site.

In addition to the above it is also noted that the scheme proposes an elevation of frosted windows to the eastern elevation (seven storey block) adjacent to the Tavistock Works site. This elevation is set back slightly from the boundary by approximately 2 metres. I am conscious that the Tavistock Works site has now been given permission on appeal and it is proposed that this block would be built up to the boundary line. Given the closeness of this block to the application site the light levels that these windows would receive would now be significantly reduced. It is, however, noted that the primary windows to these rooms are provided on the northern and southern elevations. There are some bedrooms, however, on the north side which are likely to receive significantly less light if Tavistock works is built out.

Impact on Heritage Assets

The proposal site is not situated within an archaeological priority area, Conservation Area nor does it contain listed buildings.

The West Drayton Garden City Area of Special Local Character lies approximately 210m to the south. To the east there are two Grade II listed buildings:

. De Burgh Arms P.H
. The Railway Arms P.H

It is not considered that the proposal would negatively impact on the setting of nearby heritage assets which are separated visually by tall developments and railway line and dense vegetation.
Conclusion:

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 and details.

TREE OFFICER COMMENT:

The proposed trees are acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The applicant is proposing a development comprising 105 residential units as well as community floorspace (Class F) totalling 99sqm. The unit mix for the residential component is 1 x studio, 37 x 1 bed, 51 x 2 bed and 16 x 3 bed units. 50 parking spaces are also included for the residential uses while the community use will be car-free. The scheme is broadly similar to the previously approved scheme but would benefit from an improved housing mix due to the increase in the number of 3 bed family sized units. Since the scheme was last approved however, the new Local Plan Part 2 and London Plan have been adopted and so the scheme will be assessed against a new set of policies.

The site is allocated in Hillingdon's Local Plan Part 2 Site Allocations document under Policy SA38 and there is support for residential use at this site. The proposal must however integrate with and compliment development on adjacent sites. This will be a key consideration to ensure the development of this site does not compromise the development of the adjacent sites and affect

residential amenity through overlooking, for example.

Maximising Development Opportunity
Policy GG2 of The London Plan 2021 states that proposals should seek to intensify the use of sites where possible. The application site benefits from and expired planning consent for 104 residential units, community use space and associated parking and landscaping. The application proposes 105 residential units therefore similar to the consented scheme without proposing additional height which is considered to maximise the development opportunity of the site.

Housing Mix
The London Plan (2021) outlines in Policy H10 (Housing size mix) 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.

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.

Family housing is defined within the glossary of the London Plan 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 to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the new London Plan (2021).

The applicant is proposing the following mix:
1 x studio (1%)
37 x 1 bed (35%)
51 x 2 bed (49%)
16 x 3 bed (15%)

The site has a PTAL of 3. The larger site context should allow more opportunities for this scheme to provide family units. There will also be more car parking to support family units. The applicant proposes 16 3-bed units, equivalent to 15% of all units. Given the demand for family-sized housing, provision closer to 20% of all units is sought unless the applicant can demonstrate any site-specific constraints which affect their ability to do this.

The provision of family-sized units in the lapsed permission and the recent appeal decision on the adjacent Tavistock works are considered material considerations that can be afforded weight when assessing the level of 3-bed provision. Having reviewed both cases, the previous consent on this site would have delivered 8.6%, and the Tavistock Works development will provide 12.5%, less than the 15% proposed for this development. Given that the proposal presents an uplift in what was previously considered acceptable on this site and what was found to be acceptable by the appeal inspector who granted consent for the proposed development of the neighbouring Tavistock Works site, the unit mix is considered to be acceptable on-balance.

Community space
The proposal provides for the community space secured as part of the 2018 consent, albeit reduced from 250m2 to 99m2. The reduced area results from changes in the scheme's design to remove the basement and accommodate an additional residential unit. Furthermore, the location of the building away from the high street would not be the most prominent location to accommodate a sizable community hub, given the reduced level of footfall. The reduction in the size of the community space has also not been subject to any objections.

Adjacent development
The revised design demonstrates consideration for the development of nearby and adjacent sites. A daylight and sunlight assessment has been submitted and is considered acceptable following an independent review undertaken by a consultant appointed by the Council.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by 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 and offers no density matrix figures. 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.

The PTAL score for the site is 3 which identifies the area as having a low level of public transport accessibility. Table 5.2 indicates that sites within the West Drayton Town Centre with a Ptal of between 3-6 should result in a density of 450-750hr/ha and 150-200 u/ha if the development being proposed comprises of flatted accommodation.

The area surrounding the site is mixed in character. The site was formally an industrial site however all of the buildings on site B have been demolished and it is only the Tavistock Works building which remains. As such the character is changing from industrial to a more urban residential / mixed-use character.

The proposal development would provide 105 units per hectare and 292 habitable rooms per hectare.

The scheme as proposed results in a density of approximately 858 habitable rooms per hectare and 308 units per hectare. Whilst the proposed number of units is higher than the guidance within Policy DMHB 17 however given that the scale bulk and massing of the development is considered to be acceptable and the parameters of the previous consent have not been breached, a higher density range is appropriate. Furthermore the density matrix should not be applied mechanistically enabling

account to be taken of other factors relevant to local context and all other material planning policy requirements.

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 application site is located within the Colne Valley Archaeological priority zone and therefore Historic England (GLAAS) have been consulted but have raised no objections to the current proposals. As such the application is considered acceptable.

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.

Policy DMHB 2 of the Hillingdon Local Plan : Part 2 - Development Management Policies (2020) states
Listed Buildings
A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.
B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.
C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.
D) Planning permission will not be granted for proposals which are considered detrimental to the

setting of a Listed Building.

London Plan 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 nearest heritage asset is the Grade II Listed De Burgh Arms PH and the Railway Arms PH which are located approximately 140 metres south east of the site. The application has been reviewed by the Councils Urban Design and Conservation Officer who has not identified any potential impacts to the nearest Heritage Asset. The proposal therefore conforms with London Plan (2021) Policy HC1, the NPPF and Policy DMHB 2 of the Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

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 application site is located within a reasonable distance to Heathrow Airport therefore it has been necessary to consult both NATS and Heathrow Safeguarding. Neither have raised an objection to the proposal subject to conditions relating to the use of cranes and the submission of a bird hazard management plan.

7.05 Impact on the green belt

Not applicable to the consideration of this application which is not within or close to any Green Belt land.

7.07 Impact on the character & appearance of the area

Paragraph 3.9.3 of the London Plan (2021) states that tall buildings are generally substantially taller than their surroundings and cause a significant change to the skyline. It outlines that Boroughs should define a 'tall building' for specific localities. However, this definition should not be less than six storeys or 18 metres measured from the ground to the floor level of the uppermost storey. Paragraph 5.32 of the Local Plan: Part 2 (2020) also outlines that for Policy DMHB 10, high buildings and structures are those that are substantially taller than their surroundings, causing a significant change to the skyline. The terms tall and high building are treated synonymously within these sections of the Development Plan.

Policies D1-D3 of the London Plan (2021) requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites. The policies set out a range of urban design principles relating to the quality of the public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by, in particular, maximising the provision of active frontages and minimising inactive frontages and improving permeability and overlooking.

Policy D8 of the London Plan (2021) requires development proposals to ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Paragraph D, in particular, expects development proposals to demonstrate an understanding of how people use the public realm, and the types, locations and relationships between public spaces in an area, identifying where there are deficits for certain activities or barriers to movement that create severance for pedestrians and cyclists.

Policy D9 of the London Plan (2021) requires that development proposals where tall buildings are being provided, should buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality and not cause disturbance or inconvenience to the surrounding public realm and that entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas.

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods where people enjoy living and working and 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 2 (2020) also emphasises the need for new development to be well integrated with the surrounding area and provides design criteria for achieving this.

The application site forms part of site allocation SA38 which is segregated into 3 parcels (A, B, C). Site A relates to the Padcroft Works development, which has been built and is occupied. Site C is the former Tavistock Works recently approved for redevelopment on appeal. Both of these developments extend to eight storeys which is taller than the building proposed for this application. As the building is no taller than its surroundings, it does meet the policy definition of a tall building.

The proposed building would measure 26 metres or seven storeys from street level to the top of the rooftop plant room/lift overrun. The height steps down to 4-6 stories towards the corner feature, located on the junction of Winnock Road and Tavistock Road and then 4-2 storeys at the end of the Winnock Road elevation. The building features layered setbacks, which reduces the view of the bulk and scale of the elevations. The Design and Access Statement provides some visuals of the elevations and what materials may be used. The material pallet adds visual interest and again helps to break up the scale bulk and massing of the building.

The height scale and bulk of the new scheme are primarily the same as those previously permitted. As stated above, it is reasonable to consider the previous consent setting the parameters for what would be acceptable for future development applications. No concerns are raised as the height does not exceed the parameters set by the earlier permission. Similarly, the location of the blocks is the same as those previously considered acceptable. Therefore, no objection has been raised. It should be noted that the building height does not exceed that which was granted consent previously on either the Winnock Road or Tavistock Road elevations.

The previous scheme included a basement car park which does not form part of this proposal, thus resulting in the parking being relocated to the ground floor along with plant, cycle and bin storage. Further changes relate to the Winnock Road elevation, which no longer features a pitched roof that steps down towards the two-storey terrace which abuts the site boundary and now features an elevation with a multi-level setback and is characterised by a flat roof. The retention of the active frontage with doors leading onto the street set back from the public highway by planting, which creates the view of an individual private front garden, is welcomed.

The submitted elevations demonstrate a cohesion between the occupied development in Site A, the former Padcroft Works Site and the design of the neighbouring development at Tavistock Works, Site C. The applicant has submitted revised plans which amend the Winnock Road elevation. This has been reviewed by the council's Urban Design Officer, who has no objection subject to a condition requiring approval of all exterior materials.

The balconies on both front and rear elevations are a common feature of Site A and Site C and thus would appear in the right place. The communal amenity space is located to the rear and roof level and, therefore, would not be seen from street level.

As stated above, given that the scheme has been designed to remain within the parameters set by the previous consent, there would be limited changes to any views from within the surrounding streets.

Considering the above points, the proposed development would accord with the above design-related policies.

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 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 privacy levels and prevent the possibility of overlooking. In some locations with 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 the 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".

The site is located within the Yiewsley/ West Drayton Town Centre. It is considered that the building has been carefully designed to ensure that there is no unacceptable loss of outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road, the new residential units within the Padcroft Works development (Site A in the site allocation) and the neighbouring Tavistock Works site which has recently received consent following an appeal.

The proposed building forms an L shape which wraps around the site frontage with Tavistock and Winnock Road. To the rear at the first-floor level is the communal amenity space, which creates a separation distance between the rear-facing windows and those blocks which form Site A within the site allocation policy looking north and east. The separation distance to the north would be approximately 18.4 metres between the proposed development's window and the balconies of the block to the north. The distance between the proposed building and the windows within the block to the east would be approximately 16-17 metres. Whilst this is less than the prescribed measurement within Policy DMHB 11, the windows and balcony located within the nearest unit in the block to the north are orientated facing the block within the same development to the east and, therefore, away from the proposed new building. The block to the east in site A features windows that would primarily

provide views of the side elevation, and any views of the block to the east from within the nearest proposed units would only be available if someone were to lean out and turn their head to the east. Therefore no concerns are raised regarding overlooking or privacy for these blocks.

Turning to Winnock Road, the element of the front elevation located on Winnock Road is predominantly 3-4 stories in height. The frontage would be set in line with the adjacent terraced properties. Although not strictly 21 m from the habitable room windows of the neighbouring dwellings, there is generally more flexibility applied to the requirement to meet this separation distance where there is a street separating the existing and proposed homes.

Regarding the approved development at Tavistock Works, the applicant has shown consideration for the permitted development on this site. The building would be set back from the neighbouring site boundary by approximately 2 metres, providing adequate breathing space between the two elevations. The adjacent site will benefit from an outdoor play area on the seventh-floor level which would abut the site boundary. The side-facing windows proposed in the elevation facing Tavistock Works would be obscurely glazed, and the seventh-floor play area would sit just below the roof line, so there would be no overlooking concerns.

Turning to daylight and sunlight matters, the applicant has submitted an assessment which has been reviewed by an independent specialist appointed by the Council. The appraisal concludes that the proposed report is robust in scope. The retained values for existing neighbours are as expected and consistent with the policy-led development of the site. This is further supported by a helpful comparison with the historic consent for the site, which is generally similar. It is considered that the development would not cause additional harm to those units which are within a reasonable distance of the new building within Site A. The report provides evidence of this through an alternative assessment undertaken to demonstrate the light level changes if the balconies were to be removed. Officers are satisfied with this evidence and the report's findings which relate to the impact upon the adjacent development within Site A.

The applicant has submitted additional information testing the daylight and sunlight implications against the redevelopment of site C (Tavistock Works), which has been approved by an appeal inspector. This information has been reviewed by the independent specialist appointed by the Council, who concluded that the bedrooms directly adjacent to the Appeal site would inevitably see reduced daylight values with this in situ. The assessment shows that the bedrooms closest to the Appeal scheme would meet the default targets on the 3rd floor and above. The second bedroom, adjacent to the living area, would achieve these from the lowest level. Given that they are bedrooms, they have a generally reduced requirement for light due to their mainly nighttime use. When applying flexibility, these small areas not satisfying the default targets are acceptable on balance.

7.09 Living conditions for future occupiers

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey 1-bed 1 person unit should provide a minimum of 39 square metres Gross Internal Area (GIA) with a bathroom (or 37 square metres with shower room);

- One storey 1-bed 2 person unit should provide a minimum of 50 square metres GIA;
- One storey 2-bed 3 person unit should provide a minimum of 61 square metres GIA;
- One storey 2-bed 4 person unit should provide a minimum of 70 square metres GIA;
- One storey 3-bed 4 person unit should provide a minimum of 74 square metres GIA; and
- One storey 3-bed 5 person unit should provide a minimum of 86 square metres GIA.

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all of the proposed units meet the minimum space requirements and are provided with adequate outlook from all habitable rooms.

A daylight and sunlight report has been submitted and reviewed by an independent specialist appointed by the Council. The report states that on-balance, the internal light levels are sufficient and taking into consideration the comprehensive redevelopment of the site allocation.

Given the above, the proposed development complies with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that studio and 1-bedroom flats should provide a minimum of 20 square metres of amenity space, 2-bedroom flats should provide a minimum of 25 square metres of amenity space and 3+ bedroom flats should provided a minimum of 30 square metres of amenity space.

Based on a proposal for 1 x studio 37 x 1 bed 51 x 2 bed and 16 x 3 bed units which should therefore provide 2515 m2 of private amenity space.

Based on the submitted plans, the proposed development would provide the following:
- 293.5 square metres at ground floor level
- 749.8 square metres of private amenity space via balconies;
- 463.3 is to be provided via the podium level open communal space
- 293.5 is to be provided via the rooftop garden

The rooftop garden on the seventh floor would sit at a similar level to the seventh-floor play area of the consented scheme on the former Tavistock Works site. Whilst this would lead to some overlooking of the two amenity areas, this is similar to the relationship at the first-floor level between the two podium-level communal amenity areas. Consequently, no overlooking concerns were raised.

The proposed development would provide 1,659 sqm of usable amenity space across the entire development resulting in a shortfall of 856 sqm.

It is a material consideration that in determining the appeal scheme on Tavistock Works, the planning inspector dismissed the council's reason for refusal relating to the lack of policy-compliant levels of amenity space. Whilst the council's central issue of whether particular sections of the proposed amenity space met the policy requirements to be included within the amenity space calculation, para 25 of the inspector's decision concluded that despite the numerical shortfall in the provision, the quality of the spaces together with the contribution agreed for local park improvements made the appeal scheme acceptable. The inspector's view is a material consideration in assessing this application. Therefore subject to an open space contribution to be secured through an s106 agreement, the proposed level of amenity provision is considered acceptable on balance.

PLAY SPACE

Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:
a) provides a stimulating environment
b) can be accessed safely from the street by children and young people independently
c) forms an integral part of the surrounding neighbourhood
d) incorporates trees and/or other forms of greenery
e) is overlooked to enable passive surveillance
f) is not segregated by tenure
This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m2 of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:
A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.
B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.
C) The Council will resist the loss of existing play spaces unless:
i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and
ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.

Paragraph 5.79 of the Hillingdon Local Plan: Part 2 (2020) states that the council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance. The site is located within close proximity to several playgrounds including Royal Lane Park and Playground to the north (approximately 1km from the site) and The Closes Children's Playground (circa. 900m from the site). There is also a public open space within the Taylor Wimpey development on Wraysbury Drive which is 480 m from the site and features, green open space, a fishing lake and

a children's playground.

Based on the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', play space requirements is divided into 3 categories;
-age 0-4; door step play/within 100m;
-age 5-11 years; play within 400m of site;
-age 12+ years; play within 800m of site.

Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following numbers would be yielded from the proposed development:
- 26.4 no. children under the age of 5 years old;
- 19.6 no. children aged 5 to 11 years old; and
- 12.4 no. children aged 12 to 17 years old.

The GLA's calculator for play space requirements, advises of a child yield of 31.6 which generates a play space requirement of 316.3 sqm.

The proposed development includes a play space provision of 389.9sqm, a minor short fall of the 398.8sqm requirement outlined in the GLA play space calculator. The provision will be located at podium level hosting a large, outdoor amenity space for the enjoyment of all residents. Despite the minor shortfall, the provision includes an outdoor gym and doorstep play for young children (ages: 0.5 years). The proposed play space accommodates all age ranges from 0-17. The proposal would not be considered contrary to Policy S4 of the London Plan (2021) and Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020).

PUBLIC OPEN SPACE

Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible.

Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.
B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.
C) 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 development should provide 5,607 square metres of publicly accessible open space in accordance with the planning obligations SPG (2014). The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Yiewsley. Based on the Planning Obligations Supplementary Planning Document (July 2014), the financial contribution required is £140,175 and the applicant has agreed to pay this sum.

Subject to a Section 106 agreement securing a financial contribution in accordance with the above, the proposal would accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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. 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 (2020) states: Development proposals must ensure that:
i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Consideration should also be given to the newly adopted London Plan (2021) policies, including Policies T2, T4, T6 and T6.1.

It is agreed that this area is a sustainable location given that it sits on the corner of a junction with the West Drayton Train Station, which hosts the Elizabeth Line, amongst other train lines and several bus routes. The site is also within a very close distance to the High Street, which accommodates local shops and other infrastructure which serves the local community and is therefore within walking distance of the site.

The proposed plans indicate 50 parking spaces would be provided, with 3 spaces dedicated for blue badge occupants. The applicant will be required to provide 20% of all spaces with active electric vehicle charging points, and the remaining is to be served by passive provision, which will be secured by condition. The floor plans demonstrate provision for 193 long-stay and 6 short-stay residential cycle bays, plus an additional space dedicated to the community use space. Both the car parking and cycle parking provision are considered acceptable, as confirmed by the Council's Highway Officer. The increase in the number of short-stay cycle bays from 5 to 6 also resolves the concerns raised by TFL.

The applicant has submitted an Active Travel Zone assessment, which was reviewed and costed by the Highway Authority. The following works have been identified as a contribution towards transforming the routes to key destinations Healthy Streets. The destinations chosen are Tesco Yiewsley, West Drayton Station, the new Platinum Jubilee Leisure Centre, Rowlheys Place and the Grand Union Canal. A budget of £84,125 is required to deliver tactile paving and dropped kerbs at 9no. locations, 5no. new benches, 5no. litter bins and 15no. street trees will be secured within the proposed s106 legal agreement as well as the travel plan and relevant bond to ensure the targets are delivered.

Considering the above points and the comments from both the Highway Authority and Transport for London, the proposed development is considered acceptable subject to the relevant conditions and contributions secured by a legal agreement.

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

ACCESSIBILITY

The following planning policies are considered:

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 that in order 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'.

Following initial concerns being raised the applicant has submitted a set of revised plans which have been reviewed by the council's Access Officer. They have addressed all of the policy requirements set out above however the Access Officer has requested that access be provided directly into the residential cores from the building rather than occupants having to use a walkway around the building to enter from the front lobby.

For buildings which extend 7 or more stories in height there is a requirement to consult with the HSE and upon doing so it is clear the Access Officers request conflicts with fire regulations. The HSE have stated in that where the development features a covered car park and the stairs serving the upper stories are single stairs (i.e the stairs serve as the only means of escape for the part of the building) then the escape stairs should not connect to the parts of the building of a higher fire risk such as the covered car park. In this case the proposal includes a car park beneath a podium which would be an area of greater fire risk and therefore the stair cases should not provide direct access into the car park.

Taking the points raised by the HSE on board, the provision of access directly from the car park into the entrance lobbies or near the stairwells which serve each block could compromise fire safety is considered to be acceptable on balance.

7.13 Provision of affordable & special needs housing

Policy H5 of the London Plan (2021) requires a minimum of 50% affordable housing where the application is to redevelop a former industrial site. To follow the fast track route and not be required to submit a financial viability assessment, applicants must meet the following criteria:
- Meet or exceed the relevant threshold level of affordable housing on site (50%) without public subsidy
- Be consistent with the relevant tenure split (70/30 social rent/intermediate).

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units, to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Local Plan: Part Two (2020) requires major residential developments to maximise the delivery of affordable housing on site. A minimum of 35% of all new homes should be delivered as affordable housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate.

The Financial Viability Appraisal submitted has been independently assessed by the council's external consultants and following negotiations with the applicant, parameters have been agreed in order to allow the LPA to understand the viability of the proposed development and the associated number of affordable housing units which can be provided on-site.

Consequently, an affordable offer of 23% by habitable room with 61% being London Affordable Rent (LAR) and 39% Shared Ownership (approximately 60/40 split). An independent review of the scheme's viability has been undertaken and led to the satisfaction of officers that this is the maximum viable, affordable housing provision that the scheme can deliver on-site with the tenure that best meets the needs of the Borough. The council's Housing Team notably supports this. Whilst the council's viability consultant indicates that an additional surplus could be used to provide a slightly higher contribution, they also agree that the market conditions may have shifted. Therefore, an early and late-stage review mechanism is an appropriate method for capturing any additional surplus post-determination of the application.

In addition, the proposed affordable housing would be built to the same standards as private housing. The affordable housing would also share the same communal amenity spaces

Given the lengthy negotiations which have taken place and the time it has taken to get to an agreed position the LPA has sought to agree the figures which would be input into the s106 affordable housing schedule which will be used for both the early and late stage review mechanisms. These figures are as follows:

GDV Base: £41,653,826
Build Cost Base: £26,367,000
Owner Profit % GDV, Base: 14.98%

If recommended for approval, the affordable housing provision proposed would be secured by a Section 106 legal agreement with an Early and Late Stage Viability Review mechanism imposed to

secure further affordable housing units if the viability of the scheme improves. As such, the proposed development accords with Policy H5 of the London Plan (2021), Policy H2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 (2020).

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 amenities, 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 is supported by a Design and Access Statement (DAS), which sets out the landscaping strategy for this development and various planting plans illustrating the species to be used and locations. No trees are within the site's boundary; therefore, no tree removal is necessary. The DAS from the previous consent contained indicative drawings illustrating a connection between the podium amenity space for both sites A & B. Different landowners have brought forward the two sites; therefore, the plan to connect the two podiums cannot be delivered. However, the landscaping principles and layout, considered acceptable when determining the previous application, have been carried forward to this current proposal.

The submitted landscaping scheme sets out three key objectives for a multi-functional landscape which aims to strengthen the green infrastructure network, create a community hub and provide multi-generational amenity space which caters for exploration and informal play and amenity spaces for human interaction.

The playspace plan demonstrates that there would be suitable provision for relevant furniture and activity space within the large communal area at the podium level. Planting is provided around the edges, providing a soft setting to the hardscaped areas. The front of the building at ground floor level is set back from the public highway, which provides space for modest individual front gardens. These gardens feature planting and boundary treatments to create a private and soft setting to the ground floor front facade, which is welcomed.

With regards to the rooftop garden, this is predominantly hardscaped, with large areas utilised for green roofs. The area would provide a reasonably designed space to attract occupants to meet and socialise without risk of nuisance to neighbouring residents.

The proposals have been reviewed by the council's Tree Officer, who has not objected to the species and locations of the proposed trees. As stated above, the scheme would provide an adequate mix of hard and soft landscaping and therefore comply with the relevant policies above.

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 in Table 8.2 but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for predominately residential developments and a target score of 0.3 for predominately commercial development.

During the initial assessment of the proposal, concerns were raised regarding the scoring of 0.18, which was proposed. The applicant has since revised the landscaping plans to introduce further planting and green elements to the scheme, increasing the score to 0.39. There is a minimal shortfall, and Officers have considered fire safety impacts if the applicant were required to increase the UGF further. Therefore, the proposal is considered acceptable and meets the necessary policy requirements.

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 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 former buildings that occupied the site have been demolished and the site offers nothing regarding ecological value. The applicant's biodiversity report suggests that the increased soft landscaping proposed would result in a biodiversity net gain which Officers would agree with. However, further net gain could be achieved by delivering more enhancements. Therefore, a more robust ecological enhancement plan shall be secured by condition. Subject to the agreement of the condition mentioned above, the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

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.

Dedicated bin stores are provided within the curtilage of the building. Refuse would be collected from stores situated at the back of footway along Tavistock Road. Refuse vehicles would stop adjacent to these stores and tip the refuse into the vehicle. Taking into account that this would be a weekly event, and that the refuse vehicle would only be stationary for a short amount of time this arrangement is considered satisfactory. As the application does not require the bins to be manually pulled out to a collection point, no refuse and recycling management condition is required. The proposal would comply with the above policies.

7.16 Renewable energy / Sustainability

ENERGY

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.

An energy assessment has been submitted and sets out the proposed onsite savings and how they will be achieved in line with both the Local Plan and London Plan Policy requirements. The assessment concludes that the scheme would deliver the minimum required onsite energy savings, however as this is the minimum required and not net zero carbon, a financial contribution of £202,209 in lieu of further on site mitigation is required. The document has been reviewed by the Councils Energy Officer who has raised no objection subject to a condition pertaining low and zero carbon technology, and be seen (monitoring) requirements.

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 submitted noise assessment provides a detailed review of the impact upon local residents and future occupants. It is concluded that the proposed development should not raise any residual significant or other adverse impacts on the health and/or quality of life for existing neighbouring dwellings in the vicinity of the site, or dwellings to be created by the development. It is therefore considered that the proposed development complies fully with noise related national and local planning. However, it is necessary to attach a condition pertaining to the restriction of noise above a set level and set hours given the proposal includes a non-residential element.

7.17 Flooding or Drainage Issues

FLOOD RISK

The following planning policies are considered:

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.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (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.

Of particular relevance is Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) which states:
A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy SI 13).
B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.
C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.
D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.
E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.
F) Developments should be drained by a SuDs system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency
G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.
H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.
I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure
J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the Local Planning Authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

The application site does not fall within a designated Flood Zone however given the scale of the development the applicant has submitted an FRA and drainage strategy which has been reviewed by the council's Flood Water specialist. The proposed drainage strategy is considered to be unacceptable however given that the scheme no longer proposes a basement it would be an improvement in terms of flood risk on the scheme which was previously granted consent a condition to secure a revised drainage strategy would be acceptable. The revised drainage strategy should include all of the details which are set out in the Flooding comments in section 6.2 of this report. Subject to condition the development would accord with the above policies.

7.18 Noise or Air Quality Issues

AIR QUALITY

The following planning policies are considered:

Paragraph 186 of the National Planning Policy Framework (2021) 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. Policy SI 1 of the London Plan (2021) further supports this.

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 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 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 within an Air Quality Management Area (AQMA) and will affect an identified Air Quality Focus Area. Development briefs for large scale proposals, such as this, should consider how local air quality can be improved across the area of the proposal as part of an air quality positive approach. The development brings more receptors and emissions into the AQMA therefore the air quality impacts, and their mitigation, are a material consideration.

An Air Quality Assessment has been submitted by the applicant but fails to demonstrate that the development would be air quality neutral. The council's Air Quality Officer has undertaken an appraisal of the assessment and has stated that a damage cost is required if the applicant is unable to increase on site mitigation though a robust travel plan and introduction of a green wall.

The applicant has agreed to submit a travel plan and this will be secured within the s106 legal agreement. With regards to a green wall the applicant's DAS refers to a green wall or climbers being rooted in soil at first floor level and roof level. The updated first floor planting plans provide location details for the green screens on both levels and these are considered to be acceptable. Taking into consideration the applicants commitment to these two methods of on-site mitigation it is appropriate for the council to apply a reduction to the damage cost as set out within the Air Quality Officers comments to £95,008. Subject to the conditions requiring further green wall details and the standard Low Emissions Strategy submission, and securing of the damage cost via a legal agreement, the

proposed development is considered to comply with the above policies.

7.19 Comments on Public Consultations

These have been dealt with in the body of this 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 planning obligations relating to the following:

1. A s278; Highway works needed to facilitate highway improvement works along Tavistock Road

2. Air quality damage cost £95,008.

3. 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.

4.LBH highway improvement works comprising: - Tactile paving and dropped kerbs at 9no. locations, 5no. new benches, 5no. litter bins and 15no. street trees with a cost of £84,125

5. Travel Plan: An amended Travel Plan shall be submitted to and approved in writing by the Local

Planning Authority. The Plan will include such as matters as: 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.

6. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded Scheme

7. Open space contribution £140,175

8. Health contribution of £33,518

9. Affordable Housing: Planning obligation for an on-site provision of 14 London Affordable Rent units comprising of 7 x 1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021). 23% by habitable room with 61% being London Affordable Rent (LAR) and 39% Shared Ownership.

10. Carbon off-set contribution of £202,209

11. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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 (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 CIL liability is estimated as follows:

Hillingdon CIL: £1,264,793.92
Mayoral CIL: £ 573,696.00

7.21 Expediency of enforcement action

Not relevant to this application

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for

any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The applicant has submitted three reports which provide a comprehensive indication of the land conditions on site which demonstrates that the land has been and still is affected by contamination. The reports have been reviewed by the council's Contaminated Land Specialist who has raised no objection to the proposal subject to further testing, a methodology for remediation, evidence that the remediation works have been carried out in accordance with the method statement and no further contaminants are to be brought onto site. All of these matters are to be secured by condition.

FIRE SAFETY

Policy D12 of the London Plan (2021) is an important consideration and 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.

An outline fire safety strategy has been submitted which provides an indicative strategy for managing fire risk. A full fire safety strategy shall be secured by condition and will be discharged in consultation with the London Fire Brigade.

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 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 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 energy assessment contains details of an Overheating Assessment and states that the risk of overheating will be reduced through consideration of orientation, building massing, green scape provision and mechanical ventilation. The assessment states that mechanical ventilation will be required and the MVHR will be specified as per modelled mitigation option 2 within the submitted document. A ventilation rate of 20 l/s/person utilising the Zehnder ComfoCool to pre-cool the incoming air by up to 6 degrees Celsius will enable the development to avoid the requirement for air conditioning. In combination of the low solar transmission of the glazing to reduce internal gains all

rooms achieve a 'Pass' when assessed under relevant overheating regulations.The council's Energy Officer has raised no concerns regarding the details relating to Overheating within the Energy Assessment therefore they are considered to meet the requirements of the above policy.

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

In conclusion, the proposed redevelopment of the vacant site will provide a residential development comprising 105 residential units (Use Class C3) and 99 sqm of flexible community space is considered acceptable.

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 proposed development would provide 14 no London Affordable units and 8 Shared Ownership units, equating to an overall offer of 23% affordable housing by habitable room, in accordance with the Hillingdon Local Plan Policy DMH 7. Although this does not meet the 50% affordable housing target set for former industrial sites, stated under Policy H5 of the London Plan (2021), it would positively contribute to meeting the council's affordable housing needs and is notably supported by the Council's Housing Team. It is also agreed that this affordable housing offer is the maximum viable, affordable housing provision possible with the tenure that best meets the needs of the Borough. If approved, this would be secured by the Section 106 legal agreement, alongside an Early and Late Stage Viability Review.

The proposed building, which would extend up to 7 storeys, would be viewed in the context of an urban/suburban area which comprises a mix of characteristics but which crucially features buildings of a similar bulk, scale and massing located within site allocation and the wider Yiewsley Town Centre. Based on the immediate surrounding context, the proposed development's scale and mass are considered acceptable.

The proposal would result in a shortfall in amenity space of 856 sqm. However, given consideration to the appeal decision on the neighbouring site where a shortfall of amenity space was proposed, and the inspector failed to uphold the council's reason for refusal relating to amenity space / open space provision, on balance, the development is considered to be acceptable providing the applicant enter into a legal agreement which includes a financial contribution towards open space improvements.

The proposed development would provide 50 parking spaces, including three disabled spaces. The application site has a PTAL rating of 3 and is located approximately 250 m from West Drayton Train Station, an Elizabeth Line station, within 150 metres of several bus services. The application site is well-connected. If recommended for approval, several planning obligations would be secured by Section 106 legal agreement and would contribute to mitigating any impacts arising from the proposed use. This includes a travel plan, parking permit restriction and Active Travel Zone improvements. Subject to securing these measures, the proposal is considered acceptable concerning its impact on the local highway network.

