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HILLINGDON
LONDON

A

Major Applications Planning Committee

Date: **THURSDAY, 22 JUNE 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.

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To Councillors on the Committee

Councillor Steve Tuckwell (Chairman)
Councillor Adam Bennett (Vice-Chairman)
Councillor Roy Chamdal
Councillor Philip Corthorne MCIPD
Councillor Jas Dhot
Councillor Elizabeth Garelick
Councillor Tony Gill

Published: Wednesday, 14 June 2023

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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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Useful information for residents and visitors

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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

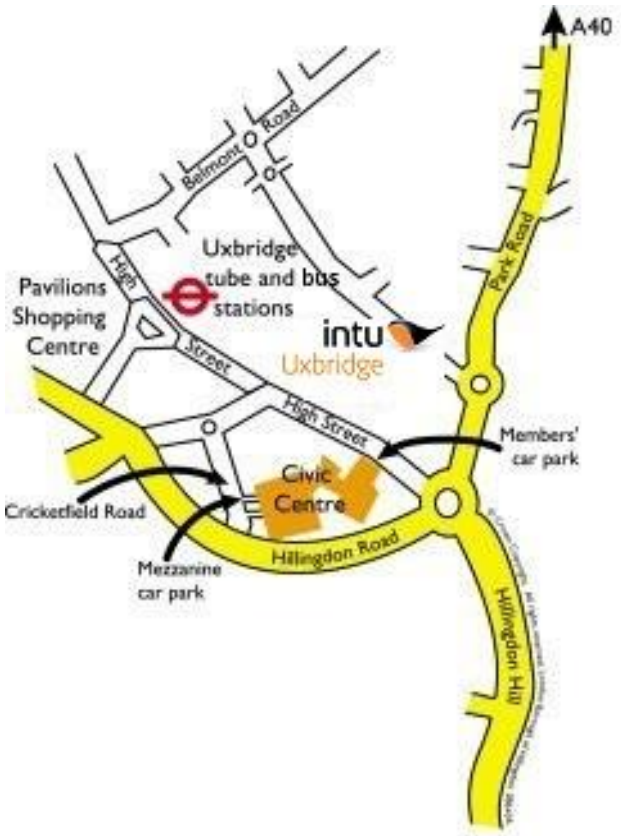
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It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer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

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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 receive the minutes of the previous meeting 1 - 6

4 To receive the minutes of the meeting on 11 May 2023 (AGM) 7 - 8

5 Matters that have been notified in advance or urgent

6 To confirm that the items marked in Part 1 will be considered inpublic 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 with Speaking Rights

	Address	Ward	Description & Recommendation	Page
7	Haydon House, 296 Joel Street, Eastcote - 51321/APP/2023/24	Eastcote	Demolition of the existing building and construction of a four-storey building, comprising 13 residential units, including associated landscape works, provision of bicycle and bin storage and car parking space. (Following the approved change of use ref. 51321/APP/2022/1861). **Recommendation: Refusal**	9 - 56 **167-182**

Major Applications without Speaking Rights

	Address	Ward	Description & Recommendation	Page
8	Heathrow Flightpath NCP Car Park, Bath Road, Sipson - 41632/APP/2022/2301	Heathrow Villages	Demolition of existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements. (AMENDED PLANS 18.05.23) **Recommendation: Approve + Sec 106**	57 – 118 183-213
9	Land to the east of London School of Theology, Green Lane, Northwood - 10112/APP/2022/1474	Northwood	Erection of a residential building comprising 15 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following demolition of existing residential block and pair of semi-detached houses. **Recommendation: Approve + Sec 106**	119-166 214-230

PART I - Plans for Major Applications Planning Committee – pages 167 - 230

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Minutes

HILLINGDON
LONDON

Major Applications Planning Committee

18 May 2023

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Steve Tuckwell (Chairman), Adam Bennett (Vice-Chairman), Philip Corthorne, Darran Davies, Jas Dhot, Elizabeth Garelick and Tony Gill **Officers Present**: Mandip Malhotra (Strategic and Major Applications Manager), Chris Brady (Principal Planning Officer), Michael Briginshaw (Principal Planning Officer) Richard Phillips (Principal Planning Officer), Dr Alan Tilly (Transport Planning and Development Manager) Glen Egan (Head of Legal Services) Sehar Arshad (Senior Planning Lawyer) and Ryan Dell (Democratic Services Officer)
3.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* Apologies for absence were received from Councillor Roy Chamdal with Councillor Darran Davies substituting.
4.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* There were no declarations of interest.
5.	**TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* **RESOLVED: That the minutes of the meeting dated 25 April 2023 be agreed as an accurate record.**
6.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* None.
7.	**TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC 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.
8.	**HYATT PLACE - 2385/APP/2022/2952** *(Agenda Item 6)* **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 presented the application and noted that this item had been deferred from the April Committee meeting. Officers highlighted the addendum, which noted an amendment to the Active Travel Zone Head of Term. Officers presented additional information that had been received by the applicant which sought to clarify points raised at the previous Committee meeting around hotel use, length of stay, a Hotel Management Strategy, shuttle minibus, green credentials, and some additional conditions that had been agreed. Before the meeting, comments had been received from Councillor Stuart Mathers and Councillor Kamal Kaur as Ward Councillors of the application site (Wood End ward). These comments included a request to extend the non-delivery hours to the site to the later time of 18:30 and requested enforcement to ensure that Heavy Goods Vehicles (HGVs) did not wait on local residential roads during non-delivery times. The comments also noted that the shuttle bus did not alleviate concerns over potential increased traffic and parking at the site. The Ward Councillors believed that the insufficient on-site parking provision would have a detrimental impact on local residents and other businesses in an area with existing heavy traffic and very limited parking provision, which may result in an overspill of parking into the surrounding residential streets. In response to this, officers noted that a restriction of 5.5 hours for deliveries was excessive and unreasonable. Usual hours of 07:00-09:00 and 15:00-17:00 were already in place. Increasing this to 15:00-18:30 would cause more harm as it would lengthen the construction process. Officers further noted that enforcement was usually policed through the Construction Management Plan, and so was added to Condition 3. The Chairman noted that this application had been extensively debated at the previous Committee meeting, which included discussion around the 90-day stay and other points on which the Committee wanted further clarification. Officers further noted the extensive debate at the previous Committee meeting, and noted the advice summarised on page 10-11 of the agenda. It was noted that the proposal was not for dwellings; and hotel bedrooms had no independent access; and guests could not use the site to register to vote. There were no restrictions on length of stay under the use classes order, and the Committee had to judge the application on its merits. On extending the delivery restrictions to 5.5 hours, the Committee would need a very clear basis on which to impose this. It was noted that there had been one resident objection to the application since the previous Committee meeting. Members thanked officers and the applicant for the quick turnaround in being able to bring this application back to Committee so soon. Members asked what the standard restrictions on deliveries were. Officers noted that usual restrictions were 07:00-09:00

and 16:00-18:00, or if near a school, 15:00-18:00. The current afternoon/ evening restriction on this site were 15:00-17:00.

Regarding the stated use as a hotel for business and leisure, Members asked if there was a rigid definition of this. Officers noted that while this was loosely defined, it was the role of the Committee simply to approve or reject planning permission for the hotel. The Committee could consider planning matters, not commercial matters. It was noted that the applicant had noted the concerns of Members at the recent Planning Committee and wished to respond in a positive and collaborative manner and had agreed to the request to fund the monitoring of the Hotel Management Strategy over a 10-year period at a cost of £20,000, as requested by officers.

Members asked if there was a hotel strategy for Hillingdon. Officers noted that there was a need to deliver a certain number of hotel rooms. There was the London Plan, which was, in itself, a strategy, and a local policy for the delivery of hotel rooms. This application went towards meeting some of that need. Members also asked about housing density, and whether this was sustainable. Officers clarified that as this was not a residential dwelling, density would not be relevant.

Members asked about fire access and escape routes and whether, because the site was above 30M, it required an additional escape route. It was noted that this was for residential dwellings, not hotels. Officers further clarified that as this application was a class C1 as opposed to class C3 for example. Members further asked about the construction management plan, and whether a specific decibel limit could be included within the noise plan. Officers noted Point 11 of the criteria and highlighted the Control of Noise at Work Regulations 2005 regulations, and so there was no arbitrary limit. Members asked whether there would be a restriction on rental properties from having a postal address. Officers noted that the Hotel Management Strategy, in which no postal addresses are given.

Members noted that the shuttle bus route listed the option of a route from either Southall Station or Hayes and Harlington Station, and Members asked why there would not be one definitive option. Officers noted that there was a preference for the route to be flexible to demand.

Members asked about hours of work on site, and officers clarified that there was an industry standard of 08:00-18:00 Monday-Friday; 08:00-13:00 Saturday.

A verbal update was given to add a new condition to have mechanical ventilation throughout the building. Condition 3 was amended to add no waiting and idling of delivery vehicles in the surrounding residential roads. Condition 3 (xi) would be amended to impose a specific decibel level from the Control of Noise at Work Regulations 2005 of 80 dB(A) and 85 dB(A) and 135 dB(C) and 137 dB(C). A new informative was added regarding construction hours: 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.

Officer's recommendations were moved, seconded and, when put to a vote, approved.

RESOLVED: That the application be approved.

9.	**CANTEEN BUILDING, FORMER NESTLE FACTORY SITE - 1331/APP/2022/2553** *(Agenda Item 7)* **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).** Officers introduced the application and noted the addendum, which listed an amendment to the Healthcare Facility Delivery Plan Head of Term; an amendment to the Affordable Housing Head of Term; and added a condition of: Prior to the commencement of development, including any works of site clearance and demolition, details of the contracts for demolition works and the Demolition Strategy covering the Canteen Building to preserve the Retained Facades must be submitted to and approved in writing by the Local Planning Authority. Members noted the planning obligation relating to an NHS organisation using the site. Officers noted discussions with the Integrated Care Board (ICB)/ NHS who were looking forward to utilising the space provided. Officers clarified that the need had arisen from the existing facility within Hayes Town centre having its lease terminated. The existing facility had ground and first floor levels. The ground floor GPs were moving to the Old Vinyl Factory site, which was under construction. The first floor was moving into the Nestle facility. The current site was larger than the old facility and so would also include some out-patient capabilities as well as GP facilities. The proposed healthcare facility was supported by the NHS heath care strategy at both the national and local level. The NHS North West ICB had been independently consulted and had confirmed that they were committed to the scheme and had been working closely with the developer to ensure that the proposed facility was fit for purpose for the delivery of healthcare services. Members also asked about it not being feasible to re-purpose the existing building without any demolition, and officers noted that after discussions with the NHS, partial demolition was deemed necessary in order for the site to be fit for purpose. In response to Members' questions, officers noted that there was sufficient retention of the facade to reduce harm. Members asked about heritage, and whether a plaque or sign would commemorate the historic facility. Officers noted that there was an existing plaque at the site, but not on the former canteen building. Members asked about the view from nearby residential properties, and officers noted there would be a line of trees before the former canteen building. Members also asked about frosted windows being implemented and officers noted that this would depend on any GP/ NHS restrictions. Officer's recommendations were moved, seconded and, when put to a vote, approved. **RESOLVED: That the application be approved.**

10.	**COMAG - 24843/APP/2022/2403** *(Agenda Item 8)* **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).** Officers introduced the application and noted the addendum, which provided an amendment to the Affordable Housing Head of Term. Members asked about a possible condition to minimise the impact of dust. Officers noted that Condition 7 stated that a Demolition and Construction Logistics Plan (DLP/ CLP) and Demolition and Construction Management Plan (DMP/ CMP) would be submitted to and approved by the Local Planning Authority. Officers further noted that residents purchasing properties near to the application site would have been aware that the current site was undergoing construction work. Members referenced page 176 of the agenda and asked whether affordable housing was measured in rooms rather than units. Officers had worked to come to an agreement with the applicant over the appropriate provision of affordable housing, noting that the baseline was 23% as the minimum. Members also referred to, and officers clarified, that the Financial Viability Assessment would ensure a minimum level of affordable housing. Members asked about the Community Hub. This was included as part of the initial planning consent as this was something local residents had wanted. The applicant had undertaken a public engagement process, which was outside of the planning application process. Officers noted a condition on restricted usage to avoid negative impacts on local amenities and the highways network. Members referenced the construction logistics and asked about adding a condition on the duration of on-site lighting. Officers noted that the construction hours were 08:00-18:00. Condition 7 was updated to include light switch-off to coincide with the construction hours. Officer's recommendations were moved, seconded and, when put to a vote, approved. **RESOLVED: That the application be approved.**
	The meeting, which commenced at 7.00 pm, closed at 8.50 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell on democratic@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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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

11 May 2023

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Steve Tuckwell (Chairman), Adam Bennett (Vice-Chairman), Roy Chamdal, Philip Corthorne, Jas Dhot, Elizabeth Garelick and Tony Gill **LBH Officers Present**: Nikki O'Halloran (Democratic Services Manager)
1.	**ELECTION OF CHAIRMAN** *(Agenda Item 1)* **RESOLVED: That Councillor Tuckwell be elected as Chairman of the Major Applications Planning Committee for the 2023/2024 municipal year.**
2.	**ELECTION OF VICE CHAIRMAN** *(Agenda Item 2)* **RESOLVED: That Councillor Bennett be elected as Vice Chairman of the Major Applications Planning Committee for the 2023/2024 municipal year.**
	The meeting, which commenced at 9.10 pm, closed at 9.20 pm.

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

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Report of the Head of Development Management and Building Control

Address: HAYDON HOUSE, 296 JOEL STREET EASTCOTE PINNER

Development: Demolition of the existing building and construction of a four storey building, comprising 13 residential units, including associated landscape works, provision of bicycle and bin storage and car parking space. (following the approved change of use ref. 51321/APP/2022/1861).

LBH Ref Nos: 51321/APP/2023/24

Drawing Nos: 166-3EX-01
166-3GA--07
166-3EX-03
166-3EX-04
166-3EX-05
Noise impact assessment
Fire safety strategy
Urban Greening Factor
Daylight and Sunlight Assessment
Viability Assessment
Economic statement
Planning Statement
Transport assessment
Air quality assessment.
Flood Risk assessment
Preliminary Ecological Appraisal
Sustainability Statement
Design and Access Statement
166-3EX-00 Site and block plan
220666-TMA-LP-1000 Landscape Proposals
220666-TMA-LP-3000 Planting Plan
166-3GA--01
166-3GA--02
166-3GA--03
166-3GA--04
166-3GA--05
166-3GA--06
166-3EX-02

Date Plans received: 04-01-2023 **Date(s) of Amendments(s):** 05-01-2023

04-01-2023

Date Application valid 04-01-2023

1. SUMMARY

Planning permission is sought to replace an existing two storey office building with a new 4 storey building comprising 13 no. flats. The proposed works also include associated external works and landscaping.

47 letters of objection were received against the proposed development (this figure includes an objection from the lead petitioner and a Local Councillor). In addition to the objections, a petition with 97 signatures has been received against the proposed development. Objections include: Inadequate parking; loss of privacy; Substandard living standards for future residents and Out of character with the area.

There is no objection, in principle, to the creation of residential units in this location in land use terms. However, concerns are raised that all of the proposed flats would provide no family accommodation.

Whilst the principle of residential development may be acceptable, the building is unacceptable as proposed. due to its scale, bulk, siting and design. The proposal would fail to integrate with the established character and appearance of the area, subsequently resulting in an incongruous and unduly prominent form of development, which would harm the visual amenities and character of the area, including the Eastcote Conservation Area opposite.

The proposal would also cause harm to the amenities of the occupiers of adjoining properties by reason of loss of outlook and privacy as well as a harmful sense of enclosure.

Further, the proposal fails to provide adequate on site parking, which would cause harm to the free flow of traffic on the local highway network and would prejudice pedestrian safety. An objection has been received from the Council's Highways Team in this regard.

The application fails to demonstrate that adequate flood storage compensation will be provided on both a level for level and volume for volume basis, whilst the application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy. The applicant has also failed to demonstrate that the residential development could not be provided on a suitable sequentially preferable and reasonably available site at a lower risk of flooding.

The proposal fails to achieve acceptable standards of accessible and inclusive design. In addition, the proposal would fail to provide satisfactory living conditions for future residents of the block itself, by reason of lack of private and communal external amenity space, adequate defensible space and a poor outlook for some of the proposed units,

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of provision of affordable housing, a carbon off set contribution, a public open space contribution and Project Management and Monitoring).

For these reasons, the proposal is considered to be contrary to the development plan and is recommended for refusal as set out in section 2 of this Committee Report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 **Non Standard reason for refusal**

The application site is located within an area of high flood risk where inappropriate development should be avoided by directing development away from areas at highest risk. The applicant has failed to demonstrate that the residential development could not be provided on a suitable sequentially preferable and reasonably available site at a lower risk of flooding. The proposal fails the sequential test and fails to accord with the Paragraphs 159, 161 and 162 of the NPPF (2021), Planning Practice Guidance; Flood Risk and Coastal Change March 2014, London Plan Policy SI 12 (2021); Policy EM6 of the Local Plan: Part 1 (2012), and Policy DMEI 9 of the Local Plan: Part 2 (2020).

2. NON2 **Non Standard reason for refusal**

Due to its depth, bulk, scale, massing, design and siting, the proposed building would form an oversized, uncharacteristic and visually incongruous form of development, which would fail to harmonise with the established character and appearance of the street scene and the adjoining Eastcote Village Conservation Area. The proposal would therefore be detrimental to the visual amenities of the street scene and character of the surrounding area, all contrary to Policies HE1 and BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1 and D3 of the London Plan (2021) and the National Planning Policy Framework (2021).

3. NON2 **Non Standard reason for refusal**

Due to its depth, size, siting and design, the proposed building would be overbearing and would lead to a harmful sense of enclosure and loss of outlook from the windows and gardens of 31 and 30 Deerings Drive and 292 Joel Street, as well as significant overlooking and a harmful loss of privacy to the adjoining occupiers. The proposal would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130 (f) of the NPPF (2021).

4. NON2 **Non Standard reason for refusal**

The proposed development fails to provide any three or more bedroom (family sized) units. Robust justification has not been provided to demonstrate that the provision of family sized units would be unsuitable or unviable. The proposal therefore fails to optimise the site and provide a suitable mix of housing to support sustainable, inclusive and mixed communities, contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2021).

5. NON2 **Non Standard reason for refusal**

The proposed development fails to provide sufficient on-plot car parking thereby potentially leading to

undue displaced on-street parking to the detriment of parking capacity and safety on the public highway, contrary to Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

6. NON2 **Non Standard reason for refusal**

The proposal would fail to provide satisfactory living conditions for future residents of the block itself, by reason of lack of private and communal external amenity space, adequate defensible space and a poor outlook for the proposed ground floor and fourth floor units, contrary to Policies DMHB 15 and DMHB 18 of the Hillingdon Part 2 Local Development Plan (2020) .

7. NON2 **Non Standard reason for refusal**

The scheme has failed to make a policy compliant contribution to affordable housing, or demonstrate that the maximum level of affordable housing can be provided on the site. The submitted Financial Viability Assessment has been assessed by the Council's external consultants, who disagree with the assessor's approach to the Benchmark Land Value. The lack of provision of affordable housing fails to promote social cohesion and mixed communities and fails to ensure that there is a steady supply of lower-rent flats within the borough, or provide discounted home ownership options. This is contrary to London Plan Policies H4 and H5, Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), and the provisions of the NPPF.

8. NON2 **Non Standard reason for refusal**

The site lies within Flood Zone 3a, which is an area having a high probability of flooding. The applicant has failed to adequately assess the development's flood risk. In particular, the application fails to demonstrate that adequate flood storage compensation will be provided on both a level for level and volume for volume basis. Therefore, the proposed development is expected to impede flood flow and reduce flood storage capacity, thus causing a net loss in floodplain storage and increasing the risk of flooding elsewhere. In addition, the application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy. The proposal therefore fails to accord with Paragraphs 159 and 169 of the NPPF (2021), London Plan Policies SI 12 and SI 13; Policy EM6 of the Local Plan: Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Local Plan: Part 2 (2020). and Planning Practice Guidance; Flood Risk and Coastal Change March 2014,

9. NON2 **Non Standard reason for refusal**

The proposal fails to achieve acceptable standards of accessible and inclusive design. In particular, the submitted ground floor plan indicates a stepped approach to the ground floor flats and lift lobby from the principal communal entrance. Furthermore the side entrance ramp appears incongruous with the design and would result in an internal layout that is incompatible with the specifications for wheelchair adaptable accommodation, contrary to Policies D5, D7 and D12 of the London Plan and Policy BE1 of the Hillingdon Local Plan: Strategic Policies

10. NON2 **Non Standard reason for refusal**

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of provision of affordable housing, a carbon offset contribution, a public open space contribution and Project Management and Monitoring). The scheme therefore conflicts with Policy, DMCI 7 of the Hillingdon Local Plan Part 2 Development Management Policies (2020), the London Borough of Hillingdon

Supplementary Planning Document on Planning Obligations, Policy DF1 of the London Plan and the NPPF.

INFORMATIVES

1. I52 **Compulsory Informative (1)**

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

2.

You are advised that hard the Local Planning Authority not refused permission for the above reasons, and had the development been considered acceptable in other regards, it would have required that the applicant enter into a legal agreement to secure planning obligations set out within the Report and Addendum presented to the Major Applications Planning Committee.

3.

The Local Planning Authority has taken into consideration the requirements of the National Planning Policy Framework and has worked pro-actively with the applicant through extensive negotiations to address material planning issues wherever possible. We have made available detailed advice in the form of our statutory policies from the Hillingdon Local Plan: Part One - Strategic Policies (Nov 2012), Hillingdon Local Plan: Part 2 - Development Management Policies (2020); Hillingdon Local Plan: Part Two - Site Allocations and Designations (2020), The London Plan (2021) and Supplementary Planning Guidance, and all relevant material considerations,
including the NPPF and other informal written guidance, as well as offering a full pre-application advice service. Notwithstanding these discussions, the scheme was ultimately considered to fail to comply with the development plan for the reasons identified above.

4. I74 **Community Infrastructure Levy (CIL) (Refusing Consent)**

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

I53 **Compulsory Informative (2)**

The decision to REFUSE 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.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 1	Heritage Assets
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 4	Conservation Areas
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 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 G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management

LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes

3. CONSIDERATIONS

3.1 Site and Locality

The building is located on the western side of Joel Street, in close proximity to its intersections with Deerlings Drive, Kaduna Close and High Road Eastcote. The main access, and principal elevation, front onto Joel Street, with vehicle parking to the rear. The site is bounded on the three remaining sides by residential properties; 292 Joel Street to the north and numbers 26-31 Deerlings Drive to the south and west.

The site's PTAL Rating is 1b,

The building is not listed and there are no listed buildings in close proximity. It lies just outside the boundary of the Eastcote Village Conservation Area.

Haydon House is situated within Flood Zones 2/3.

3.2 Proposed Scheme

Seeks planning permission to demolish the office block and replace it with a three-storey building, with accommodation in the roof, to provide 13 flats, with associated amenity space, bin storage, cycle storage and vehicle parking. This represents an increase of 7 units to that granted under the prior approval process.

3.3 Relevant Planning History

Comment on Relevant Planning History

This application follows a Prior Approval Application (ref 51321/APP/2022/1861) detailed this below: "Change of use from Class E (Office) to Class C3 (6 no. self-contained flats - (2 x Studio, 2 x 1 Bed 2

People, 2 x 2 Bed 3 People) (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))"

The Prior Approval application was approved in November 2022.

Reference: 22191F/83/1733
Proposal: Erection of two storey office building with associated car parking (involving retention and continued use of No.292 Joel Street for residential purposes) at 292-296 Joel Street, Eastcote
Status: Approved on 31st January 1984.

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 West London Waste Plan (2015)
The London Plan (2021)

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.H1 (2012) Housing Growth

Part 2 Policies:

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 2 Reducing Carbon Emissions

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMEI 7 Biodiversity Protection and Enhancement

DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 14	Air Quality
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 4	Conservation Areas
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
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 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 G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening

LPP G6 (2021) Biodiversity and access to nature

LPP H1 (2021) Increasing housing supply

LPP HC1 (2021) Heritage conservation and growth

LPP H2 (2021) Small sites

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF2 NPPF 2021 - Achieving sustainable development

NPPF4 NPPF 2021 - Decision-Making

NPPF5 NPPF 2021 - Delivering a sufficient supply of homes

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **22nd February 2023**

5.2 Site Notice Expiry Date: **8th March 2023**

6. Consultations

External Consultees

9 neighbouring properties were directly notified of the proposal on 19 January 2023. The application was advertised in the Gazette on15.2.23.

During the consultation period, 47 letters of objection were received against the proposed development (this figure includes an objection from the lead petitioner and a Local Councillor).

Objections raised have been summarised below.
1) The proposal would represent an overdevelopment of the site and would be out of keeping with the

character of the area;
2) The proposal would have an adverse impact on the amenities of neighbours due to light loss, privacy loss, noise and intensification of the site's use;
3) The proposal would have an adverse impact on the local highways network and pedestrian safety;
4) Insufficient vehicle parking is proposed and the proposed access changes are dangerous;
5) The proposal would increase greenhouse gas emissions and worsen air quality;
6) The development would cause surface water flooding and drainage issues;
7) The development would set a precedent for future harmful development in the area;
8) Concerns that all comments received during the process of the application should be taken into consideration when the application is taken to committee.

In addition to the objections, a petition with 97 signatures has been received against the proposed development. Objections include:
- Inadequate parking;
- Loss of privacy;
- Substandard living standards for future residents
- Out of character with the area.

The desired outcome is noted as: Refusal of planning permission.

Planning Officer Response:
Issues relating to the above mentioned points are considered in the main body of this report.

EASTCOTE RESIDENTS ASSOCIATION (Summary)

We do have grave concerns regarding the flood risk possibility for this area. The Flood Risk Assessment submitted does appear to reply upon very old information. Information from the EA and Thames Water do not include surface water flooding/ critical drainage areas.. The only reference to surface water flooding is the LBH Surface Water Management Plan 2014. There has been some serious surface water incidents in this area since 2014, it now forms part of a Critical Drainage Area .

External Consultees (Additional)

EASTCOTE CONSERVATION PANEL

Within the documentation it is claimed that Hillingdon Borough relies upon 'windfall' developments, such as the proposal, to meet the housing allocation. This is not acceptable, there are many planned developments in the Borough to meet with the required total. Eastcote has more than enough 1 & 2 bedroom dwellings, currently there are at least 30 for sale within Eastcote, many more in the surrounding areas. Basically, we do not need any more 1 & 2 bedroom flats in Eastcote.

Suitability of the site
The development site is opposite to Haydon Hall, part of the Eastcote Village Conservation Area and the river corridor SINC. The surrounding dwellings are two storey residential buildings which blend with the Conservation Area.

The D&AS is misleading when it is stated that Cheney Street has the only listed nearby building. Much nearer are the Grade II Listed Buildings at Eastcote House Gardens, Haydon Lodge, The Woodman PH, The Case is altered PH, Hornend, The Grange, Ramin, Cuckoo Hill Farm these are just some of the 30+ Listed buildings in Eastcote.

The D&AS shows that there are no other three or four storey buildings nearby, all are two storey. A four

storey building will not enhance the street scene, it will look completely out of place. The design, height, width and bulk of the proposed building will give a very cramped and over dominant aspect to the Eastcote part of Joel Street.

The site is relatively small, the proposed development of a 4 storey building with 13 dwellings and a larger footprint, in close proximity, to the boundary with numbers 29, 30 & 31 Deerings Drive, will cause overshadowing to all of the dwellings and their amenity space. In places the proposed building appears to be less than one metre away from the boundary.

The balconies will overlook the amenity space of all the surrounding dwellings.

The proposed heating source for the building is by air source heat pumps. However, as an ASHP is indicated for each dwelling the outside equipment needed to run such a system is not shown on the drawings. Nor is there any reference to the level of noise created within the Noise Impact Assessment report. Information regarding the positioning of the plant on the outside of the building, to run the ASHPs and a noise evaluation should be included within the documentation.

The roof drawing should also include the lift over run housing, this will add extra height to the building, it appears to have been omitted from the documentation.

This proposal is an over development of the site, it is an un-neighbourly form of development.

Flood Risk
The site of this proposed development lies with Zones 2/3b, it is also a Critical Drainage Area (CDA]. The river passes this site in a culvert which appears to be less than 20 metres away from the proposed building line. We believe that a certificate should be obtained from the EA, before any work can be approved.

Culverts can collapse in severe weather, as happened in nearby roads in the severe floods of 1977. The proximity of the river to the site would cause flooding. The FRA does not take into account the recent problems suffered by Joel Street. Eastcote Tennis Club suffered severe damage to the playing courts from surface water flooding. The water swept down from Northwood Hills at the rear of buildings, washing out gardens depositing garden sheds into different positions. There cannot be any guarantee which direction water will take.

High Road Eastcote and Joel Street sit in the Pinn valley, with land draining from both Northwood Hills and as far away as Harrow. When there has been a significant wet spell both winter and summer the ground water level rise and underground streams come up to the surface. Of historical note this area in the Medieval period was known as 'Well Green alias Long Marsh', which gives a good description of the area. Until the post war development Eastcote had many natural ponds this have been infilled to aid development. The developments have changed the natural flow of the ground water.

The FRA states that Sequential Test and Exception Test part A were not part of the scope of the report. Flooding from the river seems to be the only consideration, not the surface water flooding which does greatly affect this area. There is no evidence to show that the proposed SUDs will stop increased flooding to the surrounding area. Part of the proposed hard landscaping is not permeable, all hard landscaping should be permeable in a flood risk area. The proposed operation of the SUDs does not seem adequate, with large amount of water being pumped into the storm drain in an area where the storm drains often surcharge in heavy rainfall.

It is also stated that there will be void under the building to contain water, but how much water this will hold or how this water will be moved into the drainage system is not clear.

The advice to residents to sign up the EA flood alert is frankly stupid, as the EA does not give warning of surface water flooding only possible river flooding. Because of the position of this site flood zone, 3b/2 plus CDA, it should not be considered for development.

Parking

The proposal allows for 8 parking spaces, the Hillingdon Plan has the requirement of 1.5 spaces per dwelling, in an area with a PTAL of 1b. To comply with regulations 19.5 spaces for 13 dwellings, plus extra for visitors, would be required. The amount of spaces offered, less than half of the requirement, is not acceptable in an area where there is no on street parking available. Nearby there is Eastcote Tennis Club and Jungle Monkez, the later causes a great deal of problem with users parking indiscriminately in the surrounding roads, Deerings Drive and Kaduna Close, both of which are narrow cul-de-sacs. Joel Street is a bus route and at this point, near to the junction with High Road Eastcote, the road is narrow, there are always queues of traffic waiting to turn onto the High Road, plus a bus stop. The application should be refused for inadequate on-site parking.

Living conditions for future residents

There are many areas within this proposal that will not supply good living conditions to future residents. Outlook: the flats on the 3rd floor have a small window to the living area, which will give direct sunlight for only 1.5 hours a day, this is not acceptable. Other habitable rooms within the flats only have horizontal roof lights in the ceiling, therefore, these rooms have no outlook at all.

The ground floor flats all side windows look directly onto a wooden fence, in some cases less than a metre away from the windows, this cannot be classed as a good outlook, nor will there be an adequate light level without the need for the use of electric light. Most of the bathrooms do not have access to natural light and ventilation. Possibly some form of ventilation will be installed, there is no report to show how much noise any such system will create.

Amenity space: This space is only provided by balconies. Those situated to the front of the building, which will be within a few metres of the main road, therefore these areas will be swamped with car fumes as vehicles queue at the nearby junction with the High Road. The size of these balconies cannot be described as usable amenity space they are much too small. Flat 12, 2 bed 4 person dwelling has only a 5m2 allocation.

The London Plan considers any 2 bedroom dwelling as a family home. Therefore, this development could support a maximum of 10 children. Small balconies cannot be considered suitable amenity space for this number of children. The nearest park with a children's equipped playground is more than 400 metres away at Warrender Park.

The need for suitable outdoor amenity space was highlighted during the recent lockdowns. It cannot be estimated if this will happen again. During the lockdown periods flat dwellers without access to private outside space suffered mentally far more than those with gardens.

This development will not supply good quality housing.

Trees and Landscaping

A full tree report is not included within the application. It is not clear from the Landscaping plans, which trees are on the site and what will be removed. One tree is a street tree, any building works will be close

enough to cause root damage to this tree. Please note the footprint of the building has been altered the front building line being moved forward nearer to this tree. A full tree report, with root protection measurers should be submitted before a decision is made.

The proposed planting scheme does not include any trees, small shrubs and plants only.

Ecology

The Ecology Report states clearly that the building is likely to have bat roosts. That a further survey should be carried during the time frame May - August. Although the report mentions other areas that have a recorded bat population it does not mention High Grove Woods SINC and Warrender Park both of which are located nearby and are frequented by bats. The River Pinn is a foraging ground for bats which roost and fly from Eastcote House Gardens/Long Meadow SINC. Again, this area is a matter of yards away. Bats are sensitive to light pollution, the design of the 3rd floor of this proposed building has horizontal roof lights as means of daylight to the habitable rooms, these roof lights are installed on a flat roof, which means all light spill will be directed upwards, thereby causing a great deal of light pollution at a higher level than street lighting and normal household lighting.

The benefits of a green roof will be small, most of the roof will be covered with solar panels and roof lights, leaving small fragmented areas for vegetation. There would, presumably be a lift shaft over run on the roof. This is not shown, this would take away more green roof area also add height to the building. There has not been enough consideration given to accommodating protected species and other ecological benefits.

For the many reasons set out above we ask that the application be refused.

THE RUISLIP, NORTHWOOD AND EASTCOTE LOCAL HISTORY SOCIETY

The Ruislip, Northwood and Eastcote Local History Society is very concerned about this proposal to replace a two storey building with a four storey structure. It will be obtrusive and out of keeping in an area where all the surrounding buildings are low rise ones: no higher than two storeys. The proposed development is located immediately opposite the boundary of the Eastcote Village Conservation Area namely the grounds of Haydon Hall so it will be detrimental to the setting of this important open space. Also the nearby historic site of Eastcote House Gardens with its listed walls, stables and dovecote will be compromised by this inappropriate over development. We therefore request that this application is refused.

ENVIRONMENT AGENCY

Environment Agency Position
In the absence of an acceptable flood risk assessment (FRA) we object to this application and recommend that planning permission is refused.

The proposed building footprint is being increased by 55m2, and the applicant has suggested the use of voids underneath the development as a mitigation measure for floodplain storage loss due to the limited extent of the site. This is no longer an acceptable form of floodplain compensation following an update to the Planning Practice Guidance in August 2022. This is in line with Development Management Policy DMEI 9 of Hillingdon's Local Plan (adopted in 2020).

Reasons The site lies within Flood Zone 3a, which is land defined by the planning practice guidance as having a high probability of flooding. However, the submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 20 to 21 of the Flood Risk and Coastal

Change section of the planning practice guidance. The FRA does not therefore adequately assess the development's flood risk. In particular, the FRA fails to:
· Demonstrate that adequate flood storage compensation will be provided on both a level for level and volume for volume basis. Therefore, the proposed development is expected to impede flood flow and reduce flood storage capacity, thus causing a net loss in floodplain storage and increasing the risk of flooding elsewhere. It also cannot be guaranteed that the proposed compensation scheme will be able to provide adequate flood storage for the lifetime of the development.

As a result, the proposed development is not safe for its lifetime (including climate change) and is expected to reduce flood storage capacity thereby increasing the risk of flooding to the local community.
In the Displacement of floodwater section (6.1) of the Flood Risk Assessment dated December 2022 (project reference: 3450), the applicant suggests that the new building will be elevated above ground level with floodable voids beneath the structure to mitigate the loss of floodplain capacity. However, the updated Planning Practice Guidance states that the use of voids is no longer considered an acceptable form of floodplain compensation. Whilst the use of voids below buildings may be a suitable approach to mitigating flood risk to the building itself, such techniques cannot be relied upon for compensating any loss of floodplain storage. This is because voids do not allow water to freely flow through them, trash screens get blocked, voids get silted up, and they have limited capacity.

Please be aware that any increase in built development or raising of ground levels within the floodplain (1% annual probability, plus an allowance for climate change, flood extent) will only be considered acceptable if it can be demonstrated the proposed development will not result in a loss of flood storage. Level-for-level and volume-for-volume compensation is the preferred method of mitigation. However, for this to be achievable it requires land on the edge of the floodplain and above the 1% annual probability (1 in 100 year) flood level with an appropriate allowance for climate change to be available.

Overcoming our objection To overcome our objection, the applicant should submit a revised FRA which demonstrates that adequate flood storage compensation arrangements will be made to ensure that there will be no loss in flood storage capacity on site. The best way to compensate for flood storage loss is to recreate an area of floodplain that mimics the area, shape, and volume of the section of floodplain that has been lost by the development. If this cannot be achieved, we are likely to maintain our objection to the application.

If you are minded to approve the application contrary to our objection, please contact us to explain why material considerations outweigh our objection. This will allow us to make further representations.

Internal Consultees

PLANNING POLICY

Principle of development
The site benefits from a prior approval under application reference 51321/APP/2022/1861, with the description "Change of use from Class E (Office) to Class C3 (6 no. self-contained flats - (2 x Studio, 2 x 1 Bed 2 People, 2 x 2 Bed 3 People) (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))". Given this, it is considered that the principle in terms of residential development on the site has been established. However, it should be noted that this is only relates to 6 residential units.

Housing mix

The Local Plan: Part 2, states in Policy DMH2: Housing mix that "The Council will require the provision of a

mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.".

Policy H10 of the London Plan sets out that Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme. The previous prior approval permitted under application reference 51321/APP/2022/1861 on the site would result in 2 x studio flats, 2 x 1-bedroom flats and 2 x 2-bedroom flats. The current application proposes a housing mix comprising of:

o2 x Studio flats (15%)
o5 x 1 bedroom flats (39%)
o6 x 2 bedroom flats (46%)
The proposed mix is not considered to comply with the required housing mix. The application site is located in an area with a low PTAL rating (1b), the application site is located in a residential area located approximately 1 mile south of Northwood Hills underground station and 1 mile north of Eastcote underground station which bus services serving both stations in close proximity to the application site.

As defined within the London Plan (2021) a family sized unit is "a dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms." It is considered that the applicant should clarify why it is not possible to introduce a higher percentage of family dwellings on the site. Furthermore, it is recommended that the number of studio flats should be reduced, as set out within the London plan in paragraph 4.10.4 "one-person and one-bed units are the least flexible unit type so schemes should generally consist of a range of unit". Given this, further justification for the proposed housing mix should be provided.

Affordable housing

The Local Plan Part 2 policy DMH7 and London Plan policy H5, sets out that subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1. The applicant has submitted a viability assessment stating that they are unable to provide any affordable housing on the site and that they are unable to provide any contributions towards off-site affordable housing. It is therefore necessary that the viability assessment is tested by a third-party consultant.

URBAN DESIGN AND CONSERVATION OFFICER

The proposals for the for Haydon House demolish the two storey existing office building to be replaced with a four storey building to accommodate 13 flats.

3.Site Layout

The proposed site layout increases the building footprint reducing the space between the existing buildings along Deerings Close. This approach;

·Delivers built form closer to the neighbouring properties to the south along Deerings Drive with a separation distance to 31 and 30 Deerings Drive of approx. 6m and 9m respectively. These distances are well below the nationally accepted window to window separation distance of 20m. This delivers privacy, outlook, and overbearing impacts for 31 and 30 Deerings Drive and daylight/sunlight impacts for 30 Deerings Drive;
·Fails to provide ground floor defensible space of 3m in depth in accordance with Policy DMHB 18: Private

Outdoor Amenity Space;
·Creates a poor outlook for the proposed ground floor units looking south due to the distance to the boundary fence of between 1 -2m;
·Further reduces the already limited garden area to a strip of landscape along the southern boundary reducing the biodiversity of the site rather than delivering a net gain. Biodiversity enhancement opportunities (such as a green roof) are recommended, these proposals should be included within this full application and not by Condition.
·Removes the horse chestnut, ash and holly trees in the southern area of the site which helps screened the existing building from the houses along Deerings Drive. Tree mitigation proposals should be included as part of this application with a Tree survey;
·Delivers a back land area dominated by car parking. It should be noted that the townscape is arranged as perimeter blocks with back land gardens. The current site breaks with this pattern with existing car parking to the rear. Reducing the number of flats would enable reduced number of car parking space and allow a garden area to be introduce to the rear. This would have the added benefit of providing an area for biodiversity net gain.

4.Built form

The existing building is a 2/2.5 storey office building that fits with the context in terms of its form, height and frontage massing.

The proposals are for a 4 storey building with elevated ground floor for flood risk purposes penetrates well beyond the back building line of the housing along this part of Joel Street. The four storey building height delivers a building of amplified height within the area with no graduation of height to the back land area. Justification for a four-storey building in this location is unconvincing, it is considered an inappropriate response to the suburban context both in terms of height and building form. The site is not a focal corner.

The roofscape with irregular chamfered corners towards the boundary lines and flat top fails to reflect the local architectural characteristic of pitched roofs.

The scheme needs to be revised to response appropriately to the context in term of frontage height, building form and subservient building height to the rear. The boundary of the Eastcote Village Conservation Area lies on the opposite side of Joel Street. Policy DMHB4 indicates that development on its fringes should preserve or enhance its character and appearance.

5.Density

The proposals seek to demolish the existing building to deliver a density of 212dph in an area with a top density standard of 100dph as set out in Hillingdon's density standards in Table 5.2 of the Hillingdon Local Plan Part 2. This proposed density which is more than double the density standard is not accepted.

The previous approved application provides 6 self-contained flats delivering a density of approximately 90 dph, which complies with the Hillingdon density standards set out in Table 5.2. Further this change of use application with adaptive re-use of an existing building is in accordance with London Housing design Standards section A1.2 which promotes re-use of existing buildings to minimise the carbon emissions associated with development.

6.Building Identity/Appearance

The appearance of the housing in the immediate context along Joel Street is broadly consistent, arranged in a rectilinear configuration. The materials are mostly double roman red roof tiles/tiles with soffit overhang

to the red brick facades and brick detailing above the windows. The rhythm and arrangement of the windows is consistent and logically arranged within the facade with white frames. Entrance doors are located facing the street. There are no balconies along the street frontage.

The proposed building breaks with the consistent context with the front elevation arranged at an angle to the street with an irregular chamfered roofscape. The materials include green decorative clay roof tiles, with flat junction between the external walls and roof. There are balconies along all elevations and protruding from the roofscape.

It is considered that the angled arrangement of the building, roofscape and facade fenestration should be revised to ensure the building's appearance contribute towards local character reflecting the predominant facade treatments and materials of the immediate context.

It is also considered that the large surface area of the roof would potentially create overheating.

7.Homes and Buildings

All the units meet the housing standards and are dual aspect, this is supported.

HIGHWAY ENGINEER

Site Characteristics & Background
The application site located within a predominantly residential catchment in Eastcote and currently accommodates a two-storey office building with 2 on-plot parking spaces located on the frontage with 7 spaces to the rear of build accessed via an established crossing on Joel Street which is designated as 'classified' in the borough's road hierarchy.
The address exhibits a public transport accessibility level (PTAL) rating of 1b which is considered as 'very poor' and hence elevates the need for ownership and use of private motor transport and the surrounding roadways are generally devoid of parking controls.
The application seeks demolition of the existing build and replacement residential block consisting of 13 flats (2 studios, 5x1 & 6x2 bedroom units) with 7 on-plot parking spaces located to the rear of the site plus a single disabled compliant bay on the positioned on the frontage accessed via the established 'bell mouth' crossing facility which is to remain unaltered.
An earlier prior approval for a change of office use to create a 6-flats (2 studios, 2x1, and 2x2 bedroom units) was granted last year (51321/APP/2022/1861) served by 9 on-plot parking spaces in conformity with the regional London Plan parking standard.

Parking Provision
Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
The proposal for the 13 new flats. The maximum parking requirement for the residential units as proposed equates to a maximum of 12-17 on-plot spaces in compliance with the adopted Hillingdon parking standard. By contrast for a PTAL rating of 1b, the London Plan (2021) parking standard demands up to 20 spaces and stipulates that where Local Development Plans specify lower maximum standards, these should be followed.
As 8 spaces (inclusive of one disabled compliant provision) are to be provided, there appears to be an under provision in comparison to the LBH standard that requires a maximum range of provision

commencing from 12 spaces upwards.
The applicant refers to 2011 census data in an attempt to justify a lower parking quantum however this approach is not considered as a precise methodology given that each and every address within a census area can display significant variations in occupancy and ownership/use of private motor transport which do not necessarily follow an area-wide trend. Therefore, guided mainly by the 'very poor' PTAL rating and resultant higher ownership and dependency on private motor transport together with unrestricted local roadways which may bear the brunt of any untoward displaced parking from the proposal, the Highway Authority therefore seeks the maxima figure of 12 spaces in total. The proposal for 8 on-plot spaces is therefore considered unacceptable for the reasons outlined above.
Electric Vehicle Charging Points (EVCP's)
In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions which in this case equates to 2 'active' and 6 'passive' spaces. This has been acknowledged by the applicant and hence is considered acceptable.

Disabled Compliant Parking
In accord with the Local Plan: Part 2 Policy DMT 6 - 10% of parking spaces should be disabled compliant in-line with final overall provisions. This level of required provision is also replicated by the London Plan (2021) standard. As presented, this would equate to 1 space as proposed which therefore satisfies this aspect.

Cycle Parking
In order to conform to the regional London Plan parking standard, a total of 18 secure and accessible 'long stay' and 2 'short stay' spaces are required. The applicant proposes 24 & 2 spaces respectively which broadly conforms to the above as does the positioning of both components.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.
Given the scale of proposal and compared with the previous established office use, there are no immediate concerns raised in regard to any generated vehicular activity which is likely to be relatively imperceptible on the local network.

Operational Refuse Requirements
Refuse collection would continue to be conducted from Joel Street.
In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. The proposed bin storage area is integral to the build located toward the site frontage which broadly meets this parameter. There are no further observations.

Conclusion
Refusal on insufficient on-plot parking grounds is recommended as follows:
"The proposed development fails to provide sufficient on-plot car parking thereby potentially leading to undue displaced on-street parking to the detriment of parking capacity and safety on the public highway, contrary to Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021)."

FLOOD CONSULTANT

a) Review Summary
This application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy and is proposing the following key items:
· Type of development: Full Application, Major
· Flood risk: Located within fluvial Flood Zones 2 and 3
· Types of conveyance / attenuation features: water butt s, geo-cellular storage crates, permeable paving, blue/green roof (Flood Risk assessment, pp. 37-38/130).
· Runoff rate restriction (l/s): 2l/s
· Runoff attenuation volume (m3): The calculations show a storage volume of 41m3 for the blue/green roof and 123m3 from geo-cellular storage crates, which are proposed to discharge via vortex flow control device into the existing Thames Water surface water sewer on Joel Street (Flood Risk assessment, pp. 117/130)
· Maintenance plan: Maintenance tasks and frequencies not provided for each proposed drainage component and maintenance owner not stated (Flood Risk assessment, pp. 91-93/130)

b) Recommendation and Requests
We object to the application for the following reasons:
1. The applicant has not clearly illustrated the locations of proposed water butts as a rainwater harvesting measure.
2. The applicant has not provided calculations for the greenfield runoff rates.
3. The applicant has not provided the greenfield, existing, and proposed runoff volumes (1 in 100 yr 6hr).
4. The applicant has not shown that the total site area (0.74ha) is being used in the calculations.
5. Maintenance tasks have not been provided for all the drainage features.
6. The applicant has not stated who will own the proposed SuDS maintenance tasks.

To address the above, please can the applicant submit information which:
1. Shows the locations of proposed water butt s within the associated proposed plan drawings.
2. Calculations demonstrating the greenfield runoff rates supplied should be provided.
3. Shows that the greenfield, existing, and proposed runoff volumes (1 in 100 yr 6 hr) have been calculated.
4. Demonstrates that the total site area (0.74ha) has been used in the calculations.
5. Maintenance tasks are required for the hydrobrake and geo-cellular storage.
6. Identifies who will be responsible for the proposed SuDS maintenance tasks.

NB: The applicant should also obtain consent from Thames Water for the proposed connection to the surface water sewer.

ACCESS OFFICER

This proposal which includes the demolition of an office building and construction of a new residential block containing 13 flats over four storeys has been reviewed with reference to London Plan policy D5, D7 and D12. Policy D7 requires all new housing to be Accessible and Adaptable, with 10% designed as Wheelchair Adaptable or Wheelchair Accessible. The submitted ground floor plan indicates a stepped approach to the ground floor flats and lift lobby from the principal communal entrance, which is contrary to the principal and spirit of this policy. The side entrance 'ramp' appears incongruous with the design and would result in an internal layout that is incompatible with the specifications for wheelchair adaptable accommodation, and the scheme is not supported as follows:
1. The requirement for an accessible car parking space has not been included.
2. All points of entry and exit should be step free and of a design that compliments the overall aesthetics.
3. Given the acceptable provision of only one lift, a minimum of one ground floor unit should be designed and shown on plan to be compatible with these specifications for an M4(3) Wheelchair Adaptable dwelling.

The spatial requirements for such accommodation should be clearly marked to include clear access zones with typical furniture items in place.
4. All remaining units should be designed as M4(2) compliant.
5. To ensure the development can accommodate robust emergency evacuation procedures in accordance with London Plan policy D5 and D12, a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, must be incorporated.
6. The Design and Access Statement should be amended to be specific to the development. The statement should clearly state how the principles of Inclusive Design have been applied, rather than setting out a series of principles.

CONCLUSION: objection. The development falls short of the expected standards at this stage and should be amended or not supported accordingly.

NOISE SPECIALIST OFFICER

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of a suitable condition which should be achievable based on the information provided and considering the context of the proposed development.

'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 8 hrs 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.'

DAYLIGHT/SUNLIGHT CONSULTANT

With the surrounding properties, of the 38 windows/13 rooms tested for daylight, all, but 1 window and 1 room, meet the target values. All of the windows tested for sunlight meet target values. In addition, all of the amenity areas tested for overshadowing pass the test. With regards to internal daylight for the proposed development, all rooms tested meet the target values. Of the 30 rooms tested for sunlight, 3 fail to meet the target values.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PROVISON OF HOUSING

London Plan Policy GG4 seeks to, ensure that more homes are delivered, whilst Local Policy H1 provides that the Council will seek to meet and exceed its housing growth targets, with Policy T1 steering development to the most appropriate locations in order to reduce their impact on the transport network and encourage access by sustainable modes including cycling and walking. However it should be noted that this site lies partly within Flood Zones 2 and Flood Zone 3.

The Council's 'Five Year Supply of Deliverable Housing (Sites March 2022)' document, provides that an annual average of 1050 new dwellings need to be completed in order to achieve it's 5-year housing land supply target. The Council can currently demonstrate that it has a healthy 5-year supply of housing land.

Whilst the site lies within an established residential area and is a previously developed site, it is within Flood Zones 2 and 3. The site benefits from a prior approval under application reference 51321/APP/2022/1861 for 6 residential units, albeit the prior approval involved no additional built form within the Flood Zone and was therefore only able to consider the flooding risks on the site, and deemed to be acceptable for that prior approval.

This application however seeks the complete demolition of and redevelopment of a larger footprint of building.

FLOOD RISK AND THE SEQUENTIAL TEST

In accordance with the National Planning Policy Framework (paragraph 162), development in flood risk areas should not be permitted if there are reasonably available alternative sites, appropriate for the proposed development, in areas with a lower risk of flooding. The sequential test establishes if this is the case.
Development is in a flood risk area if it is in Flood Zone 2 or 3, or it is within Flood Zone 1 and the Council's strategic flood risk assessment shows it to be at future flood risk or at risk from other sources of flooding such as surface water or groundwater.

As the site is in an area of high flood risk and unallocated in the Development Plan, a sequential test is required. The applicant has failed to submit a sequential test. It is therefore considered that the application has failed to demonstrate that this development can be avoided and is not necessary in this area of high flooding. Officers consider that it has not been demonstrated by the applicant that this proposal is necessary in this location because all reasonable available sites with a lower risk of flooding have not been discounted.

The LPA do however accept that there is an extant prior approval at this site, however the introduction of more households (above the prior approval) introduces unnecessary risks within the Flood Zone when the Borough has a sufficient supply of reasonably available alternative sites and a healthy 5 year housing land supply.

The proposal fails to accord with the Paragraphs 155 and 158 of the NPPF (2019), Planning Practice Guidance; Flood Risk and Coastal Change March 2014, London Plan 2021 Policy SI 12 ; Policy EM6 of the Local Plan: Part 1 (2012), Policy DMEI 9 of the Local Plan: Part 2 (2020).

HOUSING MIX

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Family housing, as identified in the Council's Strategic Market Housing Assessment is the type of housing most in need in Hillingdon. Family housing is defined within the glossary of the London Plan (2021) which outlines it must generally be of a size that has three or

more bedrooms.

The proposed development includes The current application proposes a housing mix comprising of:

o2 x Studio flats (15%)
o5 x 1 bedroom flats (39%)
o6 x 2 bedroom flats (46%)

There are no 3 bedroom apartments proposed within the block. This is of concern, particularly as no justification has been provided to demonstrate that the provision of family sized units would be unsuitable or unviable as part of the redevelopment proposal.

The proposal would therefore not provide a suitable mix of housing to support sustainable, inclusive and mixed communities, contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2021).

7.02 Density of the proposed development

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. 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 other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

The site measures approximately 750sqm (0.075ha) and the proposal will thus have a density of some 212 units per ha. This is in an area with a top density standard of 100dph as set out in Hillingdon's density standards in Table 5.2 of the Hillingdon Local Plan Part 2. This proposed density which is more than double the density standard , gives an indication of th overdevelopment of the site and is not supported.

It should be noted however that numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of this scale. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality and would respect residential amenity considerations, rather than the consideration of the density of the proposal.

Please refer to the other sections of this Committee Report which assess these planning considerations in further detail.

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

In accordance with the council's statutory duties under sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is necessary to have special regard to the desirability of preserving the setting of a listed building and to preserving or enhancing the character or

appearance of a conservation area.

This requirement is borne out through the NPPF, which advises that where a proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

The NPPF further advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Public benefits to offset this harm may follow from many developments and could be anything that delivers economic, social or environmental objectives, and public benefits should flow from the proposed development so that they are of a nature or scale to be of benefit to the public at large and not just of private benefit.

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance. The more important the asset, the greater the weight should be. As such, any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting), should require clear and convincing justification.

In this regard, Policy HC1 of the London Plan (Heritage conservation and growth) states that proposals affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. This is echoed by Policy HE1 of the Hillingdon Local Plan: Strategic Policies (Heritage), which states that the council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes designated heritage assets such as statutorily Listed Buildings and Conservation Areas.

In this regard, Policy DMHB 1 of the Hillingdon Local Plan: Development Management Policies (Heritage Assets) states that proposals are expected to avoid harm to the historic environment, and proposals which result in harm will only be allowed if it brings an asset back into viable use, it would provide public benefit that would outweigh the harm or loss, and the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials.

Policy DMHB4 of the Hillingdon Local Plan: Development Management Policies states that development on the fringes of conservation areas should preserve or enhance its character and appearance.

The boundary of the Eastcote Village Conservation Area lies on the opposite side of Joel Street specifically, the grounds of Haydon Hall. It is considered that the development will be detrimental to the setting of this important open space.

The surrounding dwellings are two storey residential buildings, which blend with the Conservation Area. The proposed building will be sited a couple of metres closer to the site frontage, and is taller than the building that it replaces. It is considered that the proposal will change the fundamental relationship that the site has with the Conservation Area and it's setting. The proposal will therefore harm the character and appearance of the heritage asset.

The Eastcote Conservation Panel has objected to this proposal and the Council's Conservation officer

considers that the scheme needs to be revised to response appropriately to the context in term of frontage height, building form and subservient building height to the rear, in order to comply with Policy DMHB4.

It is not considered that the proposal would provide public benefit that would outweigh the harm to the conservation area, as the proposal would fail to relate appropriately in terms of siting, style, scale, massing, height and design, contrary to the above mentioned policies.

7.04 Airport safeguarding

There are no airport safeguarding isssues associated with this development.

7.05 Impact on the green belt

The proposal would have no impact on the Green Belt or Metropolitan Open Land.

7.06 Environmental Impact

SUSTAINABLE CONSTRUCTION AND USE OF RESOURCES:

Policy SI 2 of the London Plan (2021) states that residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies 2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets (2016 The London Plan).

In the event of an approvable scheme, a condition would be included to ensure details are submitted to confirm the sustainability credentials of the proposed development, including the type of renewable technologies that would be utilised. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

This is important, particularly in light of the objections received relating to this issue. More information would also have been requested to clarify any confusion around the provision of solar panels and or green roofs at the site.

Subject to the above conditions, the proposal could be compliant with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

7.07 Impact on the character & appearance of the area

Paragraph 126 of the NPPF (2021) seeks the creation of high quality, beautiful and sustainable buildings.

Paragraph 130 of the NPPF (2021) states 'Planning policies and decisions should ensure that developments:
a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as

increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1 and D3 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states: 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, 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.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

Haydon House is located in Eastcote, a suburban edge of city location of low-density housing, arranged in largely semi-detached pairs with private garden backs, with a two-storey prevailing height. The Eastcote Village Conservation Area covers the Haydon Park on the opposite side of the road. It is therefore, within the setting of the Conservation Area.

The application has been reviewed by the Council's Urban Design and Conservation Officer, whose comments are provided in the Internal Consultees section of this report. A number of concerns have been raised, which are addressed below.

Site Layout

The Urban Design Officer notes that the townscape is arranged as perimeter blocks with back land gardens. The current site breaks with this pattern, The proposed site layout increases the building footprint reducing the space between the existing buildings along Deerings Drive. This approach delivers privacy, outlook, and overbearing impacts for adjoining dwellings and results in a

development which results in a back land area dominated by car parking.

Built form

The existing building is a 2/2.5 storey office building that fits with the context in terms of its form, height and frontage massing. The appearance of the housing in the immediate context along Joel Street is broadly consistent, arranged in a rectilinear configuration. The materials are mostly double roman red roof tiles/tiles with soffit overhang to the red brick facades and brick detailing above the windows. The rhythm and arrangement of the windows is consistent and logically arranged within the facade with white frames. Entrance doors are located facing the street. There are no balconies along the street frontage.