Taking all relevant material planning considerations into account, including the previous appeal decision, the proposed development is considered acceptable regarding its impact on neighbour

amenities, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

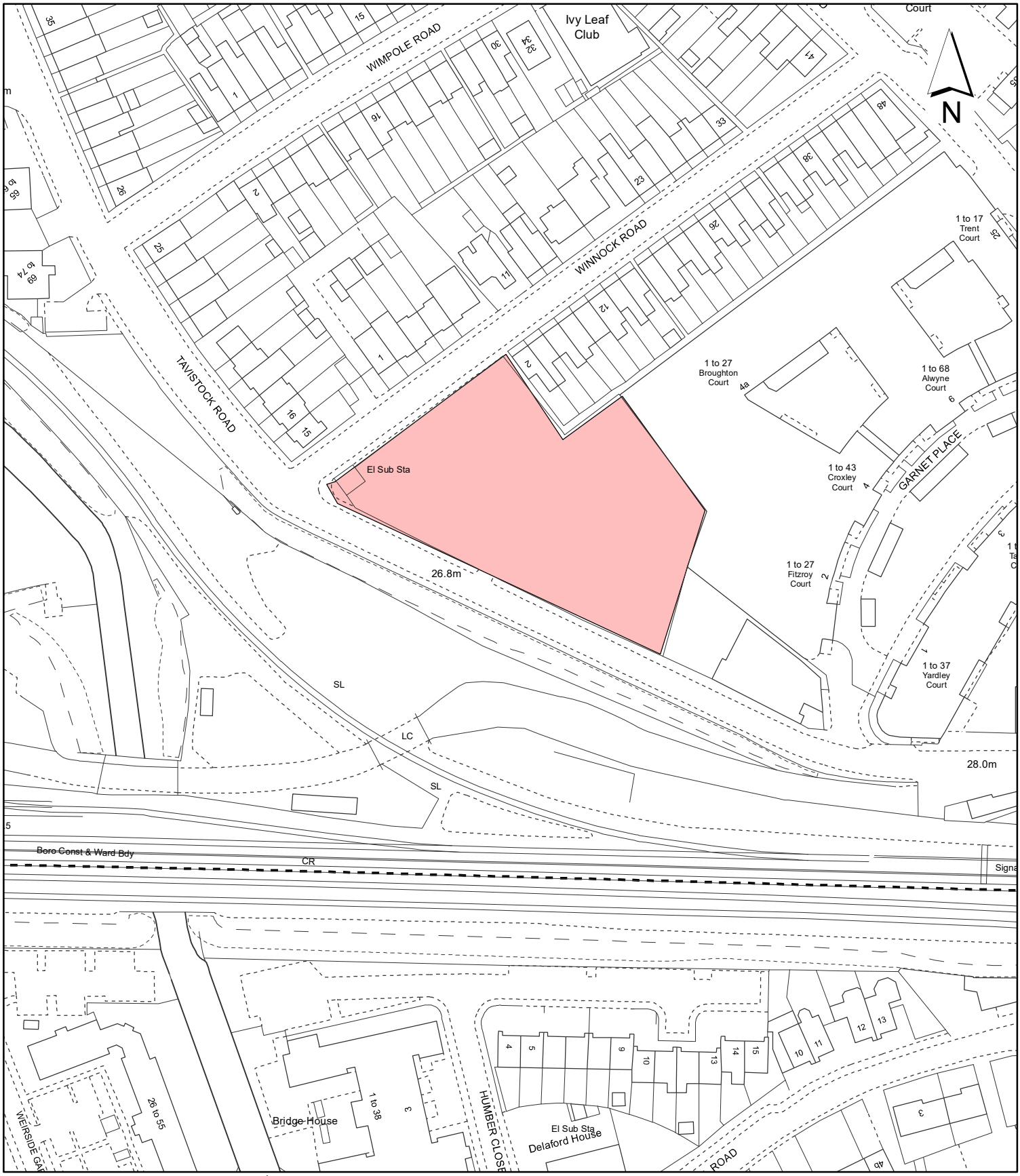
In summary, the proposed development is considered a suitable use of the site. The proposal is considered to meet the site allocation requirements and integrate with surrounding redevelopment proposals. Although the proposed development would technically conflict with the affordable housing-related policies within the development plan, an FVA has been submitted with an affordable offer of 23% by habitable room and a tenure split of 61% LAR and 39% SO. The offer and FVA has been tested is considered to be robust subject to a review mechanism to secure any additional surplus identified within the construction phases. Furthermore, the scheme's benefits, such as the increase in 3-bed family-sized units, an identified need in Hillingdon and, more specifically, Yiewsley/West Drayton, are supported. Considering these material considerations, the scheme's benefits outweigh this minor policy conflict.

The application is recommended for approval, subject to the proposed planning conditions and a Section 106 legal agreement.

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.

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Site Address:

Comag

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

Planning Application Ref:
24843/APP/2022/2403

Scale:
1:1,250

Planning Committee:
Major

Date:
May 2023

HILLINGDON
LONDON

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Plans for Major Applications Planning Committee

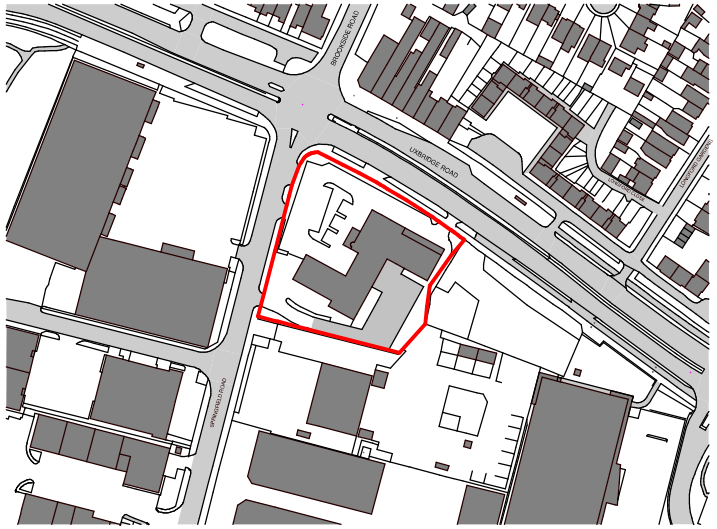
Thursday 18th May 2023

HILLINGDON
LONDON

www.hillingdon.gov.uk

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

Address	HYATT PLACE 27 UXBRIDGE ROAD HAYES
Development:	Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)(ii) and E(g)(iii)) at ground and first floor level.
LBH Ref Nos:	2385/APP/2022/2952



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Key:

- Site boundary
- Road
- Existing Building

revision	date	by	appr	description

Key Plan

1:1250 graphical scale 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Site Location Plan

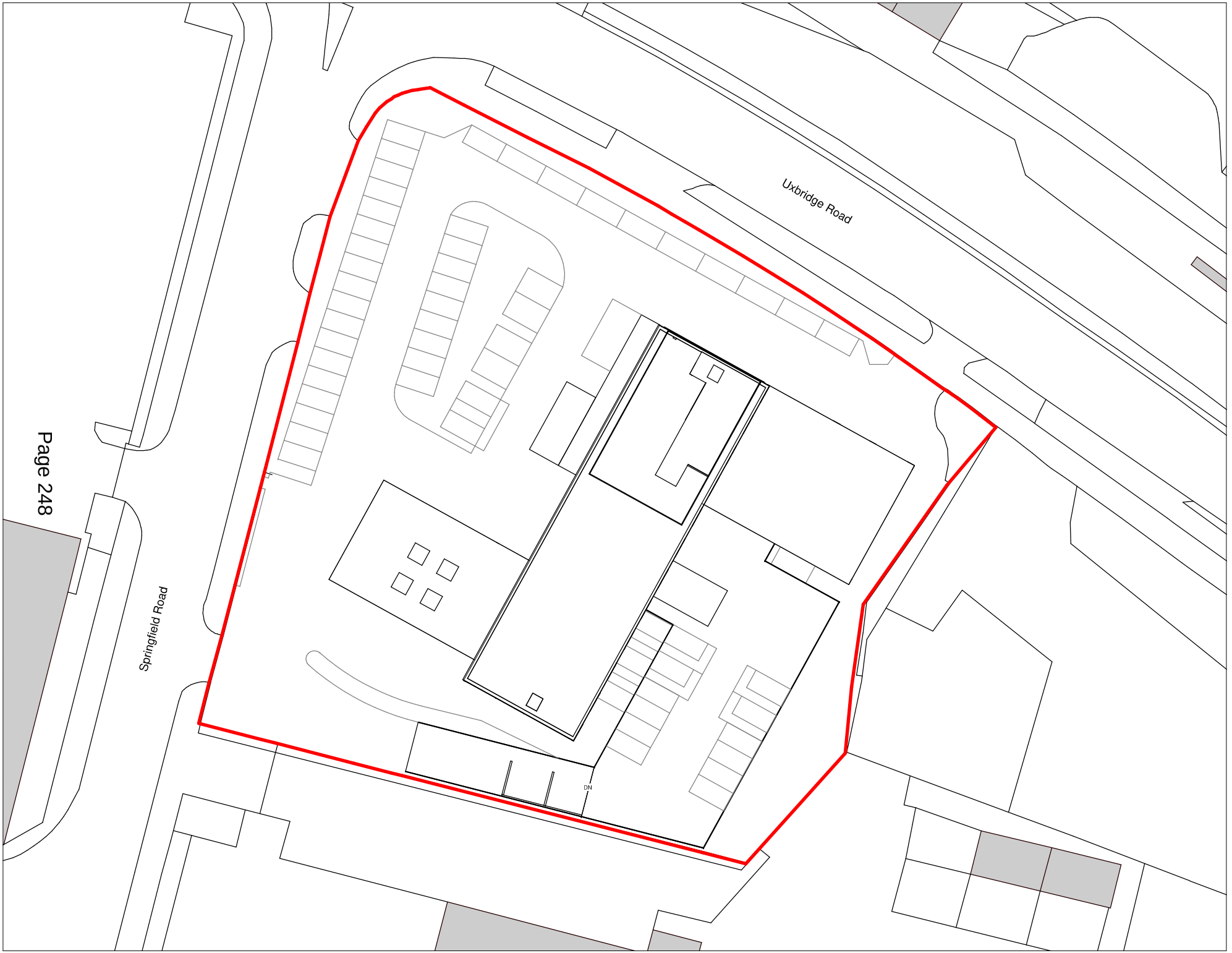
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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Key:

- Site boundary
- Existing Context Building

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Block Plan

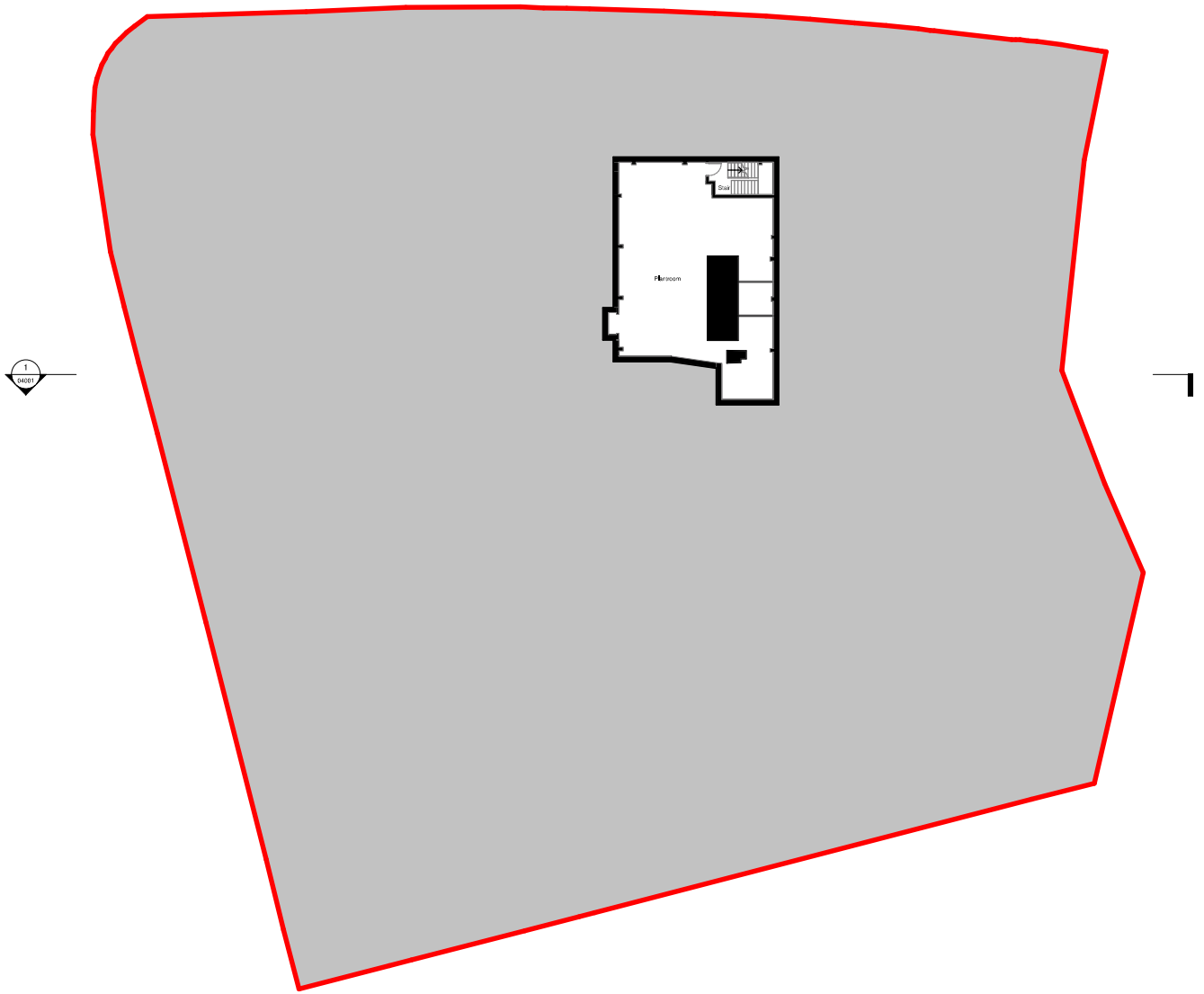
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Basement Floor Plan

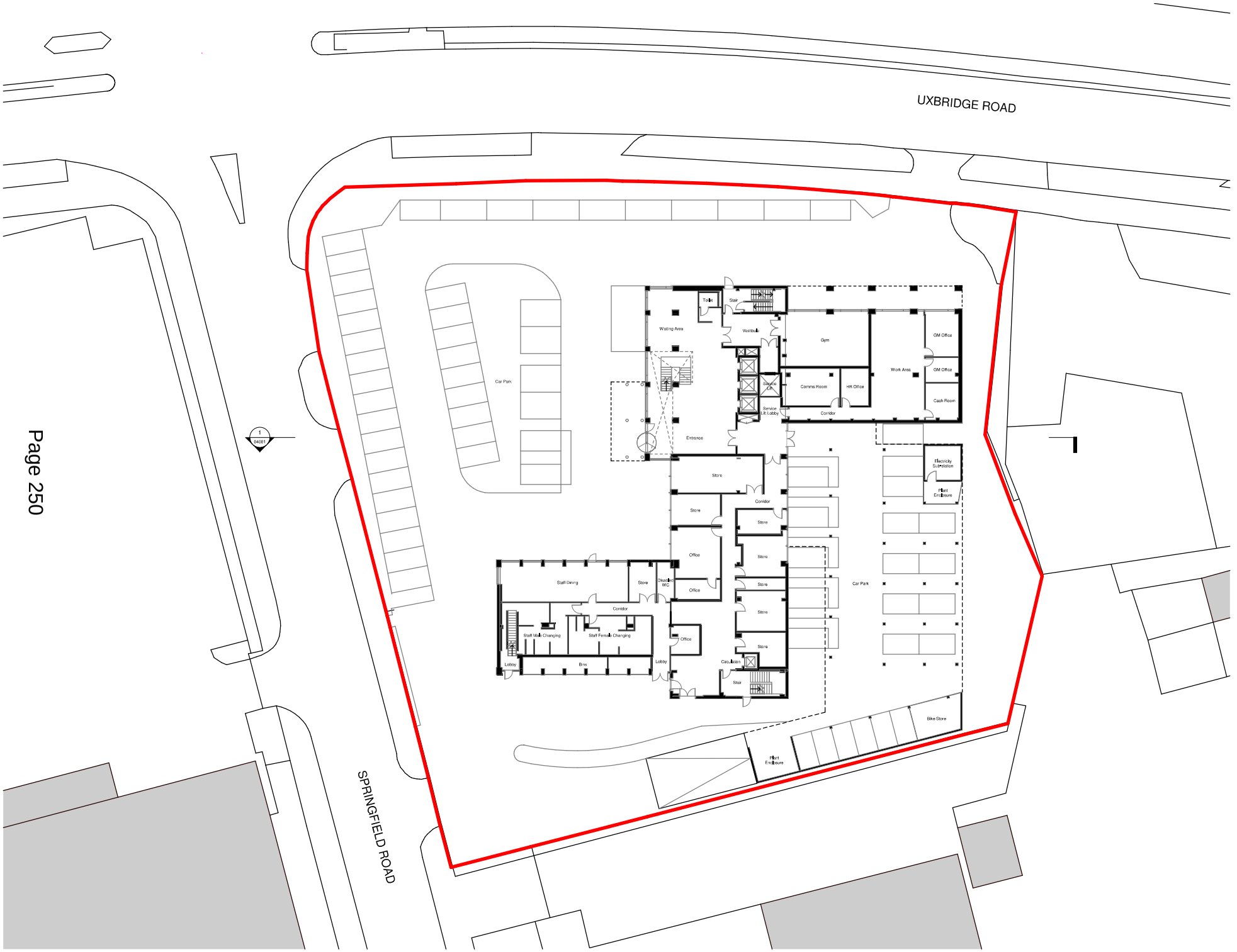
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Ground Floor Plan

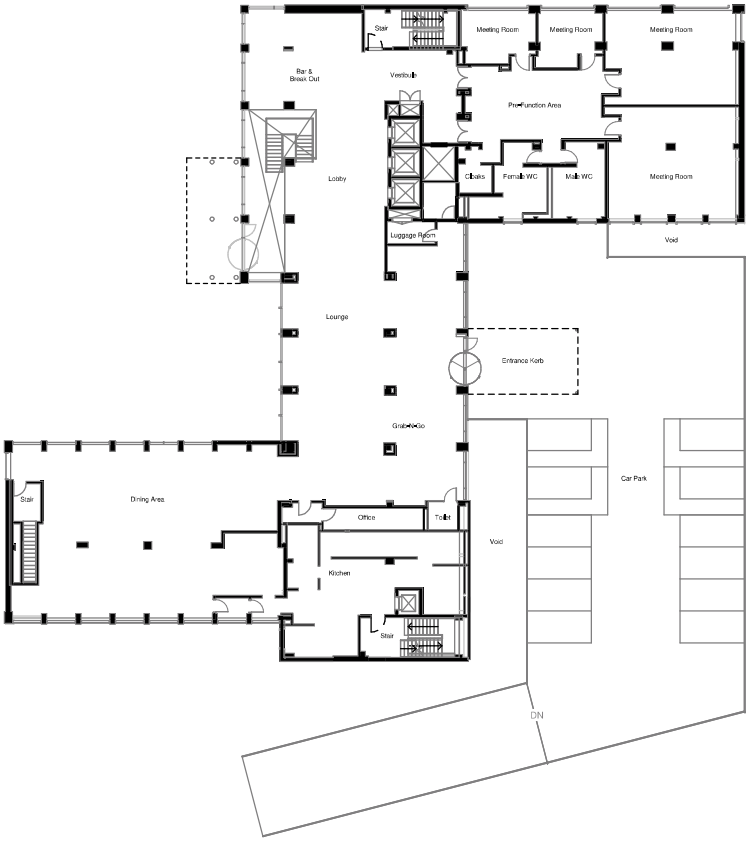
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing First Floor Plan

Scale	Sheet Size	Date
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Second Floor Plan

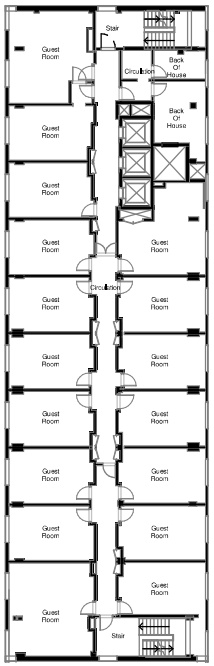
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JPB	CW	SG

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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Third Floor Plan

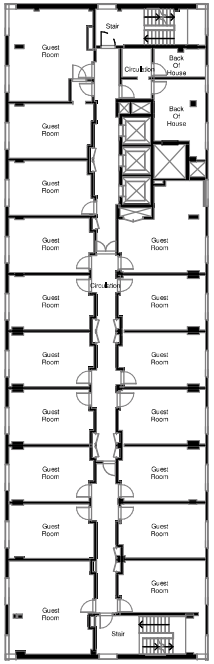
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Fourth Floor Plan

Scale	Sheet Size	Date
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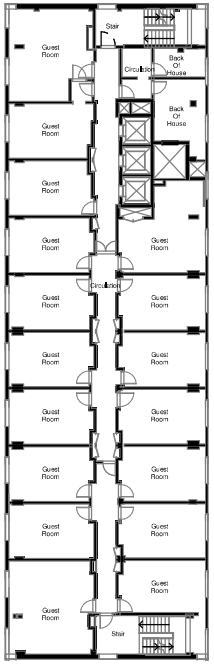
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Fifth Floor Plan

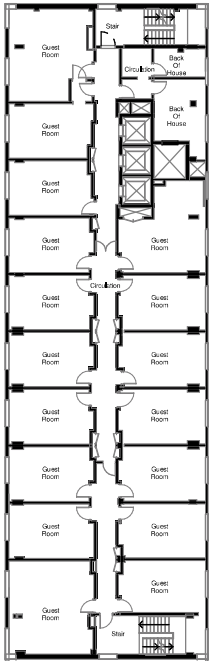
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Sixth Floor Plan

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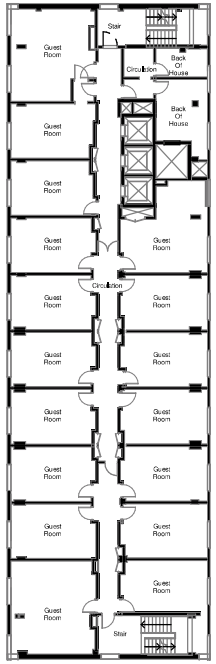
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Seventh Floor Plan

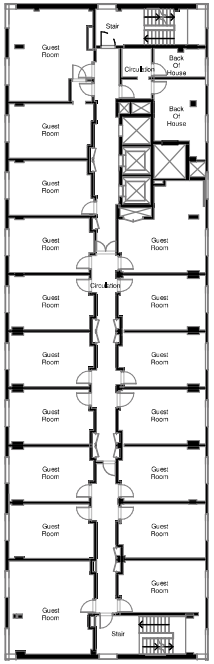
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Drawn	Checked	Approved
JPB	CW	SG

Revision Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Eighth Floor Plan

Scale	Sheet Size	Date
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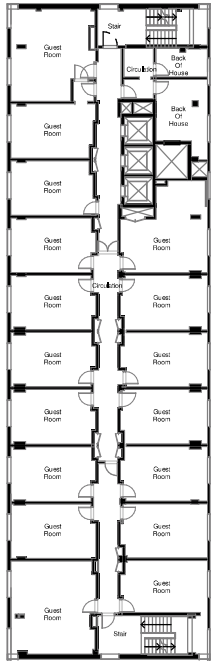
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JPB	CW	SG

Revision | Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Ninth Floor Plan

Scale	Sheet Size	Date
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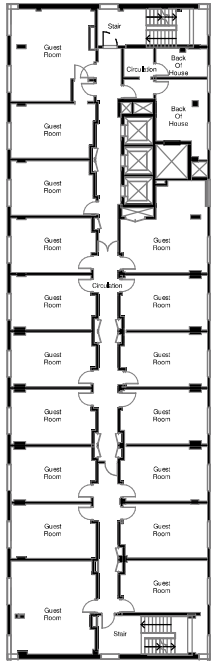
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Revision | Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Tenth Floor Plan

Scale	Sheet Size	Date
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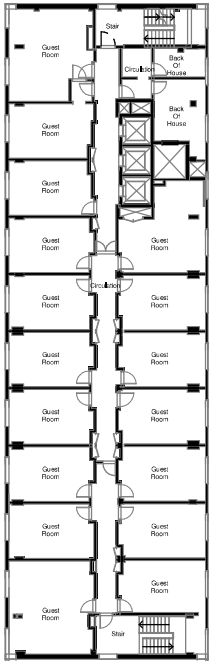
Drawn	Checked	Approved
JPB	CW	SG

Revision Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Eleventh Floor Plan

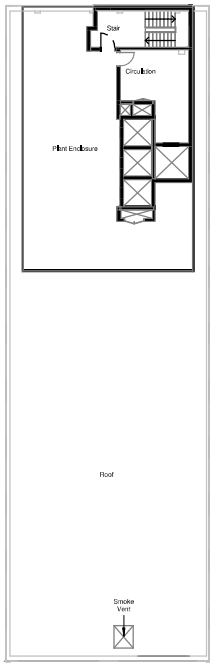
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
INF - HAP - ZZZ - L11 - DR - A - 02013

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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Twelfth Floor Plan

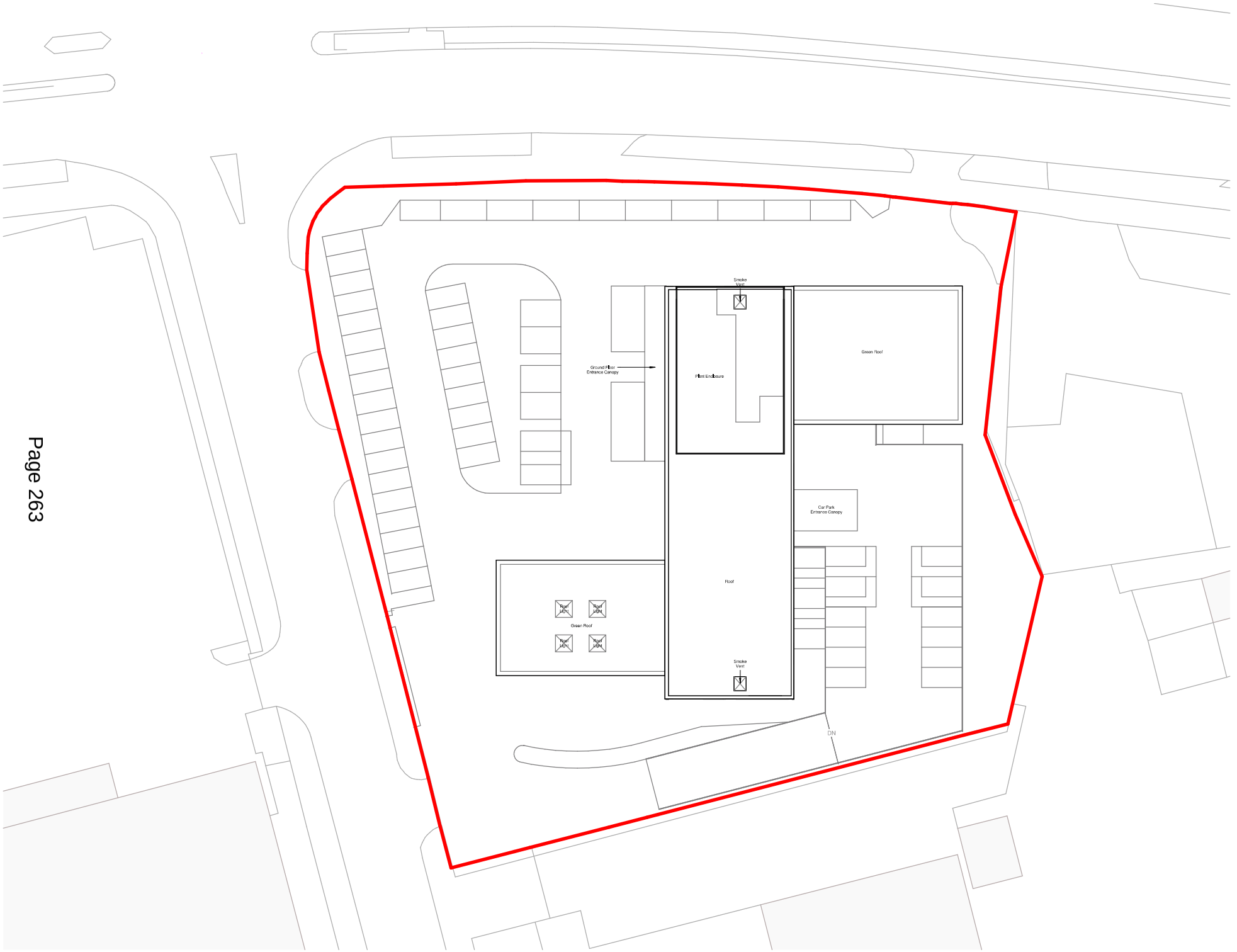
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
INF - HAP - ZZZ - L12 - DR - A - 02014

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revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing Roof Plan

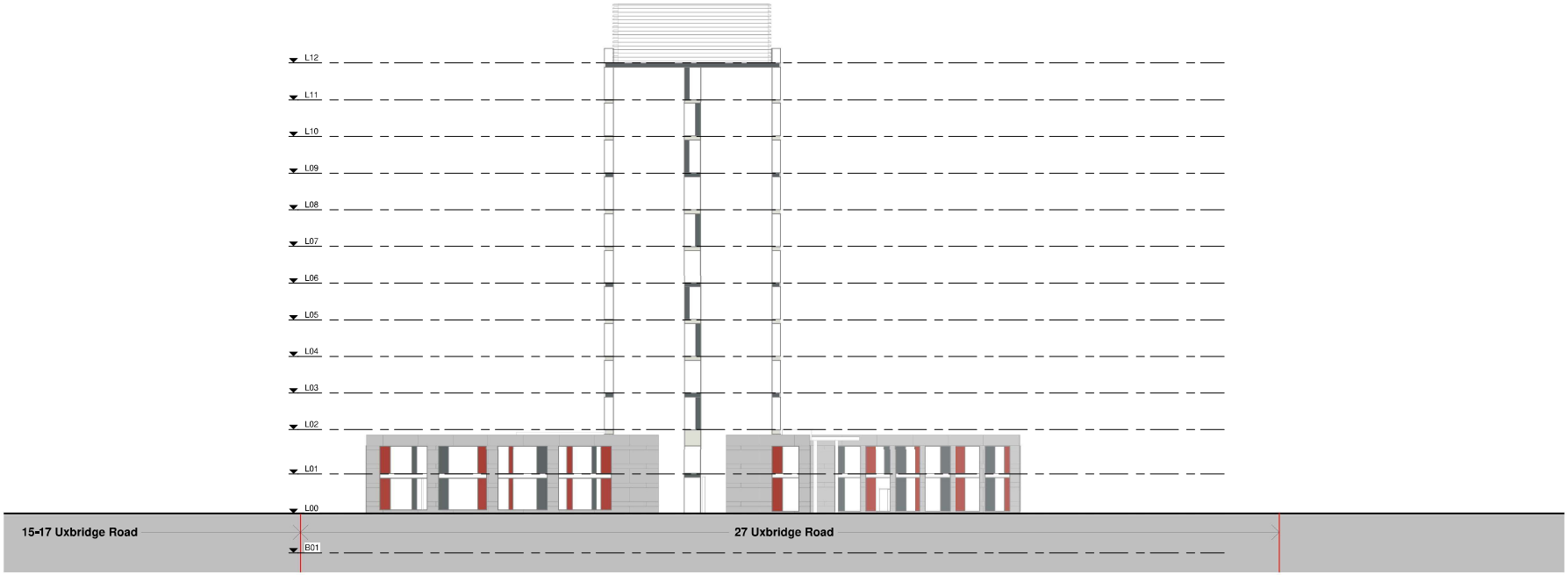
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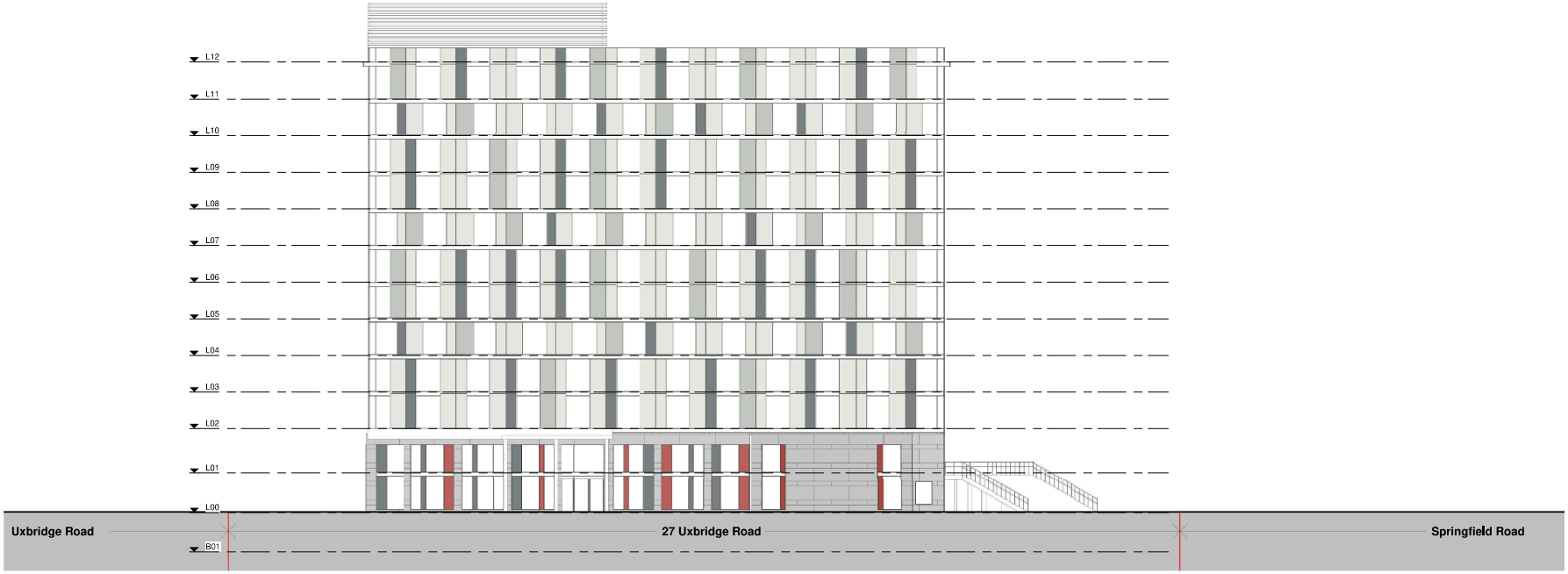
Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing North and West Elevations

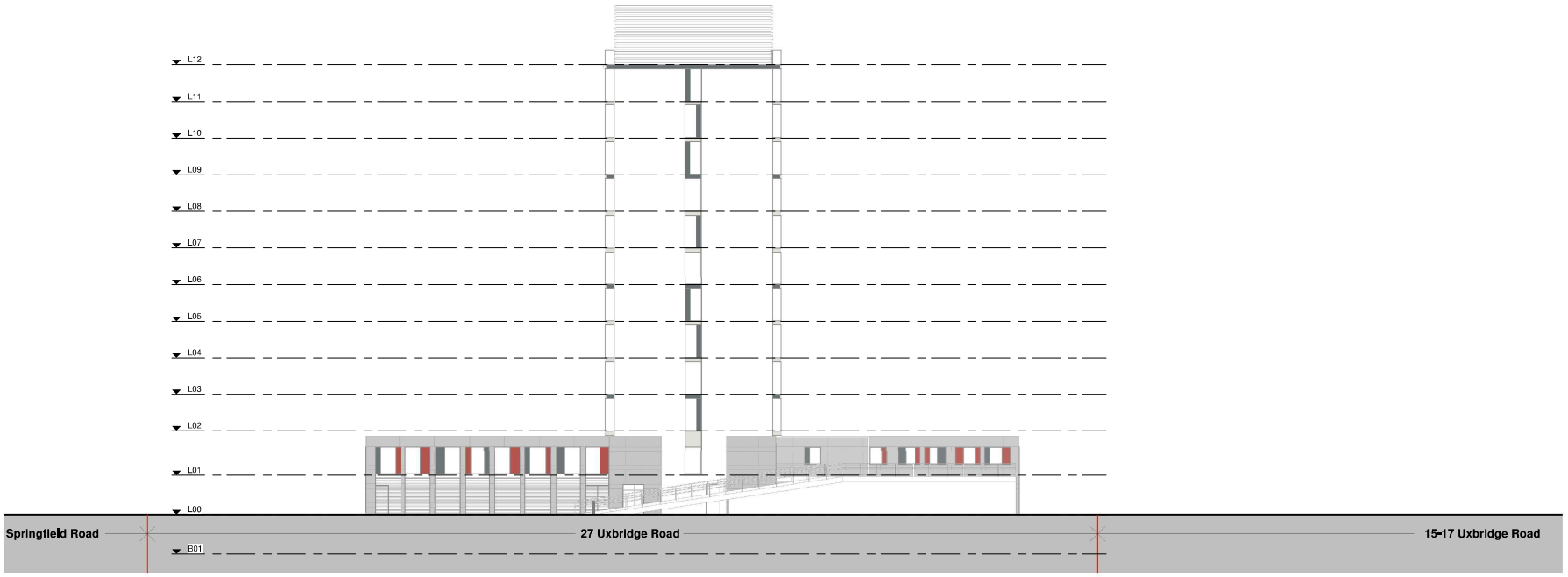
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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revision	date	by	appr	description