The proposals are for a 4 storey building with elevated ground floor for flood risk purposes, which extends well beyond the back building line of the housing along this part of Joel Street. The four storey building height delivers a building of amplified height within the area, with no graduation of height to the back land area. It is considered an inappropriate response to the suburban context, both in terms of height and building form.

The roofscape with irregular chamfered corners towards the boundary lines and flat top fails to reflect the local architectural characteristic of pitched roofs. The roofscape of the area is characterised by pitched roofs and this is evident in all views on and around the site. The proposed roof design would therefore be out of character with the established roofscape of the area, adding to the bulk, massing and design concerns.

The proposed building breaks with the consistent context with the front elevation arranged at an angle to the street with an irregular chamfered roofscape. The materials include green decorative clay roof tiles, with flat junction between the external walls and roof. There are balconies along all elevations and protruding from the roofscape.

It is considered that the angled arrangement of the building, roofscape and facade fenestration are out of character with the prevailing street scape and fails to ensure the building's appearance contributes towards local character reflecting the predominant facade treatments and materials of the immediate context.

In conclusion, the development is considered to result in a contrived, poorly designed building, which has no similarity to other buildings in the area, making it an uncharacteristic and unsympathetic addition to the area in terms of its design. Due to its oversized footprint and uncharacteristic design, siting in the plot, increased height and increased overall depth when compared with the existing building, the proposed development would be harmful and excessive in context. The building would appear as an oversized form of development which would harm the appearance of the street scene and wider area. The oversized building would be visually at odds with its neighbours from multiple public and private viewpoints. The excessive footprint fills the plot and the bulk is unrelieved given the profile and envelope proposed.

For these reasons, the proposal is considered to be harmful to the character and appearance of Joel Street and the surrounding area contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1 and D3 of the London Plan (2021) and the National Planning Policy Framework (2021).

7.08 Impact on neighbours

Paragraph 130 (f) of the NPPF (2021) states that new development should seek to 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Hillingdon Local Plan Part 2: Development Management Policies (2020) Policy DMHB 11 sets out design guidance for all new development in the borough. Part B of the policy states 'development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.'

Guidance for Policy DMHB 11 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.'

Guidance for Policy DMHB 11 also 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. Single aspect dwellings should be avoided.'

Outlook

Due to its height, bulk, depth and close proximity to 31 and 30 Deerings Drive and 292 Joel Street, the proposed development is considered to cause a significant loss of outlook from the rear windows and gardens of those properties. From their rear gardens, the building would appear as an overbearing and visually oppressive structure to the detriment of their amenities. The building would be much higher than the existing structure, with no articulation to the bulk, due to the square envelope the building proposes.

Sunlight/Daylight

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.

A day and sunlight impact assessment has been submitted in support of the proposal. The assessment has been reviewed by the Council's external consultant.

Daylight

The following buildings have been assessed within the report:
· 292 Joel Street
· 29 Deerings Drive
· 30 Deerings Drive
· 31 Deerings Drive

Of the 38 windows tested, 37 meet the target values. The window that fails to meet the target value is located at ground floor level at 30 Deerings Drive. This window goes from 6.75% down to 4.16% which is 38% of its former value.

No sky line analysis has also been undertaken to rooms of the above-mentioned properties. Of the 13 rooms analysed, 12 rooms meet the target values. The unknown room is found at ground level at 30 Deerings Drive and is 31% of its former value.

Sunlight

Sunlight analysis has been undertaken and this shows that of the 15 windows tested, all will meet the target values.

Overshadowing

Overshadowing analysis has been undertaken to 5 surrounding amenity areas on Joel Street (290 & 292) and Deerings Drive (29, 30 & 31). All of the amenity areas pass the overshadowing test.

The report demonstrates that the proposal would cause negligible harmful loss of light or overshadowing to neighbouring properties. With the surrounding properties, of the 38 windows/13 rooms tested for daylight, all, but 1 window and 1 room, meet the target values. All of the windows tested for sunlight meet target values. In addition, all of the amenity areas tested for overshadowing pass the test.

The results are accepted, however, do not overcome the concerns raised regarding outlook, enclosure and overbearing impact, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130 (f) of the NPPF (2021).

Loss of Privacy

Overlooking is also a key issue and forms part of the amenity reason for refusal. The north and south facing side elevation windows at first, second and third floor level would provide views into the gardens of adjoining properties.

The proposed site layout increases the building footprint. reducing the space between the existing buildings along Deerings Drive. This would result in a built form closer to the neighbouring properties to the south along Deerings Drive, with separation distances to 31 and 30 Deerings Drive of approx. 6m and 9m respectively. These distances are well below the local plan policy DMHB11 separation distance of 21m. This delivers privacy, outlook, and overbearing impacts for 31 and 30 Deerings Drive and potential daylight/sunlight impacts for 30 Deerings Drive. In addition, the development would also cause a significant loss of privacy to residents of 292 Joel Street,

It is considered that this entire relationship is contrived, unacceptable and harmful. The proposed development would result in a significant increase in views towards adjoining properties from higher vantage points from the habitable side windows of the proposed flats, causing a harmful loss of privacy to the those property's garden space and windows.

In conclusion, due to its depth, size, siting and design, the proposed building would be overbearing and would lead to a harmful sense of enclosure and loss of outlook from the rear windows and gardens of adjoining properties, as well as significant overlooking and a harmful loss of privacy to their occupiers. The proposal is therefore considered to be detrimental to the amenities of 31 and 30 Deerings Drive and 292 Joel Street, due to overlooking and privacy loss. The proposal would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130 (f) of the NPPF (2021).

7.09 Living conditions for future occupiers

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating specific measures, which includes ensuring adequate defensible space is provided.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants. Also of importance is Policy D6 (8) of the London Plan (2021) which states: The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

INTERNAL AMENITY SPACE PROVISION:

All the units meet the housing standards and are mainly dual aspect, this is supported. For the above reasons, the proposal would provide satisfactory living conditions in terms of internal amenity space for future residents of the block itself, compliant with the policies noted.

EXTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan and Standard 26 of the Mayor's London Housing SPG sets out that a minimum of 5 sqm of private outdoor open space should be provided for 1-2 person dwellings, with an additional 1 sqm provided for each additional occupant, and this space must achieve a minimum width and depth of 1.5 metres to be functional and fit for purpose.

At a local level, Policy DMHB 18 of the Hillingdon Local Plan (Private Outdoor Amenity Space) requires good quality and usable private outdoor amenity space for all new residential developments but sets higher minimum requirements. Policy DMHB 18 states that applications for residential development should provide adequate levels of private, well designed and located amenity space. The policy advises that 1 bedroom flats should provide 20 sq m and 2 bedroom flats should be provided with 25sqm of private amenity space.

The current application proposes a housing mix comprising of:

o2 x Studio flats (15%)
o5 x 1 bedroom flats (39%)
o6 x 2 bedroom flats (46%)

No communal amenity space is provided as part of the scheme, However, each flat has a private balcony, or in the case of a ground floor flat, a private terrace, amounting to 78.8 sqm.

Using the Hillingdon Local Plan standards, it would be expected that the scheme provides 290 sqm of external amenity space (based on the provision of 20 and 25 sqm of on-site amenity space for one and two bedroom flats respectively), and therefore the provision of 78.8 sqm, falls short of the expected provision, indicating that the development as a whole performs poorly in terms of external amenity space provision.

PUBLIC OPEN SPACE

Policy G4 of the London Plan (Open space) promotes the creation of new areas of publicly-accessible open space, particularly green space, ensuring that future open space needs are planned for, especially in areas with the potential for substantial change or areas of deficiency. Additionally, Policy EM4 of the Hillingdon Local Plan Part 1 (Open Space and Informal Recreation) and Policy DMCI 4 of the Hillingdon Local Plan Part 2 (Open Spaces in New Development) both support the provision of new open space in major developments, or improvements to existing open spaces. Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted. The creation of new open space is to be encouraged wherever practical, although it is recognised that creation of new open spaces may be limited in densely populated areas or because of financial constraints, and in such circumstances, major residential proposals are expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities off-site.

New major developments are expected to be sited so that a small or local level open space is within 400 metres, a district level open space is within 1200 metres and a metropolitan open space is within 3200 metres of the application site. Where an on-site solution cannot be found, a financial contribution based on the following formula would be sought:
Contribution = (Build Costs + On-costs) x (- Existing Capacity)

For the current application, for the uplift of 7 units, comprising 3 x 1 bed 2 person, and 4 x 2 bed 3 person flats would amount to £9,000 and this would be secured as an obligation, in the event of an approval, recognising that the small and tightly constrained nature of the plot means that on-site provision would not be feasible, or lead to the creation of an attractive and useable amount of public open space. However, given that the application is recommended for refusal, negotiations with the applicant have not been pursued.

DAYLIGHT/SUNLIGHT

Daylight

Rooms were tested for daylight using the illuminance method of analysis. Of the 30 rooms contained

within the 13 flats, all rooms met the target values.

Sunlight

Sunlight exposure analysis was undertaken to the 30 rooms. This shows that of the 30 rooms, 27 will meet target values. The three rooms that fell short of the target values are bedrooms located in flats 2, 6 & 10.

The target value for sunlight is 1.5 hours on 21st March. The bedroom in flat 2 (ground floor) will receive 1.2 hours. The bedroom in flat 6 (first floor) will receive 0.5 hours and the bedroom in flat 10 (second) will also receive 0.5 hours.

In summary, with regards to internal daylight for the proposed development, all rooms tested meet the target values. Of the 30 rooms tested for sunlight, 3 fail to meet the target values.

The results are accepted however, do not overcome the concerns raised regarding outlook and lack of private and communal external amenity space.

OUTLOOK

One of the proposed flats only has a small window to the living area, Other habitable rooms within the flats on the third floor only have horizontal roof lights in the ceiling, therefore, these rooms have no outlook at all.

In addition, the development fails to provide ground floor defensible space of 3m in depth in accordance with Policy DMHB 18: Private Outdoor Amenity Space, whilst creating a poor outlook for the proposed ground floor units looking south, due to the distance to the boundary fence of between 1 -2m;

CONCLUSION

The proposal would fail to provide satisfactory living conditions for future residents of the block itself, by reason of lack of private and communal external amenity space, adequate defensible space and a poor outlook for the proposed ground floor units looking south and upper floors, contrary to Policies DMHB 15 and DMHB 18 of the Hillingdon Part 2 Local Development Plan (2020) .

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (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.'

:Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Electric Vehicle Charging Points (EVCP's)
In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions which in this case equates to 2 'active' and 6 'passive' spaces. This has been acknowledged by the applicant and hence is considered acceptable.

Disabled Compliant Parking
In accord with the Local Plan: Part 2 Policy DMT 6 - 10% of parking spaces should be disabled compliant in-line with final overall provisions. This level of required provision is also replicated by the London Plan (2021) standard. As presented, this would equate to 1 space as proposed, which therefore satisfies this aspect.

Cycle Parking
In order to conform to the regional London Plan parking standard, a total of 18 secure and accessible 'long stay' and 2 'short stay' spaces are required. The applicant proposes 24 & 2 spaces respectively which broadly conforms to the above as does the positioning of both components.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Given the scale of proposal and compared with the previous established office use, the Highway Engineer raises no concerns in regard to any generated vehicular activity which is likely to be relatively imperceptible on the local network.

Operational Refuse Requirements
Refuse collection would continue to be conducted from Joel Street. In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. The proposed bin storage area is integral to the build located toward the site frontage which broadly meets this parameter.

Parking Provision

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:
i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.
The Mayor of London adopted a new and revised London Plan in March 2021, consequently the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The proposal for the 13 new flats. The maximum parking requirement for the residential units as proposed equates to a maximum of 12-17 on-plot spaces, in compliance with the adopted Hillingdon parking standard. By contrast for a PTAL rating of 1b, the London Plan (2021) parking standard demands up to 20 spaces and stipulates that where Local Development Plans specify lower maximum standards, these should be followed.

As 8 spaces (inclusive of one disabled compliant provision) are to be provided, the Highway Engineer notes that there is an under provision in comparison to the LBH standard that requires a maximum range of provision commencing from 12 spaces upwards.

The applicant refers to 2011 census data in an attempt to justify a lower parking quantum however this approach is not considered by the Highway Engineer as a precise methodology, given that each and every address within a census area can display significant variations in occupancy and ownership/use of private motor transport which do not necessarily follow an area-wide trend. Therefore, guided mainly by the 'very poor' PTAL rating and resultant higher ownership and dependency on private motor transport together with unrestricted local roadways, which may bear the brunt of any untoward displaced parking from the proposal, the Highway Authority therefore seeks the maximum figure of 12 spaces in total. The proposal for 8 on-plot spaces is therefore considered unacceptable for the reasons outlined above.

In conclusion, the proposed development fails to provide sufficient on-plot car parking thereby potentially leading to undue displaced on-street parking to the detriment of parking capacity and safety on the public highway, contrary to Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

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 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, antisocial behaviour and risks from fire and arson, having regard to Secure by Design standards.

As such, in the event of an approval, a condition requiring the proposed development to achieve secured by design accreditation in consultation with the Metropolitan Police, could be included within a decision notice, to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan.

7.12 Disabled access

Policy D5 of the London Plan sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, Policy D7 of the London Plan (Accessible housing) states that all residential development should include at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) requires 10% of new dwellings to be wheelchair accessible, encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives. In addition, all proposals should incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services.

Comments from the Council's Access Officer set out that the submitted ground floor plan indicates a stepped approach to the ground floor flats and lift lobby from the principal communal entrance, which is contrary to the principal and spirit of the above mentioned policies. The side entrance 'ramp' appears incongruous with the design and would result in an internal layout that is incompatible with the specifications for wheelchair adaptable accommodation. In addition, an accessible car parking space has not been provided.

In order for the scheme to be policy compliant, the Council's Access Officer considers that the scheme would need to be amended as follows:
> All points of entry and exit should be step free and of a design that compliments the overall aesthetics.
> A minimum of one ground floor unit should be designed and shown on plan to be compatible with these specifications for an M4(3) Wheelchair Adaptable dwelling.
> All remaining units should be designed as M4(2) compliant.
> To ensure the development can accommodate robust emergency evacuation procedures in accordance with London Plan policy D5 and D12, a minimum of one fire evacuation lift designed to

meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, must be incorporated.

In conclusion, it is considered that the development falls short of the expected standards, contrary to Policies D5, D7 and D12 of the London Plan and Policy BE1 of the Hillingdon Local Plan: Strategic Policies.

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (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 Local Plan. 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. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Part 1 of the Hillingdon Local Plan: Strategic Policies sets out that there is a strategic demand for 50% of all new housing to be affordable, with a tenure split within affordable housing of 78% low-cost rented and 22% as appropriately priced intermediate housing.

Policy H2 of the Hillingdon Local Plan: Strategic Policies (Affordable Housing) states that new residential development should make provision for a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all major residential proposals.

Having regard to the evidence base, and the need to encourage development whilst maximising affordable housing provision, the supporting text to Policy H2 sets out that35% of all new dwellings should be delivered as affordable housing, with an indicative tenure split of 70% low-cost rent and 30% as intermediate housing, although it is recognised that market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough.

London Plan Policies H4 and H5 and Policies H2 and DMH7 of the Local Plan provide that, subject to viability and if appropriate in all circumstances, a minimum 35% of all new homes on sites of 10 or more units should be delivered as affordable housing. The scheme will provide a total of 13 no. new residential units and, subject to viability, should provide 4 (rounded down) affordable units.

A Financial Viability Appraisal (FVA) has been submitted in support of the application. It concludes that, on an open market development basis, there is a viability deficit and that no surplus is generated to support any affordable housing contribution (or any other s106 costs). Accordingly, no affordable housing contribution is proposed.

The FVA has been assessed by the Council's external consultants, who disagree with the assessors approach to the Benchmark Land Value and their value of £850,000. Upon the consultant's site visit it was ascertained that the existing building is in a state of disrepair and so the Council's consultants have valued the existing building on an Alternative Use Value (AUV) approach, as refurbishment works would be required to bring the property back into use. A residual appraisal was undertaken, to determine the AUV, due to the level of cost required which would justify a profit.

The lack of provision of affordable housing, fails to promote social cohesion and mixed communities

and fails to ensure that there is a steady supply of lower-rent flats within the borough for people on the council's housing waiting list, or provide discounted home ownership options to help people take the first step on the housing ladder, alongside market housing, ensuring the scheme provides a mix of unit sizes at different price points. On this basis, the lack of affordable housing offer is considered to weight very significantly against the development.

In summary, having reviewed the FVA, it is considered that the scheme can afford to make a policy compliant contribution to affordable housing equivalent to 35%. The lack of provision of affordable housing is therefore contrary to London Plan Policies H4 and H5 and Policies H2 and DMH7 of the Local Plan and is recommended for refusal for the above mentioned reasons.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy G5 of the London Plan (Urban Greening) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses which are exempt). In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The assessment assigns each landscape type (e.g. Semi-natural vegetation, intensive green roof to depth of 150mm, extensive green roof to depth of 80mm, amenity grassland, etc) with a 'factor' (1, 0.8, 0.7 and 0.4 respectively for the landscapes listed above). These factors are a simplified measure of various benefits provided by soils, vegetation and water based on their potential for rainwater infiltration as a proxy to provide a range of benefits such as improved health, climate change adaption and biodiversity conservation.

In addition, Policy DMHB 14 of the Hillingdon Local Plan Part 2: Development Management Policies (Trees and Landscaping) sets out that all developments will be expected to retain or enhance biodiversity through the protection of existing landscaping, trees and other natural features of merit, and proposals are required to provide a scheme of hard and soft landscaping to demonstrate this. Moreover, the council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

Furthermore, Policy EM7 of the Hillingdon Local Plan: Strategic Policies (Biodiversity and Geological Conservation) seeks to protect biodiversity features from inappropriate development and encourages the provision of biodiversity improvements from all developments, including green roofs and walls where feasible.

The proposal will result in the removal of the horse chestnut, ash and holly trees in the southern area of the site which helps screened the existing building from the houses along Deerings Drive. The proposal therefore fails to retain or enhance biodiversity through the protection of existing landscaping, trees and other natural features of merit, The proposal reduces the already limited garden area to a strip of landscape along the southern boundary reducing the biodiversity of the site rather than delivering a net gain. However, biodiversity enhancement opportunities (such as a green roof) are proposed.

It is recognised that the existing site, which is almost entirely dominated by hardstanding and built structures, makes virtually no contribution to urban greening and provides little, if any, biodiversity value to the area. An UGF target of 0.30, as suggested as achievable by the applicant, may have been acceptable, which would be secured by way of condition, in the event of an approval.

It is noted that there is limited scope for replacement tree planting. If planning permission were to be granted, it would be recommended that full landscaping details, including replacement tree planting, be secured via condition.

ECOLOGY:

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and
enhancement of the site or feature of ecological value.

The site does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low. However, the Ecology Report submitted in support of the application states that the building is likely to have bat roosts. and that a further survey should be carried during the time frame May - August.

In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended).

7.15 Sustainable waste management

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

This is supported by the Mayor's Housing SPG which outlines that communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be easily accessible to all residents including children and wheelchair users, and located on a hard, level surface. Refuse and recycling stores within buildings should further be located to limit the nuisance caused by noise and smells and maintained to a high hygiene standard.

At a borough level, Policy EM11 of the Hillingdon Local Plan: Strategic Policies (Sustainable Waste Management) states that the council will aim to reduce the amount of waste produced in the borough. To achieve this, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site.

Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies, which sets out that developments should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. In practice, this means

residents should not have to travel further than 30 metres to the bin store from their flat, and bin stores should be located within 10 metres of the collection point, with unobstructed room to manoeuvre bins to and from the bin store on collection days.

In this proposal, the refuse and recycling stores would be located within the footprint of the apartment building.

It will be located towards the front of the building, for easy access from the street, and it will have the external door facing on the side of the building. There will be a second door that connect the core of the building to the refuse access, ensuring an easy access to the storage towards the different levels of the building. The refuse and recycling stores, located within the footprint of the apartment building, would be located within 20m of the roadside. A refuse vehicle will park on street, with operatives wheeling bins from the store to the vehicle.

In accordance with the regulations the development will be provided with 5 Four-wheeled bin 1100 litre (138x127x100), which is considered adequate, given the number and size of the properties proposed. These would be designated for storage of general waste or recycling and would be clearly labelled as such.

The proposed residential use of the site would be served by an existing weekly Council operated collection on Joel Street. Some details of waste collections have been provided in the Transport Statement, however, in the event of an approval, further detailed design elements of the refuse store, alongside a comprehensive Waste Management Strategy, could be secured by way of condition to ensure compliance with Hillingdon's standing advice to developers.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the effectiveness of the mitigation:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

Policy SI 2 sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35% beyond Building Regulations will be achieved. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficiency measures alone. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site, provided that an alternative proposal is identified and delivery is certain. Moreover, major development proposals should calculate

and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations (i.e. unregulated emissions).

In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

Policy EM1 of the Hillingdon Local Plan: Strategic Policies (Climate Change Adaptation and Mitigation) sets out that the installation of renewable energy will be encouraged for all new developments.

An Energy Statement has been submitted is support of this application. This Sustainability & Energy Statement provides an overview as to how the proposed development contributes to sustainable development in the context of the strategic, design and construction considerations.

The statement concludes that by designing to rigorous energy standards, omitting the use of fossil fuels for heating and hot water (air source heat pumps), and implementing a rooftop array of solar photovoltaic panels, the proposed development will achieve a minimum 35% reduction in CO2 emissions, following the Energy Hierarchy methodology. The remaining 213 tonnes of CO2 per annum of domestic emissions from the development will be offset through a cash-in-lieu contribution.

Sections 4 and 5 of the statement demonstrate that the siting and design of the proposals support relevant policies relating to sustainable development. This shows that the proposed development:
· will develop a brownfield site;
· is in a location with good access to public transport;
· will promote cycling and walking, and deter private car ownership;
· will minimise internal water consumption to 105 litres per person per day;
· will incorporate measures to improve site biodiversity, including biodiverse planting;
· will not increase the risk of surface water flooding onsite;
· will incorporate low-impact materials, according to the BRE Green Guide to Specification;
· will minimise waste production during construction and maximise the proportion of waste to be diverted from landfill;
· will minimise energy demand through the specification of low U-values and low air permeability to reduce heat loss; and
· will utilise air source heat pump (ASHP) technology to serve the space and water heating demand of the proposed dwellings; and
· will employ rooftop photovoltaic (PV) panels to generate zero carbon electricity on-site.

Whilst no comments have been received from the Council's Energy Officer, it is considered that the proposal would have been capable of achieving compliance with Policy SI 2 and SI 3 of the London Plan, with a 35% improvement over the baseline with any shortfall secured as a carbon offset calculation to be used to fund measures to reduce carbon emissions within the borough. This would be secured by way of condition, and a corresponding obligation to secure the financial contribution.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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.

Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site falls within Flood Zones 2 and 3. Also, the Council's GIS shows that the site is designated within a Critical Drainage Area and partially falls within a Surface Water Management Zone. A Flood Risk Assessment accompanied the application, which has been reviewed by the Environment Agency (EA). In the absence of an acceptable flood risk assessment (FRA) the EA object to this application and recommend that planning permission is refused.

The proposed building footprint is being increased by 55m2, and the applicant has suggested the use of voids underneath the development as a mitigation measure for floodplain storage loss due to the limited extent of the site. The EA states that this is no longer an acceptable form of floodplain compensation following an update to the Planning Practice Guidance in August 2022. This is in line with Development Management Policy DMEI 9 of Hillingdon's Local Plan (adopted in 2020).

The site lies within Flood Zone 3a, which is land defined by the planning practice guidance as having a high probability of flooding. However, the submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 20 to 21 of the Flood Risk and Coastal Change section of the planning practice guidance. The FRA does not therefore adequately assess the development's flood risk. In particular, the FRA fails to:

· Demonstrate that adequate flood storage compensation will be provided on both a level for level and volume for volume basis. Therefore, the proposed development is expected to impede flood flow and reduce flood storage capacity, thus causing a net loss in floodplain storage and increasing the risk of flooding elsewhere. It also cannot be guaranteed that the proposed compensation scheme will be able to provide adequate flood storage for the lifetime of the development.

As a result, the proposed development is not safe for its lifetime (including climate change) and is expected to reduce flood storage capacity thereby increasing the risk of flooding to the local community.

The applicant suggests that the new building will be elevated above ground level with floodable voids beneath the structure to mitigate the loss of floodplain capacity. However, the updated Planning Practice Guidance states that the use of voids is no longer considered an acceptable form of floodplain compensation. Whilst the use of voids below buildings may be a suitable approach to mitigating flood risk to the building itself, such techniques cannot be relied upon for compensating any loss of floodplain storage. This is because voids do not allow water to freely flow through them, trash screens get blocked, voids get silted up, and they have limited capacity.

DRAINAGE

The Council's drainage specialists consider that this application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy for the following reasons.

1. The applicant has not clearly illustrated the locations of proposed water butt s as a rainwater

harvesting measure.
2. The applicant has not provided calculations for the greenfield runoff rates.
3. The applicant has not provided the greenfield, existing, and proposed runoff volumes (1 in 100 yr 6hr).
4. The applicant has not shown that the total site area (0.74ha) is being used in the calculations.
5. Maintenance tasks have not been provided for all the drainage features.
6. The applicant has not stated who will own the proposed SuDS maintenance tasks.

On this basis, it is considered that the proposed development would not be compliant with the relevant Local and London Plan policies and is therefore considered unacceptable in this regard.

Whilst Officers accept that the provision of new housing weighs in favour of the proposed development, on balance this is not considered to outweigh the harm resulting for from the conflict with flood risk policies. The failure of the proposal to adequately address flood and drainage issues, or to meet the sequential test, brings the proposal into conflict with national and local flood risk policy, in line with Paragraph 162 of the NPPF (2021), Policies SI 12 and SI 13 of the London Plan, Policy EM6 of the Local Plan: Part 1 (2012) and Policy DMEI 9 of the Local Plan: Part 2 (2020). The development is recommended for refusal on this basis.

7.18 Noise or Air Quality Issues

NOISE FROM THE PROPOSED DEVELOPMENT:

Policy D13 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses, improving and enhancing the acoustic environment and promoting appropriate soundscapes. Proposals should first seek to separate new noise sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation.

Where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Additionally, Policy D14 of the London Plan (Noise) states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures. It is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile.

Furthermore, Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) states the council will promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected by new developments. As such, the council will seek to ensure

that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated.

In support of the application, a Noise Impact Assessment has been submitted, which outlines the baseline noise conditions and the effect of the noise levels on the proposed development, identifying mitigation measures where necessary to achieve appropriate acoustic standards. This Noise Impact Assessment has been reviewed by the council's Noise Officer, who confirms that sufficient information has been provided to allow a positive recommendation, subject to the inclusion of a suitable condition which should be met based on the design information provided and considering measurement and prediction uncertainty.

The provision of 13 additional residential units, when compared with the existing office development is not considered to lead to such a significant change in the local noise environment as to warrant a refusal of planning permission on this ground. The comings and goings may well be reduced when compared to the full occupancy levels of the existing office use.

AIR QUALITY:

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, 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 site is not designated within an Air Quality Management Area. In the event of an approval, a condition would be secured requiring the submission of an Air Quality Management Assessment to demonstrate how the above requirements have been addressed. Also, a condition would be secured requiring the submission of a Construction Management Plan to minimise air and other emissions caused during the construction phase. Given the recommendation to refuse, this information has not been requested.

7.19 Comments on Public Consultations

Comments received in response to the public consultation have been summarised in section 6 (above) and addressed within the relevant sections of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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).

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

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.

Had the application been recommended for approval, the following Heads of Terms would be sought, to be secured through a section 106 agreement to ensure policy compliance:
> Affordable Housing and a review mechanism
> A cash in lieu contribution to the borough's carbon offset fund
>Public Open Space contribution

Given that the application is recommended for refusal, negotiations with the applicant have not been pursued. As such, the applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of provision of affordable housing, a carbon off set fund, a public open space contribution and Project Management and Monitoring). The scheme therefore conflicts with Policy, DMCI 7 of the Hillingdon Local Plan Part 2 Development Management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations, Policy DF1 of the London Plan and the provisions of the NPPF.

7.21 Expediency of enforcement action

Not applicable to the proposed development.

7.22 Other Issues

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 could be secured by condition, in the event of an approval.

CONTMAINATION

Policy EM8 of the Hillingdon Local Plan: Strategic Polices (Land, Water, Air and Noise) states that the council expects proposals for development on contaminated land to provide mitigation strategies that will reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

The site is unlikely to have significant land contamination present, given the previous use of the land as offices, and the surrounding residential uses. However, in the event of an approval, a Phase 1 Desk Study would be sought, to establish whether current or historical activities at or near the site may have created potentially significant environmental constraints, alongside an appropriate initial Conceptual Site Model and a Preliminary Risk Assessment, identifying plausible contaminant linkages. This would be secured by way of condition, should the application be approved.

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.

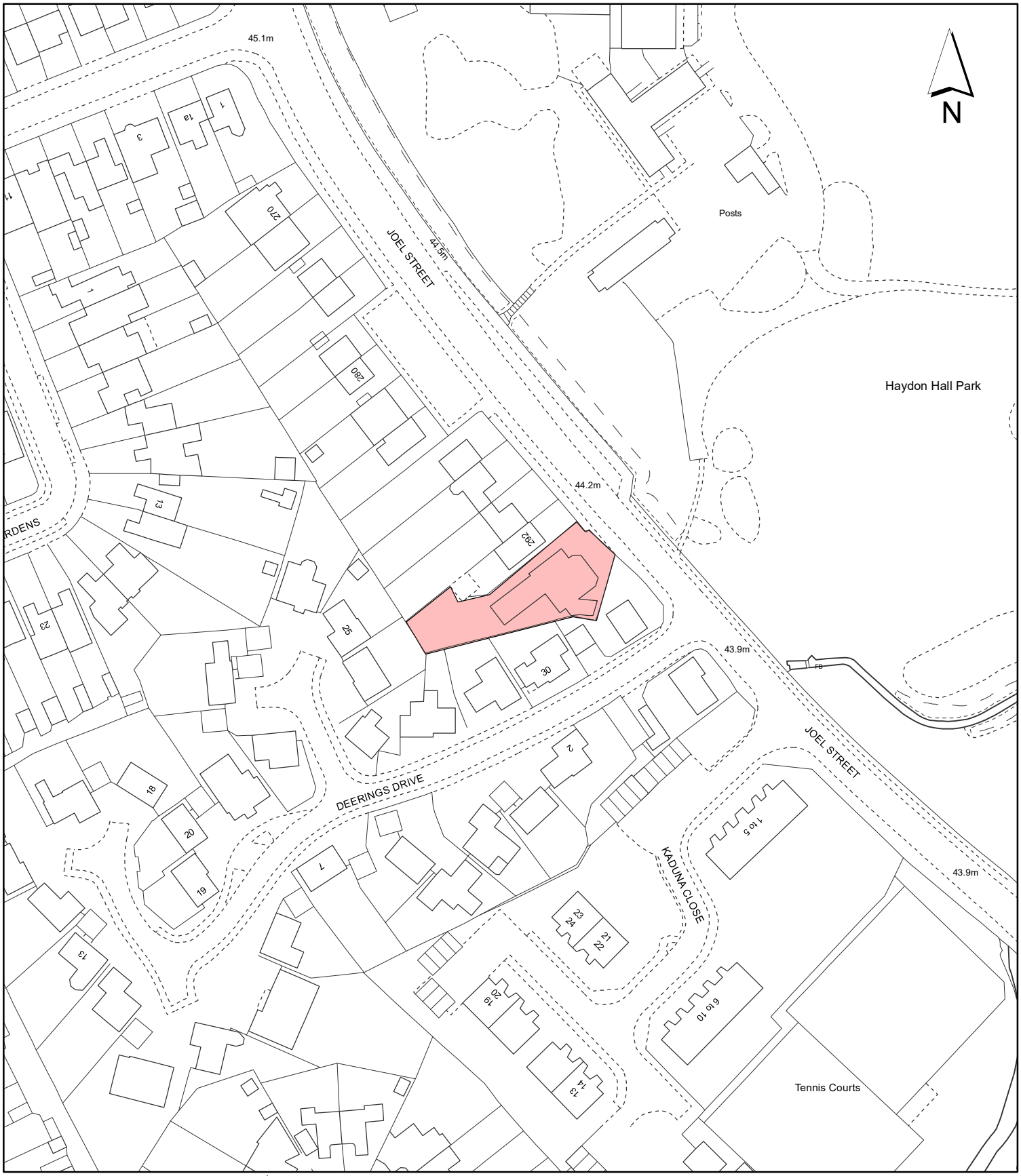
10. CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. The provision of 13 dwellings would not outweigh the identified harm. Consequently, it is recommended that the application be refused for the reasons set out in section 2 of this report.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (March 2021)
National Planning Policy Framework (NPPF) (July 2021)
National Planning Practice Guidance (NPPG)
Technical Housing Standards - Nationally Described Space Standard (2015) (as amended)

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



Notes:

Site boundary

For identification purposes only.

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Site Address:

Haydon House

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

Planning Application Ref:
51321/APP/2023/24

Scale:
1:1,250

Planning Committee:
Major

Date:
June 2023

HILLINGDON
LONDON

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Report of the Head of Development Management and Building Control

Address: HEATHROW FLIGHTPATH NCP CAR PARK BATH ROAD SIPSON

Development: Demolition of existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements. (AMENDED PLANS 18.05.23)

LBH Ref Nos: 41632/APP/2022/2301

Drawing Nos: 002
22-008-004 Soil Specification
22-008-003 Soft Landscape Works Specification
GLA Energy Spreadsheet
July 2022 Rev 2 Air Quality Assessment Mayer Brown
RT-MME-157814-02
31770 BREEAM Technical Note
Sustainability Appraisal BREEAM Summary Tracker
13/07/22 Rev PL2
Draft Travel Plan July 2022
Sustainability & Energy Statement July 2022
23795-HYD-XX-ZZ-RP-FE-1001
31770 Lifecycle Assessment
Mayer Brown Noise Impact Assessment July 2022
Planning statement July 2022
RT-MME-157814-01 Rev A
Statement of Community Engagement July 2022
Transport Assessment July 2022
Biodiversity Survey Data Date submitted 22-07-2022
03528R
Daylight or sunlight assessment
23795-XX-XX-RP-FR-0001
23795-HYD-XX-XX-RP-GE-1000
JAC28471 Archeological Desk-based Assessment
RT-MME-157814
2022-09-30 ATZ Assessment NCP
23795-HYD-XX-XX-DR-C-7011-P04
23795-HYD-XX-XX-DR-C-7012-P04
23795-HYD-XX-XX-RP-C-7000-P04

S/NCPHeathrow.1.6
23795-HYD-00-ZZ-DR-C-7313 Rev P03
CGI of Site Entrance Revised
CGI front of Unit 110
CGI of Rear Elevation Between 47-49 Sipson Way
CGI of Rear Elevation View from 47 Sipson Way
CGI of Rear Elevation Distant View From Blunts Ave
03528P_TPP_05 Rev D
5110-CA-00-00-A-DR-00301 PL10
5110-CA-00-00-A-DR-00301 PL3
5110-CA-00-00-A-DR-00301 PL11
5110-CA-00-00-DR-A-00100 PL4
5110-CA-00-00-DR-A-00101 PL2
5110-CA-00-00-DR-A-00102 PL3
5110-CA-00-00-DR-A-00103 PL3
5110-CA-00-00-DR-A-00103 PL7
5110-CA-00-00-DR-A-00251 PL6
5110-CA-00-00-DR-A-00351 PL4
5110-CA-00-RL-DR-A-00121 PL3
5110-CA-00-RL-DR-A-00122 PL3
5110-CA-00-RL-DR-A-00123 PL3
5110-CA-00-RL-DR-A-00124
5110-CA-00-XX-DR-A-00150 PL7
5110-CA-00-XX-DR-A-00150 PL7
5110-CA-00-XX-DR-A-00152 PL4
5110-CA-00-XX-DR-A-00153 PL5
5110-CA-00-XX-DR-A-00154 PL5
5110-CA-00-XX-DR-A-00155 PL7
5110-CA-00-XX-DR-A-00201 PL10
5110-CA-00-XX-DR-A-00202 PL6
5110-CA-00-XX-DR-A-00203 PL7
5110-CA-00-XX-DR-A-00204 PL7
5110-CA-00-XX-DR-A-00350 PL4
5110-CA-00-ZZ-DR-A-00110 PL4
5110-CA-00-ZZ-DR-A-00111 PL2
5110-CA-00-ZZ-DR-A-00112 PL3
5110-CA-00-ZZ-DR-A-00113 PL3
22-008-01 Rev E
22-112-EX-001 PL3

External Light Assessment 18.05.2023
23795-HYD-00-ZZ-DR-C-7310-P04
23795-HYD-00-ZZ-DR-C-7311-P04
23795-HYD-00-ZZ-DR-C-7312-P04
23795-HYD-00-ZZ-DR-C-7312-P04

Date Plans received:	21-07-2022	**Date(s) of Amendments(s):**	07-10-2022 18-05-2023 01-11-2022 21-07-2022 14-11-2022 22-07-2022
Date Application valid	21-07-2022		

1. SUMMARY

The application seeks to redevelop the existing NCP car park for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements. The development would comprise of the construction of one new building segregated into 4 commercial units. It is proposed that the site would be operational 24 hrs per day 7 days per week.

The site is located within the Bath Road Employment Area of the Hilingdon Local Plan Part 1 and the Heathrow Opportunity Area within the London Plan (2021) which seek to support applications for development which would result in an increase in employment floorspace. The designation demonstrates that Bath Road is an appropriate location for industrial and logistics uses and the principle of development is considered to be acceptable.

In terms of the design, initial concerns were raised regarding the bulk, scale and massing of the building and the proposed redundancy of the access bridge across the M4 spur road upon the character and appearance of the area and the amenities of neighbouring properties. In response to these concerns the applicant has submitted a set of revised drawings which reduce the height of the building, introduce additional planting along the boundary shared with the properties in Sipson Way and have agreed to retain the use of the access bridge for employees.

In addition to the Design Officers concerns, National Highways raised concerns with the safety of the bridge if it were to become redundant following the provision of a new access off Bath Road which would serve the development. Whilst the access benefits from it's own planning consent the retention of the vehicle access bridge for employee use has addressed the concerns raised by National Highways.

Turning to highway matters, the development features a new access, albeit the access was granted approval in 2021 when there was an intention from NCP to retain the land as a long stay car park. As the proposal seeks consent for a change to the land use to provide B2, B8 and E(g) (iii) floor space, naturally the types of trips associated with these industrial uses are likely change to predominantly larger vehicles. Concerns were raised by Officers relating to vehicle routing and the suitability of the new access for Other Goods Vehicles (OGV) use. The applicant has submitted revised drawings, a road safety audit and has agreed to a number of improvements to ensure pedestrian and cyclist

safety is maintained and the development would not result in significant harm upon the local highway network. These improvements are to be secured as part of a s106 legal agreement.

With regards to noise, it is proposed that the site would be operational 24 hrs per day 7 days per week however the Noise Assessment highlights that the site is located adjacent to, 2 major roads in the Bath Road and the M4. The industrial use of the site would not give rise to a noticeable increase above existing levels of Bath Road and the M4. The submitted Noise Impact Assessment (NIA) has been reviewed by the Councils Noise Officer who has raised no objection subject to a condition restricting noise levels in comparison with background noise levels.

The proposed development would deliver enhancements in terms of biodiversity, urban greening, and drainage. More importantly the proposal would result in an increase in employment of up to 360 new jobs thus meeting the objectives of both the Bath Road Employment Area and the Heathrow Opportunity Area. Furthermore the application would also deliver contributions towards air quality, highway safety improvements, carbon reduction, heatlhy streets and construction & employment training.

Whilst the proposed development would present some change to the streetscape when viewed from within surrounding streets such as Sipson Way and there would be a notable change in the type of trips generated by the development, it is clear that the benefits of the scheme outweigh the potential harm. As such the proposal is considered to be acceptable on-balance and is recommended for approval.

2. RECOMMENDATION

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

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

1. A s278 agreement for the access works required for highway works required to deliver the new access and any works on land owned by Transport for London (TFL)

2. TFL Healthy Streets Contribution £50,000

3. Highway Contribution towards the delivery of Active Travel Zone works which include:
(i) Tactile Pavement and Dropped Kerbs at 14no. Locations £77,000
(ii) Supply and Install 5no New Street Benches £10,000
(iii) Supply and Plant 20no Street Trees £6,400
(iv) Fees £9,340
(v) Contingencies £9340
Total: £112,080

4. Employment Strategy and Construction Training.

3.Carbon Offset for non-delivery on site £83,672

4. Air Quality damage cost of £417,930

5.Full Workplace Travel Plan and Travel Plan bond of £20,000

6. 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.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the Unilateral Undertaking 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) If the Legal Agreements have not been finalised by 31/08/23 (or such other timeframe 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 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 DMCI 7, DMEI 2, DMEI 14, DMT1, DMT 2 and DMT 6 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.'

E) That subject to the above, the application be deferred for determination by the Director of Planning, Regeneration and Public Realm under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Director of Planning, Regeneration and Public Realm prior to issuing the decision.

1. COM3 **Time Limit**

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

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

2. COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing No.

002
22-008-01 Rev E
5110-CA-00-00-DR-A-00100 PL4

5110-CA-00-00-DR-A-00102 PL3
5110-CA-00-00-DR-A-00103 PL3
5110-CA-00-00-DR-A-00103 PL7
5110-CA-00-00-DR-A-00251 PL6
5110-CA-00-00-DR-A-00351 PL4
5110-CA-00-RL-DR-A-00121 PL3
5110-CA-00-RL-DR-A-00122 PL3
5110-CA-00-RL-DR-A-00123 PL3
5110-CA-00-RL-DR-A-00124 PL3
5110-CA-00-XX-DR-A-00150 PL7
5110-CA-00-XX-DR-A-00150 PL7
5110-CA-00-XX-DR-A-00152 PL4
5110-CA-00-XX-DR-A-00153 PL5
5110-CA-00-XX-DR-A-00154 PL5
5110-CA-00-XX-DR-A-00155 PL7
5110-CA-00-XX-DR-A-00201 PL10
5110-CA-00-XX-DR-A-00202 PL6
5110-CA-00-XX-DR-A-00203 PL7
5110-CA-00-XX-DR-A-00204 PL7
5110-CA-00-XX-DR-A-00350 PL4
5110-CA-00-ZZ-DR-A-00110 PL4
5110-CA-00-ZZ-DR-A-00111 PL2
5110-CA-00-ZZ-DR-A-00112 PL3
5110-CA-00-ZZ-DR-A-00113 PL3
23795-HYD-XX-XX-DR-C-7011-P04
23795-HYD-XX-XX-DR-C-7012-P04
5110-CA-00-00-A-DR-00301 PL10
5110-CA-00-00-A-DR-00301 PL3
5110-CA-00-00-A-DR-00301 PL11
5110-CA-00-00-DR-A-00101 PL2
22-112-EX-001 PL3
23795-HYD-00-ZZ-DR-C-7313-P06
23795-HYD-00-ZZ-DR-C-7310-P04
23795-HYD-00-ZZ-DR-C-7311-P04
23795-HYD-00-ZZ-DR-C-7312-P04

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

3. COM5 **General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Mayer Brown Noise Impact Assessment July 2022
23795-HYD-XX-XX-RP-GE-1000
RT-MME-157814
03528P_TPP_05 Rev D
31770 BREEAM Technical Note

23795-HYD-XX-XX-RP-GE-1000
2022-09-30 ATZ Assessment NCP
23795-HYD-XX-XX-RP-C-7000-P04
S/NCPHeathrow.1.6
13/07/22 Rev PL2
22-008-004 Soil Specification
GLA Energy Spreadsheet Date submitted 22-07-2022
22-008-003 Soft Landscape Works Specification
BREEAM Summary Tracker
RT-MME-157814-02
115771-100/16/BSC/JoS
31770 Lifecycle Assessment
Planning Statement July 2022
Biodiversity Survey Data Date submitted 22-07-22
Statement of Community Engagement July 2022
Air Quality Assessment Mayer Brown July 2022 Rev 2
03528R
Draft Travel Plan July 2022
Sustainability & Energy Statement July 2022
23795-XX-XX-RP-FR-0001
RT-MME-157814-01 Rev A
Transport Assessment July 2022
External Light Assessment 18.05.2023

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

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

4. NONSC **Radar Mitigation Plan**

Prior to the commencement of any development, a radar mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with NATS and HAL.

The approved Strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented in full and in accordance with the approval.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment In the interests of aircraft safety in accordance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

5. RES9 **Landscaping (car parking & refuse/cycle storage)**

No development shall take place beyond the suprerstructure, until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1.a Hard Surfacing Materials
1.b Other structures (such as play equipment and furniture)

2. Living Walls and Roofs
2.a Details of the inclusion of green roofs and/or living walls
2.b Justification as to why no part of the development can include living walls and roofs

3 Urban Green Factor
3.a Details to demonstrate the delivery of the UGF score of at least 0.34

4. Parking Layouts
a. 63 Car Parking Spaces of which 7 shall be constructed to disabled accessible standards, 13% (8 spaces) shall be served by active EVCP points.
b. 40 long stay and 10 short stay cycle parking spaces
c. 5 motor cycle parking spaces which shall be provided with anchor points
d. 1 lorry parking space

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. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON
To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

7. NONSC **Demolition and Construction Logistics Plan**

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan

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

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):
(i) a programme of works, including hours of construction;
(ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
(iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
(iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
(v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
(vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
(vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
(viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
(ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
(xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
(xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
(xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at http://nrmm.london/;
(xiv) an asbestos survey and management plan; and
(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

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

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

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, DMHB 11 and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

8. NONSC **Low Emission Strategy**

Prior to the occupation of the building (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements in terms of air quality.
2) consider the implementation of a FAST electric vehicle charging bay for cars. This is to be implemented above the minimum number of charging points required in the London Plan.
3) Develop a robust Travel Plan to make it ambitious with a clear and effective strategy to encourage staff / users of the site to
a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.
The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON
As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policies SI1 and T4 of the London Plan (2021), and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

9. NONSC **Noise**

For the lifetime of the development hereby permitted the rating level of noise caused by its operation shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured one metre external to any window of any 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 the development accords with the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy D14 of the London Plan (2021).

10. NONSC **Contaminated Land**

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of a required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(b) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by 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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

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

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

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

11. NONSC **Energy**

Prior to commencement of development (excluding demolition), a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the energy and sustainability statement target of 61% reduction will be achieved in the development. The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define (including plans and

specifications) the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet the minimum onsite carbon savings of 61%

The Energy Assessment shall also provide details of the 'be seen' recording and reporting measures to be agreed in writing by the Local Planning Authority. The 'be seen' measures must comply with the requirements of London Plan Policy SI2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.
The development must proceed and be operated in accordance with the approved details.

Reason
To ensure the development's regulated energy demand doesn't contribute to CO2 emissions in accordance with Policy SI2 of the London Plan.

12. NONSC **Ecological Enhancement Plan**

Prior to the occupation of the development an ecological enhancement plan shall be submitted to and approved by the Local Planning Authority.

The development shall thereafter be implemented and retained in accordance with these details.

REASON
In order to encourage wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

13. NONSC **Flooding**

(i) Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Lead Local Flood Authority for review and approval, aligned with the revised Drainage strategy (08/11/2022) and associated drawings. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

(ii) No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON
To prevent the risk of flooding to and from the site in accordance with rthe Non-Statutory Technical Standards for Sustainable Drainage Systems and Hillingdon Council's Local Plan Policy EM6 and To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

14. NONSC **Fire Safety Strategy**

A) Prior to the commencement of the development hereby approved (excluding demolition), the principles of a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

(i) the building's construction: methods, products and materials used, including manufacturers' details
(ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
(iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
(iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
(v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
(vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

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

15. NONSC **Servicing and Delivery Plan**

Prior to the occupation of the development hereby approved, a Delivery, Servicing and Refuse Management Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

REASON
To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

16. RES24 **Secure by Design**

The buildings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No 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 Local Plan Part 2 (2020) and London Plan (2021) D12 .

17. RES22 **Parking Allocation**

Prior to the occupation of the development a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how the proposed parking spaces will be allocated and managed.

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

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

18. 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 Heathrow Airport Limited and the Ministry of Defence. The submitted plan shall include details of:

- management of any flat roofs 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'

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building.

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).

19. NONSC **Data Centre Restriction**

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 units shall not be used as a data centre.

REASON
To ensure compliance with the air quality, energy and sustainability details hereby approved and to accord with policies EM8 of the Hilingdon Local Plan Part 1 (2012) and policies DMEI2, DMEI 14 of the Hillingdon Local Plan Part 2 (2020) and policies SI1 and S!2 of the London Plan 2021.

20. NONSC **Section 55**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace or mezzanines shall be created in excess of that area expressly authorised by this permission.

REASON
To enable the Local Planning Authority to assess all the implications of the development with regard to highways and visual impacts in accordance with policies DMHB 11 and DMT1, 2 and 6 of the Hillingdon Local Plan: Part 2 (2020).

21. NONSC **PD Restriction**

Notwithstanding the provisions of Part 7, Class H of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended.

REASON
To enable the Local Planning Authority to assess all the implications of the development with regard to highways and visual impacts in accordance with policies DMHB 11 and DMT1, 2 and 6 of the Hillingdon Local Plan: Part 2 (2020).

22. NONSC **External Space Use Restriction**

Materials shall not be stacked or deposited to a height exceeding 2 metres above existing ground level within the external spaces which include the yard areas and car park illustrated on approved drawing reference 5110-CA-00-00-A-DR-00301 PL11.

REASON
In order to safeguard the visual amenities of the local area in accordance with Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan : Part 2 - Development Management Policies.

23. NONSC **Archaeological Survey**

(i) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Greater London Archaeological Advisory Service. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

(ii) If heritage assets of archaeological interest are identified by the stage 1 WSI then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON
To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy HC1 of the London Plan (March 2021) and Chapter 16 of the National Planning Policy Framework (February 2021).

INFORMATIVES

1. I52 **Compulsory Informative (1)**

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

2. 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. I47 **Damage to Verge - For Council Roads:**

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

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

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

5.

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.

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.

DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
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 D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG5	(2021) Growing a good economy

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 T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently operated by NCP as an open air car park, providing circa 630 parking spaces, operating on a 24hour basis. The site extends to circa 1.64 Hectares in size.

The site is currently accessed via a bridge from the Raddison Hotel and Conference Centre to the west, with Sipson Road providing access to the A4(Bath Road).

The site is bound by the A4(Bath Road) to the south, and the M4 spur - Tunnel Road West to the east of the site. A former Metropolitan Police facility is located to the north of the site, and is vacant (site is also known as Douglas Webb House). Residential uses along Sipson Way are located to the west of the site. A small parade of shops, including a convenience store and a takeaway/cafe is located to the north west corner of the site.

The site is identified as being located within the Bath Road Employment Area with the Hilingdon Local Plan Part 1 (2012) and the Heathrow Opportunity Area within the London Plan (2021)

The site is located within the Hillingdon Air Quality Management Area, the A4 Corridor Air Quality Focus Area, the Heathrow Archaeological Priority Area, a Critical Drainage Area and Flood Zone 1. The northern half (approximately) of the site has a Public Transport Accessibility Level (PTAL) of 2 and the southern half (approximately) of the site has a PTAL of 3.

3.2 Proposed Scheme

The proposals comprise the construction of an industrial and logistics warehouse building, providing a total of 4no individual units. The proposed building will comprise a total of 8,563sqm of floorspace, which includes mezzanine floorspace and ancillary office floorspace at first floor within each unit.

3.3 Relevant Planning History

41632/APP/2021/1301 Ncp Heathrow Flight Path Bath Road Sipson

Provision of a new vehicular access to existing NCP car park via A4 Bath Road

Decision: 28-06-2021 Approved

Comment on Relevant Planning History

41632/APP/2021/1301- Provision of a new vehicular access to existing NCP car park via A4 Bath Road. Conditional Permission 28/06/2021
41632/APP/2010/2301 - New vehicular access to A4. Conditional Permission 02/02/2011
41632/APP/2010/2428 - Part U Use of land as car park (Application for a Certificate of Lawful Development for an Existing Development)
Approved 04/01/2011
41632/APP/2002/147 - RELO Relocation of existing entrance from rear of the Excelsior hotel to the Bath Road - Conditional Permission 26/03/2004

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.EM1 (2012) Climate Change Adaptation and Mitigation

Part 2 Policies:

DMEI 14	Air Quality
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 12	Streets and Public Realm
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D5	(2021) Inclusive design
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D8	(2021) Public realm
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG5	(2021) Growing a good economy
LPP SI1	(2021) Improving air quality
LPP SI3	(2021) Energy infrastructure
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T2 (2021) Healthy Streets

LPP T6 (2021) Car parking

LPP T5 (2021) Cycling

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF13 NPPF 2021 - Protecting Green Belt Land

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **15th June 2023**

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

Letters were sent to 104 neighbouring properties which includes residential and commercial properties, a site notice was displayed outside of the site for a period of 21 days and the application was advertised in the local press. A further 21 day consultation was issued following the receipt of amended plans. All method of consultation expired 09-06-23, 11 objections were received raising the following concerns:

- Over-development of the site
- Inappropriate use
- Noise impacts upon local residents
- Traffic and congestion
- Parking
- Road safety
- Increase in HGV trips
- Additional pollution
- Unacceptable tree loss
- The proposed access is unsuitable for HGV use
- The proposal would result in disruption to east-bound traffic movements
- Inconsistencies between the proposed plans and supporting documentation relating to highway safety
- Inadequate turning circle for HGV's accessing the site which would result in vehicle stacking along the Bath Road and associated highway safety concerns resultant of this
- The Site could not be accessed as the layout does not connect to the internal access arrangements
- The validity of the RSA as it is nearing the end of its shelf life, and will likely exceed its shelf life by the time of determination; and
- The inaccuracies and incompleteness of the RSA which does not contain details of the Audit Brief; it

relies upon a simple priority junction which is inadequate for industrial land uses, the types of vehicles entering the site, and for the speed of the Bath Road (50mph); and it pre-dates current national planning and local transport policies, and current highway design requirements
- The highway related concerns would result in negative implications for efficiency of cargo, freight and other airport related operations.

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 conditions detailed below:

1. H10 Radar Mitigation Condition
No Development can take place until:
- mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

2. 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 management plan shall comply with Advice Note 3 'Wildlife Hazards' (available at http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf).
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the 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 development in order 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 Airport Ltd Airside Operations staff. In some instances, it may be necessary to contact Heathrow

Airport Ltd 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.

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 in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

We will need to object to these proposals unless the above-mentioned conditions are 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/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf. And CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk).

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.

GLAAS

Recommend Pre-Determination Archaeological Assessment/Evaluation

Thank you for your consultation received on 2022-07-27.

The Greater London Archaeological Advisory Service (GLAAS) give advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

Assessment of Significance and Impact
The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: Heathrow Area.

The applicaton site lies within the Heathrow Archaeological Priority Zone defined in the Hillingdon Local Plan but is not supported by an archaeological desk-based assessment despite covering 1.6 hectares. The Heathrow APZ covers and area of extensive prehistoric and Roman rural landscape, mainly comprising field systems and farmsteads but also ceremonial and ritual monuments. I note from the ground conditions assessment that the site has been developed but not quarried so whilst archaeological remains are likely to have been impacted by modern development they may not have been destroyed.

Bearing in mind the high archaeological potential of the Heathrow gravels and brickearth geologies the archaeological impact should be assessed.

Planning Policies
NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. A field evaluation may also be necessary.

NPPF paragraphs 199 - 202 place great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non-designated heritage assets may also merit conservation depending upon their significance and the harm caused (NPPF paragraph 203). Conservation can mean design changes to preserve remains where they are.

NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Applicants should therefore expect to identify appropriate enhancement opportunities.

If preservation is not achievable then if you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms.

Recommendations
I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary by a full investigation.

I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and program and methodology of site evaluation and the nomination of a component person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
B. Where appropriate, details of a programme fir delivering related positive public benefits
C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI

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. Should you require further information please refer to our website.

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.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

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 . Application forms should be completed on line .

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.

MOD

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development. Consultation correspondence was received by this office on 27 July 2022.

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 seeks full planning permission for the demolition of existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements.

The application site is within statutory safeguarding zones drawn to preserve the operation and capability of RAF Northolt. Specifically, the application site falls within zones where the height of development, the potential for the development to introduce or exacerbate birdstrike risk, and the impact of development on the operation of technical assets and equipment are of particular concern. The application site is located approximately 8.65km from the centre of the aerodrome at RAF Northolt.

Aerodrome height and technical safeguarding zones
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.

Birdstrike safeguarding zone
The site identified falls within a birdstrike safeguarding zone, within which the principal concern of the MOD is that the creation of new habitats may attract and support populations of those large and/or flocking bird species that can be hazardous to aviation safety.

After reviewing the documents, I can confirm that the MOD has no objections or requirements in respect of this development.

NATS

We refer to the application above. The proposed development has been examined from an en-route infrastructure technical safeguarding perspective and the findings show that it will infringe NERL safeguarding criteria for the following reason:

The proximity, physical size and relative orientation of the development, is sufficient to generate false tracks on the Heathrow 10c approach radar.

Accordingly, NATS (En Route) plc objects to the proposal.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002.

These directions require that the planning authority notify both NATS and the Civil Aviation Authority ("CAA") of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided prior to any granting of permission.

It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic.

Should you have any queries, please contact us using the details below.

CASE OFFICER COMMENT:

The applicant has engaged with NATS in order to resolve there concerns, the applicant has submitted evidence which has resulted in the agreement to a condition pertaining to the submission and implementation of a radar mitigation scheme.

TRANSPORT FOR LONDON (TFL)

Healthy Streets - as highlighted in TfL's previous response, a site-specific contribution towards improving the active travel and sustainable travel environment should be secured to support facilitating a strategic modal shift in line with Policy T1. The requirement is particularly important noting TfL's concerns about the quantum of parting, as detailed below. From our telephone call, it is understood that you are currently in discussions with the Council to determine the exact amount of the contribution towards delivering improvements to sustainable travel beyond the red line boundary.