Key Plan

1:200 graphical scale

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Existing South and East Elevations

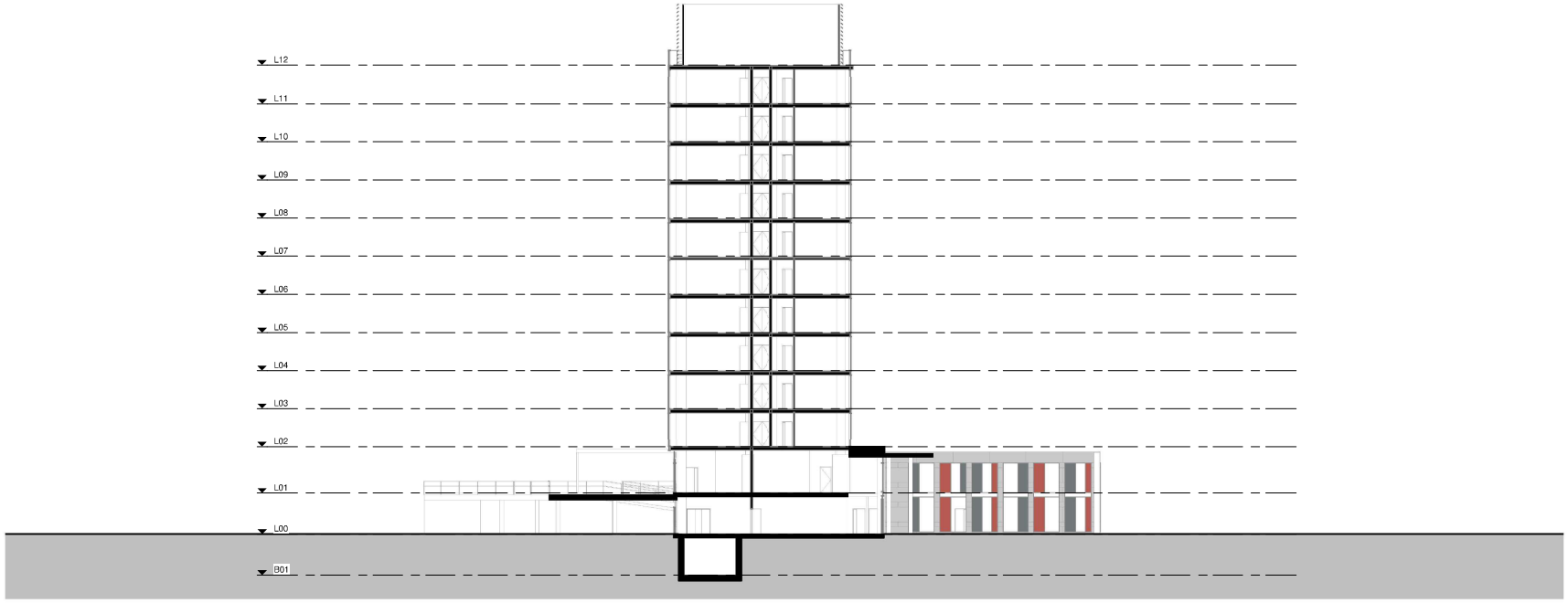
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
INF - HAP - ZZZ - ZZ - DR - A - 03002

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revision	date	by	appr	description

Key Plan

1:200 graphical scale

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd Hayes, UB4 0JN

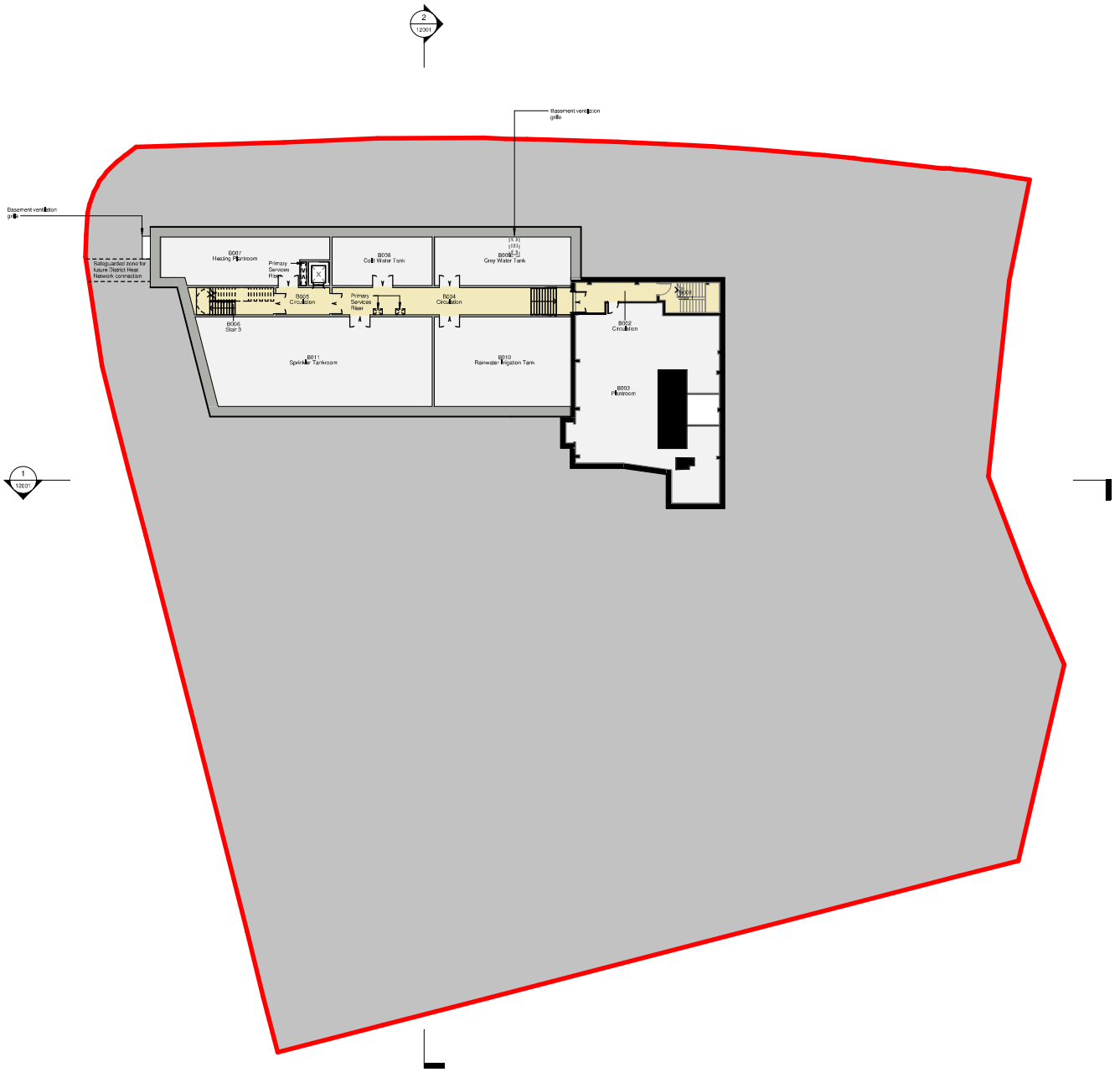
Design Stage: Planning

Drawing Title: Existing Section AA

Scale	Sheet Size	Date
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1 : 400	A3	
Drawn	Checked	Approved
JPB	CW	SG
Revision	Suitability Code	

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Basement Floor Plan

Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

Drawing No: INF - HAP - ZZZ - B01 - DR - A - 10001

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Ground Floor Plan

Scale	Sheet Size	Date
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.: INF - HAP - ZZZ - L00 - DR - A - 10002

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed First Floor Plan

Scale	Sheet Size	Date
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1 : 400	A3	

Drawn	Checked	Approved
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Revision | Suitability Code

Drawing No.: INF - HAP - ZZZ - L01 - DR - A - 10003

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Second Floor Plan

Scale	Sheet Size	Date
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1 : 400	A3	

Drawn	Checked	Approved
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Revision | Suitability Code

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Third Floor Plan

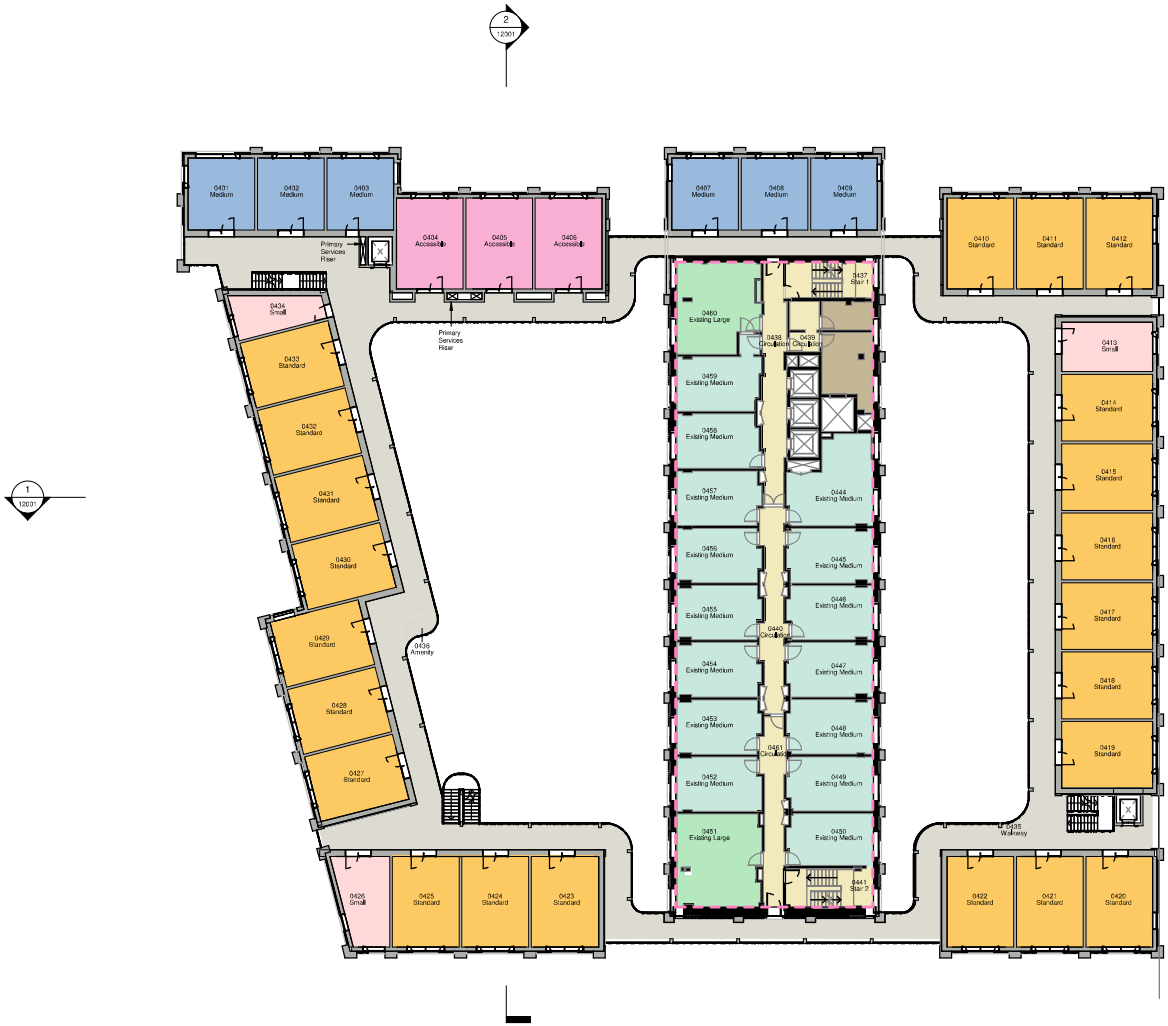
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Drawn	Checked	Approved
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Revision: Suitability Code:

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Fourth Floor Plan

Scale	Sheet Size	Date
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

Drawing No: INF - HAP - ZZZ - L04 - DR - A - 10006

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Fifth Floor Plan

Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room • Accessible
- Room • Medium
- Room • Standard
- Room • Small
- Room • Existing Medium
- Room • Existing Large
- Room • Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Sixth Floor Plan

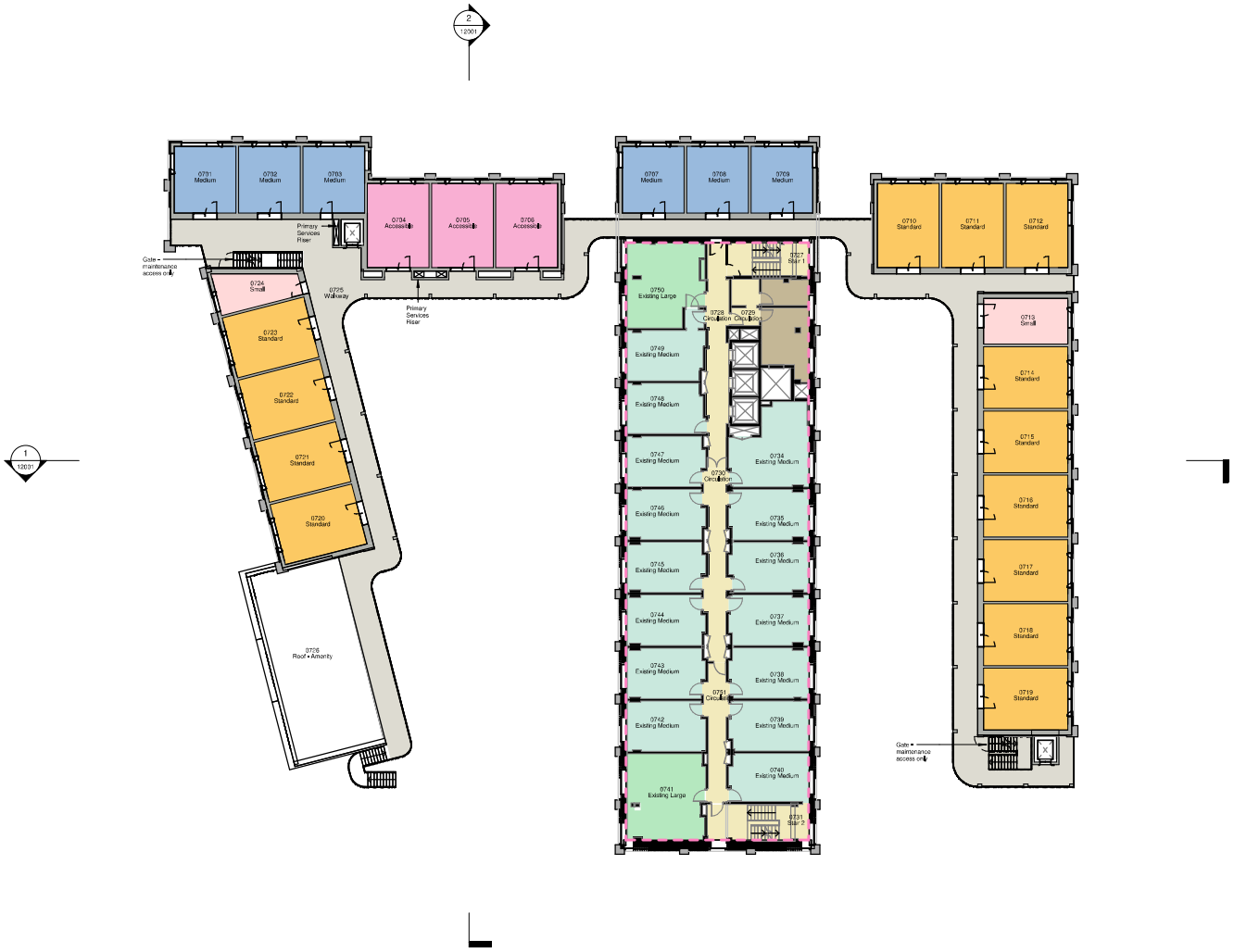
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Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

Drawing No: INF - HAP - ZZZ - L06 - DR - A - 10008

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Seventh Floor Plan

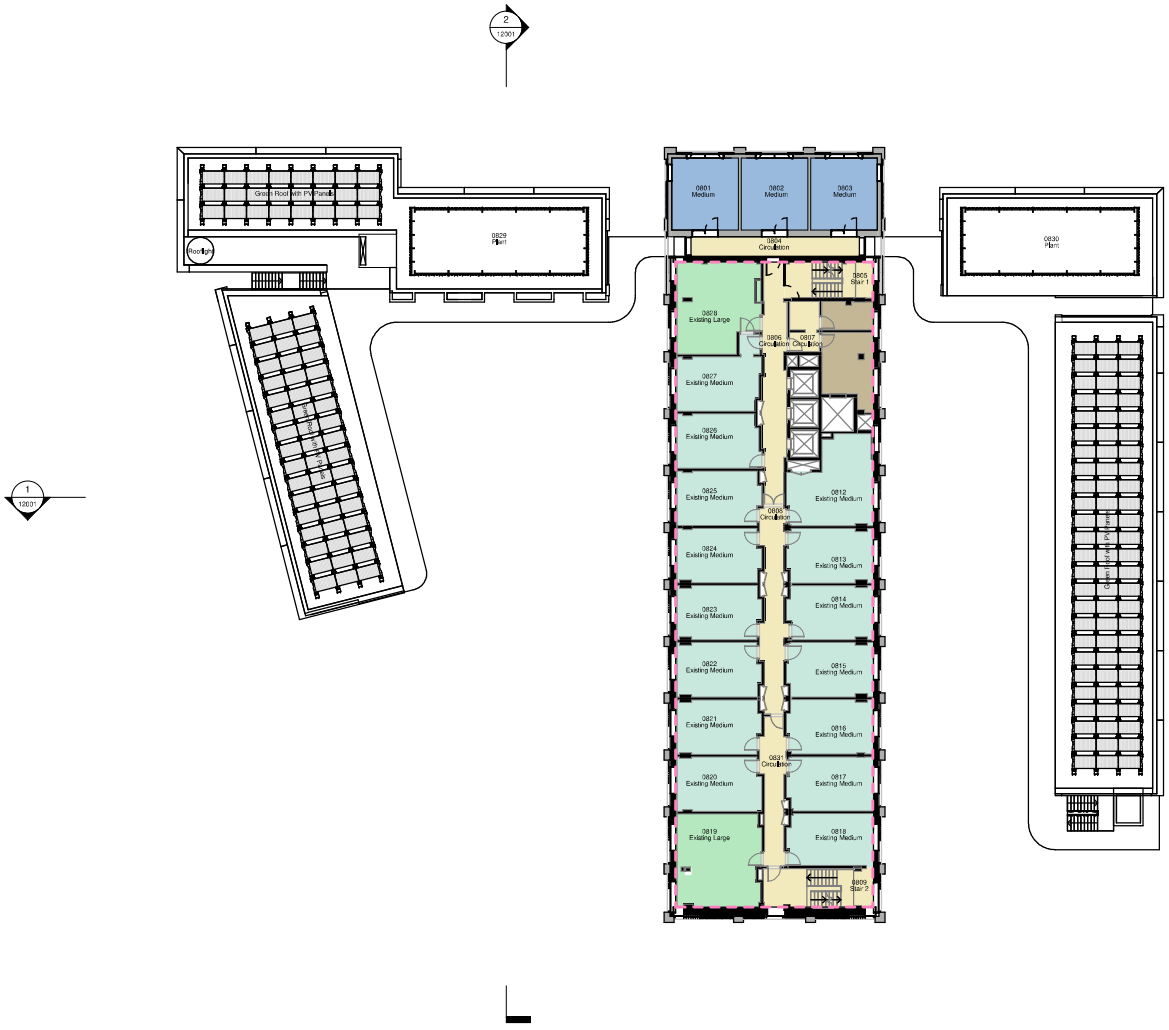
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

Drawing No: INF - HAP - ZZZ - L07 - DR - A - 10009

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Eighth Floor Plan

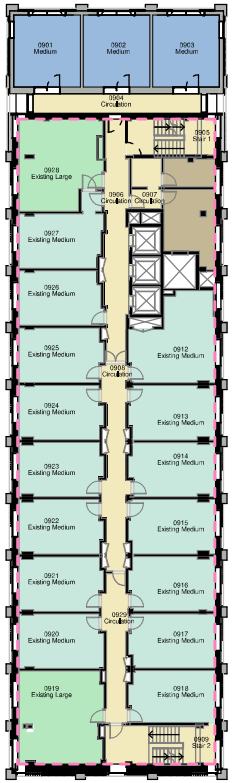
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

Drawing No: INF - HAP - ZZZ - L08 - DR - A - 10010

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- All internal floorplate drawings are indicative only
- **EXISTING BUILDING DISCLAIMER:** This is a project with an existing building, hence all Designs are based on available surveys. All proposals to be reviewed on site prior to construction to ensure suitability of design in relation to existing conditions.

Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Ninth Floor Plan

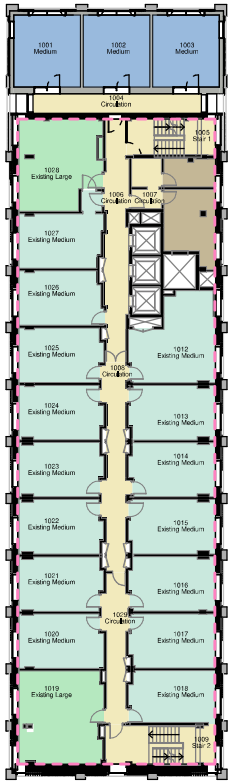
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Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

Drawing No: INF - HAP - ZZZ - L09 - DR - A - 10011

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Tenth Floor Plan

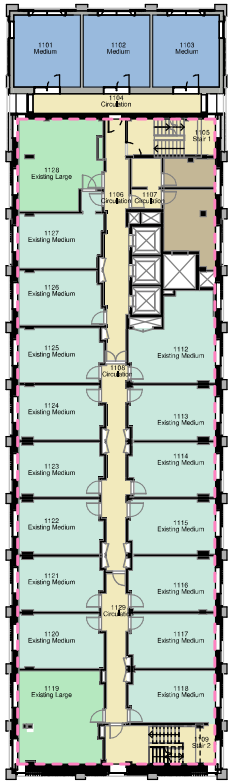
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Eleventh Floor Plan

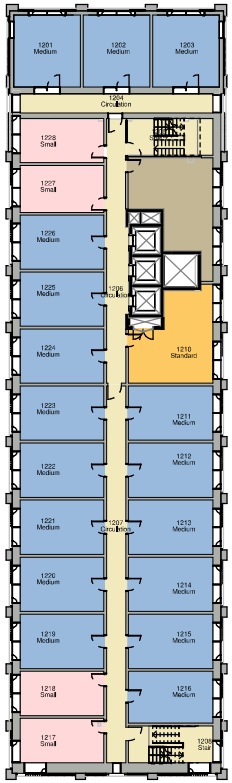
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Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Twelfth Floor Plan

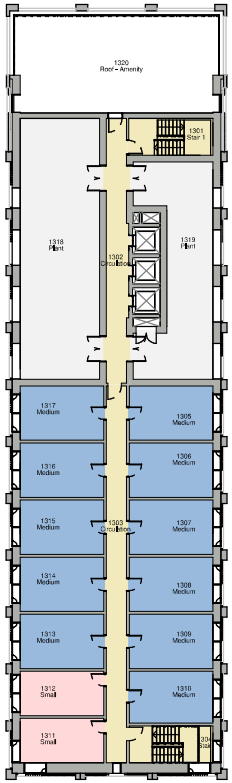
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Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

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- **EXISTING BUILDING DISCLAIMER:**
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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Thirteenth Floor Plan

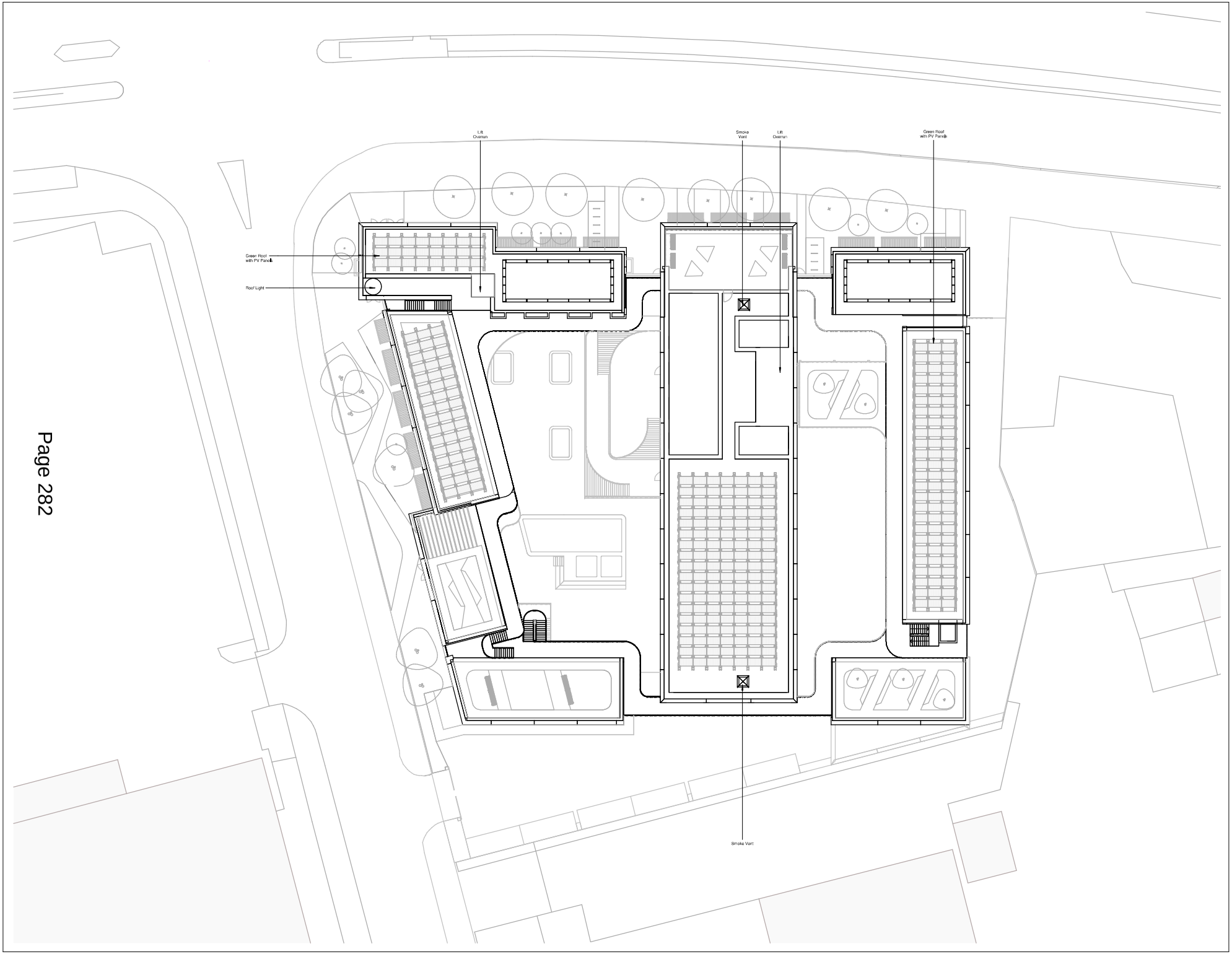
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
INF - HAP - ZZZ - L13 - DR - A - 10015

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Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Roof Plan

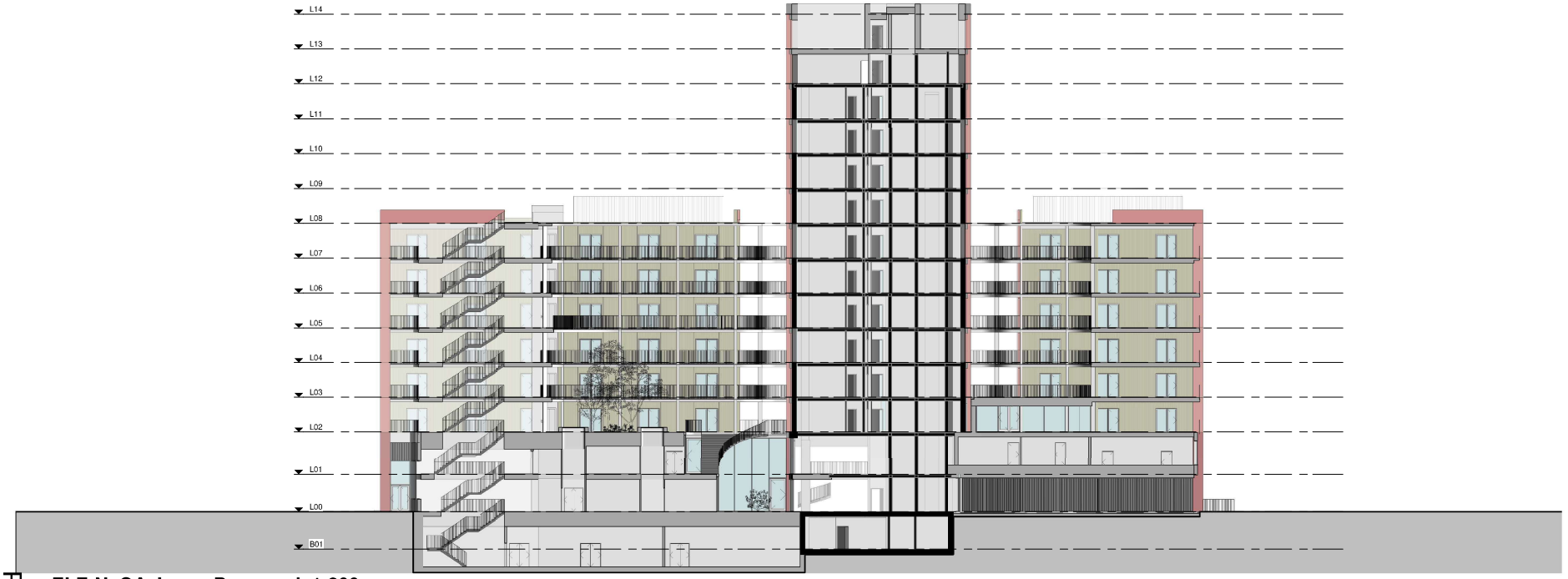
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Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No: INF - HAP - ZZZ - L14 - DR - A - 10016

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E **ELE-N_GA_Inner_Proposed_1-200**
1 : 200



F **ELE-W_GA_Inner_Proposed_1-200**
1 : 200

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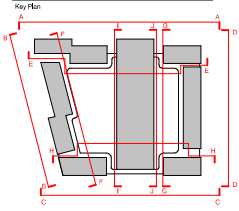
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Key:

- Glass
- Corrugated Metal Panel
- Pigmented Concrete
- Coarse Pigmented Concrete
- Profiled Concrete
- Profiled Concrete/Ceramic
- Metal Handrail
- Ceramic Baguettes

revision	date	by	appr	description

Key Plan



1:200 graphical scale

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Inner North and West Elevations

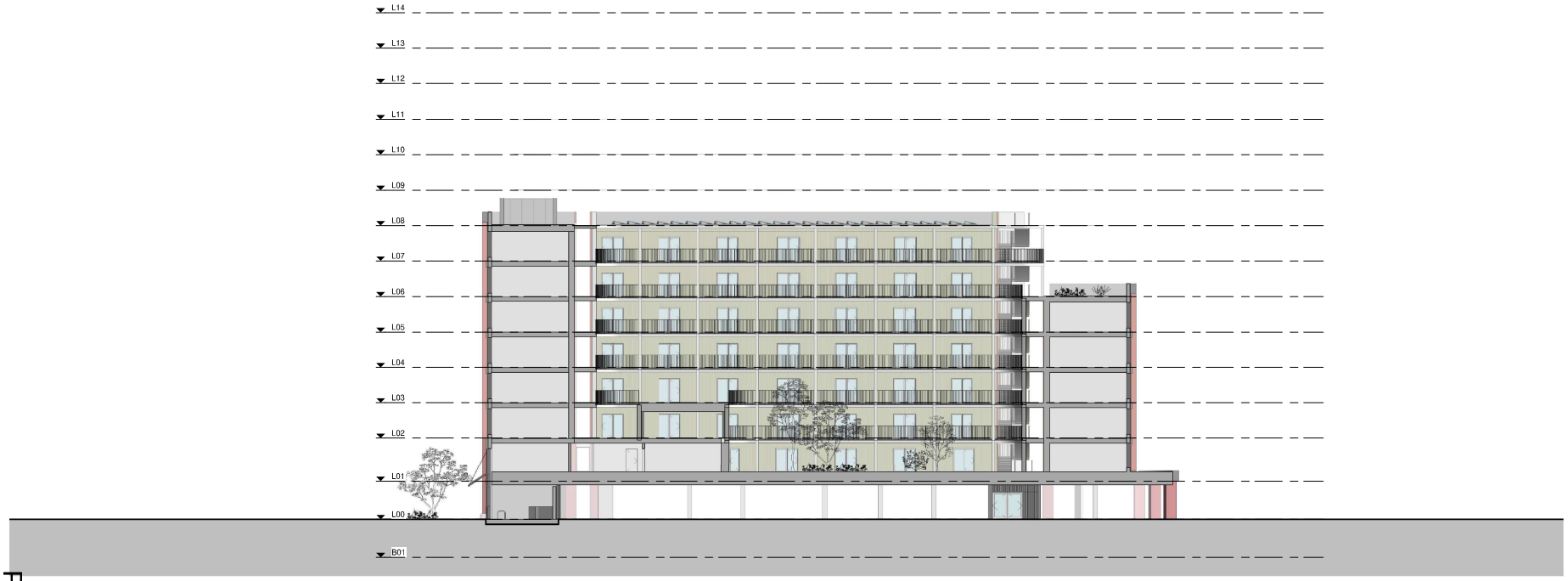
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Drawn	Checked	Approved
JPB	CW	SG

Revision Suitability Code

Drawing No.
INF - HAP - ZZZ - ZZ - DR - A - 11003

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G ELE-E_GA_Inner_Proposed_1-200

1 : 200



H ELE-S_GA_Inner_Proposed_1-200

1 : 200

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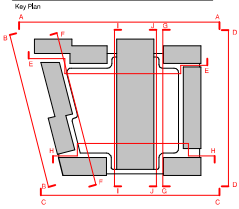
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Key:

- Glass
- Corrugated Metal Panel
- Pigmented Concrete
- Coarse Pigmented Concrete
- Profiled Concrete
- Profiled Concrete/Ceramic
- Metal Handrail
- Ceramic Baguettes

revision	date	by	appr	description

Key Plan



1:200 graphical scale

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Inner South and East Elevations