Within TfL's previous response, it was identified that a contribution towards a scheme to at Harlington Corner/Bath Road junction, in which improvements the walking, cycling and public transport environment is being looked at, would be appropriate. It is noted that you have stated that this junction does not fall on any of the key active travel routes previously identified. However, Appendix F (Vehicle Trip Distribution) of the submitted Transport Assessment includes a vehicle trip generation profile which identified that 30.6% of vehicle trips to this site are assigned to/pass through the Harlington High Street area. It is likely that such trips will need to pass through the aforementioned junction, travelling westwards along Bath Road to access this site; these additional trips and their impact need to be mitigated.
Improvements to the active travel environment within this region of Bath Road could support shifting these vehicle trips to more sustainable and active travel modes, reducing the requirement for parking at this site and the dominance of cars and air quality issues in this area, and supporting a strategic modal shift in line with Policy T1.

In light of the aforementioned, it is considered that a contribution of £50,000 towards improving the sustainable travel environment along Bath Road, including at the Harlington Corner/Bath Road junction, would be appropriate and in line with London Plan policy. This contribution would be in addition to what the Council is seeking to secure.

Impact of the proposed development and car parking - thank you for the additional information provided for the trip generation at this site. During our discussion, it was identified that B1c represents the worse-case scenario. Based on the trip generation assessment for this use, there will only be 72 vehicles at this site at any one time. Whilst the further reduction in the quantum of parking is welcomed, noting the trip generation the provision of 86 parking spaces seems excessive and facilitating a modal share of 64.1%, as identified in Table 5.3 of the Transport Assessment, which will not support achieving a strategic modal shift as detailed in Policy T1 .

London Plan policy is clear that the development should be designed to provide the minimum necessary parking ('car-lite'). As highlighted in previous comments, the site is in proximity to public transport, with a bus stop providing access to 8 routes adjoining the site boundary. The applicant should therefore be

focusing on encouraging workers to access the site via modes of sustainable and active travel, rather than private vehicles. It is considered that the current quantum of car parking at this site will not support achieving a strategic modal shift in line with Policy T1 of the London Plan.

In addition, the site is located within an Outer London Opportunity Area. Policy T6.2 of the London Plan states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to the parking standards and take account of the significantly lower employment density in such developments. For Outer London Opportunities Area, Table 6.2 identifies that the maximum parking provision is 'Up to 1 space per 600 sq.m. gross internal area (GIA). For this development, when applying the aforementioned standard this is equivalent to 14 spaces.

Based on the above, TfL requests that there is a further reduction in the quantum of car parking at this site in line with Policy T1 and T6.

Road Safety - it should be ensured that the Road Safety Audit for the proposed access is completed prior to the determination of this application.

Cycle Parking - It is noted that you have stated that showers and lockers can be accommodated within the buildings. The provision of these facilities should be secured through the appropriate mechanism.

Delivery and Servicing - it is understood that delivery and servicing is to take place on site, which is in line with Policy T7. A Delivery and Servicing Plan (DSP) should be secured through condition.

Construction - a Construction Logistics Plan (CLP) should be secured through condition in line with Policy T7. This must contain detail on the measures that will be implemented to ensure that the proposed development does not impact on the safety and function of the surrounding highway network, in particular that of the Bath Road and the adjoining bus stop.

NATIONAL HIGHWAYS:

We have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such, we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. We are interested in the potential impacts that the development might have on the SRN, in this case the M4 carriageway itself and the vehicular bridge over the M4. We are interested as to whether there would be any adverse safety implications for the SRN as a result of this proposal.

We have undertaken a review of the documents accompanying the outline planning application, particularly the Transport Assessment (TA) dated July 2022 as prepared on behalf of the applicant by Mayer Brown.

The development proposals include proposed demolition of existing 630 space NCP car park used for Heathrow parking and its redevelopment for employment purposes. The existing car park currently takes vehicular access from a bridge that spans the M4 carriageway, positioned to the south of M4 J4. This existing bridge is to remain open for staff access to and from the site, following the redevelopment. The proposals seek flexibility in the site being used for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space and a total of 91 parking spaces. The proposals also include the creation of a new primary site access/egress on the A4 Bath Road.

Whilst it is accepted that the proposals do not generate any traffic impacts that are of a concern for the SRN, a planning condition has been identified related to some employee access movements utilising the M4 overbridge. This currently has low guard railing and raised footways, which have the potential to become magnets for people in crisis, should appropriate measures not be taken. The applicant team have attempted to mitigate these concerns by restricting access to authorised staff access only through barriers with appropriate signage and keypad or proximity card/fob operation. With a suitable condition referencing the barrier included, and a further condition related to site drainage, we accept that the proposals would not affect the safety, reliability and/or operation of the SRN (the tests set out in DfT Circular 01/2022 and MHCLG NPPF para 111). Our comments and conditions are set out in the NHPR attached.

Internal Consultees

NOISE OFFICER COMMENT:

The noise assessment provided in support of the Application is considered sufficient to make a recommendation. It is recommended that no objection is made on noise grounds subject to a suitable condition hence: 'For the lifetime of the development hereby permitted the rating level of noise caused by its operation shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured one metre external to any window of any 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'

PLANNING POLICY OFFICER COMMENT:

There is no in principle objection from a policy perspective. The proposal is supported by Policy E4 and E7 of the London Plan (2021).

AIR QUALITY COMMENT:

The proposed development is located within the LBH Air Quality Management area (AQMA), and within LBH A4 Corridor Focus Areas (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. In addition, according to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation.

Therefore, the total emissions associated with these activities needs to be mitigated.

DAMAGE COST AND MITIGATION MEASURES

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development. It is noted that the new (draft) Air Quality Neutral Guidance has benchmarks for B8 use, which is used as a conservative approach to ascertain the air quality status. Using both the 2014 Air Quality Neutral Guidance document (using B1 as a proxy for a conservative approach) and the draft Air Quality Neutral guidance document, the proposed development is not air quality neutral.

The level of mitigation required to the proposed development for traffic emissions is £557,240. Once all deductions were applied, the remaining value of mitigation due is £417,930. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (10%, in the instance a fast charging bay is deployed in addition to the minimum London Plan requirements), totalling a reduction of £139,310.

Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of £417,930 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.

2Reason for Refusal (if objecting)

N/A

3Observations

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

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.

CONTAMINATED LAND

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

Title: Phase 1 Desk Study report; Ref: 23795-HYD-XX-RP-GE-1000; Date: 6July 2022; Prepared by: Hydrock Consultants Limited

The report provides details of a phase 1 study of the former car park site, and it includes an initial conceptual site model and preliminary risk assessment for land at the site.

The report is comprehensive and structured in accordance with authoritative guidance.

Notwithstanding all of the relevant details and recommendations within the report, I now recommend the

following conditions should be imposed if planning permission is awarded:

Proposed conditions for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of a required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(b) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by 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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

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

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

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

2Reason for Refusal (if objecting):

N/A

3Observations:

The submitted phase 1 report is based on historical and current land use and it thereby provides Geo-environmental conclusions which indicate:

"· The overall risk from land contamination at the site is considered to be low for the current development, as it is covered by hard standing or buildings limiting the possibility of contact with the soils, as well as the risk of significant rainwater infiltration leading to leaching.

· The overall risk for a redeveloped site is assessed to be moderate, with some specific potentially high risks, but this would need to be confirmed by appropriate intrusive investigation, testing and assessment of the results of the investigation."

Section 6 of the report provides a comprehensive series of recommendations for further work involving intrusive ground investigation, those recommendations should be implemented accordingly.

ENERGY

The Energy Assessment is broadly acceptable but is lacking in details to allow for a final understanding of the zero carbon solutions. However, it has demonstrated an emissions saving of 61% which means the 39% (29.4tCO2) shortfall is required to be secured through a cash in lieu contribution

Condition
Prior to commencement of development (excluding demolition), a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the energy and sustainability statement target of 61% reduction will be achieved in the development. The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define (including plans and specifications) the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet the minimum onsite carbon savings of 61%

The Energy Assessment shall also provide details of the 'be seen' recording and reporting measures to be agreed in writing by the Local Planning Authority. The 'be seen' measures must comply with the requirements of London Plan Policy SI2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.
The development must proceed and be operated in accordance with the approved details.

Reason
To ensure the development's regulated energy demand doesn't contribute to CO2 emissions in accordance with Policy SI2 of the London Plan.

Section 106 Requirement
Prior to commencement of development (excluding demolition), the shortfall identified in the Energy and Sustainability Statement shall form a cash in lieu contribution to the Council's carbon offset fund at £95/tCO2 annualised over 30 years i.e. 29.4tCO2 x 30 x 95 = £83,672

ECOLOGY

No objections subject to the standard ecology enhancement condition.

URBAN DESIGN OFFICER COMMENT:

There are still concerns with the impact that the development would have on the houses to the west of the site along Sipson Way. The building would present a long blank elevation to the houses and as a consequence would create an oppressive outlook to the residents that overlook the site from the rear gardens / windows. The development would also be seen rising up above the houses with a monolithic silhouette against the skyline. It would appear that the majority of trees along the boundary are deciduous and views through the tree line would be experienced for significant periods during the autumn and winter months. The proposed application does not have much in the way of mitigation to help reduce the impact of the warehouse and incorporates standard cladding materials with nothing undertaken to help break up its mass or the incorporation of variation in the design detailing.

The hotel development permitted directly to the north of the site incorporated reduced massing to its eastern boundary. This coupled with the thick boundary of evergreen tree cover helped to reduce the hotels impact. A similar approach could also be taken on the redevelopment of the NCP carpark.

There are also concerns with the lack of a formal frontage with the Bath Road. The current elevation is rather stark and uninteresting turning its back on the primary road frontage. It is noted that much of the fenestration fronts east. It should be explored if fenestration could also be introduced to the Bath Road elevation to help break up the facade and help create a more formal elevation.

The submission is lacking in illustrative material which shows the development in context and makes its full impact difficult to assess. I would suggest a selection of verified views from Bath Road at eye level and also views from Sipson Road. A view between 47 and 49 Sipson Road would be helpful along with views of what would be experienced from within the rear gardens. It is considered that retaining as much of the established treeline to Bath Road would be important to help soften the development.

I understand clarification on this is currently being sought. As previously expressed with the pre-app concerns are raised regarding the ownership and possible abandonment of the existing access bridge. The current car park appears to be attached to the Raddisson Hotel and Conference Centre and accessed via a bridge over the M4. A new access is being proposed to the south of the site from Bath Road. If the bridge becomes surplus to requirements and not used, then it is likely to become neglected and will overtime become an eyesore. Clarification needs to be provided about what happens to the bridge as it is not included in the application. During the pre-application meeting it was stated that the bridge does not form part of the application site as it will no longer fall within the responsibility of the freeholder/leaseholder. However it remains a concern that the bridge, which will no longer serve the development, will no longer be maintained and fall within a state of disrepair.

CASE OFFICER COMMENT:

The Urban Design Officer raises two main concerns within the comments above which are (1) the impact the scale, bulk and massing of the building would have on the neighbouring properties within Sipson Road and the character and appearance of the street scene, and (2) the proposal would result in the redundancy of the access bridge across the M4 which would have a negative impact on the character and appearance of the area. In response to these concerns the applicant has submitted a revised proposal which includes a reduction in the height of the building and amendments to the design thus reducing the impact upon the visual amenity of the neighbouring properties within Sipson Road and the views of the development from within surrounding roads. The revised submission also includes the retention of the access bridge for employees only therefore the bridge would no longer become redundant. As such the applicant has satisfactorily responded to the Urban Design Officers concerns.

FLOODING OFFICER COMMENT:

Review Summary:
This application has changed from the previous application submitted in the following ways:
- Type of development: N/A
- Types of conveyance / attenuation features: Information has been provided to confirm that infiltration is not suitable for the site.
- Runoff rate restriction (l/s): N/A
- Runoff rate restriction per hectare (l/s/ha): N/A
- Runoff attenuation volume (m3): N/A
- Maintenance plan: N/A
- Any other previously identified outstanding matters: The greenfield and existing volumes have been provided for the 1 in 100 year 6 hour storm, and the applicant has explained where flooding will occur on site in the 1 in 100 year storm event.

Recommendations and requests:
We recommend approval of the application for the following reasons:

- The applicant has provided evidence to confirm that infiltration methods are not viable for the site.
- The applicant has provided the greenfield and existing runoff volumes for the 1 in 100 year 6 hour storm.
- The applicant has stated where on site the flooding will occur in the 1 in 100 year storm event, which will not occur to any buildings. An exceedance drawing has been provided.

Condition proposed:
- Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Lead Local Flood Authority for review and approval, aligned with the revised Drainage strategy (08/11/2022) and associated drawings. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.
Reason: To prevent the risk of flooding to and from the site in accordance with relevant policy requirements including but not limited to London Plan Policy 5.13, its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Hillingdon Council's Local Plan Policy EM6.

- No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.
Reason: To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies 5.12 and 5.13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

ACCESS OFFICER COMMENT:

Drawing number 5110-CA-00-00-DR-A-00251 PL6 received 18/05/2023 satisfies the previous accessibility concern with no further concerns raised. Conclusion: this proposal is now acceptable from an accessibility standpoint.

HIGHWAY OFFICER COMMENT:

Proposal
Planning permission is sought to redevelop a site situated on the northern side of the A4 Bath Road for industrial, storage or distribution and/or light industrial uses with ancillary office space. The proposed development seeks to build four industrial units with a total Gross Internal Area (GIA) of 8,362 sqm Gross External Area (GEA) of 8,767 sqm. The units would range in size from 1,772 sqm. GIA to 2,725 sqm. The smaller two units would have 2no. loading/unloading bays and the larger two units 3no loading/unloading bays. There would be 1no. shared lorry parking space. When a lorry is parked in one of the loading/unloading bays activity will be taking place, when a lorry is parked in the parking space the driver may be away from the vehicle. The development would provide 63no. standard car parking spaces including 7no. disabled person spaces and 8no. spaces with electric vehicle charge points. The proposal would include 40no. long-stay cycle parking spaces and 10no. short-stay. In addition to this would be 5no. motorcycle parking spaces.

Site location
The A4 Bath Road is situated in the south of the borough and forms the northern boundary of Heathrow Airport. It is a strategic traffic route, an urban clearway and forms part of the Transport for London Route Network for which Transport for London are the Highway Authority. The section outside the application site is subject to a 50mph speed limit with a single offside traffic lane open to all vehicles and a nearside traffic lane open to buses, cyclists, and taxis only. The A4 benefits from street lighting and a shared use footway on the northern side for both cyclists and pedestrians to use, there are pedestrian guard rails in the central reservation to deter people from crossing this busy road. At present there is no direct access to the site from the A4 Bath Road, the main entrance is from the Park Inn Hotel service road via a single-track bridge over the M4 motorway spur. The land is a brownfield site, which has previously operated as a surface level car park providing around 630no. parking spaces.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 3 indicating access to public transport is reasonable compared to London as a whole, suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Highways planning history

The proposal to create a dedicated access to the site from the Bath Road has a lot of planning history. In 2002 an application was received, reference 41632/APP/2002/147, seeking planning approval to create a new access but was refused in 2002 as it was recognised that the A4 Bath Road is a busy strategic route and the applicant had failed to advance any compelling evidence to justify the need for a new access point. A second highway reason for refusal was that the development would be contrary to the Policy AM7 of the UDP which seeks to prohibit developments whose traffic generation is likely to prejudice the free flow of traffic or road safety generally. The applicant appealed against this decision, reference APP/R5510/A/03/1125426, this appeal was upheld, and planning permission granted. The Inspector considered that the proposal would not conflict with the Development Plan. Nevertheless, this scheme was never implemented, and the planning permission eventually expired.

In 2010, a planning application for a new access was again submitted, reference 41632/APP/2010/2301, taking into account the site's planning history and all other relevant matters this application was approved.

In 2017 pre-application advice was provided for a further proposal to create a new access from the existing

NCP car park on to the A4 Bath Road, reference 41632/PRC/2017/142. Regarding highways the applicant was advised to submit the following documents alongside any forthcoming application thereby allowing the proposal to be fully assessed: -
·Stage 1 Safety Audit;
·Trip generation information;
·Details relating to the proposed access;
·A strong justification setting out the need for the access;
·Speed survey; and
·Accident records.

In 2018 the Council provided further pre-application advice under reference 41632/PRC/2018/249 again for a proposal to create a new access from the existing NCP car park on to the A4 Bath Road, this proposal was slightly different to those that had been considered before - the proposed access was to be located further west so as to avoid the disturbance of a number of utility boxes as well as removing a section of bus lane and re-introducing it as a taper. The applicant was advised that the proposal would not be supported as it would be contrary to Policies AM2 and AM7 of the Local Plan: Part Two (November 2012). The applicant was advised that any forthcoming application shall make use of up-to-date traffic flow data and provide a Road Safety Audit.

Under planning reference 41632/APP/2021/1301 planning permission was granted to create a new left in left out entry/exit from an existing car park north of the A4 Bath Road onto the eastbound carriageway of the A4 Bath Road. This application was approved but has not yet been implemented. This permission was subject to a planning condition requiring that prior to the use of the proposed access commencing, a Car Park Management Plan must be submitted to and approved in by the Local Planning Authority setting out how short-term parking will be prevented. The Highway Authority were mindful that if the car park was used as a short stay car park there would an increase in vehicle turn over, more vehicles would arrive and depart each day using the new access.

Proposal details
For this application, the applicant proposes that access to the site would be via a new bellmouth left-in left-out access onto Bath Road. The access will have footway provision on both sides of the access. This junction would have the same geometry as was approved under planning application 1632/4/APP/2021/1301, it would include dropped kerbs and tactile paving at the bellmouth and has been designed to accommodate HGV movements.

The new junction will lead into a 7.3m wide access road to serve the industrial units. Gates within the site will be set back so that HGV's can pull up clear of the footway on Bath Road. The internal access road runs alongside the eastern boundary of the site and will provide access to each unit along with cycle parking and car parking within the site. The development is proposed to operate for 24 hours a day, 7 days a week. The end users of the industrial units are currently unknown.

Car parking
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 T6.2 Office Parking mentions that "car parking provision at Use Classes Order B2 (general industrial) and B8 (storage and distribution) should have regard to the office parking standards and take account of the significantly lower employment density in such developments".

Based on 8,362sq.m of gross internal floorspace the London Plan would allow up to 84no. car parking spaces. Given this is a maximum standard and that the site benefits from a PTAL ranking of 3 the 63no. proposed is considered acceptable.

The published London Plan 2021 Policy T6.5 Non-residential disabled parking requires that in workplaces 5 per cent of bays are designated blue badge/accessible bays and 5 per cent enlarged, given the development would have 63no. car parking spaces this equates to 4no. designated spaces and 4no. enlarged, the 7no. proposed is considered acceptable. The London Plan requires that in workplaces that all operational car parking spaces are provided with electric vehicle charge points, an operational car parking space is a parking space used to park a fleet car, pool car, delivery van etc overnight. As mentioned above the development would provide 8no. car parking space with electric vehicle charge points, this equals 13% of all car parking spaces which is considered satisfactory.

Trip generation
Trip generation is key to assessing the suitability of this development in the location proposed, as this has direct implications for road safety and the free flow of traffic. Trip generation during the weekday morning peak (08:00-09:00h) and weekday evening peak (17:00-18:00h) was assessed, the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest. In its existing use the applicant reports that in the AM Peak the development generates 10no. arrivals and 9no. departures.

As mentioned above the development would be a mix of B2, B8 and E(g) (iii) uses. Using the TRICS database, the applicant has calculated three trip generation rates for the site, assuming it was wholly in use for each of the three land use types. Some of the uses generate more trips that the others, therefore how many trips the site would generate if it was completely used for the highest trip generation type provides a useful worst-case scenario. The results of this work showed that the greatest number of trips the site would generate would be if it were exclusively occupied by a E(g)(iii) use (NOTE the applicant has provided the TRICS outputs for a B1c use which is comparable to an E(g)(iii) use and accepted). There would be 44no. vehicle arrivals in the AM Peak and 9no. departures, 53no. movements in total. In addition, in the AM Peak there would be 4no. ordinary goods vehicle (OGV) arrivals and 3no. departures, 7no. two-way OGV two-way movements in total. The applicant then goes on to calculate how many visitors would arrive by other modes. This has been calculated using 2011 population census data. This work found that in the AM Peak there would be 72no. arrivals across all modes, 44no. would arrive by car and 14no. by bus with all other modes accounting for the remainder of trips.

This work shows that the development would add a further 34no. vehicle trips to the network in the AM Peak, 44no. forecast vehicle trips in total less 10no. existing trips generated by the site in use as a car park. It should be borne in mind that the proposal would create a new access that does not currently exist, all 44no. forecast arrivals would arrive from the west and turn left into the site. The central reservation pedestrian guard rails prevent a right turn in or out of the site.

The applicant has provided the results of traffic counts undertaken along the Bath Road eastbound carriageway, from which the access would be taken. These flows ranged from 639no. in the AM Peak to 533no. The addition of a further 34no. vehicles on to the Bath Road and wider network is within daily fluctuations and can be considered insignificant.

As stated above, direct vehicular access into the site would be "left in" from the west only. The applicant has mentioned that vehicles arriving from the east must turn right from the Bath Road into A408 Sipson Road, proceed northbound and then turn left into Sipson Way. Sipson Way then intersects with the Bath Road westbound carriageway which in turn provides access into the site. Sipson Road forms part of the borough's classified route network whereas Sipson Way is a residential road also hosting a small parade of local shops and a children's play area. Sipson Way forms part of the H1 Parking Management Scheme which restricts on-street parking to permit holders only between 08:00 and 22:00h. Sipson Way is just c.5.9m wide, cars parked on-street within formal parking bay narrows the carriageway width to just 2.9m,

leaving enough room for one car to pass at a time.

According to the Transport Assessment provided in support of this planning application (% Distribution - Proposed Arrivals Diagram 1) 75.1% of traffic arriving at the site would drive along Sipson Way before turning left into Bath Road. The Transport Assessment reports that Use Class B1c would be the commercial use that would generate most arrivals. In the AM Peak 08:00 to 09:00h this would be 44no. vehicles three quarters of which 33no. would have arrived using Sipson Way. Across a 12-hour period 07:00 to 19:00h there would be 206no. vehicle arrivals of which 155no. would have used Sipson Way. If the site were to become Use Class B2 then 17no. would use Sipson Way in the AM Peak and 130no. over a 12-hour day. In a B8 Use 14no vehicles would use Sipson Way in the AM Peak and 119no. between 07:00 and 19:00h.

As already mentioned, Sipson Way is a narrow residential road unsuitable for use by ordinary goods vehicles. This raises highway concerns at the applicant reports that with the site in a B1c use, there would be 5no. two-way OGV movements in the AM Peak and 59no. two-way across the 12-hour period 07:00 to 19:00h. It is not clear from the information provided whether these OGVs would be OGV1 or OGV2, the Highway Authority notes that swept path drawing have been provided for 16.5 metre articulated lorries, OGV2, this would indicate that the applicant anticipates that this size of vehicle would visit the site.

The applicant suggests that an alternative route for traffic arriving from the east would be turn left into Nene Road then right into the Northern Perimeter Road West before joining the A4 eastbound carriageway via a right turn from Newport Road.

Whilst the applicants themselves have suggested that traffic arriving at the site from the east could enter the site via Sipson Way or using the Northern Perimeter Road the Highway Authority consider it probable that drivers would simply drive past the site and make a 'U' turn at a formal turning facility some 2km further along the Bath Road to the west. It is not anticipated that the drivers of OGV vehicles would opt to use Sipson Way given it is a tortuous route and that a convenient turning point is available on the Bath Road a short distance away. Nevertheless, to guard against a situation whereby OGV vehicles do assign to Sipson Way, increasing the risk to road safety and detracting from residential amenity, the Highway Authority require a planning condition obliging the applicant to deposit money with the Council to fund the introduction of physical and legal measures that would prevent OGV vehicles bound for the application site from using Sipson Way. The money could be used to finance traffic calming, width restrictions, weight restriction Traffic Orders, parking restriction Traffic Orders, road signs and road markings etc. These measures would only be introduced in response to requests from residents, if after 5 years the money has not been used it would be returned to the applicant.

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

Travel Plan
A Framework Travel Plan has been submitted alongside this planning application, overall this is judged to be satisfactory though the mode share targets would need to be revised and made more stretching. The Mayor of London Transport Strategy requires 80% of travel in London to be made by walking, cycling or public transport by 2041, as Hillingdon is an outer London borough the target is 56%. Using this as a guide the Highway Authority requires the Travel Plan to facilitate 46% of trips by these modes by 2024, 47% by 2026 and 48% by 2028. The targets proposed in the Travel Plan for Year 1 is 43%, Year 3 is 46% and

Year 5 is 49%. When the full Travel Plan is submitted the Highway Authority would require that the proposed targets for year 1 and year 3 must be revised to meet the active travel targets for the Borough as expected by Transport for London. 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 shall be secured by way of a s.106 agreement. If the Travel Plan is successful, the bond will be returned.

Active Travel Zone assessment
The finding of an Active Travel Zone assessment has been submitted alongside this application. This has been reviewed by the Highway Authority who consider a more thorough assessment could have been carried out. In response the Highway Authority has carried out a desktop ATZ of its own and produced a more comprehensive range of Healthy Streets interventions. These include dropped kerbs with tactile paving at 14no. locations, 5no. new waste bins, 10no. new benches and 20no. new street trees. The cost of these measures would be £112,080. The Highway Authority require the applicant to enter a 1990 Town and Country Planning Act s106 agreement with the Council to fund the delivery of these Healthy Streets works.

Road safety
The proposed development would create a new access onto the A4 Bath Road, this will create turning movements with a risk of collisions that does not currently exist. If these are not addressed the proposal would be contrary to the London Plan Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger". A Stage 1 Road Safety Audit has been submitted alongside this application which shows that the requisite sightlines can be achieved.

The public consultation exercise has generated an objection based on highway matters. These highlight that some of the drawings provided are inconsistent with one another with some indicating that a 16.5 meter articulated vehicle could not safely and conveniently access the site. The Council and the applicant have discussed this planning application at length and there have been several reiterations of the site layout, the Highway Authority has of course used the final version of all plans when determining the application. A copy of the final set of plans from which the development would be built have undergone a swept path analysis the results of which show a 16.5 meter articulated vehicle can enter and leave the site without difficulty or heightening the road safety risk to all road users. The objector has raised concerns that a large vehicle would have to slow down to turn left into the site, this is the same situation as elsewhere along the Bath Road.
Bridge over M4 Spur

As mentioned above the site is currently accessed via a bridge over the M4 Spur, however the proposal would take access from the A4 Bath Road and the bridge access would be closed. This bridge is the responsibility of National Highways and their contractors Connect Plus. National Highways have requested that if the application is approved that there is a planning condition that allows National Highways/Connect Plus employees' access to the bridge at all times for maintenance and inspection purposes. The Highway Authority supports this request.

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

Conditions
If the planning application is approved, then the Highway Authority requires the following conditions:-

1. All motorcycle parking spaces must be provided with anchor points. REASON to improve securing and

reduce the risk of theft.
2. 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.
3. No development shall take place, including any works of demolition, until a Service and Delivery Plan has been submitted to, and approved in writing by, the Local Planning Authority.
4. 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.
5. The development shall not be put into use until a Parking Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. This shall include details regarding electric vehicle charge point provision, disabled parking and parking allocation. REASON to be in accordance with the published London Plan 2021 Policy T6 Parking.
6. 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.
7. The development shall not be put into use until a 1990 Town and Country Planning Act s.106 legal agreement has been signed obliging the applicant to fund a package of Healthy Streets Active Travel Zone works (ATZ) at a cost of £112,080. REASON to be in accordance with the published London Plan 2021 Policy T2 Healthy Streets

Tactile paving and dropped kerbs at 14no. locations £77,000
Supply and install 5no. new street benches £10,000
Supply and plant 20no street trees£6,400
Fees 10% £9,340
Contingencies 10%£9,340
Total £112,080

8. The development shall not be put into use until £19,800 has been paid to the Council to fund the implementation of physical and legal measures to stop OGV2 vehicles generated by the development from using Sipson Way. REASON to be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger".

TREE OFFICER COMMENT:

Thanks for the updated plan which is now accurate as to the location of the trees and is clearer in its proposal of how much TG1 is to be removed.

No further concerns but I would like to see a replacement condition (even is space has limited opportunities).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy GG2 of the London Plan (2021) provides support for applications which propose the redevelopment of brownfield sites particularly in identified opportunity areas.

London Plan (2021) Policy E4 Land for Industry, Logistics and Services seeks to support London's economic growth and function, and requires sufficient supply of land and premises in different parts of London to meet current and future demand for industrial related functions and floorspace.

Part D of Policy E4 states that the provision of additional industrial capacity should be prioritised in locations that:
1) are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport
2) provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population
3) provide capacity for micro, small and medium-sized enterprises
4) are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision
5) support access to supply chains and local employment in industrial and related activities.

Policy E7 of the London Plan (2021) encourages the intensification of business uses in Classes B1c (now E(g)(iii)), B2 and B8 occupying all categories of industrial land through more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary.

The acceptability of B2 uses on this site is dependent on their impact on the neighbouring residential properties and the Council should be satisfied that this is an appropriate location for general industrial uses.

Policy E8 of the London Plan (2021) promotes employment opportunities for Londoners across a diverse range of sectors. Strategic Objective 14 within the Council's development looks to deliver 9,000 new jobs and accommodate economic growth within the plan period, with the Council promoting development in accessible locations.