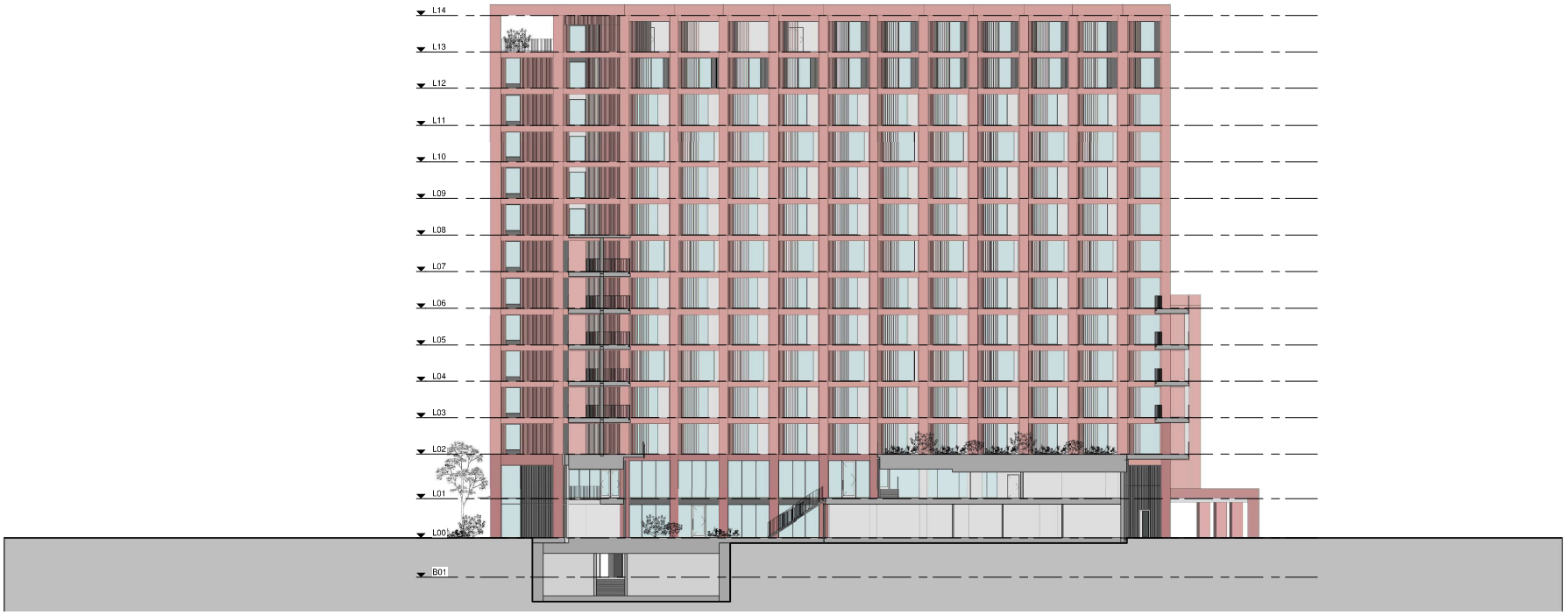
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Drawn	Checked	Approved
JPB	CW	SG

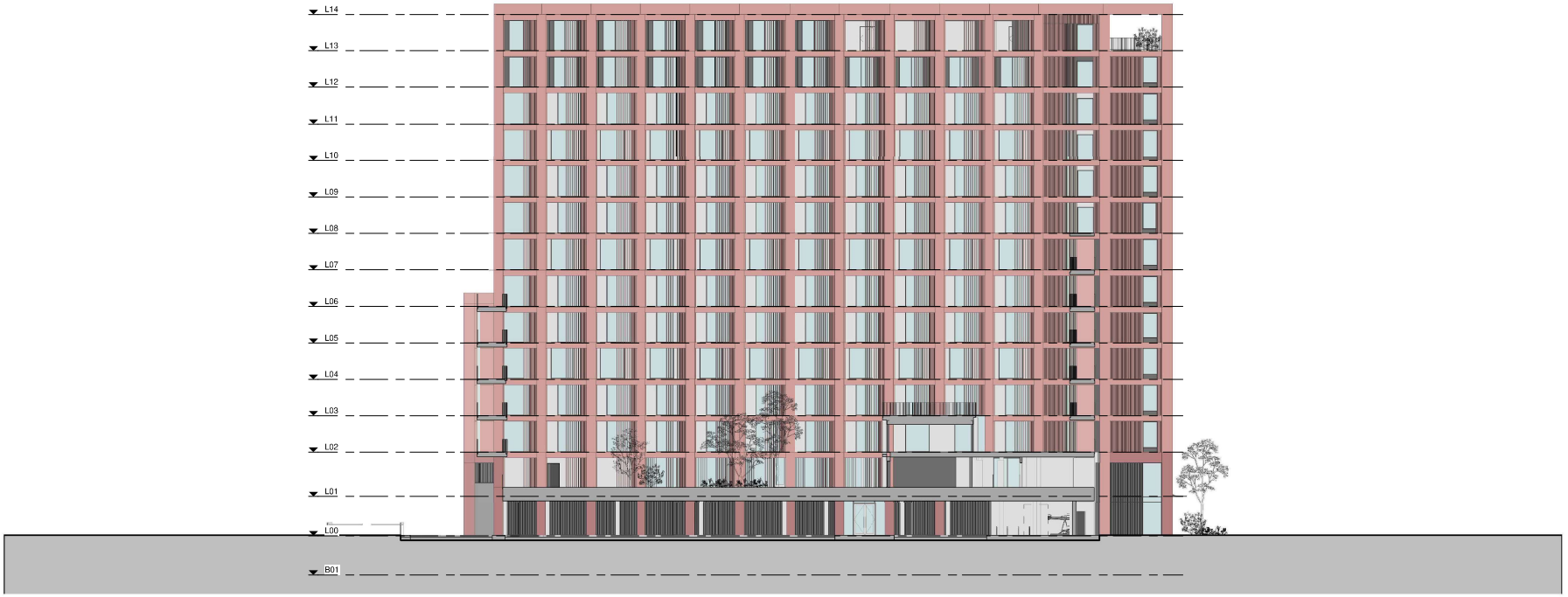
Revision | Suitability Code

Drawing No.
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I **ELE-W_GA_Central_Proposed_1-200**
1 : 200



J **ELE-E_GA_Central_Proposed_1-200**
1 : 200

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- All internal floorplate drawings are indicative only

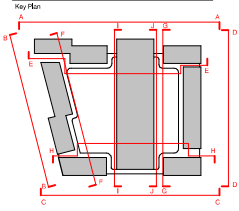
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Key:

- Glass
- Corrugated Metal Panel
- Pigmented Concrete
- Coarse Pigmented Concrete
- Profiled Concrete
- Profiled Concrete/Ceramic
- Metal Handrail
- Ceramic Baguettes

revision	date	by	appr	description

Key Plan



1:200 graphical scale

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Central East and West Elevations

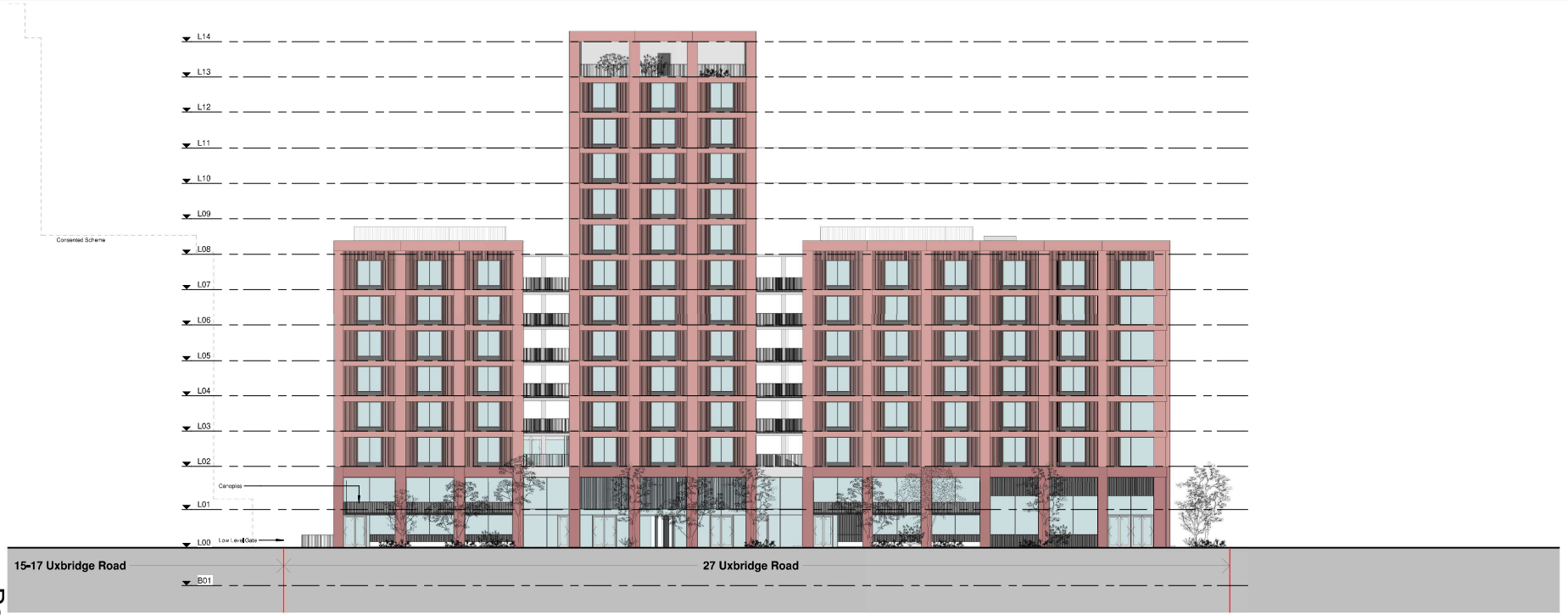
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision Suitability Code

Drawing No.
INF - HAP - ZZZ - ZZ - DR - A - 11005

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A **ELE-N_GA_Outer_Proposed_1-200**
1 : 200



B **ELE-W_GA_Outer_Proposed_1-200**
1 : 200

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- All internal floorplate drawings are indicative only

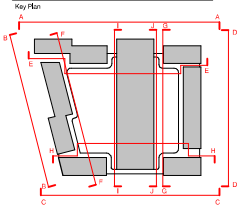
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Key:

- Glass
- Corrugated Metal Panel
- Pigmented Concrete
- Coarse Pigmented Concrete
- Profiled Concrete
- Profiled Concrete/Ceramic
- Metal Handrail
- Ceramic Baguettes

revision	date	by	appr	description

Key Plan



1:200 graphical scale

Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage
Planning

Drawing Title
Proposed Outer North and West Elevations

Scale	Sheet Size	Date
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.
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(C) ELE-S_GA_Outer_Proposed_1-200

1 : 200



(D) ELE-E_GA_Outer_Proposed_1-200

1 : 200

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- All material/façade drawings are indicative only

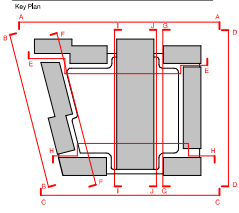
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Key:

- Glass
- Corrugated Metal Panel
- Pigmented Concrete
- Coarse Pigmented Concrete
- Profiled Concrete
- Profiled Concrete/Ceramic
- Metal Handrail
- Ceramic Baguettes

revision	date	by	appr	description

Key Plan



1:200 graphical scale

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Outer South and East Elevations

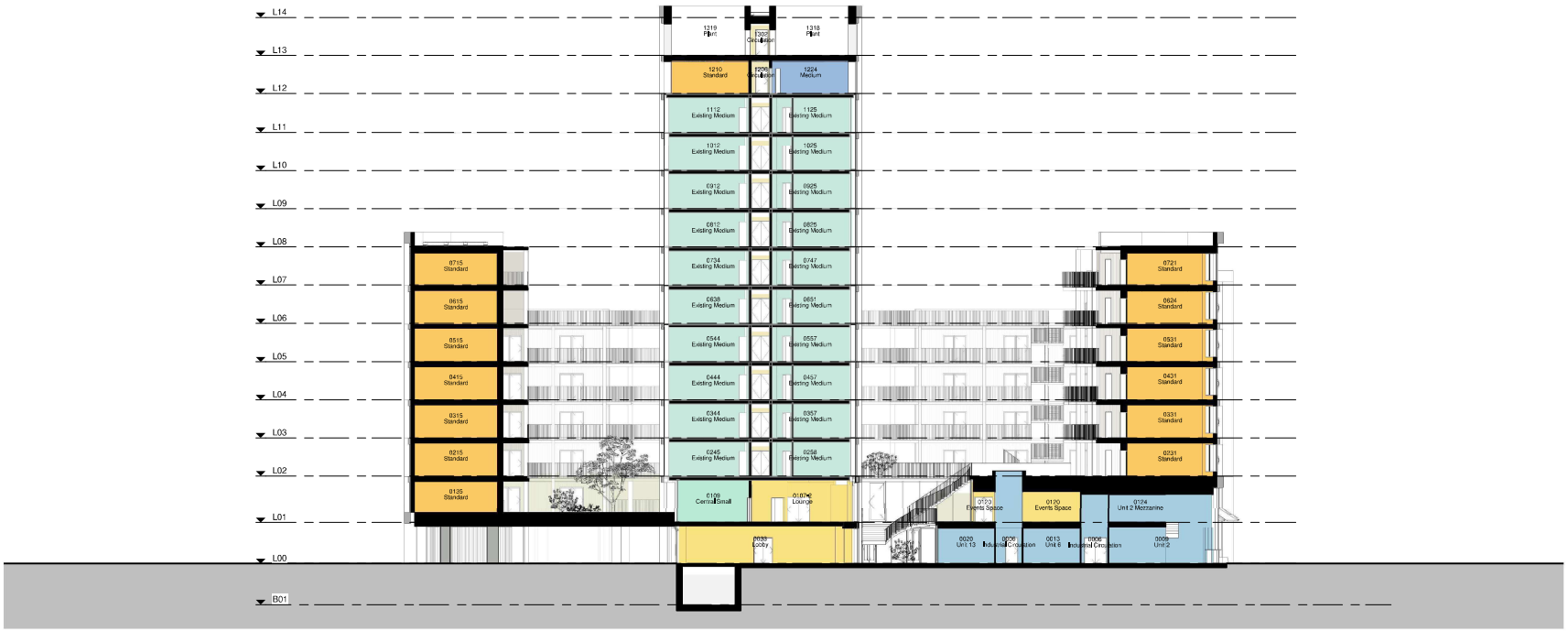
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1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Suitability Code:

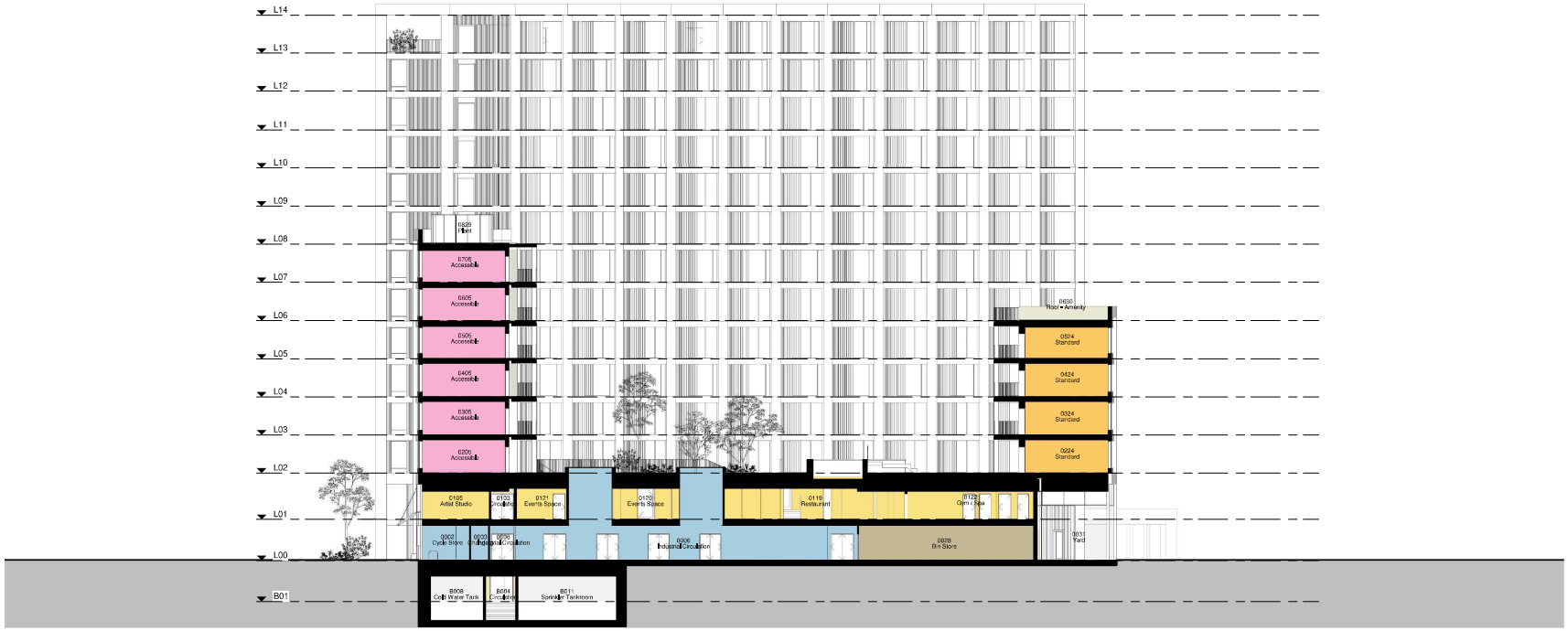
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1 Proposed Section AA

1 : 200



2 Proposed Section BB

1 : 200

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- All internal floorplate drawings are indicative only

EXISTING BUILDING DISCLAIMER:
This is a project with an existing building, hence all Designs are based on available surveys. All proposals to be reviewed on site prior to construction to ensure suitability of design in relation to existing conditions.

Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Service/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Section AA + BB

Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No.: INF - HAP - ZZZ - ZZ - DR - A - 12001

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Key

1. **Pedestrian Entrances**
2. **Vehicular Entrance**
   to service yard and parking area
3. **Naturalistic tree groupings and planting beds**
   to respond to the character of Minet Country Park
4. **Formal Tree and Shrub planting**
   along Uxbridge Road
5. **Cycle parking**
   for visitors
6. **West Courtyard Garden**
   - Level 02
   - social spaces
   - opportunity to showcase works from maker units below
7. **East Courtyard Garden**
   - Level 01
8. **Pool and Hot Tubs**
   - Raised above surrounding podium level
   - Retractable cover
9. **Vertical Greening**
   - Climbing plants supported by wire Trellis system
   - Growing from linear planters min 0.5m depth x 0.5m width x length of green wall system
   -Automatic Irrigation System
10. **Roof Terrace. Accessible to residents.**
    - social spaces characterised by raised planters with integrated seating.
11. **Biosolar Roof**
    - Photovoltaic panels with sedum understorey planting

Notes:
Refer to the following drawings for further information:

0303-BDL-XX-XX-DR-L-0802 Illustrative Landscape Plan Ground Floor
0303-BDL-XX-XX-DR-L-0803 Illustrative Hard Landscape Plan
0303-BDL-XX-XX-DR-L-0804 Illustrative Soft Landscape Plan
0303-BDL-XX-XX-DR-L-0805 Urban Greening Factor
0303-BDL-XX-XX-DR-L-0101 Illustrative Landscape Section

0 5 10 20 30m
1:200

INFINITE HAYES (HYATT PLACE), HILLINGDON
Illustrative Landscape Masterplan
14th September 2022
Scale 1:200@A1
0303-BDL-XX-XX-DR-L-0801-P08

B
D



Key

1. **Pedestrian Paths to Building Entrances**
   - High Quality Pre Cast Concrete Surface
   - Pedestrian loading
2. **Pedestrian Paths**
   - Resin Bound Gravel
   - Pedestrian loading
3. **Parking and Service Yard**
   - Macadam surface
   - Vehicular loading
4. **Accessible Parking Bay**
   - 1nr
5. **Standard Parking Bays**
   - 6nr
6. **Visitor Cycle parking**
   - Sheffield Style stands
7. **Naturalistic tree groupings and planting beds**
   Responding to to the character of Minet Country Park.
   - Ground Level
   - Combinantion of clearstem and multistem tree
   - Primarily native species
8. **Formal Tree and Shrub planting**
   along Uxbridge Road
   - Ground Level
   - Large deciduous tree species e.g London Plane.

0 5 10 20 30m

1:200

INFINITE HAYES (HYATT PLACE), HILLINGDON

Illustrative Landscape Masterplan

14th September 2022

Scale 1:200@A1

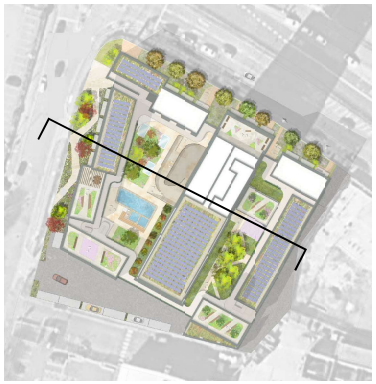
0303-BDL-XX-XX-DR-L-0802-P03

B

D



Section AA
Scale 1:200 @A1



Section Location
Scale 1:1000 @A1

Key

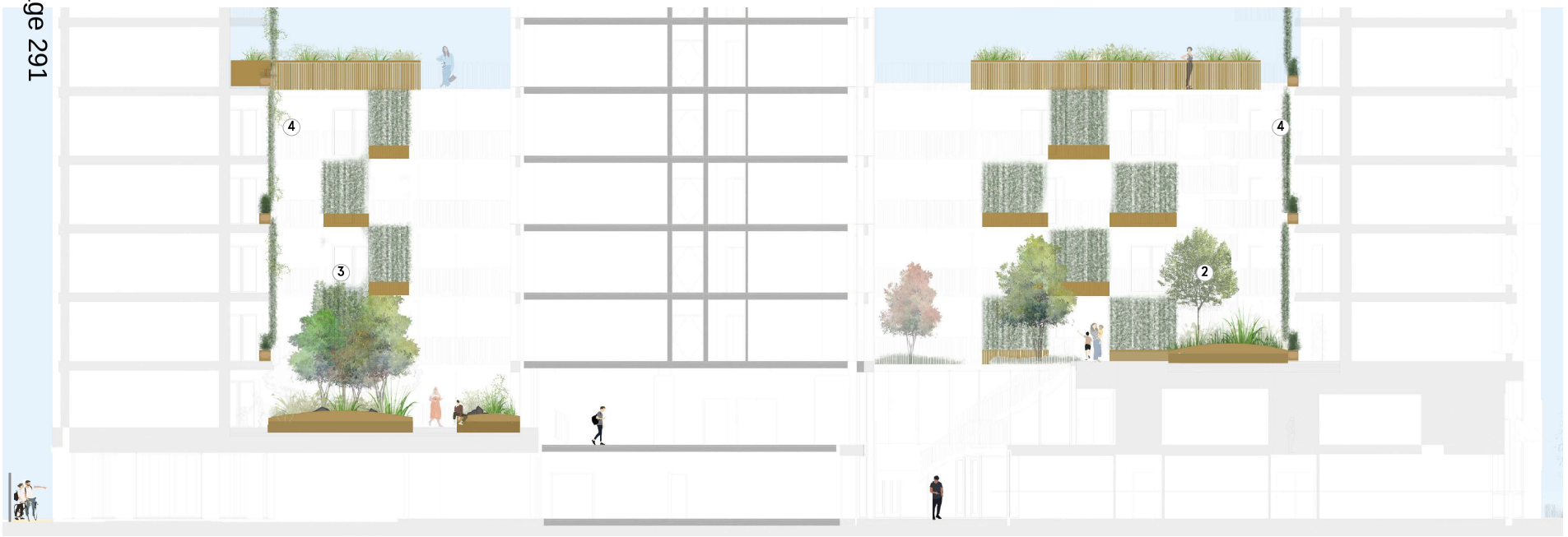
1. **Naturalistic tree groupings and planting beds**
Responding to the character of Minet Country Park.
- Ground Level
- Combination of clearstem and multistem tree
- Primarily native species

2. **West Courtyard Garden**
- Level 02
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Perennial understorey planting
- Automatic irrigation system

3. **East Courtyard Garden**
- Level 01
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Shade tolerant perennial understorey planting
- Automatic irrigation system

4. **Vertical Greening**
- Climbing plants supported by wire Trellis system
- Growing from linear planters min 0.5m depth x 0.5m width x length of green wall system
-Automatic Irrigation System

5. **Biosolar Roof**
- Level 08
- Photovoltaic panels with sedum understorey planting

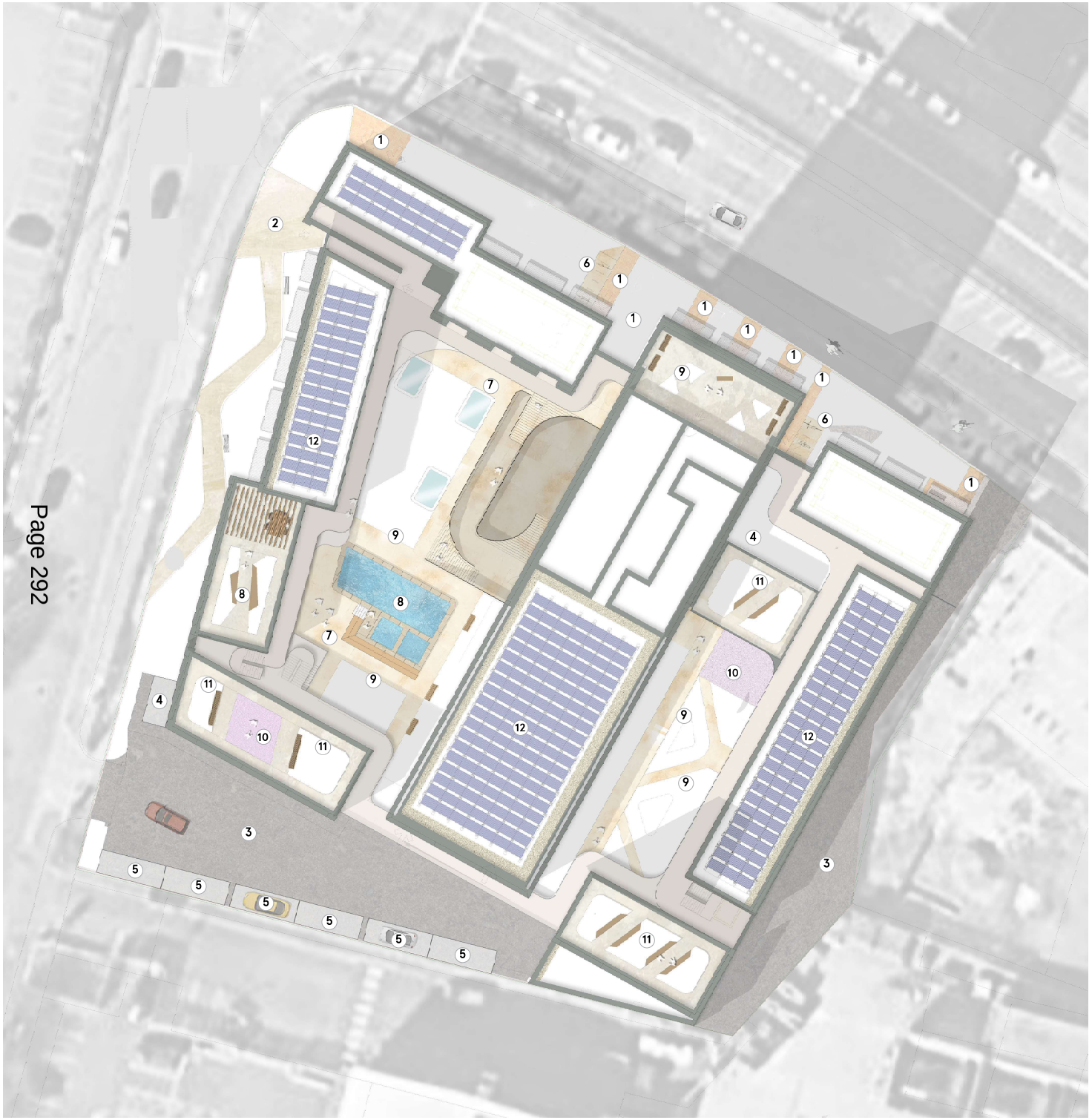


Section AA Inset
Scale 1:100 @A1

0 5 10 20m

INFINITE HAYES (HYATT PLACE), HILLINGDON
Illustrative Landscape Section
14th September 2022
Scale 1:100/1:200@A1
0303-BDL-XX-XX-DR-L-0101-P04

B
D



Key

1. **Pedestrian Paths to Building Entrances**
   - High Quality Pre Cast Concrete Surface
   - Pedestrian loading
2. **Pedestrian Paths**
   - Resin Bound Gravel
   - Permeable
   - Pedestrian loading
3. **Parking and Service Yard**
   - Permeable Macadam surface
   - Vehicular loading
4. **Accessible Parking Bay**
   - 1nr
5. **Standard Parking Bays**
   - 6nr
6. **Visitor Cycle parking**
   - Sheffield Style stands
7. **Paving to Podium Circulation Areas**
   - High Quality Pre Cast Concrete Flag Paving
   - Non-combustible
8. **Pool and Hot Tubs**
   - Raised above surrounding podium level
   - Retractable cover
9. **Raised planters to podium gardens**
   - Raised planting beds with 0.6 to 1m depth growing medium.
   - Polyester Powder Coated metal
10. **Amenity Surface**
    - Synthetic Turf
    - Suitable for Yoga etc.
11. **Raised Planters to Roof Terraces**
    - Raised planting beds with 0.6 to 1m depth growing medium.
    - Integrated seating
12. **Biosolar Roof**
    - Photovoltaic panels with sedum understorey planting
    - Access strip to edge

0 5 10 20 30m

1:200

INFINITE HAYES (HYATT PLACE), HILLINGDON

Illustrative Hard Landscape Plan

14th September 2022

Scale 1:200@A1

0303-BDL-XX-XX-DR-L-0803-P03

B

D



Key

1. **Naturalistic tree groupings and planting beds**
Responding to to the character of Minet Country Park.
- Ground Level
- Combinantion of clearstem and multistem tree
- Primarily native species

2. **Formal Tree and Shrub planting**
along Uxbridge Road
- Ground Level
- Large deciduous tree species e.g London Plane.

3. **West Courtyard Garden**
- Level 02
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Perennial understorey planting
- Automatic irrigation system

4. **East Courtyard Garden**
- Level 01
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Shade tolerant perennial understorey planting
- Automatic irrigation system

5. **Vertical Greening**
- Climbing plants supported by wire Trellis system
- Growing from linear planters min 0.5m depth x 0.5m width x length of green wall system
-Automatic Irrigation System

6. **Green Roof**
- Level 01
- Sedum species
- Min 80mm depth growing substrate

7. **Amenity Terrace**
- Level 03
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Shade tolerant perennial understorey planting
- Automatic irrigation system

8. **Roof Terraces. Accessible to residents.**
- Level 06 & 07
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem large shrub species
- Perennial understorey planting
- Automatic irrigation system

9. **Biosolar Roof**
- Level 08
- Photovoltaic panels with sedum understorey planting

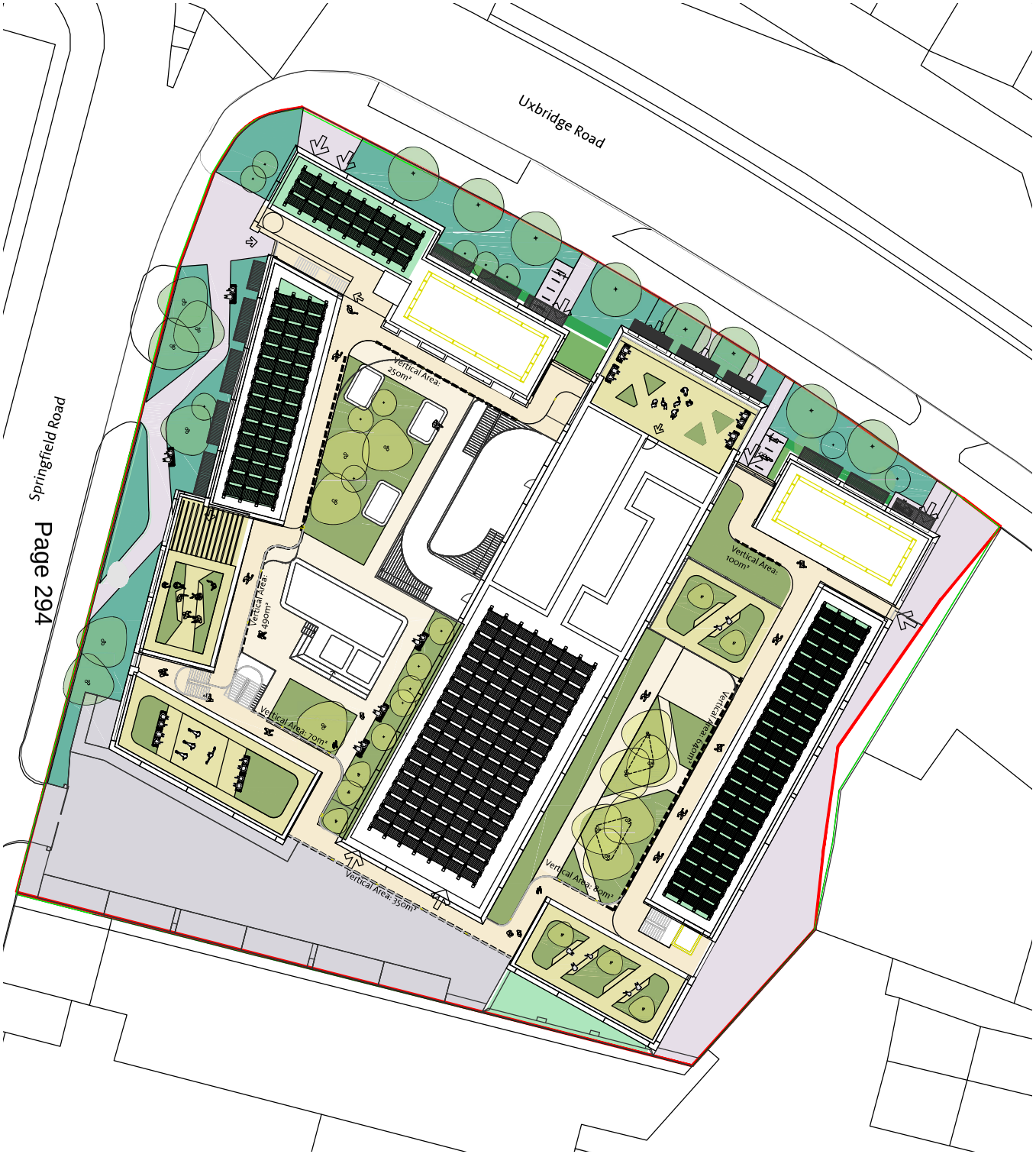
10. **Roof Terraces. Accessible to residents.**
- Level 13
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem large shrub species
- Perennial understorey planting
- Automatic irrigation system

11. **Biosolar Roof**
- Level 14
- Photovoltaic panels with sedum understorey planting

0 5 10 20 30m
1:200

INFINITE HAYES (HYATT PLACE), HILLINGDON
Illustrative Soft Landscape Plan
14th September 2022
Scale 1:200@A1
0303-BDL-XX-XX-DR-L-0804-P03

B
D



	Surface Cover Type	Factor	m²	sub total
	Intensive green roof or vegetation over structure. Vegetated sections only. Sub-strate minimum settled depth of 150mm – see livingroofs.org for descriptions	0.8	608	486.4
	Standard trees planted in natural soils or 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	301	240.8
	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	386	270.2
	Flower-rich perennial planting – see Centre for Designed Ecology for case-studies	0.7	537	375.9
	Hedges	0.5	32	19.2
	Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree	0.6	232	139.2
	Green wall –modular system or climbers rooted in soil	0.6	990	594
	Groundcover planting	0.5	153	76.5
	Permeable paving - see CIRIA for over-view.	0.1	-	0
	Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone)	-	-	0
	Total			2202.2
	Site Area			5602
	Urban Greening Factor Score			0.393

Note:

1. Green wall areas has been calculated as 50% coverage of area shown in architectural markups due to chequerboard effect

0 5 10 20 30m

1:200

INFINITE HAYES (HYATT PLACE), HILLINGDON

Urban Greening Factor

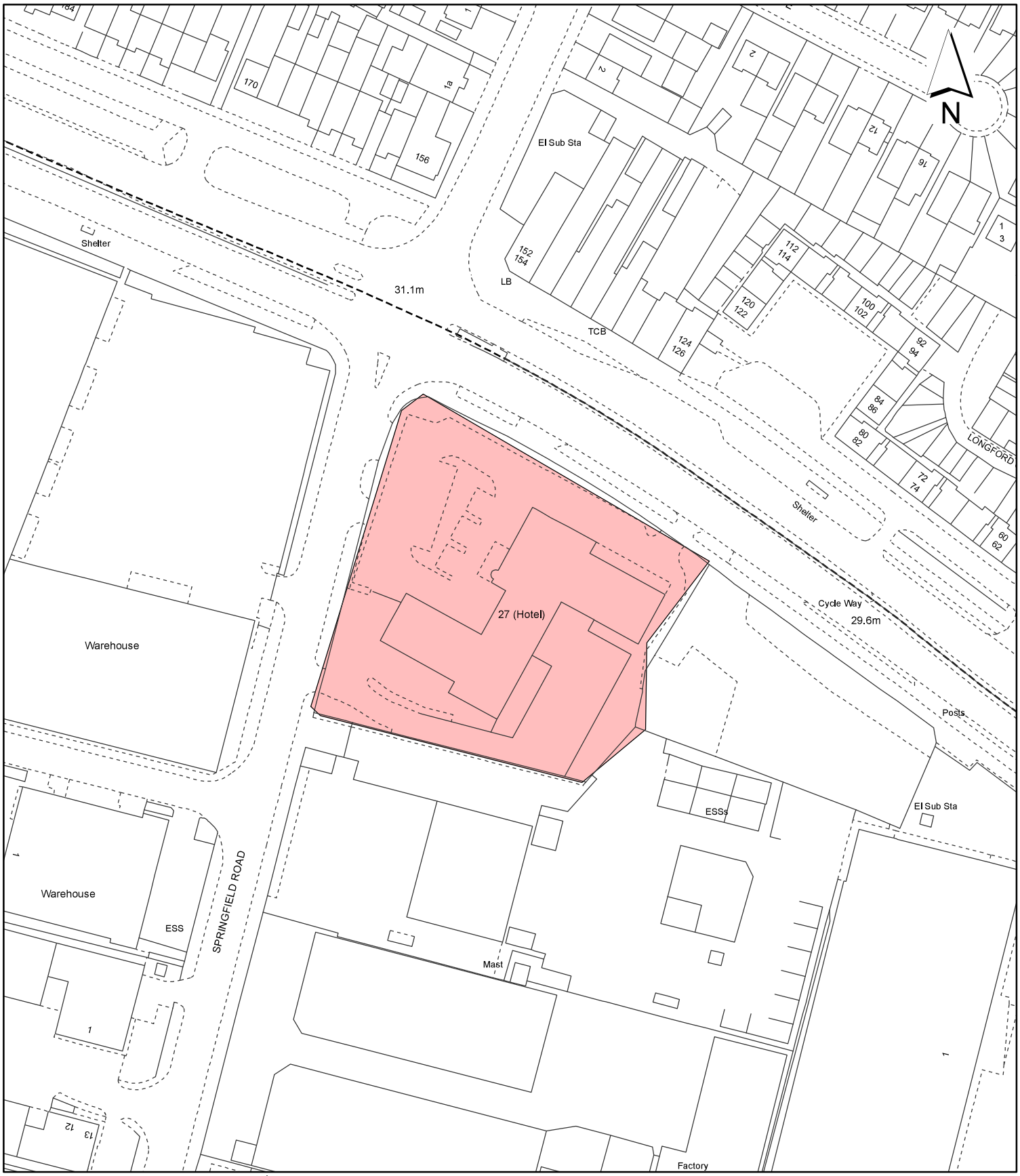
14th September 2022

Scale 1:200@A1

0303-BDL-XX-XX-DR-L-08015-P02

B

D



Notes:

Site boundary

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Site Address:

Hyatt Place

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

Planning Application Ref:
2385/APP/2022/2952

Scale:
1:1,250

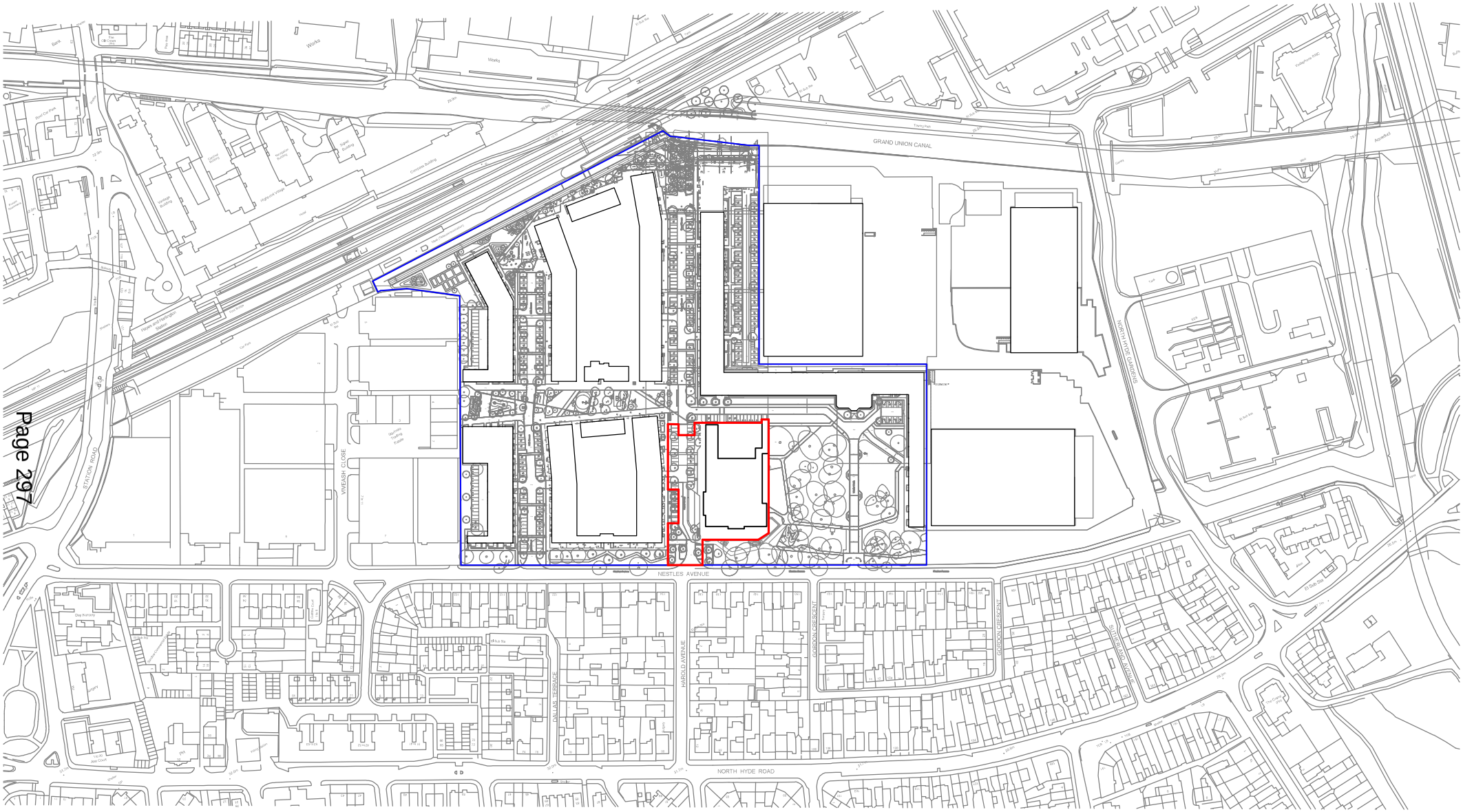
Planning Committee:
Major

Date:
May 2023

HILLINGDON
LONDON

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

Address:	CANTEEN BUILDING, FORMER NESTLE FACTORY SITE NESTLES AVENUE HAYES
Development:	Partial demolition and redevelopment of the former canteen building to provide a new healthcare facility (Class E(e)), nursery (Class E(f)) and reconfigured residential building (Block H) (Class C3) with a commercial unit at ground floor (Class E), including associated landscaping, access, car parking and other engineering works. (Re-Consultation for submission of amended plans and information. The scheme has been amended from a proposal for full demolition of the Canteen Building to partial demolition of the Canteen Building with partial facade retention)
LBH Ref Nos:	1331/APP/2022/2553



Date	Rev	Description
04.11.2022	A	Parking and Layby Update

Legend

- Application Site
- Nestle Site under the ownership of BDW

Notes

Key Plan

0 25 50 metre

1:1250 Scale

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Scale		
1 : 1250	@A1	
Drawn	Checked	Date
MP	JW	04/11/22

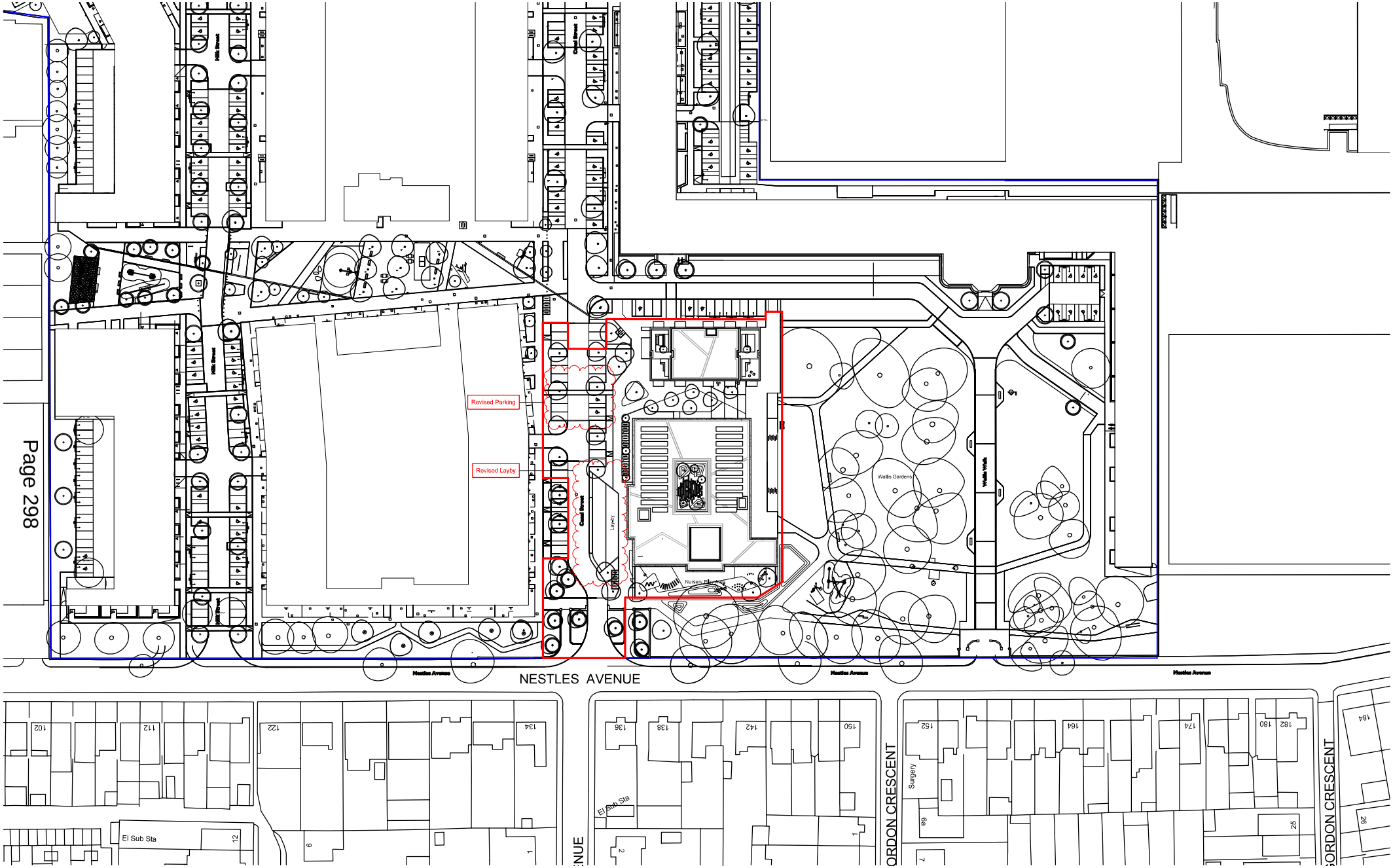
Project: Nestle Canteen

Client: Barratt London

Drawing Title: Location Plan

Drawing No: A01

Rev: A



Date	Rev	Description
04.11.2022	A	Parking and Layby Update

Legend

Application Site

Nestle Site under the ownership of BDW

Notes

Key Plan

0 5 10 15 20 25 metre

1:500 Scale

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Scale			
As indicated A1			
Drawn	Checked	Date	
MP	JW	04/11/22	

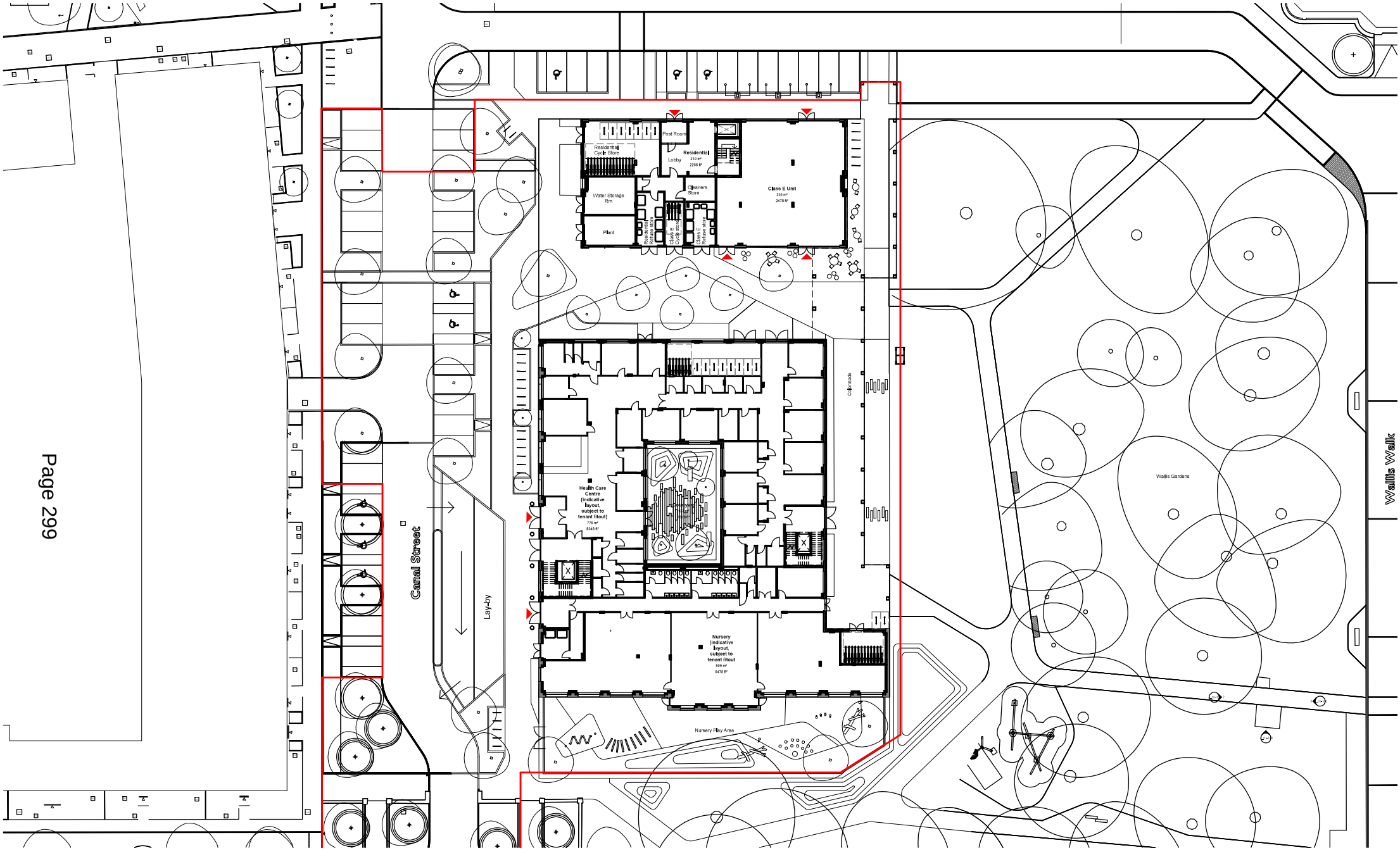
Project: Nestle Canteen

Drawing Title: Proposed Site Plan

Client: Barratt London

Drawing No: A10

Rev: A



Date	Rev	Description
21.04.2023	B	Planning Update
04.11.2022	A	Parking and Layby Update

Legend

- Red Line Boundary
- Consented Scheme Building Footprint
- Entry Point
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre
1:200 Scale

Disclaimer

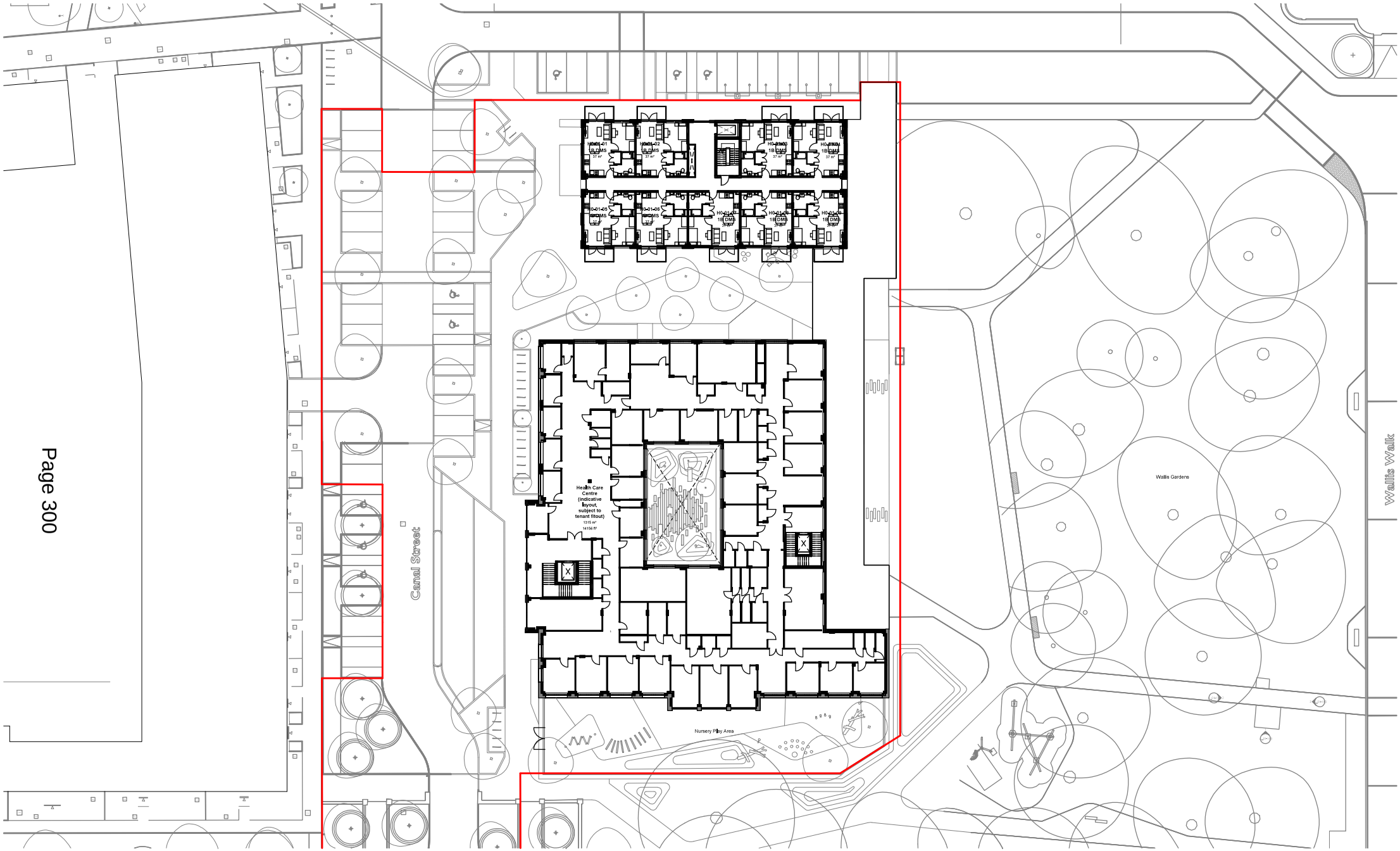
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Scale			
1 : 200	@A1		
Drawn	Checked	Date	
MT	JW	21/04/23	

Project: Nestle Canteen
Client: Barratt London
Drawing Title: Proposed Ground Floor Plan
Drawing No: BLNEST- DMFK- DR-AR-00100
Rev: B



Date	Rev	Description
21.04.2023	B	Planning Update
04.11.2022	A	Parking and Layby Update

Legend

- Red Line Boundary
- Consented Scheme Building Footprint
- Entry Point
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

Disclaimer

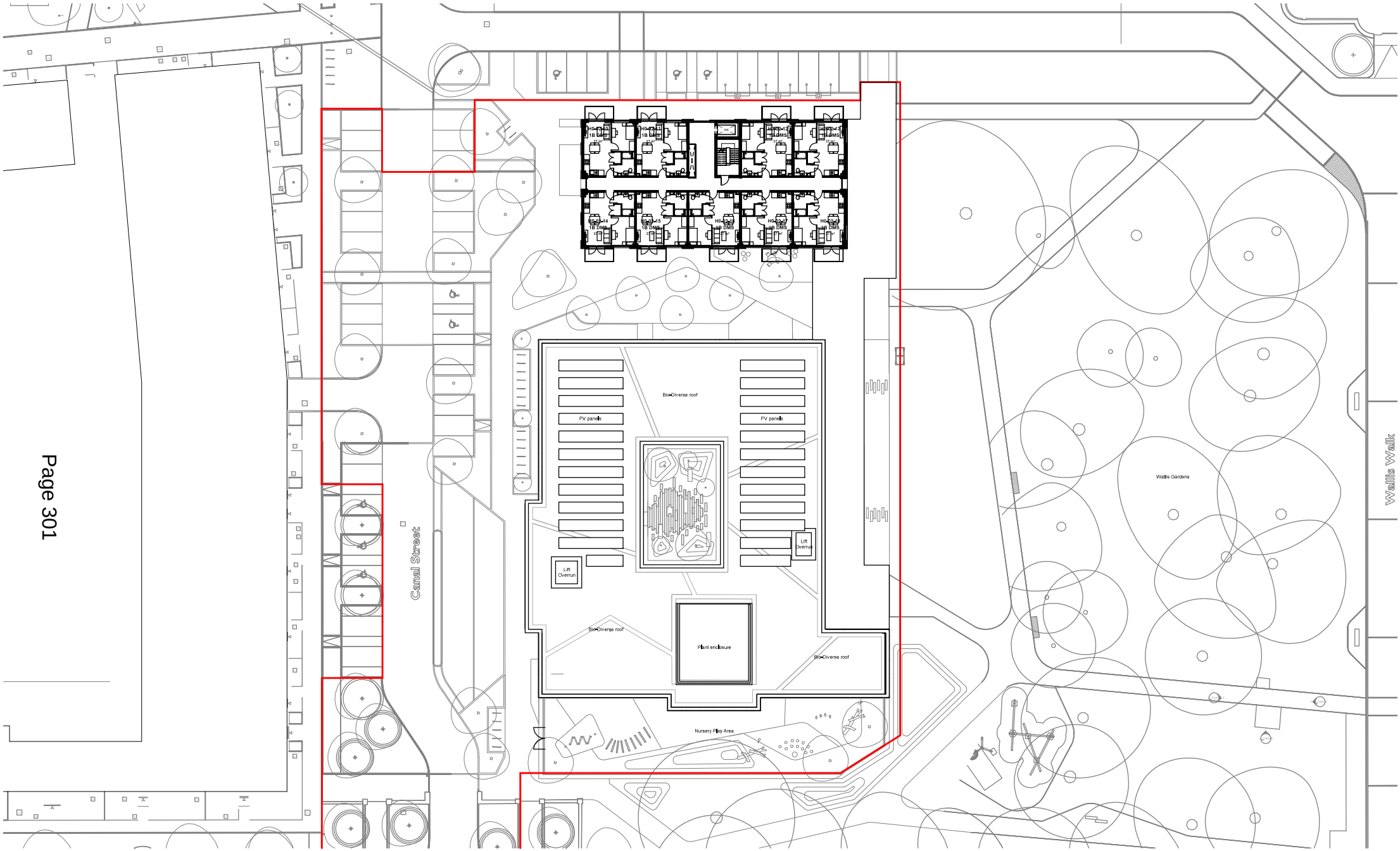
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Scale			
1 : 200	@A1		
Drawn	Checked	Date	
MT	JW	04/11/22	

Project: Nestle Canteen
Client: Barratt London
Drawing Title: Proposed First Floor Plan
Drawing No: BLNEST- DMFK- ZZ-BZ1-DR-AR-00101
Rev: B



Date	Rev	Description
21.04.2023	B	Planning Update
04.11.2022	A	Parking and Layby Update

Legend

- Red Line Boundary
- Consented Scheme Building Footprint
- Entry Point
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

Disclaimer

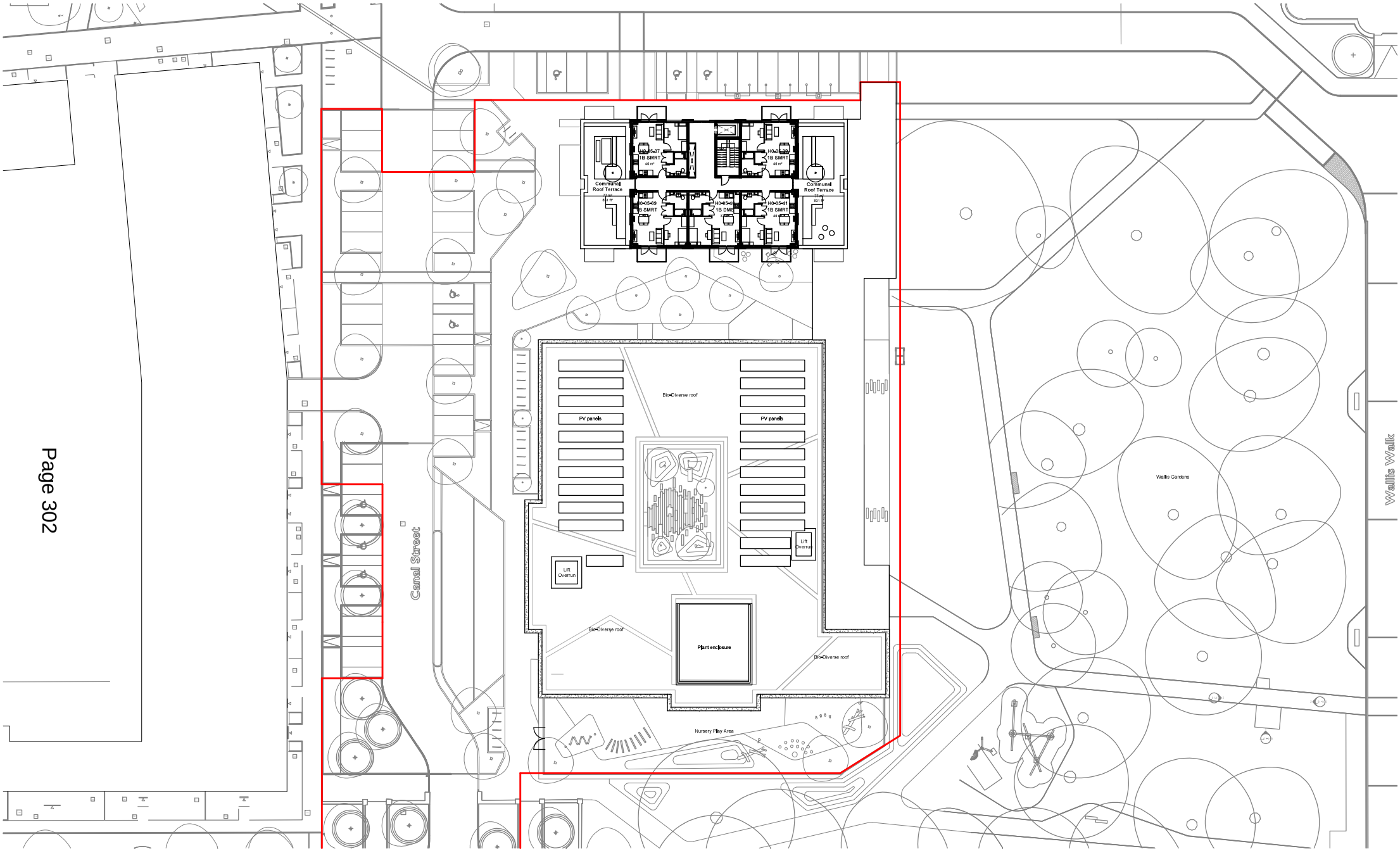
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Scale			
1 : 200	@A1		
Drawn	Checked	Date	
MT	JW	04/11/22	

Project: Nestle Canteen
Client: Barratt London
Drawing Title: Proposed Second - Fourth Floor Plan
Drawing No: BLNEST- DMFK- ZZ-L00-DR-AR-00102
Rev: B



Date	Rev	Description
21.04.2023	B	Planning Update
04.11.2022	A	Parking and Layby Update

Legend

- Red Line Boundary
- Consented Scheme Building Footprint
- Entry Point
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

Disclaimer

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Scale			
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Drawn	Checked	Date	
MT	JW	04/11/22	

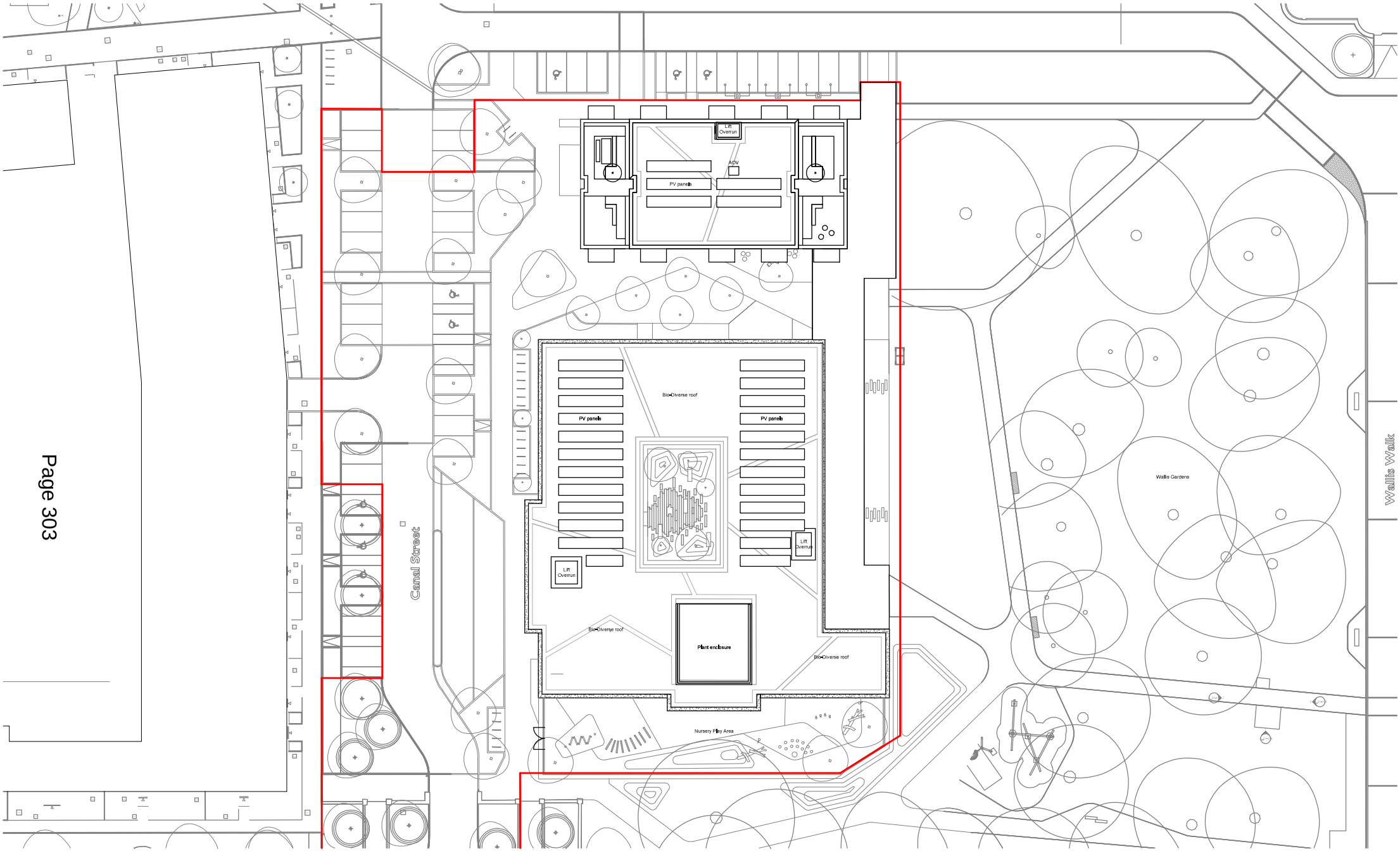
Project: Nestle Canteen

Client: Barratt London

Drawing Title: Proposed Fifth Floor Plan

Drawing No: BLNEST- DMFK- ZZ- 05- DR-AR-00105

Rev: B



Date	Rev	Description
21.04.2023	B	Planning Update
04.11.2022	A	Parking and Layby Update