Paragraph 6.4.4 of the London Plan identifies a significant loss of industrial floorspace to other uses within London, in excess of the previously anticipated monitoring benchmarks over the period of 2001-2015. The GLA research identifies a positive net demand for industrial land in London between 2016 and 2041, mostly driven by the logistics sector to support the City's growing population and economy.

The proposed designation of the nearby sites for LSIS status demonstrates that Bath Road is an appropriate location for industrial and logistics uses proposed. The principle of land to the north of A4(Bath Road) providing industrial and logistics floorspace has therefore been supported by the Council.

The site also falls within the Bath Road Employment Area as per Map 4.1 of the Local Plan - Part 1 Strategic Policies Document. Table 5.3 of the Local Plan - Part 1 Strategic Policies Document states that "designated employment areas along Bath Road will be protected as Locally Significant Industrial Locations" and also within the Heathrow Opportunity Area as defined within the London Plan (2021).

The existing site is heavily dominated by hard surfacing and its current use as a car park offers very little in terms of employment. As noted in the applicants Planning Statement there is a growing demand for new high-quality distribution and industrial floorspace post the Covid-19 pandemic which is resultant of the shift in retail behaviour from face to face to online.

The applicants supporting documents refer to the site as providing much needed industrial and logistics floorspace within a suitable opportunity area. Furthermore it cites employment as being one of the main benefits of the scheme. The planning statement projects that the proposed scheme could deliver "122 FTE jobs (B8 - Last Mile Distribution) and 238 FTE jobs (B2 - Industrial & Manufacturing)". The document goes on to state
"Whilst at this stage it is too early to identify potential operators, end users and specific end uses for each unit, the above provides an indication of the significant uplift in employment that the proposed development will deliver for the local economy, as well as the associated spin off socio-economic benefits. The socio-economic benefits of the development are therefore considered to be material".

Given the London Plan and Local Development Plan policy position, supporting the development of additional Class B floorspace, the designation of the site as part of an Employment Area and its close proximity to other proposed LSIS locations, the proposals fully accord with the principle of delivering additional logistics and warehousing floorspace to support London's growth as set out within the overarching London Plan policies and could provide high quality industrial and commercial floorspace in response to modern occupier requirements. As such the principle of development is considered to be acceptable and the application complies with the relevant Development Plan Policies set out above.

In addition the LPA has reviewed the areas within the designated parking cap associated with Heathrow Airport and confirmed that this site does not fall within that area. As such, whilst it may well provide car parking for the Heathrow area it is not considered to solely serve the airport and the loss of the car park would is not considered to result in a significant impact upon airport parking.

Taking the above points into consideration, the principle of development is supported.

7.02 Density of the proposed development

Not applicable to this application

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

ARCHAEOLOGY

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

The application site lies within the Heathrow Archaeological Priority Zone. A desktop study has been submitted in support of the application and identified that the site could be subject to archaeological value and the proposed building could have had a potentially negative impact on this. GLAAS have been consulted and have requested additional information be submitted to establish the sites archelogical significance and details of appropriate mitigation which shall be secured by way of an appropriately worded condition.

CONSERVATION AREA AND LISTED BUILDINGS

The site is not located within a Conservation Area, Area of Special Local Character and there are no Listed Buildings on the site.

7.04 Airport safeguarding

Paragraph 95 of 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 (January 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 100 metres of Heathrow Airport and given the 11.7 m height of the proposed building, there could be a potential risk to airport safeguarding. The relevant airport authorities have been consulted and have raised no objection to the proposal subject to conditions pertaining to the submission of a radar mitigation plan, bird hazard management plan, details of any cranes to be used.

7.05 Impact on the green belt

The application site is not located within the Green Belt or adjacent to it therefore this section of the report is not relevant.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.)

Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) re-emphasises the importance of good design in new development by 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.

Policy DMHB 12: Streets and Public Realm
A) Development should be well integrated with the surrounding area and accessible. It should:

i) improve legibility and promote routes and wayfinding between the development and local amenities;
ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
iv) provide safe and direct pedestrian and cycle movement through the space;
v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
vi) where appropriate, include the installation of public art; and
vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.
B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

The design proposes 4 x industrial sheds measuring up to 11.7 m in height. The eastern side of the site (front elevation facing) would be visible from the M4 motorway and the western elevation would be visable from within Sipson Road. The units form a terrace (effectively one large building) and features staggered front and rear building lines which follow the angles of the site boundary. The width of the entire building would extend to approximately 160 metres and the depth would measure approximately 56 metres. As stated above the height would measure 11.7 m and the building would be characterised by a pitched roof with a parapet finish. The building would be constructed using a steel frame and concrete floor. The external fabric would be constructed using an external cladding system and curtain walling.

The submission also provides some CGI views of the proposed building from within the surrounding roads. The views are taken from Bath Road looking west & east, within Sipson Way and from the M4. It is clear from these views that there would be an element of change to the streetscape, however a set of revised drawings were submitted in response to the Urban Design Officers initial objection to the impact the scale bulk and massing had on the character and appearance of the street scene. These revised plans propose a reduced height of 1.3 metres and an amendment to the roof design whereby the pitched roof falls away towards to the elevations which reduces the prominence of the views of the new buildings from within the surrounding streets. The revised CGI's and elevations were compared to the initial submission and whilst there is still and element of change to the street level views, the amendments and presence of green screening formed by trees along the boundary shared with the properties on Sipson Road, the change is much less significant. In addition the site is located within an area where industrial use developments are being supported and there are buildings of similar scale, bulk and massing within close proximity to the site.

With regards to the bridge which was used for vehicle access across the M4 into the site, it was initially proposed to install a gate within the site and provide a new access off Bath Road which would make the existing bridge access redundant. Concerns regarding the impact of this upon the character and appearance of the area were raised as the bridge would have fallen into disrepair, been open to antisocial behaviour such as grafitti, and therefore it would have become an eyesore and unsafe. The revised plans include the retention of this access bridge to provide access to the site for employees only and this would be managed by a fobbed gate either side of the bridge.

Given the reduction in height, the number of commercial buildings which can be seen from the road in this location, the significant amount of screening along the western boundary, the 11.7 m tall sheds would not result in significant harm to the character and appearance of the street scene. The potential

harm would be outweighed by the benefits of the scheme such as the provision of up to 366 new jobs. As such the proposal would comply with Policies Policy BE1 of the Local Plan: Part One (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The site shares a boundary with the gardens of the residential properties to the west in Sipson Way. There are also 6 residential properties towards the front of the site which are adjacent to the proposed new access to be constructed off of Bath Road.

Daylight and Sunlight

The proposed site plan illustrates that the extent of the rear elevation would start from the rear garden of 95 Sipson Way and finishes at approximately 33 Sipson Way. A large part of the rear elevation extends between 95 Sipson Way and No 41 and given the height of the building concerns relating to the impact upon daylight and sunlight was raised at pre-application stage. The applicant has submitted a daylight and sunlight assessment to satisfy these concerns.

Visual amenity

In terms of visual amenity, the proposed new building would have a greater height than the residential properties which bound the site and therefore is likely to result in an impact upon the visual amenities of these properties. The proposed site plan indicates that the rear elevation of the new building would be set approximately 23 metres away from the rear elevation of the properties in Sipson Way when measured from the rear of Unit 110, this reduces down to approximately 14 metres when measured from the rear of Unit 140. The separation distance between the new and existing buildings is considered to be adequate, however, in order to reduce any potential impact the applicant has indicated on the proposed plans that the existing trees which line the boundary of the site would be retained thus providing a green screen to obscure views of the majority of the rear elevation. Furthermore, apart from the pinch point towards the boundary shared with No 37 Sipson Way, the rear elevation has been set in from the boundary by at least 8 metres and has a maximum separation distance of approximately 12 metres. This creates space to have a reasonably sized soft landscaped buffer between the gardens and the residential properties within Sipson Way and the proposed commercial building. An enhanced planting scheme has been provided and indicates that additional planting will be placed along this shared boundary to further improve the green screening.

As set out in sections 6.2 and 7.7 of this report the applicant has taken into consideration the design comments raised by the Councils Urban Design Officer and reduced the overall height of the proposed building by 1.3 m. The design of the pitch roof results in the bulk of the height being placed further away from the edge of the elevations which reduces the impact of the taller building which sits behind the wall of trees which line the boundary shared with the properties on Sipson Way. The revised plans also feature a tweak in the appearance of the building whereby a range of colours are now used on the elevations which include grey, green and white which soften the appearance of the elevation.

In addition to the revised elevations, the applicant has submitted a set of revised CGI's which give an indication of how the building would be viewed from the rear of the residential properties in Sipson Way. Whilst not completely obscure, the set back of the building, the change in elevation treatment,

the reduction in height and the planting enhancements all aid with reducing the impact which was identified by Officers when reviewing the initial submission.

External Lighting

An External Lighting Assessment and drawing has been submitted indicating the level of lighting required for the site to function.The residential properties within Dorton Villas and Sipson Way would be the main sensitive receptors to any light spillage. The proposed lighting plan indicates that the car park next to Dorton Villas would receive light from wall mounted and column mounted lights however the illumination levels remain low therefore the potential impacts of light disturbance would be minimal. With regards to the properties within Sipson Way these would be shielded from light spillage by the tree lined boundary therefore no concerns are raised. Overall the lighting levels are adequate for the site to function whilst protecting the amenities of neigbouring residential properties, as such the details are acceptable.

7.09 Living conditions for future occupiers

Not relevant to this application

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner. Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) ensures development proposal have safe and efficient vehicular access to the highway network and would provide a safe, secure and convenient access and facilities for cyclists and pedestrian.

Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) requires development proposal to comply with parking standards unless it would not lead to a deleterious impact on street parking provision, congestion or local amenity.

The application site is located on the A4 Bath Road and forms the northern boundary of Heathrow Airport. It is a strategic traffic route, an urban clearway and forms part of the Transport for London Route Network for which Transport for London are the Highway Authority. According to the Transport for London WebCAT service the application site has a PTAL ranking of 3 indicating access to public transport is reasonable compared to London as a whole, suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

In terms of planning history, it should be noted that the site benefits from permission for a new access off of Bath Road which is in the same location as the proposed new access which would be constructed to facilitate this development. As such the principle of constructing a new access is considered to be acceptable. Notwithstanding this point, the use of the site is changing as are the associated trips therefore this must be robustly assessed to ensure that the development would not lead to pedestrian, cyclist and highway network concerns.

The new access proposes vehicles to turn left in and left out to access and egress from the site. Initial concerns were raised by the LPA regarding the routing of the vehicles and whether the access could safely withstand the types/volume of trips generated by the proposed new development. In terms of the vehicle routing, particular concerns were raised with the potential use of Sipson Way as

a route for vehicles to access the site. The submission indicates that direct vehicular access into the site would be "left in" from the west only that vehicles arriving from the east must turn right from the Bath Road into A408 Sipson Road, proceed northbound and then turn left into Sipson Way. Sipson Way then intersects with the Bath Road westbound carriageway which in turn provides access into the site. Sipson Way is a narrow residential road unsuitable for use by ordinary goods vehicles therefore concerns raised regarding the potential use of this road for site access by OGV's is a valid concern. As noted in the Highway Officer comments, the LPA consider it probable that drivers would simply drive past the site and make a 'U' turn at a formal turning facility some 2km further along the Bath Road to the west rather than using Sipson Way, particularly OGV vehicles. In order to reduce the potential highway safety concerns it is suggested that a suite of improvement works are undertaken to safeguard the road from use by OGV's such as traffic calming measures, width restrictions, weight restrictions, parking restrictions, road signs and markings at the cost to be paid by the applicant which will be secured by a s106 head of term.

In terms of trip generation, the existing use of the site when operational would have generated a significant number of trips and all of which would have accessed and exited from the site from the new consented Bath Road access. The change in the proposed trip generation has been assess by the Highway Authority and TFL who have stated that the number of additional trips to be generated by the development would result in an insignificant impact upon the local highway network. In order to reduce the number of trips made by employees the applicant has submitted a draft Travel Plan which has been assessed. No objection has been raised to the framework of the Travel Plan but a revised document is required to demonstrate that the development would meet the active Boroughs active travel targets expected by TFL. This and a bond to ensure the proposed targets are met are to be secured within the s106 legal agreement.

With regards to parking provision, the development would provide 63no. standard car parking spaces including 7no. disabled person spaces and 8no. spaces with electric vehicle charge points. The London Plan refers to officer parking standards for B2/B8 uses which is based on operational parking (the number of vehicles stored over night). As the site is proposed for use over 24 hours there would be no vehicles left overnight to charge thus it is appropriate to apply the Local Plan standards which would be 5% active and 5% passive. In this case the number 8 active spaces would equate to 13% thus exceeding the Local Plan standards which is acceptable.

The proposal would include 40no. long-stay cycle parking spaces and 10no. short-stay. In addition to this would be 5no. motorcycle parking spaces and 1no. lorry parking space. In addition each of the units would be provided with at least 2 loading and unloading bays with a total of 10 being provided across of all of the units. Concerns were raised regarding the relationship the proposed loading bays would have with the row of parking spaces which is sited in front of each individual unit. It would have been apparent that when a OGV was parked in the loading bay, the spaces adjacent to it would be blocked from use therefore either blocking people from getting in or out. The applicant has submitted a revised layout plan which illustrates a reduction in the overall number of parking spaces which is still policy compliant, a relocation of some of the spaces to the car park to the front of the site and a reduction in the number of loading bays. This has resolved the LPA's concerns on the parking layout.

An objection was received raising concerns with the inconsistencies between the proposed drawings and the Road Safety Audit and the Transport Assessment. More specifically the concerns related to the vehicle tracking plans and whether safe access, egress could be provided without vehicle stacking and whether the vehicle turning head is adequate. The applicant has submitted a set of revised vehicle tracking plans which demonstrate that vehicles could turn left into the site and right out of the site without obstruction. The revised vehicle tracking plans and the road safety audit have

been reviewed by the Councils Highways Engineer who has raised no objection and considers them to be robustly accurate.

Vehicle stacking hads also been raised as a concern, the transport assessment, revised tracking plans and the revised layout have all been reviewed by the Councils Highway Officer and Transport for London neither of which have raised a concern regarding potential vehicle stacking. As stated above, the application is subject to a Road Safety Audit which has resulted in a suite of improvements being suggested. A financial contribution towards healthy streets and the delivery of the highway improvement works resultant of the RSA is to be secured by a head of term within a s106 listed as ATZ works, which would reduce the potential impacts upon the local highway network, cyclist and pedestrian safety.

Finally, the initial design featured the provision of only 1 access in and out of the site which was the proposed new access off of Bath Road. This would have resulted in the existing bridge access road becoming redundant which raised concerns from a safety perspective as well as its potential harm upon the street scene and the character of the local area. The bridge starts on land within the adjoining hotel site which runs adjacent to the M4 and then lands within the application site. The main body of the bridge over sails the M4 and falls within the ownership of National Highways (NH). Similar to the Councils concerns an initial objection was raised by NH. As part of the applicants revised submission the bridge is now to be retained as an access for staff use only, this is proposed to be controlled by key fob entry. A gate will be placed at the foot of both sides of the bridge which falls within the applicants ownership. It is noted that the most recent comment from NH states that a condition should be added to any grant of consent to ensure gates and installed either side of the bridge to ensure that access to the bridge is controlled due to fears it may be used by those experiences mental health or suicidal thoughts. The revised plans indicate where the gates would be located and the type of gates which would be installed including the fact they would be key fob operated. As such no further condition is considered necessary.

In summary the LPA considers the highway implications of this development to have been robustly assessed. The Councils Highway Officer, National Highways and Transport for London are satisfied that upon securing the mitigation and improvements set out above, the development would not result in significant harm upon the local highway network, pedestrian or cyclist safety. As such the proposal would accord with Policies DMT 1, DMT 2 and DMT 6 of the Local Plan : Part 2 - Development Management Policies (2020) and London Plan (2021) Policies T4 and T6.

7.11 Urban design, access and security

URBAN DESIGN
Refer to Section 7.07 of this report.

SECURITY
Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020) requires all new development to ensure safe and attractive public and private spaces.

No details have been provided to demonstrate how the development would accord with Policy DMHB 15 however it is noted that this could be dealt with by way of an appropriately worded condition.

7.12 Disabled access

Policy D3 of the London Plan (2021) seek to ensure that new development achieves the highest standards of accessible and inclusive design.

The application has been reviewed by the Councils Access Officer who has raised no objection in relation to the layout of the internal spaces. However a concern was raised with regards to level of DA spaces proposed and there location. The revised submission reduces the amount of DA spaces from 9 to 7 and relocates them to nearer to the entrance of the proposed units. As such the revised proposal addresses the concerns raised by the Councils Access Officer and now conforms with the relative accessible standards and therefore complies with Policy D3 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not relevant to this application

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states (amongst other things) that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit and that development proposals will be required to provide a landscape scheme. The policy also seeks to protect existing trees through tree root protection areas and an arboricultural method statement where appropriate. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Policy G5 Urban Greening of the London Plan (2021) states that 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.

The proposal offers the opportunity to significantly improve the urban greening and landscape of this site given it is dominated by hardstanding. A green buffer is proposed around the boundary of the site with larger pockets of landscaping towards the car park and new access from the Bath Road. Two trees are required to be removed to facilitate the development and these are located where the new access is to be constructed, however it should be noted that these would have been removed when the new access which has already been granted consent would have been constructed anyway. The Tree Survey notes there is one tree to be removed as it is dying and is noted as unsafe. The mature trees along the boundaries of the site fronting Bath Road apart from those located in front of the new access and the rear of the properties in Sipson Way are to be retained and will provide a green screen to the development which sits behind them.

The proposed landscaping buffer along the western and southern boundaries will both enhance the green space within the site and also help separate the proposed industrial use from the residential properties in Sipson Way. This landscaping will help breakup the level of hardstanding within the site,

provide a softer setting to the industrial shed type buildings, and provide natural screening between the proposed warehouse units and the street scene.

The landscaping enhancement plan indicates a total of 54 standard trees and 1,803 whip trees are proposed to be planted across the site, in addition to shrub planting, ornamental ground cover, and wildflower areas, while a total of 1,000 trees are proposed within the native hedgerow. This landscaping will result in an overall reduction in hard landscaping compared to the existing site. The landscaping scheme contributes to minimising, where possible, the urban heat island effect through the incorporation of green infrastructure, reflecting the aspirations of London Plan Policy SI4.

With regards to Urban Greening a potential UGF score of 0.34 has been calculated in the Ecology Report, subject to final details to be secured by way of condition. It is noted that the 0.34 score has been achieved however in realistic terms this should be relatively easy to achieve given that the existing landscape offering would be restricted to the existing trees/hedges which line the boundary of the site. The drainage strategy lacks detail in response to the non-provision of green / living walls and roofs for both drainage and biodiversity but it is safe to presume this is because the design of the roof would not be suitable. It is suggested that the applicant undertake a further review of the suitability of a green roof/wall within the site and if this cannot be delivered then more reasonable justification for why submitted and approved by the LPA prior to occupation. An appropriately worded condition has been suggested.

Whilst regrettable, the Tree Officer has raised no objection to the proposed tree loss and the proposed replacements are considered to be acceptable. As stated above the proposal offers significant landscaping enhancements for the site and retains the mature trees which add value both in terms of the contribution to the environment and the proposed development. As such, subject to the imposition of a condition pertaining to the submission of further landscaping details to demonstrate the delivery of the UFG score and the landscaping scheme as whole, the proposal complies with Policies DMHB 11 & DMHB 14 of the Hillingdon Local Plan Part Two and Policy G5 of the London Plan (2021).

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 existing landscape of the site is almost entirely dominated by hardstanding and given the site accommodates one relatively small temporary building used as a site office by the former car parking providers the sites ecological benefits are likely to be restricted to the foliage which lines the site boundaries.

The application is supported by an Ecological Impact Assessment authored by Middlemarch . The desk study exercise identified one European statutory site within 5 km of the survey area, no UK statutory sites within 2 km, and one non-statutory site within 1 km. The site is not located within 10 km of a statutory site designated for bats. The desk study also provided records of protected/notable species within 1 km, including: bats, hedgehog, birds, invertebrates, and plants. A walkover was also undertaken on 13th May 2022 by the ecological consultant.

The report takes into consideration the site features which are likely to provide reasonable ecological benefit (the foliage which lines the boundaries) and any sites of ecological benefit known within the area, which in this case are the South West London Waterbodies approximately 3.8 km south west and the Field Close Open Space Roughs approximately 520 m east. No results of the walkover and survey state that there is limited potential for bat roosting, badger sets, amphibian habitat or reptile habitat. The report recommends mitigation and enhancements for hedgehog foraging, birds, invertebrates and Jersey Cudweed which shall all be secured via a condition pertaining to the submission of a more detailed ecological enhancement plan.

Given the lack of existing ecological habitat on site, the increase in soft landscaping proposed and the recommendations set out in the Ecological Impact Assessment the proposed development would accord 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 Development Management Policies (January 2020) states that 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. This is supported by policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012).

A site waste management drawing has been provided and indicates there to be individual waste stores to the front of each of the units. A refuse truck tracking plan has been submitted indicating adequate space for a refuse vehicle to enter park next to the bin stores enabling them to be empties within the 10 m distance which is considered to be acceptable. Notwithstanding this point the site plan indicates that the bin store locations could be obstructed by HGV's parking within the docking/loading bays preventing access to the bin stores. A refuse management plan is therefore required to ensure that access to the bin stores is managed appropriately in order to prevent refuse vehicles having to park on the main access road which would block the access road and also lead to the bins having to be dragged over 20 metres to the vehicle which is an unacceptable distance. This shall be secured via an appropriately worded condition. As such, subject to the aforementioned condition the proposed waste management details are considered to be acceptable and would accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) requires all major developments to be net zero carbon by employing the hierarchy of using less energy; supplying energy efficiently; and using renewable technologies. This is supported by LPP2 Policy DMEI 2 part B) and part c) states that where reasonable steps to achieve the required savings have been taken but the policy requirement cannot be delivered on-site, an off-site contribution to make up the shortfall will be necessary.

The applicant has submitted an Energy and Sustainability Statement which in summary states there to be a shortfall in onsite savings which will require an in lieu contribution. The documents refers to the relevant London Plan standards which are broken down into 3 sections (be leen, be seen, be green). On site savings are to be delivered via a number of tools which include, appropriate insulation, double glazing, low enegry LED lighting a VRF system and air source heat pumps (ASHP).

The report states that these tools will amount to a 61% carbon saving with the remaining 39% being offset by a financial contribution amounting to £83,672 which would be secured via a legal

agreement. The Councils Energy and Sustainability Officer has reviewed the document and stated that whilst it broadly conforms to the policy requirements there is a lack of detail to demonstrate that the proposed onsite targets will be met.

As such a condition pertaining to the submission of a revised Energy Assessment is to be attached to any grant of consent which will also allow the applicant an opportunity to consider additional measures for on-site savings. Subject to the aforementioned condition and agreement to the head of term to secure the offsite contribution, the proposal would meet the requirements of Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020)

7.17 Flooding or Drainage Issues

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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.

London Plan Policies SI 12 & SI 13 state that developments should respond to the flood risk constraints of the site by implementing a suitable SUD's scheme which deals with water within the boundaries of the application site.

The application is supported by a Flood Risk Assessment which confirms that the site is located within Floor Risk Zone 1 therefore not at risk of fluvial or tidal flooding. The site is almost entirely covered by hardstanding and the report confirms that whilst there is a very low risk of surface water flooding there have been no cases of this report to date. Notwithstanding this point, as a major application the applicant is required to demonstrate how water generated by the development will managed. The submitted Drainage Strategy sets out the various forms of mitigation and enhancements which include rainwater harvesting, filter strips and swales and the use of a geocellular tank located underneath the car park. It should also be noted that the scheme would bring forward a significant increase in soft landscaping which would offer natural attenuation which is not apparent on site at the moment.

Both the FRA and Drainage Strategy have been reviewed by the Councils Flood Consultant who has raised no objection to the proposed method of managing surface water subject to a condition pertaining to the submission of further drainage design details accompanied by an updated management plan and evidence to demonstrate that the agreed drainage design has been implemented prior to the occupation of the building.

Subject to these conditions the application is considered to comply with Policies EM6 of the Local Plan Part 1, DMEI 9 pf the Local Plan Part Two and the London Plan 2021 Policies SI 12 and SI 13.

7.18 Noise or Air Quality Issues

NOISE
Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (2020) seeks to protect residential amenity.

The applicant has submitted a noise impact assessment authored by Mayer Brown. Within the report it details the conclusions of a survey undertaken to determine existing background noise levels.

modelling has been undertaken to assess the potential noise impact of external activities likely to be associated with the proposed employment uses, e.g. loading/unloading activities. This is based on traffic generation advised by Mayer Brown Limited's transport planning team; current site general arrangement drawings; and in-house noise data for typical loading/unloading operations. Assessments have been undertaken based on an absolute 'worst case' daytime scenario of all unloading bays operating simultaneously, and a night-time assessment reflecting the expected average use of the site.

It should be noted that the proposal seeks permission to allow the site to be operated over a 24 hour period with no suggestion of a restriction on operating hours included in the submitted documents. The submitted NIA refers to the background noise levels of the adjacent M4 and Bath Road as being the main source of noise within the local area and given that there would be limited vehicle activity after the hours of 8pm there would be no real noticeable increase in noise levels above those generated by surrounding major roads.

The assessment concludes that the proposed development should avoid any significant adverse effect on the existing neighbouring dwellings. It is also clear the proposed general arrangement of the site (i.e. placement of the industrial units along the western boundary of the site) accords with a good acoustic design process, enabling activities on the eastern side of the units to be spatially distanced from the dwellings, with acoustic screening provided by the massing of the buildings. It is therefore concluded that the proposed development mitigates and reduces noise to a minimum with resultant noise levels generally being assessed to have no observed adverse effect.

Consideration has also been given to the potential impact of noise on committed hotel development to the north of the site. Based on a review of the technical submissions supporting the planning application for the development, it is clear that the external fabric of the proposed hotel development will provide a high level of sound insulation which is necessary to protect hotel guests from the high environmental noise levels characterising the locality given the presence of the M4 spur and airport. The need for such control to be implemented is enforced through a planning condition attached to the permission. The proposed sound insulation scheme will also readily provide acoustic protection against operational noise that may be generated by the proposed industrial use of the NCP Flightpath car park.

An assessment of the potential change in road traffic noise levels due to additional traffic around the site has been undertaken. This concludes that the proposed development traffic would result in a "negligible" short term change in traffic noise associated with Bath Road, which would remain "negligible" in the long term. It is therefore concluded that additional traffic generated by the proposed development would not have a significant adverse impact on existing dwellings in the vicinity of the site as a result of increased road traffic noise from Bath Road.

The Noise Impact Assessment has been reviewed by the Councils Noise has reviewed the proposal and has raised no objection subject to the imposition of a condition pertaining to the restriction of noise levels to at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured one metre external to any window of any 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.

Subject to the imposition of the above condition, the proposed development would comply with the relevant noise policies within the Development Plan.

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. 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) adds further weight to this.

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

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all development proposals are required to comply with the following:
i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

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

The 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. The submitted Air Quality Assessment fails to demonstrate that the proposed development would be air quality neutral or air quality positive. The proposal would result in an uplift in vehicle trip generation as well as a change in the type of trips which contribute heavily to the air quality assessment.

The proposal includes limited mitigation consisting of additional tree planting, a commitment to shifting travel to more sustainable modes and the provision of electric vehicle charging points. Given the shortfall in on site mitigation an air quality damage cost of £417,930 is required to be paid by the applicant and will contribute to the delivery of the Councils Air Quality Action Plan. In addition to the damage cost which will need to be secured via a legal agreement the Councils Air Quality Officer has requested conditions pertaining to the submission of a Low Emissions Strategy and a plan demonstrating compliance with GLA standards for reducing emissions during demolition and construction and the restriction on the type all non-road machinery to be used are to be attached to any grant of consent.

The applicant has agreed to the suggested conditions and damage cost. Therefore subject to the signing of a s106 legal agreement to secure the financial contribution to cover the damage cost and imposition of the above conditions, the proposal complies with Policy EM8 of the Local Plan Part 1, Policies DMEI 1 & DMEI 14 of the Local Plan Part 2, Policy SI 1 of the London Plan (2021) and para 186 of the NPPF (2021).

7.19 Comments on Public Consultations

See section 6.1

7.20 Planning obligations

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.

At a regional level, the London Plan (2021) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks 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. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

The following contributions or planning obligations are required in order to mitigate the impacts of the development as required by Policy DMCI 7 (Planning obligations and CIL) of the Local Plan Part 2 Development Management Policies (2020):

1.A s278 agreement for the access works required for highway works required to deliver the new access and anyworks on land owned by Transport for London (TFL)

2. TFL Healthy Streets Contribution £50,000

3. Highway Contribution towards the delivery of Active Travel Zone works which include:
(i) Tactile Pavement and Dropped Kerbs at 14no. Locations £77,000
(ii) Supply and Install 5no New Street Benches £10,000
(iii) Supply and Plant 20no Street Trees £6,400
(iv) Fees £9,340
(v) Contingencies £9340
Total: £112,080

4. Employment Strategy and Construction Training.

3.Carbon Offset for non-delivery on site £83,672

4. Air Quality damage cost of £417,930

5.Full Workplace Travel Plan and Travel Plan bond of £20,000

6. 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.