Legend

- Red Line Boundary
- Consented Scheme Building Footprint
- Entry Point
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

Disclaimer

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Scale			
1 : 200	@A1		
Drawn	Checked	Date	
MT	JW	04/11/22	

Project: Nestle Canteen

Client: Barratt London

Drawing Title: Proposed Roof Plan

Drawing No: BLNEST- DMFK- ZZ- 06- DR-AR-00106

Rev: B



Proposed South Elevation (Block I)



Proposed South Elevation (Block H)



Proposed North Elevation (Block I)

Proposed Elevations



Proposed North Elevation (Block H)

Date	Rev	Description
21.04.2023	B	Planning Update

Legend

1. White render to match original design
2. Green glazed tiles to match original design
3. PPC finish double-glazed windows to match original design
4. Roof plant enclosure
5. Green roof
6. PPC finish metal louvred door
7. PPC finish double glazed door to match original design
8. PPC crittall-style double glazed windows
9. White brick
10. Grey brick
11. PPC metal panel to match window finish
12. PPC metal bolt-on balconies
13. PPC metal louvres

Notes

Key Plan

0 2 4 6 8 10 metre
1:200 Scale

Disclaimer

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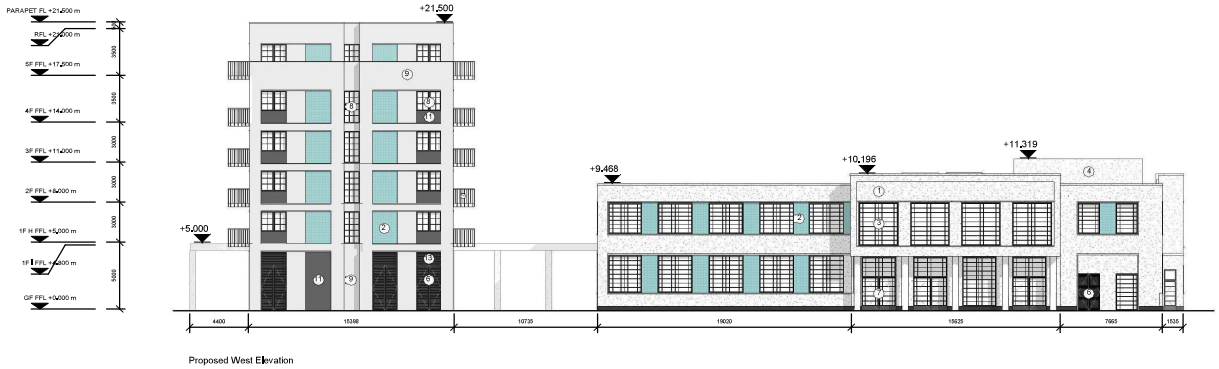
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Drawn	Checked	Date	
MT	JW	21/04/23	

Project: Nestle Canteen
Client: Barratt London

Drawing Title: Proposed Elevations
Drawing No: BLNEST- DMFK- I0- ZZ- DR-AR-00150
Rev: B



Proposed East Elevation



Proposed West Elevation

Date	Rev	Description
21.04.2023	B	Planning Update

Legend

1. White render to match original design
2. Green glazed tiles to match original design
3. PPC finish double-glazed windows to match original design
4. Roof plant enclosure
5. Green roof
6. PPC finish metal louvred door
7. PPC finish double glazed door to match original design
8. PPC crittall-style double glazed windows
9. White brick
10. Grey brick
11. PPC metal panel to match window finish
12. PPC metal bolt-on balconies
13. PPC metal louvres

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

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Drawn	Checked	Date	
MT	JW	21/04/23	

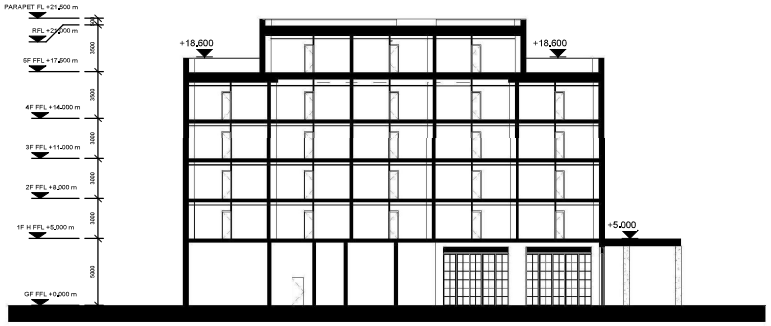
Project: Nestle Canteen

Client: Barratt London

Drawing Title: Proposed Elevations

Drawing No: BLNEST- DMFK-H0- ZZ- DR-AR-00151

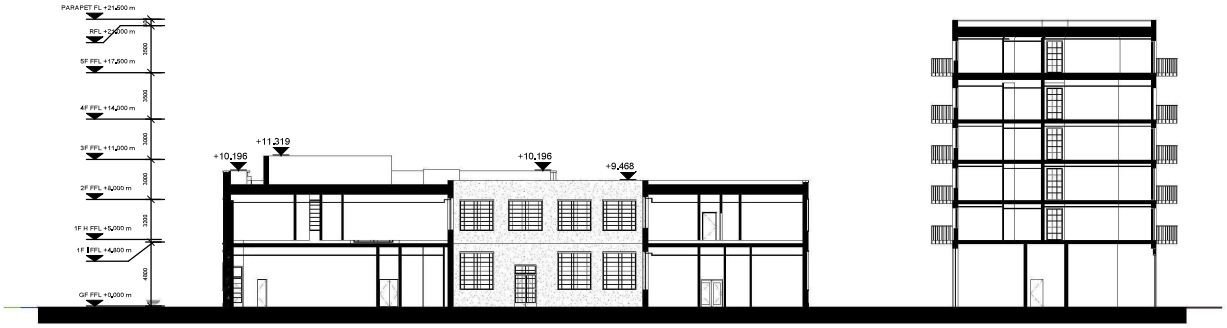
Rev: B



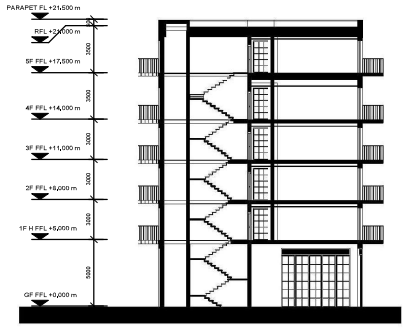
Proposed South Elevation (Block I)



Proposed South Elevation (Block H)



Proposed North Elevation (Block I)



Proposed North Elevation (Block H)

Date	Rev	Description
21.04.2023	B	Planning Update

Legend

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

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Scale			
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Drawn	Checked	Date	
MT	JW	13/05/22	

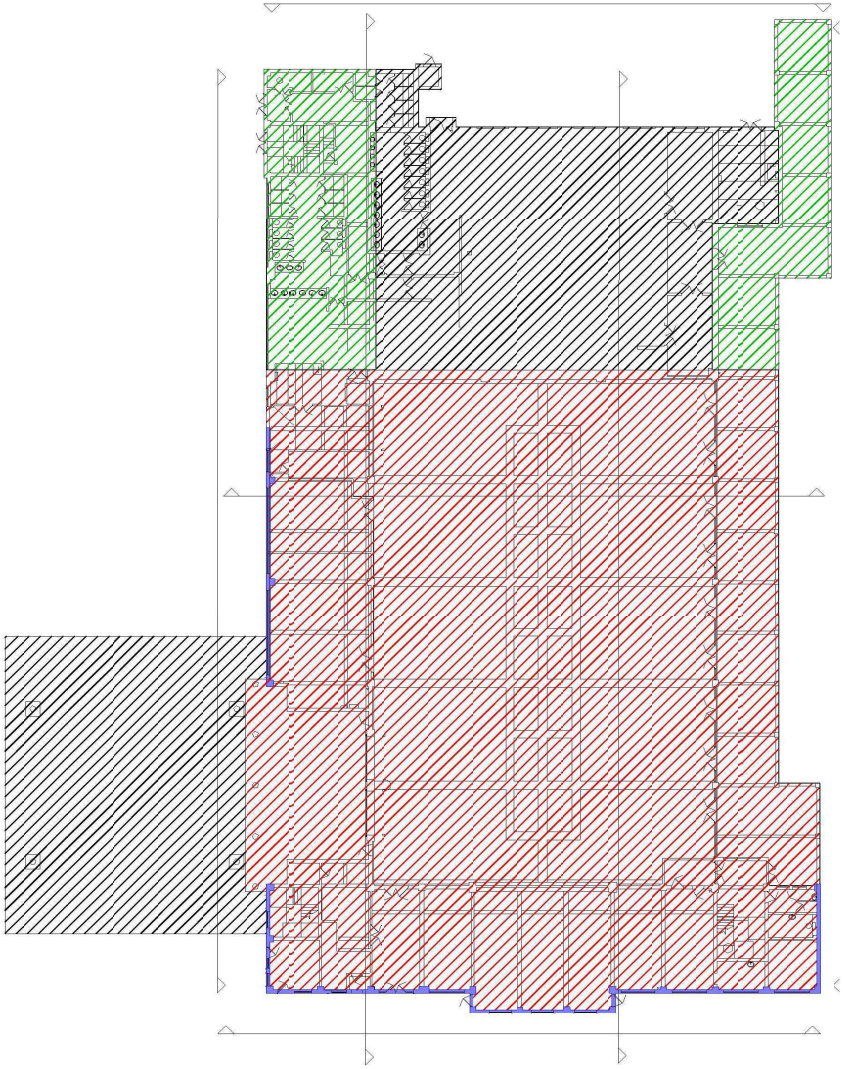
Project: Nestle Canteen

Client: Barratt London

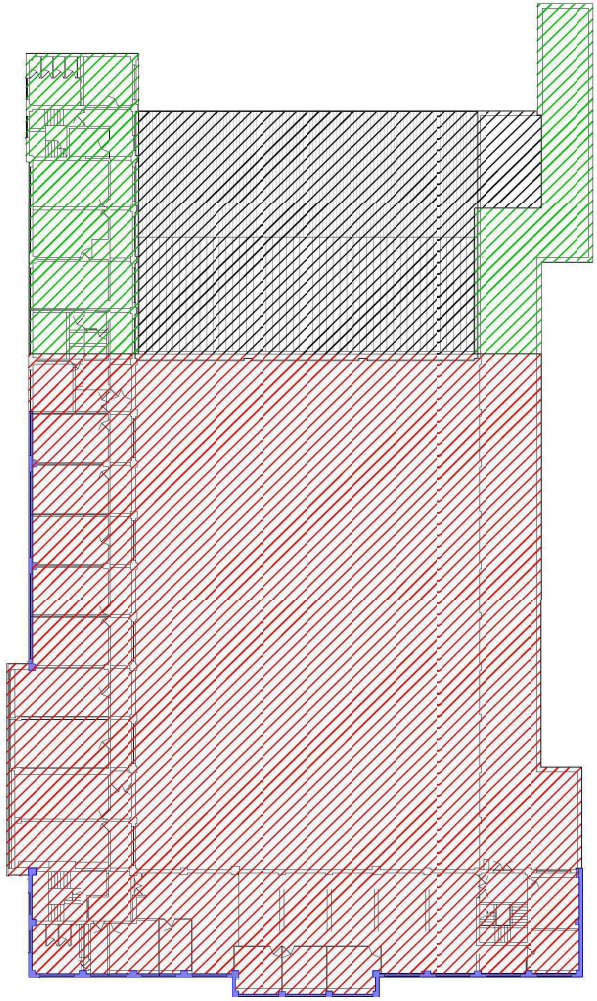
Drawing Title: Proposed Sections

Drawing No: BLNEST- DMFK-H0- ZZ- DR-AR-00160

Rev: B



Ground Floor Plan - Proposed for demolition



First Floor Plan - Proposed for demolition

Date	Rev	Description
21.04.2023	A	Planning Update

Legend

- Demolished prior to current submission
- Phase 1 Demolition - To enable construction of Block H
- Phase 2 Demolition
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

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Scale		
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Drawn	Checked	Date
MT	JW	13/15/22

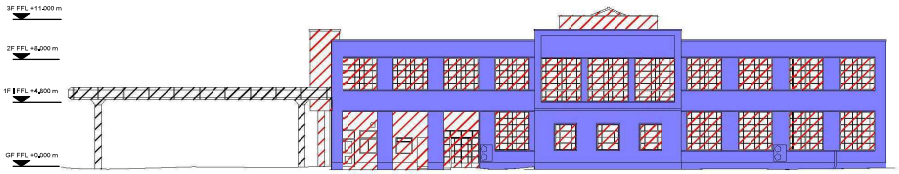
Project: Nestle Canteen

Client: Barratt London

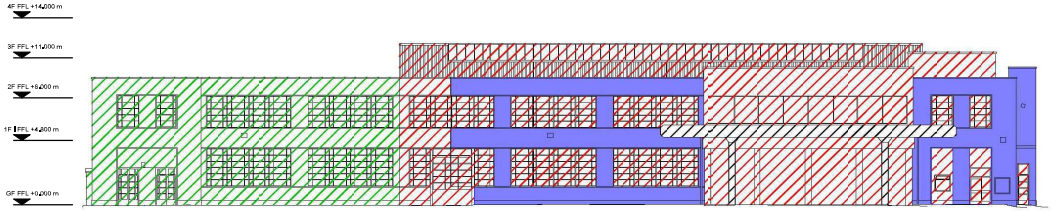
Drawing Title: Demolition Plans

Drawing No: BLNEST- DMFK- DR-AR-00070

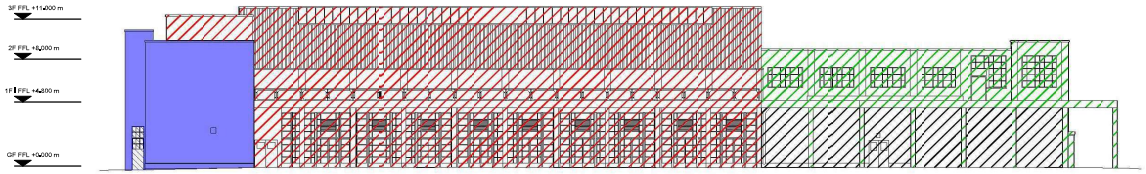
Rev: A



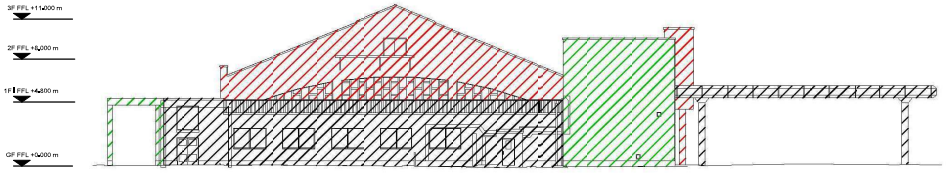
South Elevation - Proposed demolition



West Elevation - Proposed demolition



East Elevation - Proposed demolition



North Elevation - Proposed demolition

Date	Rev	Description
21.04.2023	B	Planning Update
06.12.2022	A	Drawing Amendment

Legend

- Demolished prior to current submission
- Phase 1 Demolition - To enable construction of Block H
- Phase 2 Demolition
- Existing facade to be retained - Fabric may need to be removed to access and remediate existing steel structure

Notes

Key Plan

0 2 4 6 8 10 metre

1:200 Scale

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Scale			
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Drawn	Checked	Date	
MP	JW	06/12/22	

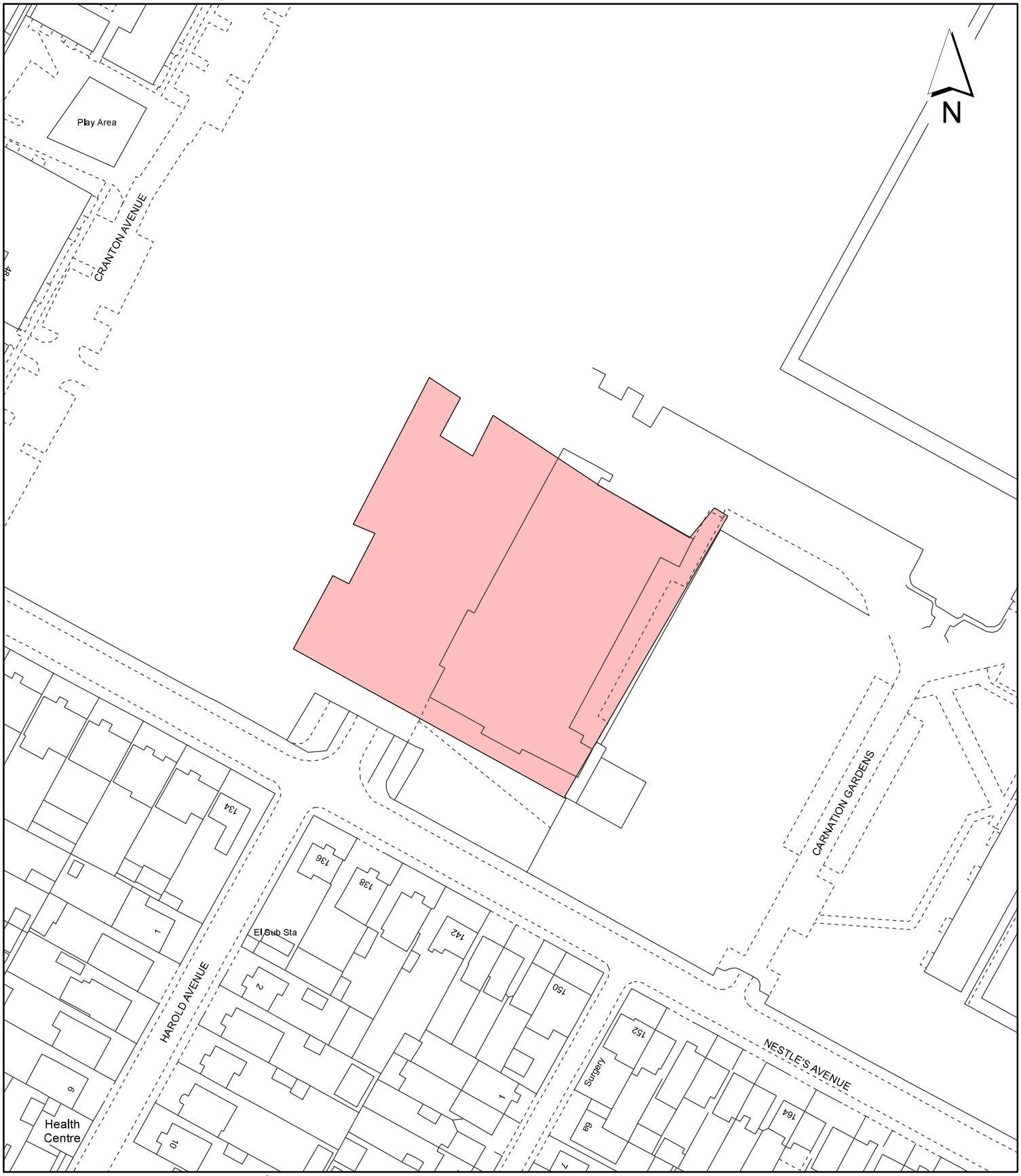
Project: Nestle Canteen

Client: Barratt London

Drawing Title: Demolition Elevations

Drawing No: BLNEST- DMFK- DR-AR-00080

Rev: B



Notes:

Site boundary

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Site Address:

Canteen Building, Former Nestle Factory Site

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

Planning Application Ref:
1331/APP/2022/2553

Scale:
1:1,250

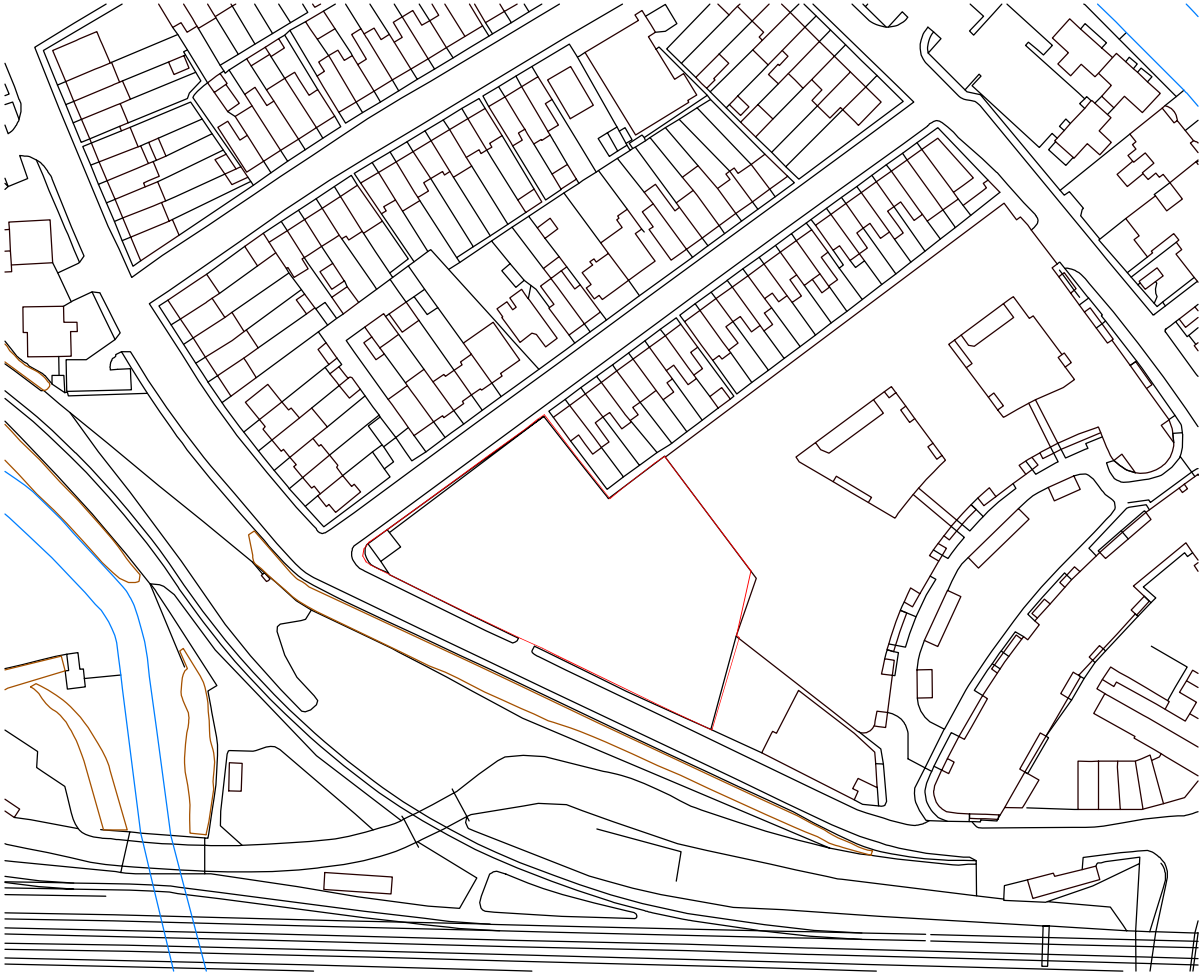
Planning Committee:
Major

Date:
May 2023

HILLINGDON
LONDON

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

Address:	COMAG TAVISTOCK ROAD YIEWSLEY
Development:	Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)
LBH Ref Nos:	24843/APP/2022/2403



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1 - Site Location Plan_Existing_ 1-1250

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0 10 20 30 40 50m

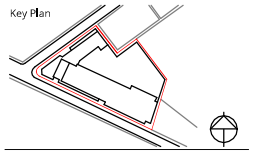
Rev	Date	Description	By	Chkd
P1	21.07.22	PLANNING ISSUE	AS	CT
P0	01.07.22	FIRST ISSUE	VC	CT

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 1250 @ A3	07/01/22	AS	CT

Drawing Title

PROPOSED
SITE LOCATION PLAN

Purpose of Issue	Status
PLANNING	S3
Drawing No	Revision
CWD-RMA-XX-ZZ-DR-A-0001	P1

A1



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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:
Refer to other Main drawings:
0000 2D + Drawings/Planning diagrams
0000 Schedules.
Read in conjunction with other consultants information:
- Aspect Landscape Ltd for **Tree Survey and Report**, **Ecology Statement** and **Landscape Report**.
- Aspect Consulting Engineers for **Transport**, **Utilities**, **and Drainage and Flood Risk Strategies**.
- LEP for **Daylight and Sunlight and Rights of Light Analysis**.
- MES Sustainability Consultants for **Energy Statement**.
- Acoustics Vie for **Fire Strategy and Report**.
- Aspect Trees for **Air Quality and Noise Statements**.

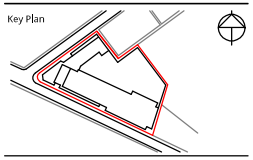
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P6	21.11.22	PLANNING RESPONSES	VC	CT
P5	02.08.22	PLANNING ISSUE	AS	CT
P4	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P3	14.07.22	CHANGES TO PARKING LAYOUT	VC	CT

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

GROUND FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-00-DR-A-0100	P6

FPI_00_Site Plan

A1



Page 313

FFL_01_Site Plan

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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:
Refer to other Main drawings:
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0000 Schedules
Read in conjunction with other consultants information:
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- Aspect Consulting Engineers for **Transport**, **Utilities**, **and Drainage and Flood Risk Strategies**.
- LEP for **Daylight and Sunlight and Rights of Light Analysis**.
- PES Sustainability Consultants for **Energy Statement**.
- Acoustics for **Fire Strategy and Report**.
- Aspect Trees for **Air Quality and Noise Statements**.

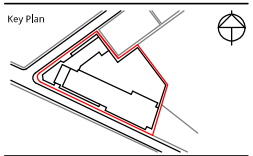
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P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT, INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

FIRST FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-01-DR-A-0101	P5

A1



Page 314

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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:
Refer to other Main drawings:
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0000 Schedules.
Read in conjunction with other consultants information:
• Aspect Landscape Ltd for **Tree Survey and Report**, **Ecology Statement** and **Landscape Report**.
• Aspect Consulting Engineers for **Transport**, **Utilities**, and **Drainage and Flood Risk Strategies**.
• LEP for **Daylight and Sunlight and Rights of Light Analysis**.
• MES Sustainability Consultants for **Energy Statement**.
• Acoustics Plus for **Fire Strategy and Report**.
• Aspect Trees for **Air Quality and Noise Statements**.

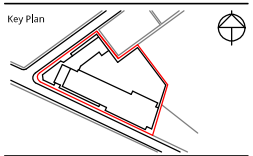
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P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT, INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

SECOND FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-02-DR-A-0102	P5

FR1_02_Site Plan

A1



Page 315

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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:
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0000 3D Models &c.
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- Aspect Consulting Engineers for **Transport**, **Utilities**, and **Drainage and Flood Risk Strategies**.
- LEP for **Daylight and Sunlight and Rights of Light Analysis**.
- MES Sustainability Consultants for **Energy Statement**.
- Acheson Fire for **Fire Strategy and Report**.
- Hoare Brown for **Air Quality and Noise Statements**.

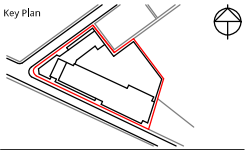
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P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT, INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

THIRD FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	**Revision**
CWD-RMA-ZZ-03-DR-A-0103	P5

FP1_05_Site Plan

A1



Page 316

Notes:

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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:

Refer to other RMA drawings:
0000 2D + Drawings/Planning diagrams
0000 Schedules.

Read in conjunction with other consultants information:
- Aspect Landscape Ltd for **Tree Survey and Report**, **Ecology Statement** and **Landscape Report**.
- Aspect Consulting Engineers for **Transport**, **Utilities**, **and Drainage and Flood Risk Strategies**.
- LDC for **Daylight and Sunlight and Rights of Light Analysis**.
- MES Sustainability Consultants for **Energy Statement**.
- Acheson Fire for **Fire Strategy and Report**.
- Aspect Noise for **Air Quality and Noise Statements**.

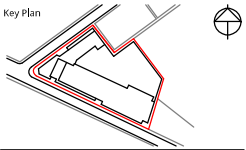
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P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT, INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

FOURTH FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-04-DR-A-0104	P5

FP1_04_Site Plan

A1



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Notes:

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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:
Refer to other Main drawings:
0000 2D + Drawings/Planning diagrams
0000 Schedules.
Read in conjunction with other consultants information:
- Aspect Landscape Ltd for **Tree Survey and Report**, **Ecology Statement** and **Landscape Report**.
- Aspect Consulting Engineers for **Transport**, **Utilities**, and **Drainage and Flood Risk Strategies**.
- EEP for **Daylight and Sunlight and Rights of Light Analysis**.
- PES Sustainability Consultants for **Energy Statement**.
- Acoustics Plus for **Fire Strategy and Report**.
- Aspect Trees for **Air Quality and Noise Statements**.

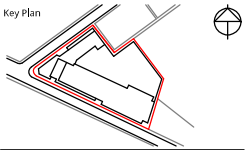
Rev	Date	Description	By	Chkd
P5	21.11.22	PLANNING RESPONSES	VC	CT
P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT, INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

FIFTH FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-05-DR-A-0105	P5

FFL_05_Site Plan

A1



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SCALE BAR: 1:200 @ A1

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GENERAL NOTES:
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0000 Schedules.
Read in conjunction with other consultants information:
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- Aspect Consulting Engineers for **Transport**, **Utilities**, and **Drainage and Flood Risk Strategies**.
- LEP for **Daylight and Sunlight and Rights of Light Analysis**.
- MES Sustainability Consultants for **Energy Statement**.
- Acheson Fire for **Fire Strategy and Report**.
- Hoare Brown for **Air Quality and Noise Statements**.

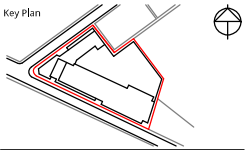
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P5	21.11.22	PLANNING RESPONSES	VC	CT
P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT. INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

Drawing Title

SITE PLAN

SIXTH FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-06-DR-A-0106	P5

FP1_06_Site Plan



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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

GENERAL NOTES:
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0000 2D + Drawing/Planning diagrams
0000 3D Models &c.
Read in conjunction with other consultants information:
- Aspect Landscape Ltd for **Tree Survey and Report**, **Ecology Statement** and **Landscape Report**.
- Aukett Consulting Engineers for **Transport**, **Utilities**, **and Drainage and Flood Risk Strategies**.
- LEP for **Daylight and Sunlight and Rights of Light Analysis**.
- PES Sustainability Consultants for **Energy Statement**.
- Acheson Fire for **Fire Strategy and Report**.
- Aspect Noise for **Air Quality and Noise Statements**.

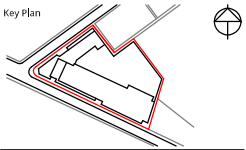
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P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	04.07.22	THIRD ISSUE	AS	CT
P1	01.07.22	SECOND ISSUE	AS	CT

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1 : 200 @ A1	06/23/22	AS	CT

Drawing Title

SITE PLAN

SEVENTH FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-07-DR-A-0107	P5

FFL_07_Site Plan

A1



Page 320

TOP_Site Plan

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SCALE BAR: 1:200 @ A1

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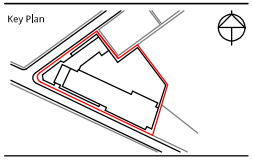
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P5	02.08.22	PLANNING ISSUE	AS	CT
P4	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P3	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT. INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Project

Comag West Drayton

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Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	06/14/22	AS	CT

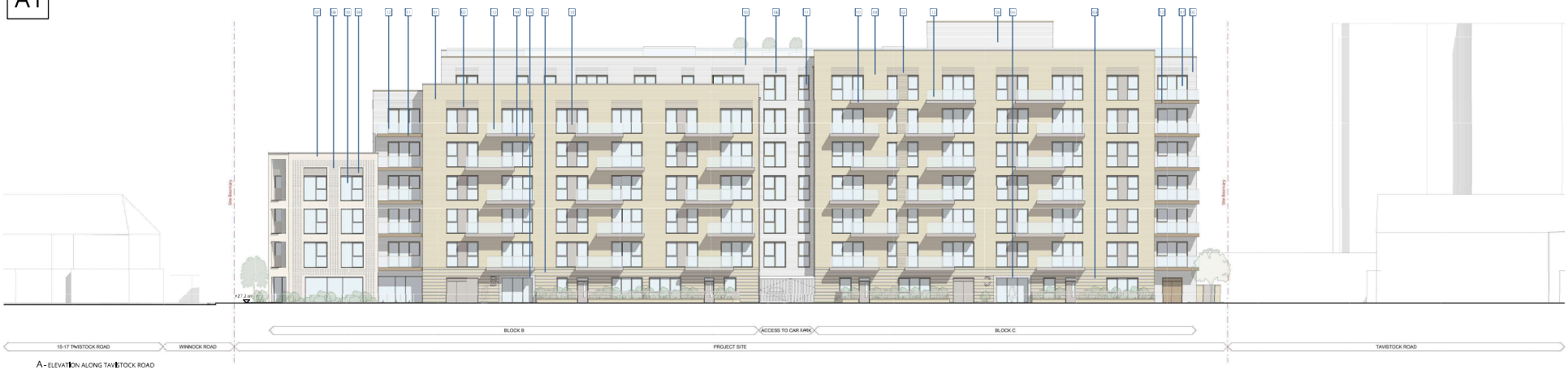
Drawing Title

SITE PLAN

ROOF LEVEL

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-08-DR-A-0108	P6

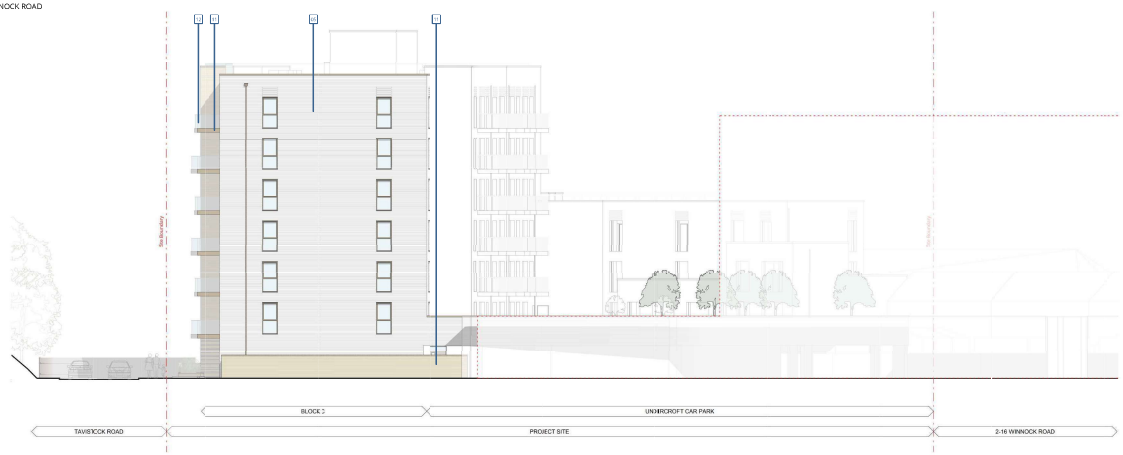
A1



A - ELEVATION ALONG TAVISTOCK ROAD



B - ELEVATION ALONG WINNOCK ROAD



C - EAST ELEVATION

Page 321

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SCALE BAR: 1:200 @ A1

0 2 4 6 8 10 12 14 16m

MATERIAL KEY - ELEVATION

01 Multi Buff Brickwork in Standard Stretcher Bond
02 Window Head Detail in Multi Buff Brickwork
03 Multi Buff Brickwork in Striped Detail in White Brickwork
04 Extruded Brick Detail in White Brick around Entrance Door
05 White Stock Brickwork in Standard Stretcher Bond
06 Window Head Detail in White Stock Brickwork
07 Light Multi Buff Brickwork in Standard Stretcher Bond
08 Extruded Brick Detail in White Brick (20mm projecting)
09 Window Head Panel - Colour to match Window Frame
10 Light Brown Metalwork (window frames, balustrades, balconies and coping)
11 Dark Brown Metalwork (window frames, balustrades, balconies and coping)
12 Glazed Balustrade
13 Metal Railing

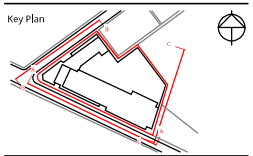
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P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT. INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Client

Bellway Homes Limited

Scale	Date	By	Checked
As indicated @ A1	06/14/22	AS	CT

Drawing Title

SITE ELEVATIONS

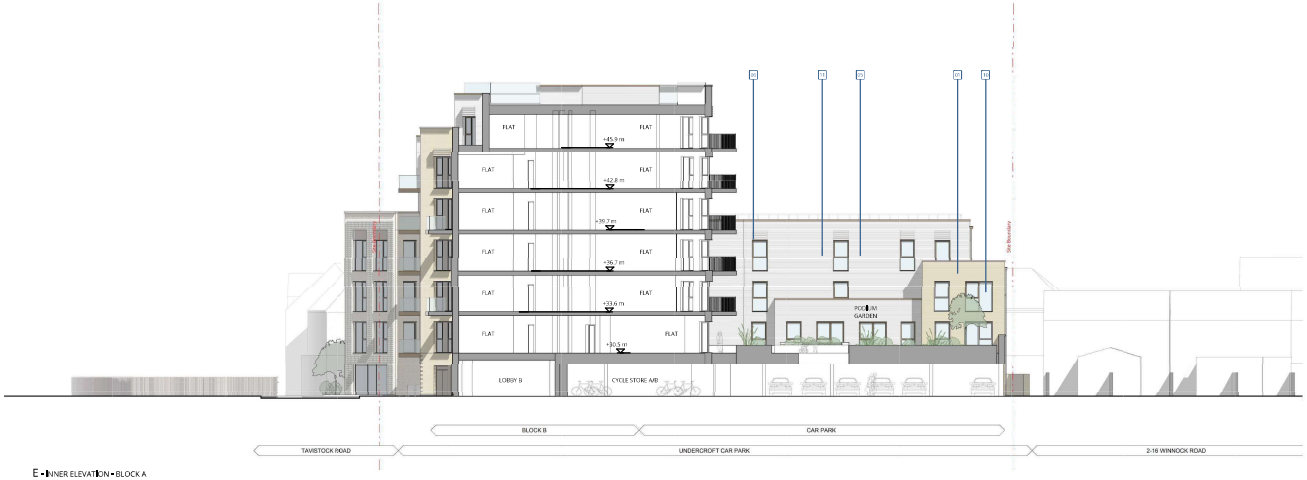
A, B & C

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-00-DR-A-0200	P5

A1



D - INNER ELEVATION - BLOCK B & C



E - INNER ELEVATION - BLOCK A



F - NORTH ELEVATION

Page 322

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SCALE BAR: 1:200 @ A1

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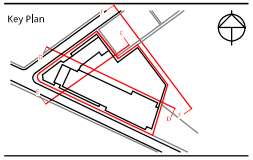
MATERIAL KEY - ELEVATION

01 Multi Buff Brickwork in Standard Stretcher Bond
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03 Multi Buff Brickwork in Striped Detail in White Brickwork
04 Extruded Brick Detail in White Brick around Entrance Door
05 White Stock Brickwork in Standard Stretcher Bond
06 Window Head Detail in White Stock Brickwork
07 Light Multi Buff Brickwork in Standard Stretcher Bond
08 Extruded Brick Detail in White Brick (20mm projecting)
09 Window Head Panel - Colour to match Window Frame
10 Light Brown Metalwork (window frames, balustrades, balconies and coping)
11 Dark Brown Metalwork (window frames, balustrades, balconies and coping)
12 Glazed Balustrade
13 Metal Railing

Rev	Date	Description	By	Chkd
P5	21.11.22	PLANNING RESPONSES	VC	CT
P4	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES & PARKING LAYOUT, INSET ENTRANCE LOBBIES ON GF.	VC	CT

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Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
As indicated @ A1	06/14/22	AS	CT

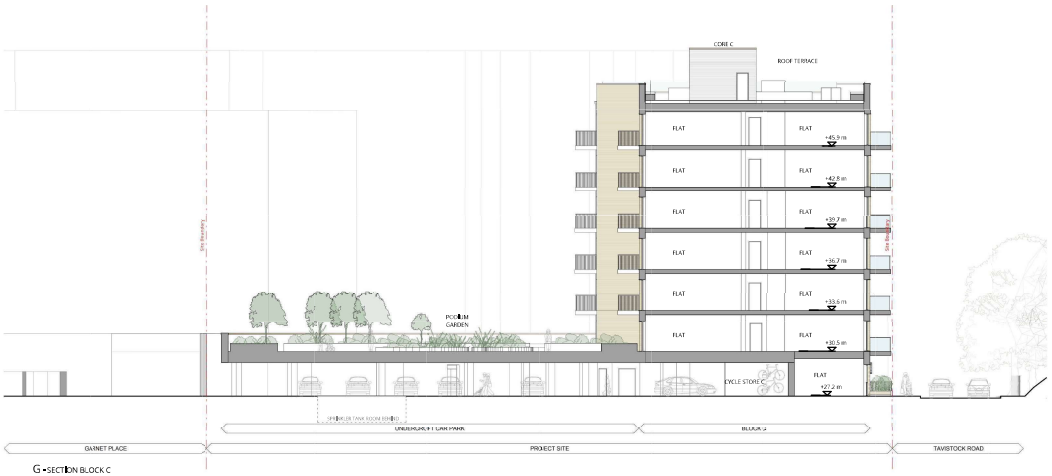
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SITE ELEVATIONS

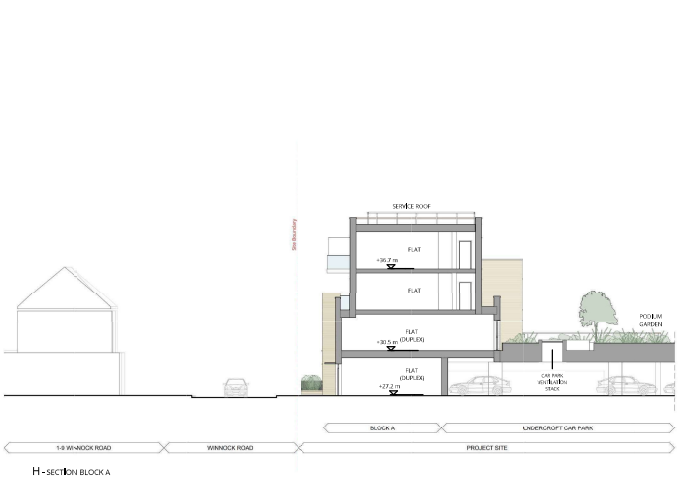
D, E & F

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-00-DR-A-0201	P5

A1

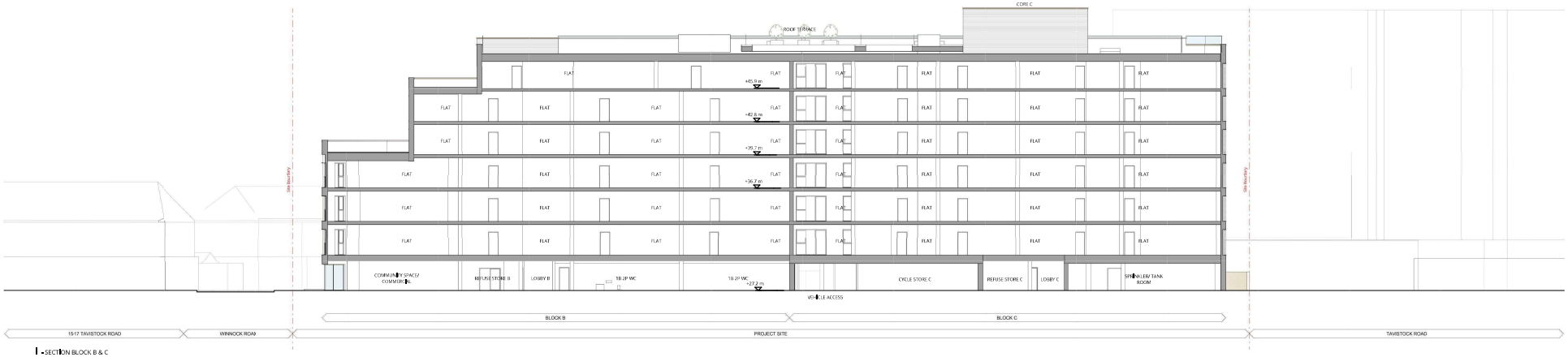


G - SECTION BLOCK C



H - SECTION BLOCK A

Page 323



I - SECTION BLOCK B & C

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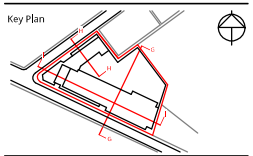
MATERIAL KEY - ELEVATION

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Rev	Date	Description	By	Chkd
P5	21.11.22	PLANNING RESPONSES	VC	CT
P4	02.06.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
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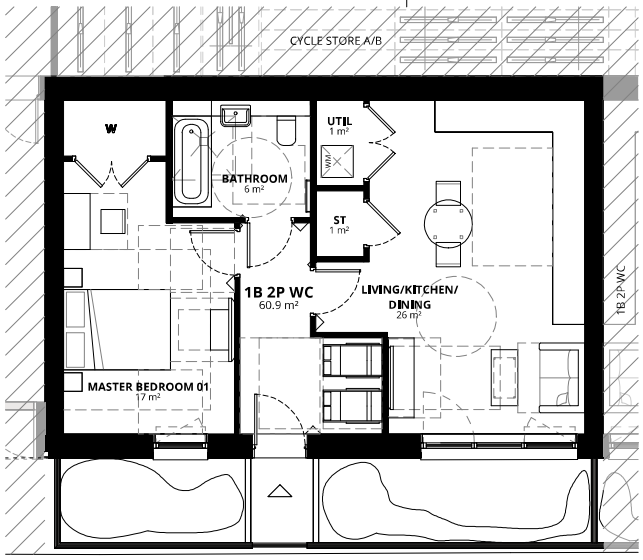
Bellway Homes Limited

Scale	Date	By	Checked
As indicated @ A1	06/24/22	AS	CT

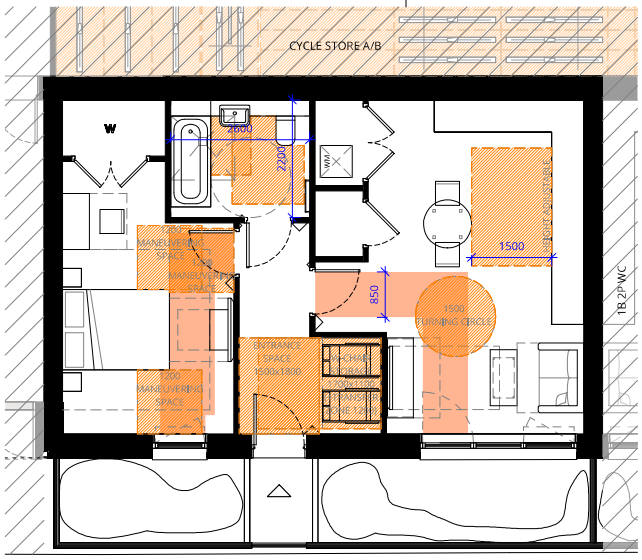
Drawing Title

SITE SECTIONS
G, H & I

Purpose of Issue	Status Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-00-DR-A-0210	P5



FLAT TYPE_ 1B 2P M4(3)
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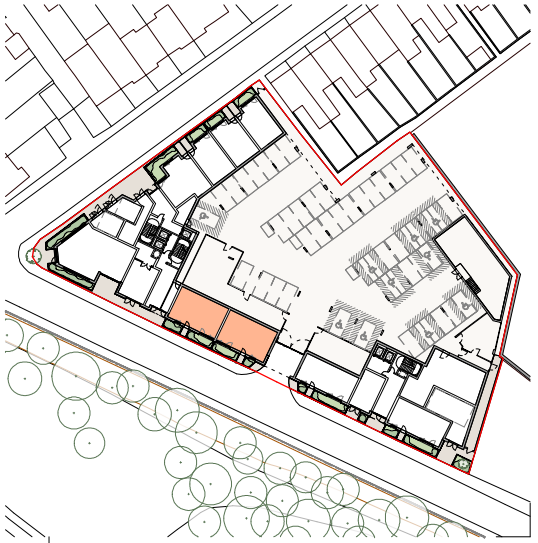
FLAT TYPE_ 1B 2P M4(3) _ REQUIREMENTS
1 : 100

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LEVEL GROUND FLOOR_ 1B 2P M4(3) LOCATION

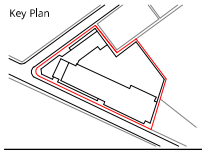
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P0	21.11.22	PLANNING RESPONSES	VC	CT

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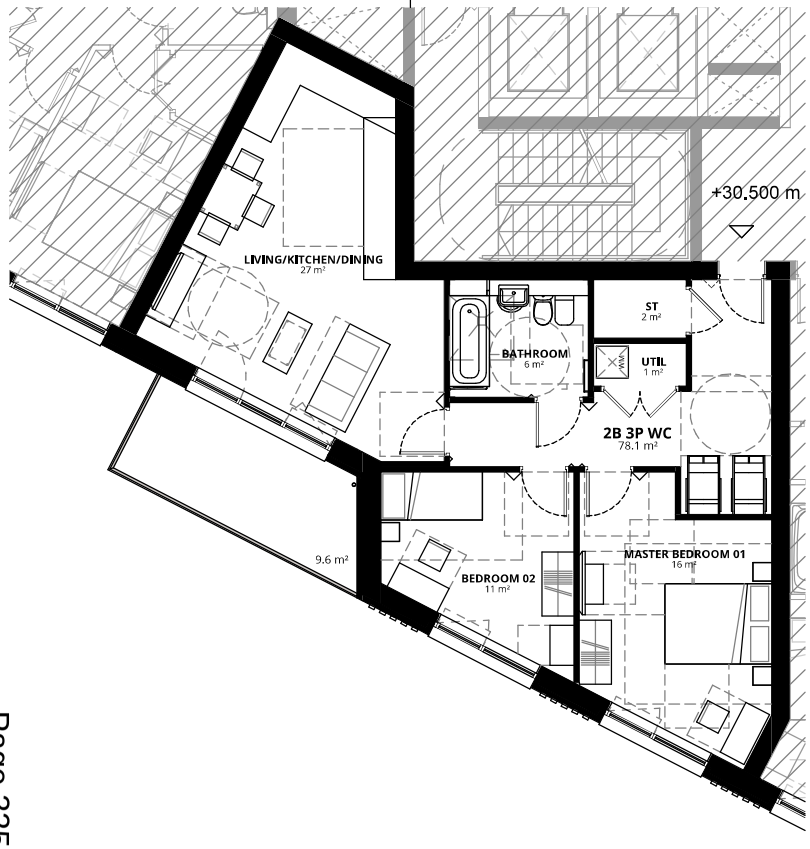
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Drawing Title

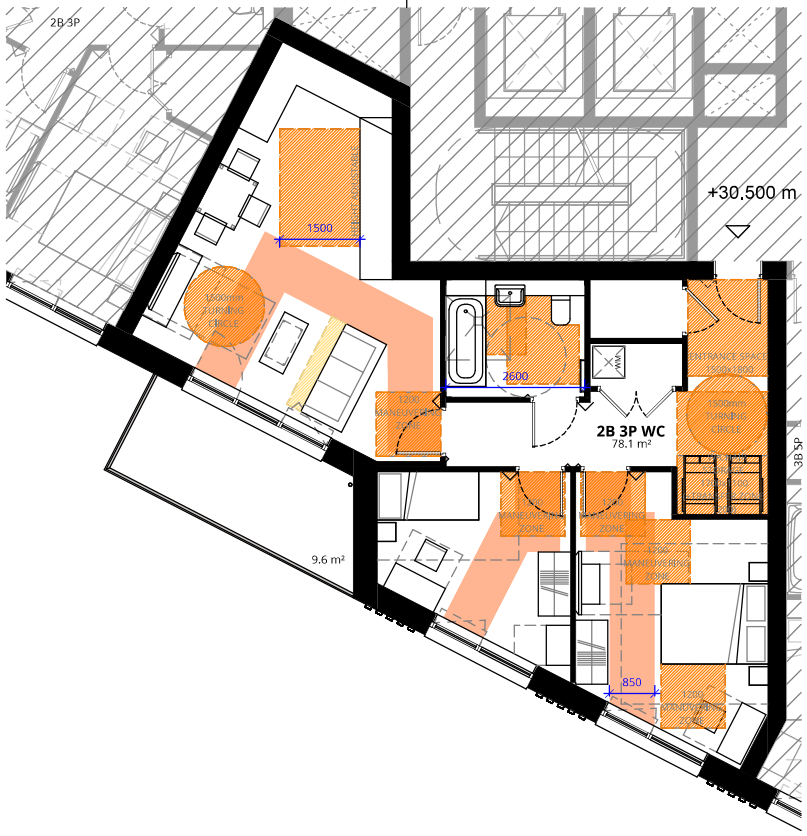
NR. 2 APARTMENT UNITS

M4(3) FLAT TYPES - 1B 2P

Purpose of Issue	Status
PLANNING	
Drawing No	Revision
CWD-RMA-XX-ZZ-DR-A-0341	P0



FLA TYPE_ 2B 3P M4(3)
1 : 100



FLA TYPE_ 2B 3P M4(3) _ REQUIREMENTS
1 : 100



LEVEL 01 TO 03_ 2B 3P M4(3) LOCATION

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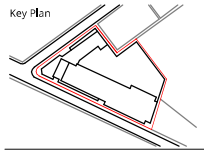
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P0	21.11.22	PLANNING RESPONSES	VC	CT

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Client:

Bellway Homes Limited

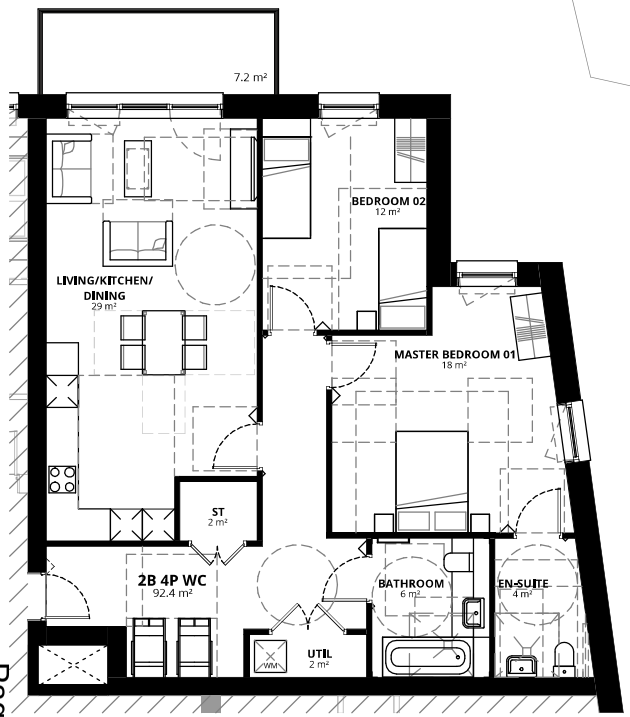
Scale	Date	By	Checked
As indicated @ A3	XX/11/22	VC	CT

Drawing Title

NR. 3 APARTMENT UNITS

M4(3) FLAT TYPES - 2B 3P

Purpose of Issue	Status
PLANNING	
Drawing No	Revision
CWD-RMA-XX-ZZ-DR-A-0342	P0



FLAT TYPE_ 2B 4P M4(3)
1 : 100



FLAT TYPE_ 2B 4P M4(3)_ REQUIREMENTS
1 : 100

Notes:

- Do not scale from this drawing; work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.

CDM ERIC Notes

- Where RMA services on a project do not include for site inspections and works surveys, RMA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been constructed
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.



LEVEL 01 TO 06_ 2B 4P M4(3) LOCATION

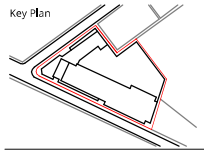
Rev	Date	Description	By	Chkd
P0	21.11.22	PLANNING RESPONSES	VC	CT

RM_A

320C Highgate Studios
53-79 Highgate Road, London, NW5 1TL
London NW5 1TL

020 7284 1414, rmaarchitects.co.uk © RMA

Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client:

Bellway Homes Limited

Scale	Date	By	Checked
As indicated @ A3	XX/11/22	Author	Checker

Drawing Title

NR. 6 APARTMENT UNITS

M4(3) FLAT TYPES - 2B 4P

Purpose of Issue	Status
PLANNING	
Drawing No	Revision
CWD-RMA-XX-ZZ-DR-A-0343	P0

PLANTING SCHEDULE

Trees

Number	Abbreviation	Species	Specification	Girth	Height
2 -	ACE CAL	Acer campestre 'William Caldwell'	Advanced Nursery Stock :Clear Stem min. 200 :RB	18-20cm	4.0-5.0m
Total :2 -					

Shrubs

Number	Abbreviation	Species	Specification	Height	Pot Size	Density
26 -	EfEnG	Euonymus fortunei 'Emerald 'n' Gold'	Bushy :3/4 brks	30-40cm	10L	3/m²
30 -	HEBGG	Hebe 'Green Globe'	Bushy :3/4 brks	20-30cm	10L	4/m²
49 -	HEBMW	Hebe 'Mrs Winder'	Bushy :5/6 brks	30-40cm	10L	3/m²
8 -	ILECR	Ilex crenata	Bushy :Clipped Holly box ball :3/6 brks	40-60cm	10L	Counted
42 -	LaH	Lavandula angustifolia 'Hidcote'	Bushy :3/4 brks	30-40cm	10L	4/m²
4 -	LAU NOB	Laurus nobilis	Half standard clipped ball top :5/6 brks	125-150cm	15-20L	Counted
2 -	LAU NOB	Laurus nobilis	Bushy: Clipped bay cone :5/6 brks	100-125cm	15-20L	Counted
20 -	PITTEPU	Pittosporum tenuifolium 'Purpureum'	Bushy :5/6 brks	30-40cm	10L	3/m²
20 -	SANCH	Santolina chamaecyparissus	Bushy :3/4 brks	20-30cm	10L	5/m²
25 -	SARCO	Sarcococca confusa	Bushy :3/4 brks	60-80cm	10L	3/m²
13 -	SjRu	Skimmia japonica 'Rubella'	Bushy :5/6 brks	30-40cm	10L	3/m²
52 -	VIBPRIA	Viburnum tinus 'Eve Price'	Bushy :5/6 brks	40-60cm	10L	3/m²

Herbaceous

Number	Abbreviation	Species	Pot Size	Density
62 -	E a r	Euphorbia amygdaloides robbiae	10L	5/m²
29 -	E pu 'M'	Echinacea purpurea 'Magnus'	10L	5/m²
43 -	G 'R'	Geranium Rozanne	10L	5/m²

Grasses

Number	Abbreviation	Species	Pot Size	Density
6 -	CAR EVE	Carex oshimensis 'Evergold'	10L	5/m²
40 -	STI TEN	Stipa tenuissima	10L	5/m²
Total :46 -				

NB: Species within planting mixes to be planted in groups or 3, 5, and 7's in random positions ensuring that contrasting blocks are provided.

50mm bark mulch to be added around planting



1:200 @ A1

0m 2m 4m 8m

NOTES
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KEY:

- Site Boundary
- Proposed Trees
- Proposed Feature Shrubs
- Proposed Ornamental Shrubs
- Proposed Root Barrier (ReRoot 1000 or equivalent)
- 1.1m Railings (Black) - Spec TBC
- Tree grille - Spec TBC

PLANTING NOTES

All plants to be supplied in accordance with the HTA 'National Plant Specification' and from a HTA certified nursery. All plants and trees to be planted in accordance with BS3936 and BS8545. Delivery and handling of all plant material to be in accordance with BS4428/JCLI/CPSE Code of Practice for 'Handling and Establishing Landscape Plants' Parts 1, II and III and BS8545.

Planting Pit and Trench Preparation

Tree pits in soft landscape to be excavated to 1mx1mx1m depth prior to tapsoiling and all shrub planting areas excavated to 450mm depth. All proposed hedge planting trenches to be excavated to 600mm depth.Unless otherwise specified, all tree pits in hard landscape to be 2mx2mx1m, backfilled with compacted Urban Tree Soil.

The preparation of planting pits, bed or trenches shall comply with the appropriate British Standards, namely BS4043, BS4428, BS5837 and BS8545.

Excavation of planting pits, beds or trenches shall not take place when the ground is frozen or waterlogged such that damage may occur to the structure of the soil. All excavated areas to be backfilled with either site won topsoil or imported topsoil to be BS3882:General purpose grade. All topsoiled areas to be clear of rocks and rubble larger than 50mm diameter and any other debris that may interfere with the establishment of plants. The Contractor shall break up and cultivate all the base of the trenches or planting pits, The sides of the trenches or planting pits shall be loosened with a fork or other similar implement. All stones and the like over 75mm in any dimension, deleterious matter, weeds and weed roots brought to the surface by any cultivation or excavation shall be removed off site. The Contractor shall remove off site the excavated subsoil/fill material when preparing planting pits. The imported topsoil should make up any deficiencies caused by the removal of the subsoil/fill material. Trenches and pits shall have the topsoil and any subsoil/fill material thoroughly broken up and mixed prior to backfilling.

All trees shall be supplied root balled, unless otherwise stated. Root balled trees shall be well grown, healthy and with a compact, contained rootball. They shall be nursery grown and have been regularly watered. Prior to planting, all plant material shall be stored and sorted at in accordance with best practice.

Planting

All plants shall be planted in a random fashion avoiding formal regimented lines at densities indicated in the schedule, unless otherwise specified. Unless otherwise specified, all hedgerows shall be planted in single rows and hedgerow mixes shall be planted in groups of 7, 9 & 13s at densities indicated on the schedule. Ornamental shrub planting mixes shall be planted in groups of 5, 7 & 11s and native shrub planting mixes shall be planted in groups of 9, 13 & 15s, with a cane and protective spiral guard included to all native planting. The selection, procurement, handling, storage and planting operations of all proposed trees shall be in accordance with BS8545:2014+ Trees: from nursery to independence in the landscape, recommendations.

Planting and associated operations shall comply with BS4043, BS4428, BS5837 and BS8545. Unless otherwise stated planting shall be carried out during the period of 1 Nov to 31 March when the ground is not frozen or water logged. If planting is required outside this period agreement shall be sought and all bare root plants shall be substituted with container grown stock.

Provide Bamboo cane support and Treebio Biodegradeable Spiral Guards' (Green-tech Product code: 160PS1035-MPRO) or similar to all native shrubs and hedgerows, young sapling trees, whips and feather planting, ensuring that the main or terminal bud is protruding out above the top of the spirals.

Watering

All plants shall be watered in to field capacity immediately after planting and mulched with 50mm depth of medium grade crushed mulch. The Contractor shall water the trees, shrubs and hedges once planted so that the entire tree pit or planted area is moistened to field capacity, i.e. 'the amount of water retained by previously saturated soil once full drainage has ceased'. Watering to field capacity shall continue frequently and on a regular basis as considered necessary by the landscape contractor and as necessary to ensure the successful establishment and continued thriving of all planting. Additional watering shall be undertaken during summer months and/or periods of drought. Post planting management and maintenance specifically for new tree planting shall include ongoing irrigation and formative pruning as outlined in BS8545. The period over which regular irrigation required for transplanted trees is full, to be at least two full growing seasons to ensure successful establishment. As the root system develops the frequency of irrigation can be reduced.

Staking

All trees within soft landscape areas to be double staked with cross bar and tied, using 1.5m long, 75mm diameter rounded tree stakes 75mm brace, rubber tie and spacer block. Stakes not to extend more than 650mm above ground level. All trees within hard standing/highways visibility splays to be clear stem to 1.0m high unless otherwise specified. Trees within hardstanding / specific pits to be underground guyed unless otherwise specified.

Root Barriers

Root barriers (ReRoot 1000 or equivalent) to be included adjacent to buildings and services where necessary. Landscape contractor shall check all planting operations comply with appropriate standards and that in the absence of detailed surveys, any necessary underground investigations are undertaken to ensure there are no conflicts with existing or proposed utilities, services or foundations.

PROTECTION OF EXISTING VEGETATION TO BE RETAINED

Existing trees to be retained shall be protected in accordance with BS5837, from commencement to completion of all works on site.

N.B. All planting proposals including tree planting have been developed in order to create a high quality environment and gain planning consent for the development. All tree species have been reviewed in line with NHBC guidance (2017) and in the absence of any building foundation depths or detailed soil analysis information for the site. Where possible only low and moderate water demand species are proposed in close proximity to new buildings. A number of varied cultivars of these species as well as ornamental species that have a smaller overall mature height (which are not currently assessed within NHBC guidance 2017) are proposed to provide variety in the scheme and engineer's should consider these locations & species. Where necessary new building foundation depths shall be designed to accommodate the approved tree species. site specific soil shrinkage and tree water demand in line with NHBC standards 2017 (Chapter 4.2 - Building Near Trees). Planting plans have been prepared for planning purposes and in the absence of fully detailed ground investigations - geological or hydrological surveys and planting design or species choice may be subject to change - suitability should be confirmed on site by the landscape contractor. Detailed site specific soil analysis and suitable site drainage should be checked by landscape contractor to ensure planting can be implemented in accordance with approved drawings prior to implementation.

REV	DATE	NOTE	DRAWN	CHK'D
B	05.09.22	Updated to UGF calculation	PC	CW
A	27.07.22	Updated to new layout	PC	CW

aspect landscape planning

TITLE

Former Comag Works, West Drayton
Planting Plan - Ground Floor

CLIENT

Bellway Homes Limited (North London)

SCALE	DATE	DRAWN	CHK'D
1:200@A1	JUN 2022	PC	CW

DRAWING NUMBER	REVISION
7943.GF.PP.1.0	B

PLANTING SCHEDULE - PODIUM

Trees

Number	Abbreviation	Species	Specification	Height
5 -	BETALBS	Betula albosinensis var. septentrionalis	Advanced Nursery Stock: Multistem 3 stems :Clear Stem min. 150 :C	3.5-4.0m
Total :5 -				

Shrubs

Number	Abbreviation	Species	Specification	Height	Pot Size	Density
2 -	AMELAM	Amelanchier lamarckii	Multistem 3 stems :3/5 brks :C	175-200cm	15-20L	Counted
52 -	CORSAMF	Cornus sanguinea 'Midwinter Fire'	Branched :3/5 brks	60-80cm	10L	3/m²
136 -	EfSQ	Euonymus fortunei 'Silver Queen'	Bushy :3/4 brks	30-40cm	10L	3/m²
13 -	EUOJAAURM	Euonymus jap. 'Aureomarginatus'	Bushy :2/3 brks	20-30cm	10L	3/m²
15 -	FAJA	Fatsia japonica	Branched :4/6 brks	100-125cm	15L	Counted
50 -	HEBGG	Hebe 'Green Globe'	Bushy :3/4 brks	20-30cm	10L	4/m²
30 -	PIEJAVA	Pieris japonica 'Variegata'	Bushy :2/3 brks	20-30cm	10L	3/m²
87 -	SARHOHU	Sarcococca humilis	Bushy :3/4 brks	40-60cm	10L	3/m²
60 -	SjRu	Skimmia japonica 'Rubella'	Bushy :3/4 brks	30-40cm	10L	3/m²

Herbaceous

Number	Abbreviation	Species	Specification	Pot Size	Density
154 -	E a r	Euphorbia amygdaloides robbiae	4 Buds :Full Pot	5L	6/m²
156 -	GERMAG	Geranium magnificum	4 Buds :Full Pot	10L	4/m²
158 -	LIRMUM	Liriope muscari 'Majestic'	4 Buds :Full Pot	5L	6/m²
44 -	MISSIS	Miscanthus sinensis 'Silberturm'	7 Buds :Full Pot	10L	3/m²
95 -	STABY	Stachys byzantina	4 Buds :Full Pot	5L	6/m²
208 -	T c	Tiarella cordifolia	4 Buds :Full Pot	5L	6/m²

Ferns

Number	Abbreviation	Species	Specification	Pot Size	Density
366 -	BLESP	Blechnum spicant	Full Pot	3L	7/m²
70 -	POLSE	Polystichum setiferum	Full Pot	3L	7/m²

Green Screen

Number	Abbreviation	Species	Specification	Height	Pot Size
41 -	HEDHE	Hedera helix	150 high x120cm width green screen :Framed	150cm	Basket 20x20x120cm
Total :41 -					

Box hedge

Number	Abbreviation	Species	Specification	Height	Pot Size	Density
292 -	Bse	Buxus sempervirens	Bushy :3/4 brks:Clipped Level 0.3m high	30-40cm	10L	5/m

Amenity Turf

Rolawn Medallion Turf or Similar

Page 28

NB: Species within planting mixes to be planted in groups or 3, 5, and 7's in random positions ensuring that contrasting blocks are provided.

200mm min gravel strip with metal edge to be installed along house.
30mm decorative gravel to be agreed and laid over geotextile membrane.

50mm bark mulch to be added around planting

PLANTING NOTES
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Staking
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KEY:

- Site Boundary
- Proposed Multistem Trees
  Tree to be underground guyed support.
- Proposed Feature Shrub
- Proposed Ornamental Shrubs
- Proposed Amenity Grass Turf
  Rolawn Medallion Turf Rolls or Similar to spot frontages
- Proposed Extensive Green Roof of minimum settled depth of 80mm-Wildflower blanket.
  Bauder system or similar approved.
- Proposed Hedge
- Proposed Instant Climber Panells
  Product:Green Screen
  Size:150cm High x 120cm Width
  Product code:160PS4356-PRO
- Powder Coated Metal Edge
  - 10mm thicknes
  - 300 mm height above path level
  - Colour orange RAL 2000
- Powder Coated Metal Edge
  - 10mm thicknes
  - 600 mm height above path level
  - Colour grey RAL 7016
- Powder Coated Metal Edge
  - 10mm thicknes
  - 900 mm height above path level
  - Colour black RAL 9005
- Proposed Warwick Curved Bench
  Supplier: Bollard Street
  Finish: Grade 304 Stainless Steel
  Size/: L1800mm W505mm H465mm
  Fixing: Base plate
  Weight: 71kg
  Ref: SE,WA,BCH,SS,RD
- Proposed Weyburn Open Top Litter Bin 45L
  Supplier: Broxap
  Finish: Stainless Steel
  Size/: D300 H850mm
  Ref: BX50S 203/LB
- Small 30mm Decorative Gravel overlaid over geotextile membrane
  (Gravel to be agreed with Bellway before installation and include a timber edge)
- Proposed Glacial Boulders
  Supplier: CEDstone
  Size: aprox. dia 600mm and 400mm
- Proposed Soil Mound
  Mound to provide min 900mm soil depth where trees are indicated in the planter.