The Applicant has agreed in principle to the above proposed Heads of Terms, which could be secured by way of the S106

Contributions towards education, health, libraries and community facilities are now covered by the Hillingdon Community Infrastructure Levy.

CIL : £62,626.79
Mayor CIL: £539,729.09

It is considered that the level of planning benefits sought in the event of an approval would be reasonable, adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy DMEI 7 (Planning obligations and CIL) of the Local Plan: Part 2 - Development Management Policies (2020).

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The phase 1 contaminated land report has been submitted in support of the application which assesses the preliminary risks of developing the site. The report identifies the overall risk from land contamination to be low and risk for a redevelopment of the site to be moderate. The report has been reviewed by the Councils Contaminated Land Officer who has suggested that further and more intrusive investigation/testing is required to ensure the potential risks are resolved through appropriate mitigation. As such a revised assessment is required and shall be secured by an appropriately worded condition.

FIRE SAFETY

Policy D12 (Fire safety)the London Plan 2021 says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire

safety. The applicant has submitted a comprehensive Fire Safety Strategy which has been compiled by a Iceni. The opening section provides details of the background of the individuals who have compiled and ratified the document thus satisfying the London Plan requirements for the Strategy to be compiled by a suitably qualified individual. The strategy is robust and covers evacuation strategies for both able and less bodily able individuals. Notwithstanding this as it does not include an assessment of the materials to be used to construct the development which are required. As such a condition relating to the submission, agreement and implementation of a detailed Fire Strategy for all parts of the development in accordance with Policy D12 (Fire safety)the London Plan (2021) us required.

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 for the redevelopment of the existing site which seeks to provide industrial sheds in an appropriate location which B8 use is supported by policy. As such development would result in a better use of the land therefore the principle of development is strongly supported.

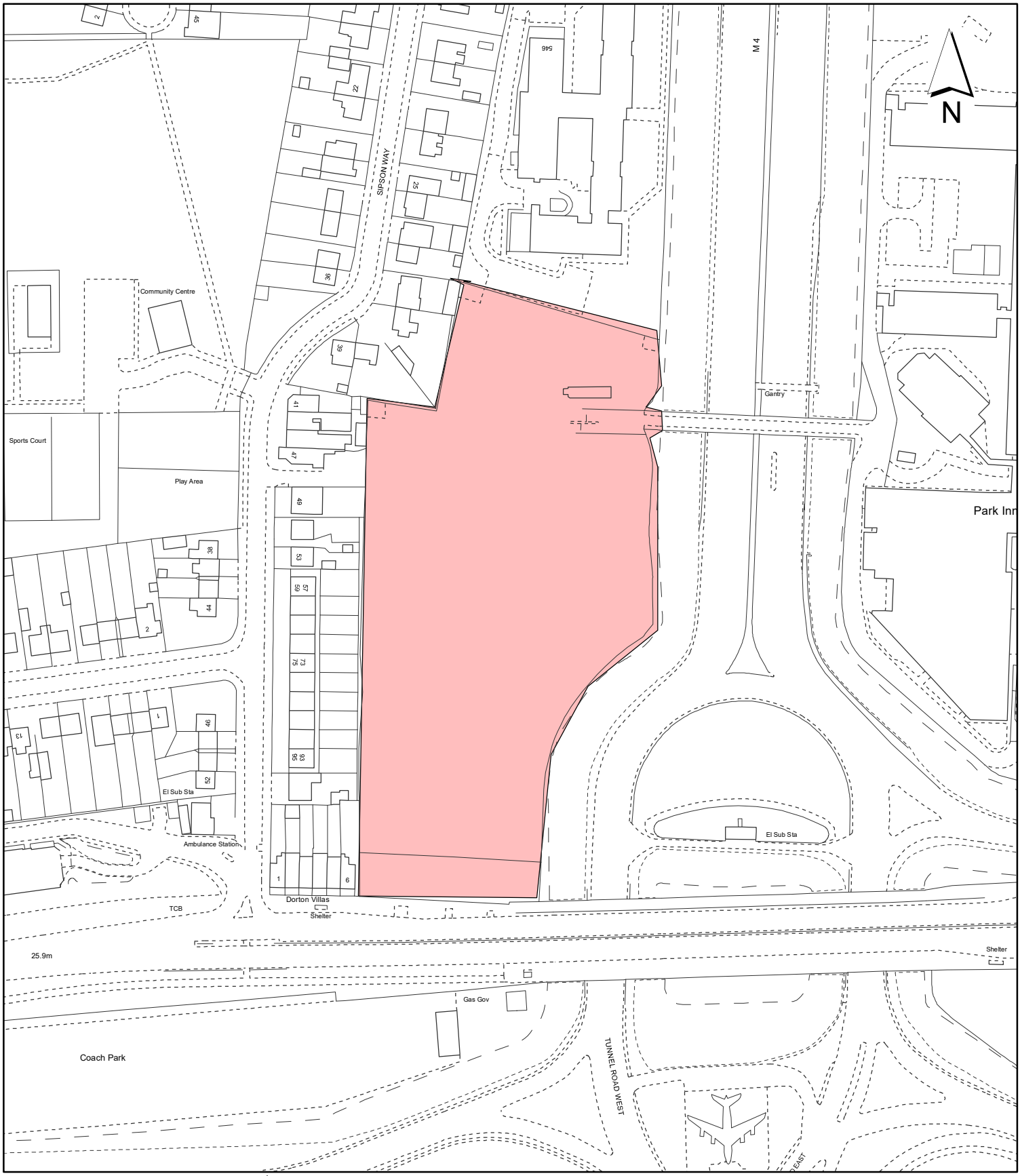
The proposal is considered acceptable in terms of its design, impact on neighbouring amenity and highway matters. Where limited harm is identified, the proposed benefits which include a significant increase in local employment are considered to outweigh the potential harm.

Subject to appropriate conditions, the development is considered to accord with the Development Plan and is recommended for approval.

11. Reference 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)
NPPF (2021)

Contact Officer: Christopher Brady **Telephone No:** 01895 250230



Notes:

Site boundary

For identification purposes only.

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Site Address:

Former NCP Car Park

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

Planning Application Ref:
41632/APP/2022/2301

Scale:
1:1,750

Planning Committee:
Major

Date:
June 2023

HILLINGDON
LONDON

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Report of the Head of Development Management and Building Control

Address: LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY GREEN LANE NORTHWOOD

Development: Erection of a residential building comprising 13 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following demolition of existing residential block and pair of semi-detached houses.

LBH Ref Nos: 10112/APP/2022/1474

Drawing Nos: Energy Assessment, dated 4/10/21
FLU.249.4.06 Rev. F (Proposed Second Floor Plan)
Soft Landscape Specification, April 2022 (Ref. PR123743 Spec)
Traffic Report, Issue B, dated 19/5/17
Tree Report, dated 12/9/19
FLU.249.4.08 Rev. E (Proposed Rear and West Side Elevations)
Financial Viability Appraisal, August 2022
FLU.249.4.02 Rev. G (Proposed Site Layout Plan)
DS.01 (Pricacy Screen Detail Sheet)
Construction Logistics Plan, Rev. A, March 2022
Material Schedule
Planning Statement, May 2022
Accommodation Schedule
Daylight and Sunlight Report (Within Development) dated 3/10/22
Applicant's Response Letter dated 4/1/23 Re. Daylight and Sunlight Report Review
Low Emission Strategy, Rev. A, March 2022
Groundwater Basement Impact Assessment, dated 31/3/22, Ref. 30626R1
Air Quality Assessment, June 2017
FLU.249.4.07 Rev. F (Proposed Front and East Side Elevations)
FLU.249.4.08 Rev. F (Proposed Rear and West Side Elevations)
FLU.249.4.04 Rev. J (Proposed Ground Floor Plan)
PR123743-11C Sheet 1 (Soft and Hardscape Proposals)
PR123743-11C Sheet 2 (Soft and Hardscape Proposals)
Basement Parking Plan, Rev. A
FLU.249.4.LP.01 (Proposed Levels Plan)
FLU.249.5.01 (Step Free Access Plan -Basement)
Surface Water Drainage Strategy, May 2017
Tree Protection Plan, Rev. C
Phase I, Non-Intrusive & Phase II, Intrusive Site Investigation, June 2019Land

contamination assessment

Parking Plan, Rev. A

FLU.249.DT01 Rev. B (Dormer Details)

FLU.249.4.10 (Basement Section)

FLU.249.4.09 (BRE 25 degree test)

FLU.249.4.01 Rev. B (Location Plan)

Design and Access Statement

FLU.249.4.07 Rev. E (Proposed Front and East Side Elevations)

FLU.249.4.03 Rev. N (Proposed Basement Floor Plan)

FLU.249.4.05 Rev. G (Proposed First Floor Plan)

Landscape Management and Maintenance Plan, dated 7/4/22 (Ref. PR123743 Man)

Date Plans received:	06-05-2022	**Date(s) of Amendments(s):**	06-05-2022 04-01-2023
Date Application valid	30-06-2022		30-06-2022

1. SUMMARY

Planning permission is sought for the erection of a residential building comprising 13 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage.

A number of planning permissions have already been granted for an almost identical block of flats on this site, albeit comprising differing numbers and mix of units, the last one of which was for 15 units and granted on 9/11/20 (ref. 10112/APP/2019/1244) with the only physical changes being to the internal layout and external details of the building, mainly to its fenestration. Works have commenced on site.

The proposed development has not resulted in the loss of residential accommodation on site as it has previously been established that the former existing buildings on site were used in connection with the London School of Theology and did not provide independent Class C3 residential units.

Also as previously assessed, the proposal would not cause harm to the character and appearance of the immediate street scene and surrounding area. As regards to the new internal layout and window details, the proposed units would be provided with internal floor spaces that exceed the minimum London Plan standards so that the proposed accommodation would provide an appropriate living environmental and would not have a detrimental impact on the residential amenity of surrounding neighbours. Sufficient external amenity space would also be provided.

The proposed development would be provided with acceptable levels of car and cycle parking spaces and would not result in a significant increase in traffic generation, and so would not cause harm to the local highway network.

The scheme would provide an in lieu Affordable Housing contribution and an air quality contribution, secured through a S106 Legal Agreement. The S106 Legal Agreement would also secure a carbon off-set contribution if required, to be identified by means of a detailed Energy Assessment, the

submission of which is controlled by condition.

The application is recommended for approval, subject to conditions and a S106 Agreement.

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) and Section 278, to secure the following Heads of Terms:

i) An in lieu affordable housing contribution of £320,000 to include a Late Stage Review Mechanism (GLA standard wording).

ii) Carbon off-set contribution* as required by an approved Energy Assessment to secure the necessary CO2 savings required plus a clause ensuring that the applicant undertakes monitoring and reporting of the carbon performance of the buildings in line with the London Plan 'be seen' requirements. This shall also identify triggers and measures to ensure any shortfalls in performance are understood and mitigation is identifiable and deliverable to resolve failures to meet targets. The reporting shall be undertaken annually for 5 years.

***The shortfall (where applicable) identified in the Energy Assessment required by the Energy Condition shall form an in lieu contribution to the Council's carbon offset fund at £95/tCO2 annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).**

iii) £31,669 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

iv) £32,000 public open space contribution.

v) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 / 278 Agreements and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

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

'The applicant has failed to provide measures to mitigate the impacts of the development through

enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of affordable housing, public open space, carbon offsetting and air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2021).'

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

1. RES3 **Time Limit**

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

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

2. RES4 **Accordance with Approved Plans**

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

FLU.249.4.02 Rev. G (Proposed Site Layout Plan)
FLU.249.4.03 Rev. N (Proposed Basement Floor Plan)
FLU.249.4.04 Rev. J (Proposed Ground Floor Plan)
FLU.249.4.05 Rev. G (Proposed First Floor Plan)
FLU.249.4.06 Rev. F (Proposed Second Floor Plan)
FLU.249.4.07 Rev. F (Proposed Front and East Side Elevations)
FLU.249.4.08 Rev. F (Proposed Rear and West Side Elevations)
FLU.249.4.09 (BRE 25 degree test)
FLU.249.4.10 (Basement Section)
DS.01 (Pricacy Screen Detail Sheet)
PR123743-11C Sheet 1 (Soft and Hardscape Proposals)
PR123743-11C Sheet 2 (Soft and Hardscape Proposals)
FLU.249.4.LP.01 (Proposed Levels Plan)
FLU.249.5.01 (Step Free Access Plan - Basement)
FLU.249.DT01 Rev. B (Dormer Details)

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:

Energy Assessment, dated 4/10/21
Traffic Report, Issue B, dated 19/5/17

Construction Logistics Plan, Rev. A, March 2022
Material Schedule
Planning Statement, May 2022
Accommodation Schedule
Daylight and Sunlight Report (Within Development) dated 3/10/22
Applicant's Response Letter dated 4/1/23 Re. Daylight and Sunlight Report Review
Low Emission Strategy, Rev. A, March 2022
Groundwater Basement Impact Assessment, dated 31/3/22, Ref. 30626R1
Air Quality Assessment, June 2017
Surface Water Drainage Strategy, May 2017
Tree Protection Plan, Rev. C
Phase I, Non-Intrusive & Phase II, Intrusive Site Investigation, June 2019
Design and Access Statement

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

REASON
To ensure that the development complies with the objectives of Policies Policies D5, D7, D12, D14, H4, H6, SI 1, SI 2, SI 4, SI 7, SI 13 and T4 of the London Plan (2021) and Policies DMHB 14, DMEI 2, DMEI 7, DMEI 10, DMEI 12, DMEI 14 and DMT2 of the Hillingdon Local Plan Part 2 (2020).

4. RES8 **Tree Protection**

The development shall be carried out in strict accordance with the Tree Report dated 12/9/19 and the Tree Protection Plan, Rev. C.

The fencing shall be retained in position until development is completed.
The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
1.a There shall be no changes in ground levels;
1.b No materials or plant shall be stored;
1.c No buildings or temporary buildings shall be erected or stationed.
1.d No materials or waste shall be burnt; and.
1.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

2. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON
To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

5. RES9 **Landscaping (car parking & refuse/cycle storage)**

The development shall be carried out in strict accordance with Drw. Nos. PR123743-11C Sheet 1; PR123743-11C Sheet 2; FLU.249.LP.01 Proposed Parking Plan, Rev. A and Proposed Basement

Parking Plan, Rev. A; Landscape Management and Maintenance Plan, dated 7/4/22 (Ref. PR123743 Man) and Soft Landscape Specification, April 2022 (Ref. PR123743 Spec).

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. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'
Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON
To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

7. NONSC **Basement Terrace Subdivision**

The units hereby approved shall not be occupied until the subdivision of the basement terrace has been completed in accordance with Drw. No. DS.01. Thereafter the development shall be maintained in full accordance with the approved details.

REASON
To ensure acceptable levels of privacy and amenity for the occupiers of the basement flats in accordance with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

8. RES13 **Obscure Glazing**

All of the rooflights and the front dormer window on the eastern elevation roofslope shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON
To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

9. RES15 **Sustainable Water Management (changed from SUDS)**

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the previously approved Surface Water Drainage Strategy by Ambiental ref; SWDS 3110 dated May 2017.

REASON
To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policy SI 13 of the London Plan (2021).

10. NONSC **Noise Levels**

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 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

Reason
To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with Policy D14 of the London Plan and Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

11. RES18 **Step Free Access**

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON
To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

12. NONSC **Accessible Housing**

The dwelling 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.

13. NONSC **Evacuation Lift**

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 lift shall serve all floors and remain in place for the life of the development.

REASON
To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with Policies D5 and D12 of the London Plan (2021).

14. NONSC **Low Emission and Exposure Reduction Strategy**

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

The development shall be carried out in strict accordance with the agreed plan.

REASON:
To ensure 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).

15. 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 ensure compliance with London Plan Policy SI 1 and the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

16. RES22 **Parking Allocation**

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two (2020) and Policy T6 of the London Plan (2021).

17. NONSC **Refuse Management Plan**

The residential units hereby approved shall not be occupied until a refuse management plan has been submitted to, and approved in writing by, the Local Planning Authority. Waste collection distances shall not exceed 10m from the point of collection.

REASON
To ensure suitable refuse storage and colection is provided on site in accordance with Policies DMHB 11 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

18. OM19 **Construction Management Plan**

The development shall be constructed in accordance with the Construction Logistics Plan, March 2022 (Ref. 211447/CLP/JR/KBL/01 Rev. A) and the approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON
To safeguard the amenity of surrounding areas in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Polices DME1 14 and DMT 2 of the Hillindon Local Plan: Part Two - Development Management Policies (January 2020).

19. SUS1 **Energy Efficiency Major Applications (full)**

Prior to the occupation of the development, a detailed energy assessment for the 13 units hereby approved 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 SI 2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the Energy Assessment (Bluesky Unlimited) target of 82% reduction will be achieved in the development. The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define (including plans and specifications) the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet the minimum onsite carbon savings of 82%.

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 SI 2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.

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

REASON
To ensure the development's regulated energy demand doesn't contribute to CO2 emissions in accordance with Policy SI 2 of the London Plan.

20. NONSC **Soil Testing for Contamination**

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted to 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 the occupants of the development are not subject to any risks from soil contamination in accordance with Policy DMEI 12 of Hillingdon Local Plan: Part Two - Development Management Policies (Januay 2020).

21. NONSC **Fire Strategy**

Prior to the commencement of this phase of the development, a revision of the Fire Strategy Report, produced by a suitably qualified assessor, shall be submitted to and approved in writing by the Local Planning Authority. The revised 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: stair cores, escape for building users who are disabled or require level access, and the associated evacuation strategy approach (including suitable space for fire evacuation lifts);
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 site to enable fire appliances to gain access to buildings; and
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The development shall be implemented in accordance with the approved Fire Statement and retained as such for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON
To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

22. RES24 **Secured by Design**

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

REASON
In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Local Plan Part 2 (2020) and London Plan (2021) D12 .

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

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

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

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

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

5. 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.

6.

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 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%7Ce885d99758b64065920c08da6bb32c44%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C637940714530589596%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=%2FN44xW%2By24xnv7HL8wcktVJxkx2Db%2BVlCJrJ7kYdkW8%3D&reserved=0. Please refer to the Wholsesale; Business customers; Groundwater discharges section.

7.

The applicant should note that the exposed rafter feet detail as per the consented development shall be implemented and not replaced with a fascia and soffit.

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.

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 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
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
DMHD 3	Basement Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
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
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
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities

3. CONSIDERATIONS

3.1 Site and Locality

The site is situated within an area of land that previously formed part of the grounds of the London School of Theology on its eastern boundary and is set back from and is accessed from Green Lane via a drive. The main college buildings are located to the west of the proposed development site.

The site is currently under construction for the consented scheme(s), but previously comprised two residential buildings from the late 20th century, a two-storey residential block and a pair of semi-detached houses, surrounded by lawn. There is a change in levels across the site, with this site

occupying the higher ground to the north. Adjoining the site to the north and east are residential properties on Firs Walk, Foxdell, and Welcote Drive. Between the site and Green Lane is Aldis Hall, a locally listed building and on the opposite side of Green Lane to the south is The Glen, Northwood Conservation Area.

The application site is not located within Hillingdon's Air Quality Management Area but is located within the Northwood West Air Quality Focus Area catchment area and has a PTAL rating of 3, which is moderate.

3.2 Proposed Scheme

Planning permission is sought for the erection of a residential building comprising 13 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage. The 'L-shaped' building would mainly comprise a four storey block, with the accommodation on the top floor contained within the roof space and its four storeys also includes a basement / lower ground level. The block would have a crown roof with front, side and rear dormers and rooflights, together with gabled elements and a projecting front wing with a cat-slide roof with enclosed internal terraces and a cat slide roof on its eastern side elevation.

The proposal would comprise 7 x 2 bedroom and 6 x 3 bedroom units, with 3 of the units (1 x 2 bedroom and 2 x 3 bedroom units) being wheelchair accessible. Two flats would be provided on the basement / lower ground floor, four flats on each of the ground and first floors and three flats on the second floor within the roof space.

A total of 24 car parking spaces are proposed, 12 of which, together with a motorbike space and a 30 space cycle store would be provided within the front part of the basement / lower ground floor.

The main changes to the external elevations of the building from that of the 15 unit scheme are to its fenestration. In total, 9 new rooflights have been added at second and third floor levels and the spacing and size of the windows has been altered on parts of the building, with some windows omitted and others added, together with a new door (serving the terrace area to Flat 6 on the ground floor at the rear).

3.3 Relevant Planning History

Comment on Relevant Planning History

Permission was initially granted on 7/10/16 for the residential building, which would have comprised 8 x 2-bedroom units with associated parking and landscaping, following the demolition of the existing residential block and pair of semi-detached houses (10112/APP/2016/2135 refers). This was followed by the granting of permission on 31/1/17 for 9 residential flats, comprising 4 x 2 bedroom and 5 x 3 bedroom units (ref: 10112/APP/2016/3976). Subsequently, a 12 unit scheme was approved on 6/7/18 (10112/APP/2017/2077 refers), before permission for the most recent scheme for 15 flats was granted on 9/11/20 (10112/APP/2019/1244).

The approved schemes have an identical building footprint, scale, massing and design, with the only internal changes between the schemes involving their internal layout and the number and mix of units, with the main external alteration being to the block's fenestration detail. The latest approved 15 unit scheme comprised 12 two-bedroom and 3 three-bedroom units with five instead of four flats being proposed on each of the ground floor and first floors. Two of the 2 bedroom units on the first floor were also secured as discount market units whereas the current scheme proposes an in lieu affordable housing contribution.

Details in connection with the 15 unit scheme were approved on 31/3/22 (10112/APP/2021/3783 refers) for Conditions 17 (Low emission strategy) and 23 (Energy assessment) and subsequently on 22/7/22 (10112/APP/2021/3709 refers) for Conditions 3 (Levels), 4 (External materials), 5 (Tree protection), 6 (Landscape scheme), 8 (Basement terrace subdivision detail), 10 (Side Dormer detail), 12 (Basement Impact Assessment), 16 (Step free access), 18 (Reducing emissions from demolition and construction work), 20 (Parking and allocation management plan), 21 (Refuse management plan), 22 (Construction logistics plan) and 26 (Access road, parking and service area details).

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.

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.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.HE1 (2012) Heritage

PT1.H2 (2012) Affordable Housing

Part 2 Policies:

NPPF5 NPPF 2021 - Delivering a sufficient supply of homes

NPPF8 NPPF 2021 - Promoting healthy and safe communities

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

LPP GG4 (2021) Delivering the homes Londoners needs

LPP GG6 (2021) Increasing efficiency and resilience

LPP D2 (2021) Infrastructure requirements for sustainable densities

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP D11 (2021) Safety, security and resilience to emergency

LPP D12 (2021) Fire safety

LPP D13 (2021) Agent of change

LPP D14 (2021) Noise

LPP H1 (2021) Increasing housing supply

LPP H4 (2021) Delivering affordable housing

LPP H5 (2021) Threshold approach to applications

LPP H10	(2021) Housing size mix
LPP S4	(2021) Play and informal recreation
LPP HC1	(2021) Heritage conservation and growth
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI13	(2021) Sustainable drainage
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
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DMHB 11	Design of New Development
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DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18 Private Outdoor Amenity Space

DMHB 19 Play Space

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMEI 2 Reducing Carbon Emissions

DMEI 3 Decentralised Energy

DMEI 9 Management of Flood Risk

DMEI 10 Water Management, Efficiency and Quality

DMEI 14 Air Quality

DMCI 4 Open Spaces in New Development

DMCI 5 Childrens Play Area

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

DMHD 3 Basement Development

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **24th August 2022**

5.2 Site Notice Expiry Date: **24th August 2022**

6. Consultations

External Consultees

13 neighbouring properties have been consulted, together with the Northwood Residents' Association and the Dene Road Residents' Association, the application has been advertised in the local press on 3/8/22 and a site notice dated 3/8/22 has been put up adjacent to the site on Green Lane on 1/8/22. 1 objection has been received from a neighbouring property, raising the following concerns:-

(i) Building work is already ongoing on the east side of London School of Theology which is causing noise and dust and not yet sure of the implication on the environment of this work so Council need to put this application on hold and re-assess the situation when current work is completed.

(ii) Proposal represents overdevelopment on a small plot of land which is disturbing and changing our living environment beyond recognition.
(iii) The number of cars and motorbikes driving in and out of a small road would result in dust, noise, rubbish and pollution.

Northwood Residents' Association:
All windows that overlook neighbouring properties should be obscured glazing and unopenable below 1.8m to prevent overlooking and loss of privacy.

The Traffic Report is from May 2017 for the original proposal of 12 x 2-bed flats. This application is for 13 flats, and since that Traffic Report was done, the applicants own development Aldis House has been completed with more flats with increased car usage, sharing the only narrow access road with the proposed development at the back. What used to be mostly pedestrian passage due to student housing now has to support two new developments with flats and they have not re-assessed the traffic impact.

Case Officer comment:
The comment regarding windows overlooking neighbours should be obscure glazed and non-opening is only considered to affect neighbours on the eastern side and this has been conditioned.

The existing vehicular access has already been assessed and considered suitable to serve a 15 unit scheme on this site and as part of this application, the Highway Engineer advises 'the vehicular access arrangement from Green Lane is to remain unaltered and is considered fit for purpose in terms of serving the proposal'.

Thames Water:
Waste Comments
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.

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.

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.

A further 14 day neighbour re-consultation was undertaken on the revised plans submitted on 4/10/22. No

additional neighbour responses were received.

Northwood Residents' Association:
This requests an amendment to the provision of affordable housing - the request is based upon estimates of sale prices and costs. What if this proves to be wrong and a larger profit is actually made? The assessment should be revised only when the actual sale prices and costs are known.

Case Officer comment:
A late stage review mechanism would be secured through the S106 Agreement.

Internal Consultees

Policy Officer:
The submitted AH Viability Report on this scheme needs to be reviewed.

Despite showing AH on the proposals, it appears they are arguing for 0% AH.

Case Officer Comment:
The FVA has been independently reviewed and clarification has been provided that the scheme does not propose any affordable housing.

Highway Engineer:
Site Characteristics & Background
The site is located on Green Lane (designated as 'classified' in the council's hierarchy of roads) and the proposal for 13 residential flats (6x2 & 7x3 bedrooms) is to be contained within the London School of Theology (LSD) site. The flats would replace two redundant residential dwellings.

The address exhibits a public transport accessibility level (PTAL) rating of 3 which is considered as moderate and therefore heightens dependency on the use of private motor transport.

The site benefits from a 2018 & 2020 planning permission for a comparable scheme consisting of 12/15 (14x2 & 1x1 bedroom) flats both with 24 on-plot parking spaces (10112/APP/2017/2077 & 10112/APP/2019/1244 respectively).

Parking Provision & Internal Road Layout
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

It is proposed to provide 7 three and 6 two-bedroom flats totalling 13 units. Hillingdon's standard would require up to 20 to 23 on-plot spaces whilst the regional London Plan demands in the region of up to 12 spaces.

A total of 24 spaces are proposed with 12 at ground level and 12 (inclusive of 2 disabled compliant provisions) within a basement area hence the regional standard is exceeded by some margin.

With the recent adoption of the 2021 London Plan (LP), the council's emphasis has now changed whereby

the leaner parking requirements of the LP are now considered to be more relevant and appropriate for making determinations. This change in direction is substantively based on stastical evidence linked to LBH's track record related to planning appeals allowed on appeal. It is apparent that the Planning Inspectorate generally affords priority to the LP in lieu of LBH's Local Plan: Part 2 parking standards in circumstances where a refusal has been based on insufficient on-plot parking provision. In reality, and where appropriate, lower on-plot parking provisions as guided by the LP have now become the norm.

However, it is suggested that with this new application, an exception to the above approach should be applied given that historically, the address has been subject to two relatively comparable planning consents since 2017 which were determined on the consistent basis of a 'higher' parking quantum encouraged by Hillingdon's standards. This was the case for the most recent 2020 consent for 15 flats (10112/APP/2019/1244) where a higher level of parking was accepted with a required 22 spaces and agreed 24 space provision proposed by the applicant split equally between a surface level and basement provision. This overall parking quantum and arrangement has now been replicated for this new application albeit with a marginally reduced and altered mix of flat units.

Therefore, for consistency and in fairness to the applicant who has been encouraged to provide a higher parking content from the onset, it is considered appropriate to treat this new application as a 'one-off' exception to the rule by accepting the over-provision of 24 spaces which still broadly falls in-line with LBH's Local Plan: Part 2 standard.

The proposed internal surface level & basement parking arrangement conforms to DfT (Manual for Streets circa 2007) best practice for road and parking layouts as the layout allows for vehicles using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds and is therefore welcomed. The vehicular access arrangement from Green Lane is to remain unaltered and is considered fit for purpose in terms of serving the proposal.

Electric Vehicle Charging Points (EVCP's)
In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, 5 spaces should be designated as 'active' provisions with the remaining 19 with 'passive' status. The applicant has exceeded this minimum requirement with 8 'active' and 16 'passive' spaces which is welcomed.

Disabled Compliant Parking
In accord with the parking standard - 10% of parking spaces should be disabled compliant equating to 2 spaces. The applicant confirms that two bays are proposed within the basement parking area hence this arrangement is therefore considered acceptable.