Outdoor gym equipment

- A Hydraulic Butterfly R37-UBX-208B - PROLUDIC
- B Pendulum and Hip Twister R37-UBX-232B - PROLUDIC
- C Elliptical Trainer R37-UBX-203C - PROLUDIC

Play equipment

- D Springer J841 - PROLUDIC
- E Rotating equipment J2401 - PROLUDIC

REV	DATE	NOTE	Drawn	Chk'd
D	05.09.22	Wildflower blankets added	PC	CW
C	22.08.22	Planting and climber panells added	PC	CW
B	01.06.22	Updated to the latest layout	PC	CW
A	27.07.22	Updated to the latest layout	PC	CW

aspect landscape planning

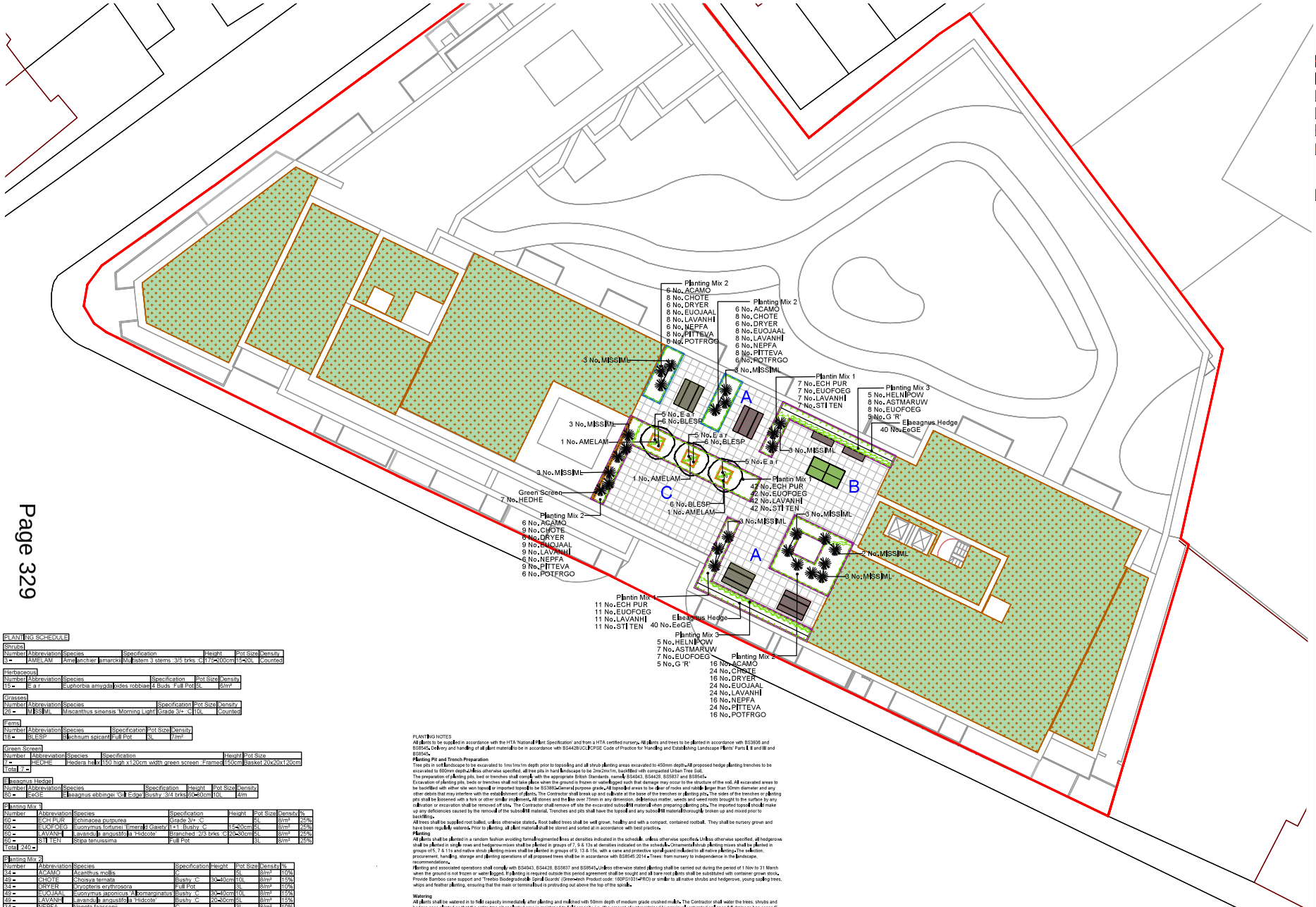
TITLE
Former Comag Works, West Drayton
Planting Plan - First Floor

CLIENT
Bellway Homes Limited (North London)

SCALE	DATE	DRAWN	CHK'D
1:150@A1	JUN 2022	PC	CW

DRAWING NUMBER
7943.FF.PP.1.1

REVISION
D



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KEY:

- Site Boundary
- Proposed Multistem Trees (Trees to be underground guyed supports)
- Proposed Feature Shrub
- Proposed Ornamental Shrubs
- Proposed Hedge
- Proposed Instant Climber Panells
  Product:Green Screen
  Size:200cm High x 120cm Width
  Product code:160PS4356-PRO
- Proposed Extensive Green Roof of minimum settled depth of 80mm- Wildflower blanket, Bauder system or simmilar approved.
- Powder Coated Metal Tree Planter
  - 10mm thicknes
  - 1000 mm height above path level
  - Colour orange RAL 2000
  - Size 1200x1200mm
- Powder Coated Metal Planter
  - 10mm thicknes
  - 450 mm height above path level
  - Colour grey RAL 7016
  - Size 750 x1500mm
- Powder Coated Metal Planter
  - 10mm thicknes
  - 600 mm height above path level
  - Colour black RAL 9005

A Seating Area
B Outdoor Tennis Table
C Yoga Area

PLANTING SCHEDULE

Shrubs

Number	Abbreviation	Species	Specification	Height	Pot Size	Density
3 -	AMELAM	Amelanchier lamarckii	Multistem 3 stems :3/5 brks :C	175-200cm	15-20L	Counted

Herbaceous

Number	Abbreviation	Species	Specification	Pot Size	Density
15 -	E a r	Euphorbia amygdaloides robbiae	4 Buds :Full Pot	5L	8/m²

Grasses

Number	Abbreviation	Species	Specification	Pot Size	Density
26 -	MISSIML	Miscanthus sinensis 'Morning Light'	Grade 3/+ :C	10L	Counted

Ferns

Number	Abbreviation	Species	Specification	Pot Size	Density
16 -	BLESP	Blechnum spicant	Full Pot	3L	7/m²

Green Screen

Number	Abbreviation	Species	Specification	Height	Pot Size
7 -	HEDHE	Hedera helix	150 high x120cm width green screen :Framed	150cm	Basket 20x20x120cm

Total :7 -

Elaeagnus Hedge

Number	Abbreviation	Species	Specification	Height	Pot Size	Density
60 -	EeGE	Elaeagnus ebbingei 'Gil' Edge	Bushy :3/4 brks	60-80cm	10L	4/m

Planting Mix 1

Number	Abbreviation	Species	Specification	Height	Pot Size	Density	%
60 -	ECH PUR	Echinacea purpurea	Grade 3/+ :C		5L	8/m²	25%
60 -	EUOFOEG	Euonymus fortunei 'Emerald Gaiety'	1+1 : Bushy :C	15-20cm	5L	8/m²	25%
60 -	LAVANHI	Lavandula angustifolia 'Hidcote'	Branched :2/3 brks :C	20-30cm	5L	8/m²	25%
60 -	STITEN	Stipa tenuissima	Full Pot		3L	8/m²	25%

Total :240 -

Planting Mix 2

Number	Abbreviation	Species	Specification	Height	Pot Size	Density	%
34 -	ACAMO	Acanthus mollis	C		5L	8/m²	10%
49 -	CHOTE	Choisya ternata	Bushy :C	30-40cm	10L	8/m²	15%
34 -	DRYER	Dryopteris erythrosora	Full Pot		3L	8/m²	10%
49 -	EUOJAAL	Euonymus japonicus 'Aureomarginatus'	Bushy :C	30-40cm	10L	8/m²	15%
49 -	LAVANHI	Lavandula angustifolia 'Hidcote'	Bushy :C	20-30cm	5L	8/m²	15%
34 -	NEPFA	Nepeta faassenii	C		3L	8/m²	10%
49 -	PITTEVA	Pittosporum tenuifolium 'Variegatum'	Bushy :C	30-40cm	10L	8/m²	15%
34 -	POTFRGO	Potentilla fruticosa 'Goldfinger'	Bushy :C	30-40cm	10L	8/m²	10%

Total :332 -

Planting Mix 3

Number	Abbreviation	Species	Specification	Height	Pot Size	Density	%
15 -	ASTMARUW	Astrantia major 'Ruby Wedding'	Full Pot :To be planted to the front of hedge.		3L	8/m²	30%
15 -	EUOFOEG	Euonymus fortunei 'Emerald Gaiety'	Bushy :To be planted to the front of hedge.	15-20cm	5L	8/m²	30%
10 -	G 'R'	Geranium Rozanne	Full Pot :To be planted to the front of hedge.		3L	8/m²	20%
10 -	HELNPOW	Helleborus niger 'Potter's Wheel'	Full Pot :To be planted to the front of hedge.		3L	8/m²	20%

Total :50 -

NB: Species within planting mixes to be planted in groups or 3, 5, and 7's in random positions ensuring that contrasting blocks are provided.

50mm bark mulch to be added around planting

PLANTING NOTES
All plants to be supplied in accordance with the HTA 'National Plant Specification' and from a HTA certified nursery. All plants and trees to be planted in accordance with BS3936 and BS8545. Delivery and handling of all plant material to be in accordance with BS4428/JCLEPSE Code of Practice for 'Handling and Establishing Landscape Plants' Parts I, II and III and BS8545.

Planting Pit and Trench Preparation
Tree pits in soft landscape to be excavated to 1mx1mx1m depth prior to topsoiling and all shrub planting areas excavated to 450mm depth. All proposed hedge planting trenches to be excavated to 600mm depth. Unless otherwise specified, all tree pits in hard landscape to be 2mx2mx1m, backfilled with compacted Urban Tree Soil.
The preparation of planting pits, bed or trenches shall comply with the appropriate British Standards, namely BS4043, BS4428, BS5837 and BS8545.
Excavation of planting pits, beds or trenches shall not take place when the ground is frozen or waterlogged such that damage may occur to the structure of the soil. All excavated areas to be backfilled with either site won topsoil or imported topsoil to be BS3882:General purpose grade. All topsoil areas to be clear of rocks and rubble larger than 50mm diameter and any other debris that may interfere with the establishment of plants. The Contractor shall break up and cultivate at the base of the trenches or planting pits. The sides of the trenches or planting pits shall be loosened with a fork or other similar implement. All stones and the like over 75mm in any dimension, deleterious matter, weeds and weed roots brought to the surface by any cultivation or excavation shall be removed off site. The Contractor shall remove off site the excavated subsoil material when preparing planting pits. The imported topsoil should make up any deficiencies caused by the removal of the subsoil/fill material. Trenches and pits shall have the topsoil and any subsoil/fill material thoroughly broken up and mixed prior to backfilling.
All trees shall be supplied root balled, unless otherwise stated. Root balled trees shall be well grown, healthy and with a compact, contained rootball. They shall be nursery grown and have been regularly watered. Prior to planting, all plant material shall be stored and sorted at in accordance with best practice.

Planting
All plants shall be planted in a random fashion avoiding formal/regimented lines at densities indicated in the schedule, unless otherwise specified. Unless otherwise specified, all hedgerows shall be planted in single rows and hedgerow mixes shall be planted in groups of 7, 9 & 13s at densities indicated on the schedule. Ornamental shrub planting mixes shall be planted in groups of 5, 7 & 11s and native shrub planting mixes shall be planted in groups of 9, 13 & 15s, with a cane and protective spiral guard included to all native planting. The selection, procurement, handling, storage and planting operations of all proposed trees shall be in accordance with BS8545:2014 - Trees: from nursery to independence in the landscape, recommendations.
Planting and associated operations shall comply with BS4043, BS4428, BS5837 and BS8545. Unless otherwise stated planting shall be carried out during the period of 1 Nov to 31 March when the ground is not frozen or waterlogged. If planting is required outside this period agreement shall be sought and all bare root plants shall be substituted with containerised grown stock.
Provide Bamboo cane support and 'Treebio Biodegradeable Spiral Guards' (Green-each Product code: 160PS1031-PRO) or similar to all native shrubs and hedgerows, young sapling trees, whips and feather planting, ensuring that the main or terminal bud is protruding out above the top of the spirals.

Watering
All plants shall be watered in to field capacity immediately after planting and mulched with 50mm depth of medium grade crushed mulch. The Contractor shall water the trees, shrubs and hedges once planted so that the entire tree pit or planted area is moistened to field capacity, i.e. 'the amount of water retained by previously saturated soil once full drainage has ceased'. Watering to field capacity shall continue frequently and on a regular basis as considered necessary by the landscape contractor and as necessary to ensure the successful establishment and continued thriving of all planting. Additional watering shall be undertaken during summer months and/or periods of drought. Post planting management and maintenance specifically for new tree planting shall include ongoing irrigation and formative pruning as outlined in BS8545. The period over which regular irrigation required for transplanted trees is likely to be at least two full growing seasons to ensure successful establishment. As the root system develops the frequency of irrigation can be reduced.

Staking
All trees within soft landscape areas to be double staked with cross bar and tied, using 1.2m long, 75mm diameter rounded tree stakes 75mm brace, rubber tie and spacer block. Stakes not to extend more than 650mm above ground level. All trees within hardstanding/highways visibility splays to be clear stem to 1.2m high unless otherwise specified. Trees within hardstanding / specific pits to be underground guyed unless otherwise specified.

Root Barriers
Root barriers (ReRoot 1000 or equivalent) to be included adjacent to buildings and services where necessary. Landscape contractor shall check all planting operations comply with appropriate standards and that in the absence of detailed surveys, any necessary underground investigations are undertaken to ensure there are no conflicts with existing or proposed utilities, services or foundations.

PROTECTION OF EXISTING VEGETATION TO BE RETAINED
Existing trees to be retained shall be protected in accordance with BS5837, from commencement to completion of all works on site.

N.B. All planting proposals including tree planting have been developed in order to create a high quality environment and gain planning consent for the development. All tree species have been reviewed in line with NHBC guidance (2017) and in the absence of any building foundation depths or detailed soil analysis information for the site. Where possible only low and moderate water demand species are proposed in close proximity to new buildings. A number of varied cultivars of these species as well as ornamental species that have a smaller overall mature height (which are not currently assessed within NHBC guidance 2017) are proposed to provide variety in the scheme and engineer's should consider these locations & species. Where necessary new building foundation depths shall be designed to accommodate the approved tree species, site specific soil shrinkage and tree water demand in line with NHBC standards 2017 (Chapter 4.2 - 'Building Near Trees'). Planting plans have been prepared for planning purposes and in the absence of fully detailed ground investigations, geological or hydrological surveys and planting design or species choice may be subject to change. Suitability should be confirmed on site by the landscape contractor. Detailed site specific soil analysis and suitable site drainage should be checked by landscape contractor to ensure planting can be implemented in accordance with approved drawings prior to implementation.

REV	DATE	NOTE	Drawn	Chkd
G	02.12.22	Planting tags updated	PC	PC
F	11.11.22	Green roof updated	PC	CW
E	09.11.22	Planters extended	PC	CW
D	06.09.22	Extensive green roof added	PC	CW
C	29.08.22	Planting areas added	PC	CW
B	12.07.22	Trees revised	PC	CW
A	13.06.22	First issue	PC	CW

aspect landscape planning

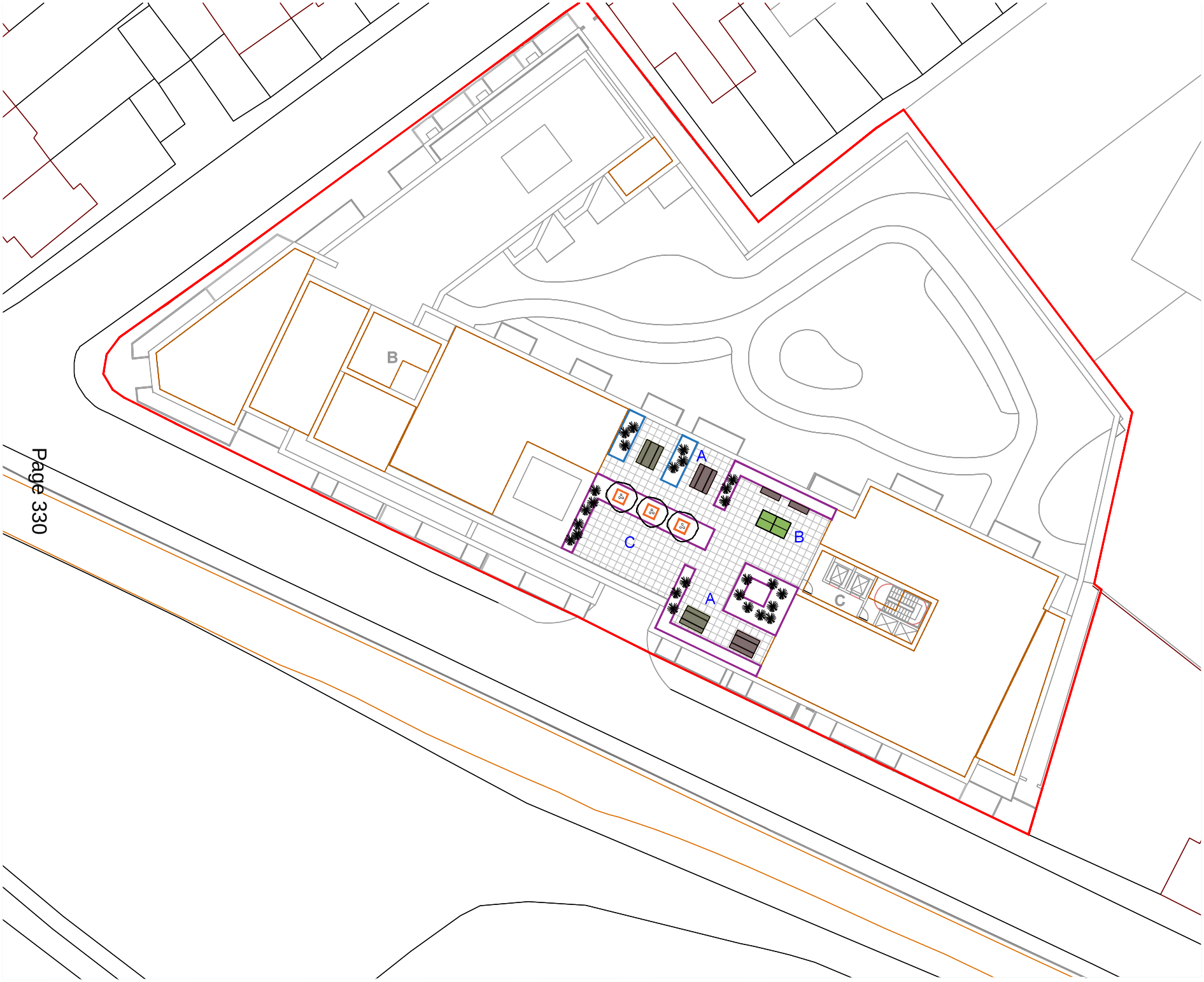
TITLE
Former Comag Works, West Drayton
Planting Plan - Top Roof Garden

CLIENT
Bellway Homes Limited (North London)

SCALE	DATE	DRAWN	CHK'D
1:150@A1	JUL 2022	PC	CW

DRAWING NUMBER
7943.TRG.PP.1.2

REVISION
G



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1:500 @ A1

0m 5m 10m 20m

KEY:

Site Boundary

Powder Coated Metal Tree Planter
- 10mm thicknes
- 1000 mm height above path level
- Colour orange RAL 2000
- Size 1200x1200mm

Powder Coated Metal Planter
- 10mm thicknes
- 400 mm height above path level
- Colour grey RAL 7016
- Size 750 x1500mm

Powder Coated Metal Planter
- 10mm thicknes
- 600 mm height above path level
- Colour black RAL 9005

Metal edge to extensive green roof.
- Specification TBC by architects

Porcelain Paving on Pedestal System
Product: SYMPHONY Urban or similar approved
Supplier:Marshall
Size:800x800x20mm
Colour: Clay

Picnic Table
Product: Air Picnic Table - powder coated steel
Supplier:ArtForm Urban furniture
Size:2200x1600mm
Weight:246 kg
Colour: Yellow and Red

Seats
Product: Brak Time Seats - powder coated steel
Supplier:ArtForm Urban furniture
Size:1800x540mm
Weight:48 kg
Colour: Yellow and Red

A Seating Area

B Outdoor Tennis Table
Product: Cornilleau Park Outdoor Table or similar approved
Supplier:Table-tennis-tables
Size:2740 x1525 x76mm

C Yoga Area

HARD LANDSCAPE NOTES
All detailed hard surface information is to be built up to required depths set out by the project engineer and reviewed to ensure sufficient construction requirements are achieved. For specific build up and kerb requirements to specified products please see supplier technical information and relevant BS requirements. All Kerbs and Edging to be used when necessary where there is a change in surface. Any additional safety attenuation fencing should be confirmed by the drainage and CDM coordinator to ensure sufficient safety measures are in place and included within the drainage design information.

REV	DATE	NOTE	Drawn	Chk'd
B	03.11.22	Planters extended	PC	CW
A	22JUL22	Planters and edges added	PC	CW

aspect landscape planning

TITLE
Former Comag Works, West Drayton
Hard Landscape Plan-Top Roof Garden

CLIENT
Bellway Homes Limited (North London)

SCALE	DATE	DRAWN	CHK'D
1:100@A1	JUL 2022	PC	CW

DRAWING NUMBER	REVISION
7943.TRG.HS.2.2	B



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1:500 @ A1
0m 5m 10m 20m

KEY:

- Site Boundary
- Metal Edged Resin Bound Gravel Buff or similar approved.
- PlayBound rubber paving. Colour - Yelow Supplier: SureSet
- PlayBound rubber paving. Colour - Fire Supplier: SureSet
- PlayBound rubber paving. Colour - Orange Supplier: SureSet
- Powder Coated Metal Edge
  - 10mm thicknes
  - 300 mm height above path level
  - Colour orange RAL 2000
- Powder Coated Metal Edge
  - 10mm thicknes
  - 600 mm height above path level
  - Colour grey RAL 7016
- Powder Coated Metal Edge
  - 10mm thicknes
  - 900 mm height above path level
  - Colour black RAL 9005
- Proposed Warwick Curved Bench
  Supplier: Bollard Street
  Finish: Grade 304 Stainless Steel
  Size/: L1800mm W605mm H465mm
  Fixing: Base plate
  Weight: 71kg
  Ref: SE.WA.BCH.SS.RD
- Proposed Weyburn Open Top Litter Bin 45L
  Supplier: Broxap
  Finish: Stainless Steel
  Size/: D300 H850mm
  Ref: BX50S 203/LB
- Small 30mm Decorative Gravel overlaid over geotextile membrane
  (Gravel to be agreed with Bellway before Instillation and include a timber edge)
- Proposed Rocks / Boulders
  Size 600mm and 400mm
- Proposed Soil Mound
  Mound to provide min 900mm soil depth where trees are indicated in the planter.

Outdoor gym equipment

- A Hydraulic Butterfly R37-UBX-208B - PROLUDIC
- B Pendulum and Hip Twister R37-UBX-232B - PROLUDIC
- C Elliptical Trainer R37-UBX-203C - PROLUDIC

Play equipment

- D Springer J841 - PROLUDIC
- E Rotating equipment J2401 - PROLUDIC

HARD LANDSCAPE NOTES
All detailed hard surface information is to be built up to required depths set out by the project engineer and reviewed to ensure sufficient construction requirements are achieved. For specific build up and kerb requirements to specified products please see supplier technical information and relevant BS requirements. All Kerbs and Edging to be used when necessary where there is a change in surface. Any additional safety attenuation fencing should be confirmed by the drainage and CDM coordinator to ensure sufficient safety measures are in place and included within the drainage design information.

REV	DATE	NOTE	Drawn	Chk'd
B	01.08.22	Updated to the latest layout	PC	CW
A	27.07.22	Updated to the latest layout	PG	CW

aspect landscape planning

TITLE
Former Comag Works, West Drayton
Hard Landscape Plan-First Floor

CLIENT
Bellway Homes Limited (North London)

SCALE	DATE	DRAWN	CHK'D
1:100@A1	JUN 2022	PC	CW

DRAWING NUMBER: 7943.FF.HS.2.1
REVISION: B



Notes:

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CDM ERIC Notes

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- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.

FIRE STRATEGY

- Fire Fighter Access
- Fire Exit
- 7.5 m — Escape Travel Distance
- 7.5 m — Access to Dry Riser Inlet
- Protected Escape Route
- LV — Lobby AOV Shaft
- SS — Corridor Smoke Shaft
- MS — Corridor Mechanical Shaft
- Vent Shaft Openings
- EVAC LIFT — Evacuation Lift
- FF LIFT — Firefighting Lift
- Disabled Refuge Space
- Fire Vehicle
- DRI — Dry Riser Inlet
- DRO — Dry Riser Outlet
- FH — Fire Hydrant
- AP — Evacuation Assembly Point for Community/ Commercial Space

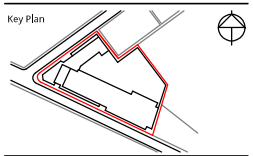
Rev	Date	Description	By	Chkd
P1	21.07.22	FF LIFTS AND FRS TRACKING ADDED, AMENDMENT TO FIXTO-OR DISTANCES, LIFT LOBBIES SEPARATED FROM FF STAIRCORES.	VC	CT
P0	11.07.22	FIRST ISSUE - FOR COMMENT	VC	CT

RM_A

320C Highgate Studios
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London NW5 1TL

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
1 : 200 @ A1	07/08/22	Author	Checker

Drawing Title

FIRE STRATEGY PLAN _ GROUND FLOOR

Purpose of Issue	Status Code
FOR COMMENT	S3
Drawing No	Revision
CWD-RMA-ZZ-00-DR-A-0380	P1



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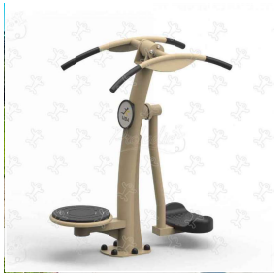
KEY:

- Proposed trees
- Proposed shrubs
- Proposed Amenity Turf
- Metal Edged Resin Bound Gravel Buff or similar approved,
- PlayBound rubber paving. Colour:Yelow Supplier: SureSet
- PlayBound rubber paving. Colour: Fire Supplier: SureSet
- PlayBound rubber paving. Colour: Orange Supplier: SureSet
- Powder Coated Metal Edge
  - 10mm thicknes
  - 300 mm height above path level
  - Colour orange RAL 2000
- Powder Coated Metal Edge
  - 10mm thicknes
  - 600 mm height above path level
  - Colour orange RAL 2000
- Powder Coated Metal Edge
  - 10mm thicknes
  - 900 mm height above path level
  - Colour black RAL 9005
- Proposed Warwick Curved Bench
  Supplier: Bollard Street
  Finish: Grade 304 Stainless Steel
  Size/: L1800mm W605mm H465mm
  Fixing: Base plate
  Weight: 71kg
  Ref: SE.WA.BCH.SS.RD
- Proposed Weyburn Open Top Litter Bin 45L
  Supplier: Broxap
  Finish: Stainless Steel
  Size/: D300 H850mm
  Ref: BX50S 203/LB
- Small 30mm Decorative Gravel overlaid over geotextile membrane
  (Gravel to be agreed with Bellway before Instillation and include a timber edge)
- Proposed Rocks / Boulders
  Size 600mm and 400mm
- Proposed Soil Mound
  Mound to provide min 900mm soil depth where trees are indicated in the planter.

NB: Play and fitness items to be base plate fixed to engineer and supplier requirements.



1. Product: Hydraulic Butterfly
   Supplier: Proludic
   Size: L1.00 x W0.85 x H1.45 m
   Weight: 90kg
   Product code: R37-UBX-208B



2. Product: Pendulum and Hip Twister
   Supplier: Proludic
   Size: L1.50 x W0.60 x H1.50 m
   Weight: 85kg
   Product code: R37-UBX-232B



3. Product: Elliptical Trainer
   Supplier: Proludic
   Size: L1.42 x W0.55 x H1.66 m
   Weight: 85kg
   Product code: R37-UBX-203C



4. Product: Springer
   Supplier: Proludic
   Size: L0.55 x W0.40 x H0.96 m
   Weight: 32.1kg
   Product code: J841



5. Product: Rotating equipment
   Supplier: Proludic
   Size: L1.2 x W1.2 x H0.95 m
   Weight: 93.0kg
   Product code: J2401



Warwick Curved Bench



Weyburn Open Top Litter Bin

REV	DATE	NOTE	Drawn	Chk'd
A	27.07.22	Updated to the latest layout	PB	CW

aspect landscape planning

TITLE
Former Comag Works, West Drayton
Playspace Plan

CLIENT
Bellway Homes Limited (North London)

SCALE	DATE	DRAWN	CHK'D
1:100@A1	JUN 2022	PC	CW

DRAWING NUMBER
7943.PSD.4.0

REVISION
A

Based on RMA Architects drawing no. CWD-RMA-ZZ-XX-M3-A-0101 - P0

A1



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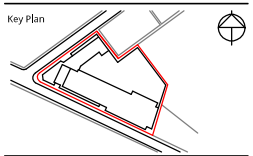
Rev	Date	Description	By	Chkd
P0	21.11.22	PLANNING RESPONSES	VC	CT

RM_A

320C Highgate Studios
53-79 Highgate Road, London, NW5 1TL
London NW5 1TL

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Key Plan



Project

Comag West Drayton

RMA Project Reference 2211

Client

Bellway Homes Limited

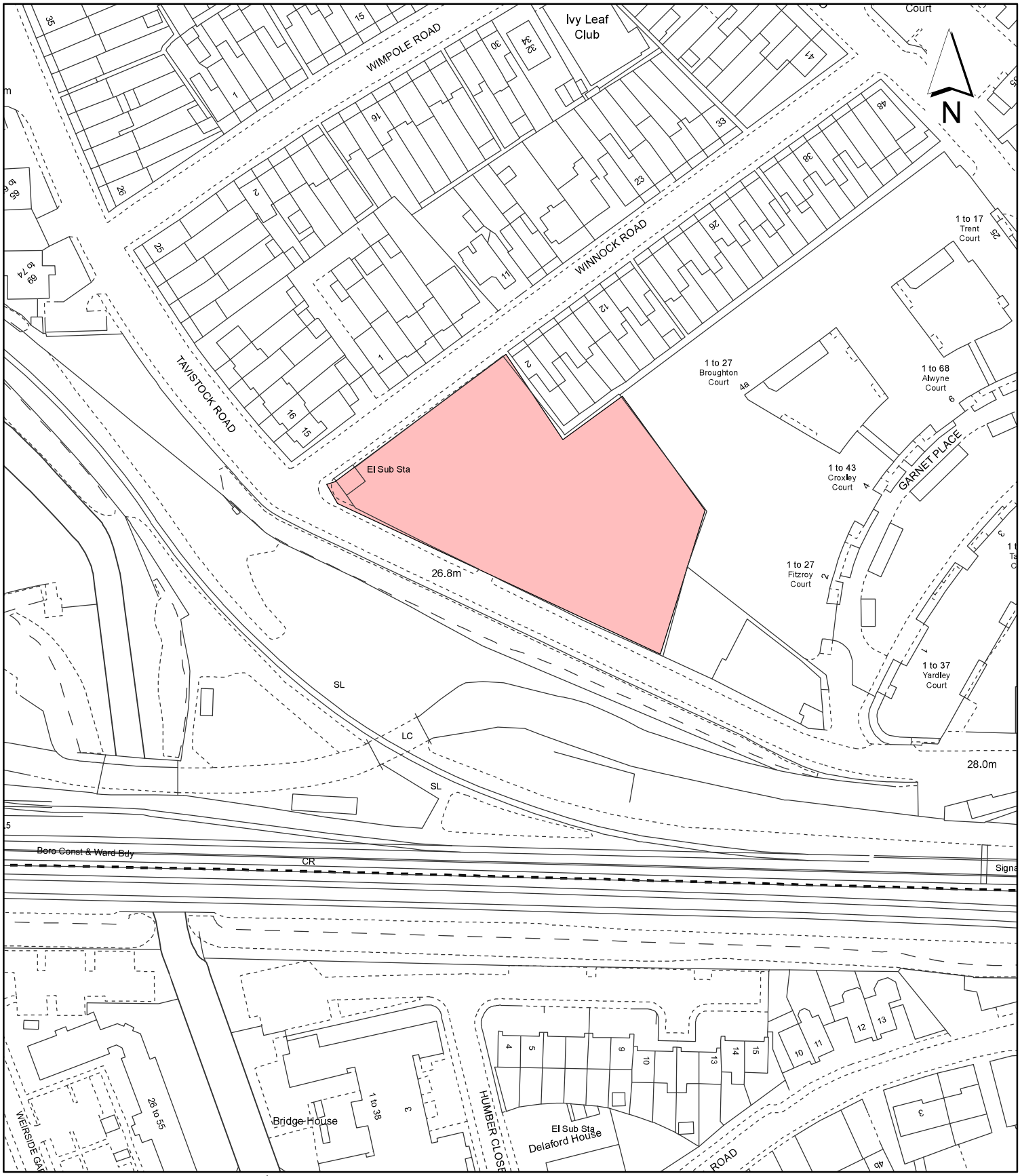
Scale	Date	By	Checked
1 : 200 @ A1	11/09/22	VC	CT

Drawing Title

ALTERNATIVE PARKING LAYOUT - 10% ACCESSIBLE

Purpose of Issue	Status Code
PLANNING	
Drawing No	Revision
CWD-RMA-XX-ZZ-DR-A-0320	P0

FPL_00_Site Plan_10% ACCESSIBLE PARKING BAYS_REPLACEMENT



Notes:

Site boundary

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Site Address:

Comag

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

Planning Application Ref:
24843/APP/2022/2403

Scale:
1:1,250

Planning Committee:
Major

Date:
May 2023

HILLINGDON
LONDON

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