Cycle Parking
In terms of cycle parking there should be a provision of a total of 20 secure and accessible spaces for the new residential units to conform to the adopted borough cycle parking standard. 30 spaces are shown located within a secured area within the basement which is considered acceptable in principle.

Motor-Cycle Parking
The Local Plan: Part 2 DMT 6 policy and parking standard requires new developments to provide one motorcycle/scooter parking space per 20 car parking spaces. In this case, this would equate to 1 space which is to be positioned within an acceptable location in the basement area. There are no further observations.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would clearly increase traffic generation from the site as compared to the existing redundant dwelling units. However peak period traffic movement into and out of the site is not expected to produce more than 3-4 additional vehicle movements during the most sensitive and therefore crucial peak morning and late afternoon/early evening hours hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements
Refuse collection would occur via Green Lane and the site access road itself from a specific bin store location as shown located within the basement area. A site management regime would ensure that waste collection distances do not exceed 10m from the point of collection in order to conform to good practice therefore a suitable on-site management planning condition should be sought. There are no further observations.

Construction Logistics Plan (CLP)
A full and detailed CLP is a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. This has been submitted and is broadly considered fit for purpose.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

Noise Officer:
Despite the large number of documents provided in support of the application there does not appear to be a noise assessment. However, from the location plan and D&A report this would appear to be a residential development in an established residential area set back from the local road, hence the likelihood of road traffic noise causing any significant noise effects on those living inside would appear to be low regardless of the design of the building, for example the windows. However, it is noted that the design will make use of Air Source Heat Pumps for heating and presumably cooling with units inside individual dwelling used in conjunction with a communal unit. If not properly designed or installed ASHPs can be a source of both airborne and structure borne noise which could cause complaints of nuisance. It is recommended that no objection is made on noise grounds subject to a suitable condition 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 8 hrs, 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.'

Waste:
Application is sufficient for waste access and collections.

Please ensure that there are no barriers to the movement of the container to the collection vehicle i.e. dropped kerbs etc.

Please ensue that there is sufficient space in the bin store for both refuse and recycling as well as food waste recycling which will be introduced in the near future.

Air Quality Officer:
The proposed development is located outside the LBH Air Quality Management area (AQMA), and within LBH Northwood West Focus Area (FA) catchment area, 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 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. In addition, according to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation.

Therefore, the total emissions associated with these activities needs to be mitigated.

Damage Cost and Mitigation Measures:
Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

The level of mitigation required to the proposed development for traffic emissions is £42,225. Once all deductions were applied, the remaining value of mitigation due is £31,669. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (10%), totalling a reduction of £10,556.

Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of £31,669 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, Air Quality conditions are required to manage construction emissions as required by the Mayor of London. See text below.

Conditions - Reducing Emissions from Demolition and Construction
A No development shall commence until a Plan has been submitted to, and approved in writing by, the

LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

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

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

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.

Access Officer:
This major proposal seeks to replace two residential buildings and a pair of semi-detached houses that sit within the grounds of the London School of Theology. No accessibility concerns are raised; however, the proposed development is subject to compliance with London Plan policy D5, D7 and D12 and the following conditions should be attached to any approval:

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

Reason
To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwelling 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 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 lift shall serve all floors and remain in place for the life of the development.

Reason
To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan policy D5 and D12.

Third Party Daylight/Sunlight Consultant:
Review of the Daylight and Sunlight Report, dated 3/10/22 (summary):
Whilst we are generally in agreement with the approach, scope and methodology used, there are a few key clarifications required.

Firstly, can the report authors please confirm whether the internal assessment considers the surrounding buildings in the context model as these immediately neighbouring properties may impact the proposed developments internal daylight and sunlight performance. If these neighbours have been modelled, can they please provide the sources of information for this modelling be it photogrammetry, measured survey or otherwise.

Secondly, please clarify if there is any proposed amenity space as part of the proposed development that may require an overshadowing assessment.

If the neighbouring properties are part of the context model and there is no proposed amenity space, we confirm we are satisfied that the daylight and sunlight amenity to the proposed scheme is adequate.

Lastly, can the report's authors provide clarification regarding the 25-degree test appended to the planning application. Does this relate to 6 or 7 Welcote Drive? These two properties are the primary concerns from a neighbouring daylight and sunlight impact perspective. We also recommend that the sensitive surrounding amenity spaces be included within an overshadowing assessment.

Response to Rebuttal Letter dated 4/1/23:
We are generally in agreement with the approach, scope and methodology used.

The report authors have confirmed the internal assessment considers the surrounding buildings in the context model and clarified there is a proposed amenity space to the rear of the development that is unlikely to receive good levels of light, however, other amenity spaces will be available for use.

They have also provided further reasoning as to their scoping out of the neighbouring amenity receptors.

Therefore, we are satisfied that the daylight and sunlight amenity to the proposed scheme is adequate.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of residential development on this site has already been established by the grant of previous permissions for the residential block and works have now commenced on site.

The current proposal does represent a loss of 2 residential units as compared to the last of the consented schemes on this site for 15 units.

Paragraph 124 of the NPPF (2021) advises that planning policies and decisions should support development that makes efficient use of land, taking into account amongst other factors, the identified need for different types of housing and other forms of development; local market conditions and viability and the desirability of maintaining an area's prevailing character and setting (including residential gardens).

Policy D3 of the London Plan (2021) advises that all development must make the best use of land by following a design-led approach that optimises the capacity of sites.

Whilst policy encourages the most efficient use of land, given that permission has already been granted on this site for the same size of building which contained 8, 9 and 12 units when a similar policy emphasis to make best use of land was in place, it is considered that a reason for refusal on this ground could not be substantiated at appeal.

7.02 Density of the proposed development

This current scheme by reducing the number of units from 15 to 13 and the number of habitable rooms from 49 to 47 would reduce the proposed density of the scheme to approximately 43 units per hectare and 157 habitable rooms per hectare as compared to the 49 units per hectare and 158 habitable rooms per hectare of the last consented scheme comprising 15 units.

The officer's report to committee on this previous scheme advised:-

'The location is considered to have a suburban/urban setting being within 800m of the Northwood town centre and therefore the optimal density range should be within 150-330 habitable rooms per hectare and 50 - 110 units per hectare. The development would have a density of 158 habitable rooms per hectare and 49 units per hectare with the unit density only marginally below the guidance. However, given the spacious character of the area and site constraints, including the adjoining locally listed building, it is considered the proposal does secure the optimum potential of the site, in accordance with Policy DMHB 17 of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020).'

Although the unit density has materially reduced, with the habitable room density only marginally so, it is noted that these standards are only intended as a guide. The proposed building footprint and its bulk and scale has not altered so that the proposed built form still retains the same relationship with its spacious surroundings which was previously considered to achieve the optimum potential of development for the site. Furthermore, since the last 15 unit scheme was approved on 9/11/20, density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). The design-led approach requires consideration of design options

to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure. The policy then goes on to highlight the relevant considerations which would contribute in defining an appropriate density such as site context, amenity considerations etc. It is considered that given the surrounding spacious character of the area and the constraint of the setting of the adjoining listed building and neighbouring properties, the built form does secure an appropriate amount of development on this site.

The previous section also noted that previous permissions on this site included a similar sized building providing 8, 9 and 12 units so that a reason for refusal could not now be sustained for a 13 unit scheme on grounds of not making the most efficient use of the site, even if it does represent a decrease in unit numbers from the last consented 15 unit scheme.

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

The application site is not located within an Archaeological Priority Area, nor is it located within a Conservation Area or an Area of Special Local Character. There are Listed Buildings within the local area, including the Locally Listed Aldis Hall located in front of the site. The impact of the proposed building was previously considered acceptable in relation to heritage assets on the previously consented schemes and in relation to its impact on the character and appearance of the area, which is further discussed in Section 7.07 of this report.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires that new developments achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that the Council will expect development proposals to avoid harm to the historic environment and to prevent the loss of significance or harm to the character, appearance and setting of heritage assets.

Policy DMHB 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to protect and retain the significance, appearance, character and setting of Locally Listed Buildings.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires all development to be designed to the highest standards and incorporate principles of good design, either complementing or improving the character and appearance of the

area.

The application site is located to the rear of Aldis Hall, an attractive Locally Listed two-storey Edwardian building built in the Arts and Crafts style with accommodation in the roof space. It is characterised by red brick and hung tiles at first floor, with a tiled roof featuring bonnet tiles. The former buildings on this site comprised two 20th Century modern residential blocks of limited architectural value. The Council's Conservation Officer previously advised that there was no objection to the loss of the two buildings in order to facilitate the proposed development.

The Council's Conservation Officer assessed the previous 15 unit scheme and considered that the design of that proposed scheme was not drastically different to the previous approved scheme (ref: 10112/APP/2017/2077). The officer advised that the Arts and Crafts style of the former proposed scheme was considered to be an appropriate design approach taking into account the character of the neighbouring Locally Listed Aldis Hall and the surrounding area. In order to ensure that the proposed development reflects the character and appearance of the surrounding area, the officer advised of the need for a condition requiring traditional materials to be used in the construction of the building, including the windows and doors, be included on any consent granted. Details of the materials were submitted and approved as part of the details provided within application ref. 10112/APP/2021/3709. The same material schedule and materials have been submitted as part of this application. Similarly details of the existing and proposed levels and the dormer windows' construction and glazing of the two side facing bedroom dormers, one on each of the eastern and western external elevations of the building at first and second floor level respectively were required by condition, and again, these details were approved as part of the above details application, with the same details being submitted so that there is not now a need to condition these aspects. However, the Conservation Officer on the details application was concerned that the approved exposed rafter feet detail as per the consented development should be implemented and not replaced with a fascia and soffit and an informative to this effect was added to the details consent and has also been included within the officer's recommendation on this application.

Given that the current proposal, for thirteen residential units, has the same design, character, appearance and built form (with some additional windows and rooflights) as the previously approved eight, nine, twelve and fifteen unit schemes (refs: 10112/APP/2016/2135, 10112/APP/2016/3976, 10112/APP/2017/2077 and 10112/APP/2019/1244 refer respectively), it is considered that the proposed development would not have a detrimental impact on the character and appearance of the street scene or surrounding area.

The proposal thereby complies with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 1, DMHB 3 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that new developments do not result in loss of privacy, overlooking and loss of sunlight/daylight. A minimum of 21m separation distance between habitable room windows will be required to maintain levels of privacy and prevent the possibility of overlooking. Development proposals should not result in an increased sense of enclosure and loss of outlook for existing and future residents. Single aspect dwellings should be avoided. The design of new development should optimise the levels of sunlight/daylight.

It is noted that the proposed building is in the same location and has the same footprint, scale and

massing as the previously approved fifteen unit scheme. The decrease in the number of units has been achieved through reconfiguration of the internal layout.

As previously advised within the officer's report on the fifteen unit scheme, the nearest residential property to the development is situated to the east. Its closest ground floor level habitable room window is approximately 11.5m from the building. The Building Research Establishment's report 'Site Layout Planning for Daylight and Sunlight 2022' recommends that suitable daylight to habitable rooms is achieved where a 25 degree vertical angle taken from the centre of the habitable room window is kept unobstructed. The plans submitted demonstrate that the proposal would comply with the 25 degree vertical angle. Therefore, the proposal would not be considered to adversely impact daylight/sunlight to this neighbour's windows and this relationship has been previously agreed on the previously consented schemes (also see comments in next section re 25 degree line).

The committee report on the previously consented 15 unit scheme also advised that the proposal includes the addition of 2 dormer windows which would serve bedrooms, one on each of the eastern and western side elevations on the first and second floors respectively which are incorporated on the current scheme. The design of the dormers reflects the design and appearance of the other dormers on the building. As previously approved, the dormers would comprise of an obscure glazed window at the front and windows at the sides; due to the orientation of the building, the side windows would provide outlook without facing onto neighbouring properties whilst the obscure glazed front windows would allow for the provision of daylight to these rooms without resulting in overlooking. As previously noted within the committee report, one of the side windows of the dormer (now serving Unit 11) would face towards the roof slope of the proposed building; although the outlook from this window would be restricted, on balance it would be acceptable in this instance as there would be unrestricted outlook from the other side window (it is also noted that this dormer faces the grounds of the London School of Theology and it would not result in any additional overlooking than the other windows in this elevation which have previously been approved as part of the consented schemes).

There are other openings proposed on the eastern catslide roof slope of the building, but as these are either secondary windows or serve non-habitable rooms it is considered that they could be obscure glazed and made to be non-openable below a 1.8m height above finished floor level, so as not to have a significant adverse impact on the privacy of neighbouring properties, which would be controlled by condition. The windows on the western side elevation would face towards non-residential properties and so would not have a negative impact on those properties. The windows on the southern front elevation are either at sufficient distance (over 21m) from the rear windows of Aldis Hall or orientated away from Aldis Hall; in addition, the relationship between the proposed building and the neighbouring building is the same as that previously approved under the fifteen unit scheme. Therefore, the proposed development would not result in overlooking or loss of privacy to the occupiers of Aldis Hall.

The proposed development would not impact on the privacy of 5 Firs Walk, located at the rear of the site, as the property is over 21m from the rear of the proposed building.

Overall, it is considered that the proposed development would not result in significant harm to the residential amenity of neighbouring properties or to future occupiers and so complies with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.09 Living conditions for future occupiers

Internal Floor Space:

The application would provide 6 x two-bedroom, 4 person and 7 x three-bedroom, 6 person units.

Policy D6 of the London Plan 2021, in Table 3.1 sets out minimum internal floor space standards for residential units requiring 70sq.m for two-bedroom, four person units and 95sq.m for three-bedroom, six person units.

As with the 15 unit scheme, the proposed units easily comply with the floor space standards and it should be noted that all the units have been provided with generous and spacious internal floor space which significantly exceeds the minimum London Plan standards, with the 2 bedroom units ranging from 107sq.m to 153sq.m and the 3 bedroom units ranging from 145sq.m to 204sq.m. The proposal is therefore acceptable in regards to internal floor space, and complies with Policy D6 of the London Plan (2021).

External Amenity Space:
Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the Council's standards (as per Table 5.2). Two-bedroom units should be provided with a minimum of 25sq.m of external amenity space and three-bedroom units should be provided with a minimum of 30sq.m of external amenity space. Balconies should have a depth of not less than 1.5m and a width of not less than 2m and area of not less than 5sq.m.

The proposed 13 unit scheme would therefore require the provision of 360sq.m of external amenity space to satisfy minimum outdoor amenity space standards.

The development would be provided with over 360 sq.m of usable communal amenity space at the rear of the building. as regards private space, the 2 basement flats would be provided with a basement terrace, some 38sq.m for Flat 1 and 43sq.m in area for Flat 2. The basement terrace would be 3.50m below the ground level of the rear garden and separated from the communal garden by a low level landscape buffer 6.4m from the rear of the building. It is noted that the size and position of the basement terrace and the landscape buffer is the same as the previously approved twelve and fifteen unit schemes. As previously, in order to provide separate private amenity space for the two basement flats, a condition to secure subdivision of the terrace would be included on any consent granted.

The three ground floor flats located above the basement units (Units 4, 5 & 6) would each be provided with a balcony, ranging in size from 5.7sq.m to 22sq.m. Unit 6 which has the smallest balcony would also be provided with a terrace (some 15sq.m).

Units 3, 7 and 11 would be provided with an internal balcony at the front of the building, partially enclosed by the cat slide roof (with areas of 18sq.m, 5sq.m and 5sq.m respectively).

Units 8, 9, 10 and 13 would not have any private amenity space but would have Juliette balconies, leaving only Unit 12 without any private amenity space or a Juliette balcony.

Overall the development provides approximately 530sq.m of external amenity space.

Whilst not all of the units would be provided with private amenity space and the enclosed terrace to Flat at 1.05m deep, would be less than the recommended 1.5m depth, the amount and type of amenity space provision has not changed from the last approved scheme (albeit with 2 less units, there would be 2 fewer units without any private amenity space or a Juliette balcony) and in the

previous committee report on the 15 unit scheme, it was considered that given the proposed communal amenity space and the fact that all of the units have internal floor spaces which are sufficiently large enough to mitigate the lack of external private amenity space, the proposed development would be acceptable in regards to Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020). This assessment remains valid with the current proposal.

Sunlight and Daylight

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that new developments optimise the levels of sunlight/daylight.

The officer's report on the previous 15 unit scheme advised:-

'The proposal seeks to provide two residential units in the basement; the proposed principle windows and doors serving habitable rooms would be on the rear elevation and face onto a basement terrace. Given the change in levels across the site, the western side of the basement would be at ground level whilst the eastern side would be set 3.50m below and 6.4m from the main ground level of the rear garden. It is considered that the proposed basement flats would be provided with adequate levels of sunlight/daylight, and it is noted that this is the same situation as per the previously approved twelve unit scheme (ref: 10112/APP/2017/2077).'

The application is supported by a Daylight and Sunlight Report (Within Development), dated 3 October 2022 which is based on the British Research Establishment's (BRE) guide 'Site layout planning for daylight and sunlight: A guide to good practice, 2022', together with drawings provided by Fluent Architectural Design Services, a topographical survey provided by Mk Surveys and a tree protection plan provided by Ghatrees.

The report concludes that the authors consider that the proposed design will provide the development's future occupiers with adequate levels of natural light.

The report has been reviewed by a Council appointed third party consultant and they initially advised that whilst the approach, scope and methodology used in the report was generally acceptable, a few points of clarification were needed, namely whether surrounding buildings had been factored into the modelling, if any proposed amenity space needed an overshadowing assessment and clarification as to which property a submitted 25 degree test had been taken from, No. 6 or 7 Welcote Drive?, with the consultant noting that these two properties were the primary concerns from a neighbouring daylight and sunlight impact perspective. They also recommended that the sensitive surrounding amenity spaces be included within an overshadowing assessment.

In response, the report authors have submitted a rebuttal letter dated 4/1/23 in which they provide an image taken from the 3D model showing the inclusion of the neighbouring properties as existing obstructions and advise that the modelling of the neighbouring properties was based on photogrammetry and reasonable assumptions as no measured survey or drawings of the neighbouring properties were available. As regards proposed amenity space, the report authors advise that private amenity areas are included at the rear, together with communal green space around the building that all residents would have access to. Given its location, the area to the rear of the site is not expected to receive ideal levels of sunlight, however, the residents will have access to the green spaces either side of the proposed development that are likely to receive morning and afternoon sunlight.

As regards the submitted 25 degree drawing, they advise that these were provided by the scheme architects and so they are unable to confirm whether the 25 degree line has been taken from No. 6 or 7 Welcote Drive, but given both properties follow the same building line and are both parallel with the proposed development, the 25 lines for both 6 and 7 Welcote Drive would be similar. The authors also note the concern raised as regards possible overshadowing of the adjoining amenity areas at 4 and 5 Firs Walk, 11 and 13 Foxdell, 7 Welcote Drive and the LST green space, but advise that considering the distance between the amenity spaces at 4 and 5 Firs Walk and the proposed development, relative to the height of the proposed rear elevation, they are of the opinion that the amenity spaces at these properties will comfortably meet the BRE recommendation of at least 50% of each amenity area receiving at least two hours of sunlight on the 21st of March. Nos. 11 and 13 Foxdell are northeast of the development and therefore, only the late afternoon/evening sunlight has the potential to be affected. Regardless, the amenity areas at these properties are considered too far away from the proposed development to suffer a noticeable increase in overshadowing. The only amenity areas identified at the Welcote Drive properties are directly to the east or are south of the development, in which case the sunlight received is unlikely to be affected by the proposed development. The main amenity space at the LFT is to the front of the building, a significant distance from the proposed development. The proposed development is therefore unlikely to have any impact on the sunlight received by this area. Given the above, they are of the opinion that the proposed development is likely to fully comply with the BRE Overshadowing to gardens and open spaces recommendations.

Importantly, the rebuttal letter notes that permission for the built form has already been secured under application 10112/APP/2019/1244, granted on the 9 November 2022 and the revised application only makes changes to the number of units within the development and therefore, many of the concerns raised within the independent review are immaterial as the built form has already been agreed.

The Council's third party consultant has reviewed the rebuttal letter and confirm that the approach, scope and methodology used in the report are acceptable, having been confirmed that surrounding buildings have been included in the context model and that although proposed amenity space to the rear of the development is unlikely to receive good levels of light, there are other areas of amenity space that will be available for use. The consultants are also satisfied with the further reasoning as regards the scoping out of the neighbouring amenity receptors and are satisfied that the daylight and sunlight amenity to the proposed scheme is adequate, including the two basement units.

The current scheme does not alter the previously approved layout and the third party consultants have confirmed that the daylight / sunlight received by the development would be satisfactory, in accordance with the latest BRE guidance. The proposed development therefore complies with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Public Open Space

Policy G4 of the London Plan (2021) promotes the creation of new areas of publicly-accessible open space, particularly green space, ensuring that future open space needs are planned for, especially in areas with the potential for substantial change or areas of deficiency. Additionally, Policy EM4 of the Hillingdon Local Plan Part 1 and Policy DMCI 4 of the Hillingdon Local Plan Part 2 both support the provision of new open space in major developments, or improvements to existing open spaces. Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will

be resisted.

The creation of new open space is to be encouraged wherever practical, although it is recognised that creation of new open spaces may be limited in densely populated areas or because of financial constraints, and in such circumstances, major residential proposals are expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities off-site.

For the current application, comprising 7 x 2 bedroom, 4 person and 6 x 3 bedroom, 6 person units would amount to £32,000 and this would be secured as an obligation, should permission be forthcoming, recognising that due to the relatively constrained nature of the plot, on-site provision would not be feasible.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The NPPF (2021) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impact of development are severe. The NPPF also says that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Policy T4 of the London Plan (2021) requires where appropriate, the submission of transport assessments / statements to ensure that impacts on the capacity of the transport network are fully assessed and mitigated.

Policy T5 requires development proposals to remove barriers to cycling and create a healthy environment in which people choose to cycle and development proposals should be in accordance with cycle standards.

Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity and that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Car-free development with no general parking should still provide disabled persons parking in line with standards.

Policy T6.1 advises that new residential development should not exceed the maximum parking standards and residential parking spaces must make appropriate provision for electric or ultra-low emission vehicles.

Policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner and to be acceptable, schemes are required to i) be accessible by public transport, walking and cycling; ii) maximise safe, convenient and inclusive accessibility; iii) provide equal access for all people; iv) adequately address servicing requirements and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment.

Policy DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that developments provide safe and efficient vehicular access to the highway

network and do not contribute to the deterioration of local amenity or safety of all road users and residents.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that developments provide acceptable levels of car parking in line with the Council's Parking Standards (Appendix C Table 1), in order to facilitate sustainable development and address issues relating to congestion and amenity.

Previously, there were no highway objections to this scheme, the last consented scheme being for 15 units with the same level of car parking being proposed. The Council's Highway Engineer has reviewed this application and advises that Green Lane is a classified road in the Council's road network and the address exhibits a public transport accessibility level (PTAL) rating of 3 which is considered as moderate and therefore heightens dependency on the use of private motor transport.

Trip Generation:
As regards traffic generation, the Highway Engineer advises that the proposal would increase traffic from the site as compared to the former redundant units but peak period traffic movement into and out of the site is not expected to produce more than 3-4 additional vehicle movements during the most sensitive and therefore crucial peak morning and late afternoon/early evening hours hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Parking Provision & Internal Road Layout:
The Engineer advises that as regards parking provision, Hillingdon's standard would require up to 20 to 23 on-plot spaces whilst the regional London Plan requires a maximum of up to 12 spaces.

A total of 24 spaces are proposed with 12 at ground level and 12 (inclusive of 2 disabled compliant spaces) within a basement area hence the regional standard is exceeded by some margin. However, the Engineer advises that with the recent adoption of the 2021 London Plan (LP), the Council's emphasis has now changed whereby the leaner parking requirements of the LP are now considered to be more relevant and appropriate for making determinations. This change in direction is substantively based on statistical evidence linked to LBH's track record related to planning appeals. It is apparent that the Planning Inspectorate generally affords priority to the LP in lieu of LBH's Local Plan: Part 2 parking standards in circumstances where a refusal has been based on insufficient on-plot parking provision. In reality, and where appropriate, lower on-plot parking provisions as guided by the LP have now become the norm.

However, the Highway Engineer suggests that with this new application, an exception to the above approach should be applied given that historically, the address has been subject to relatively comparable planning consents since 2017 which were determined on the consistent basis of a 'higher' parking quantum encouraged by Hillingdon's standards. This was the case for the most recent 2020 consent for 15 flats (10112/APP/2019/1244) where a higher level of parking was accepted with a required 22 spaces and agreed 24 space provision proposed by the applicant split equally between a surface level and basement provision. This overall parking quantum and arrangement has now been replicated for this new application albeit with a marginally reduced and altered mix of flat units. Therefore, for consistency and in fairness to the applicant who has been encouraged to provide a higher parking content from the onset, it is considered appropriate to treat this new application as a 'one-off' exception to the rule by accepting the over-provision of 24 spaces which still broadly falls in-line with LBH's Local Plan: Part 2 standard.

The Highway Engineer also advises that the proposed internal surface level & basement parking arrangement conforms to DfT (Manual for Streets circa 2007) best practice for road and parking layouts as the layout allows for vehicles using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds and is therefore welcomed. The vehicular access arrangement from Green Lane is to remain unaltered and is considered fit for purpose in terms of serving the proposal.

Electric Vehicle Charging Points (EVCP's):
The Highway Engineer advises that to accord with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, 5 spaces should be designated as 'active' provisions with the remaining 19 with 'passive' status. The applicant has exceeded this minimum requirement with 8 'active' and 16 'passive' spaces which is welcomed.

Disabled Compliant Parking:
In accord with the parking standard - 10% of parking spaces should be disabled compliant equating to 2 spaces. The applicant confirms that two bays are proposed within the basement parking area hence this arrangement is therefore considered acceptable.

Cycle and Motor-Cycle Parking:
The development would be required to provide 20 secure and accessible spaces for the new residential units to conform to the adopted borough cycle parking standard. 30 cycle spaces would be provided within a self-contained cycle store within the basement and so the proposal would comply with the Council's standards. The basement would also be provided with one motorcycle parking space which complies with the requirement of one motorcycle space per 20 parking spaces. The Council's Highway Engineer raises no objections to these arrangements.

Operational Refuse Requirements:
Refuse collection would occur via Green Lane and the site access road itself from a specific bin store location as shown located within the basement area. A site management regime would ensure that waste collection distances do not exceed 10m from the point of collection in order to conform to good practice therefore a suitable on-site management planning condition should be sought.

Construction Logistics Plan (CLP):
A full and detailed CLP is a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. This has been submitted and is broadly considered fit for purpose.

Conclusion:
As with the previous applications for the residential building on this site, the application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Urban design:
See Section 7.07 of this report.

Access and Security:

The proposed development is considered to be acceptable in regards to access and security arrangements. There would be sufficient natural surveillance of the external parking area and front entrance to the building, and defensive space in front of ground floor windows would be provided through the landscaping scheme. Secure by Design accreditation would be secured by condition.

7.12 Disabled access

The Council's Access Officer has reviewed the application and advises that no accessibility concerns are raised, however, the proposed development is subject to compliance with London Plan policies D5, D7 and D12 and the following conditions should be attached to any approval:

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

Reason
To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwelling 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 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 lift shall serve all floors and remain in place for the life of the development.

Reason
To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan policy D5 and D12.

The recommended conditions form part of the officer recommendation.

7.13 Provision of affordable & special needs housing

London Plan policy H4 sets a strategic target for 50% of all new homes across London to be genuinely affordable, with policy H5 requiring major development proposals which trigger affordable housing requirements to provide a minimum of 35% affordable housing. This is also required by Local Plan Policy DMH 7. Following a first review by the Council's consultants, BNP Paribas of the initial financial viability appraisal produced by DJC Housing Consultants Ltd, the applicant has provided a revised financial viability appraisal (FVA) which concludes that the scheme is in deficit in terms of profitability and cannot therefore support any affordable housing on site or as an in-lieu contribution.

The revised FVA has again been reviewed by BNP Paribas and they conclude that with various amendments made to the appraisal's calculations, the proposed development with 100% private housing could generate a surplus of £70,315 against the viability benchmark. This is insufficient to provide an on-site affordable housing unit but could be used to provide a commuted sum payment.

Given that the proposal results in the loss of 2 previously secured affordable housing units, the LPA reviewed the GLA published Viability SPG 2017 document as it contains within it a formula for calculating in-lieu contributions of affordable housing, based upon a proportion of the market sales value. Based upon this formula, the LPA calculated an in-lieu sum of £320,000 for affordable housing from the applicant team, which the applicant team agreed to provide.

Whilst the viability assessors conclusions only found a surplus of circa £70,000, the alternative approach from within the GLA SPG document has enabled the LPA to secure a much greater sum to be spent on other Council housing within the Borough. The proposals are deemed to secure the maximum reasonable level of in-lieu contribution and the development will also be subject to a late stage viability review, which may secure further affordable housing contributions.

Subject to the in-lieu contribution and a late-stage review mechanism to be secured by Section 106 Legal Agreement, the proposal would be acceptable and in accordance with relevant policies and guidance.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that all new development retains or enhances existing landscaping, trees and natural features of merit, provides soft and hard landscaping that is appropriate to the character of the area and carry out tree surveys to determine the impact of development on existing trees and appropriate protection measures.

The committee report on the previously consented scheme for 15 units advised:

'Whilst the site is covered by TPO 481, none of the trees on the site are scheduled for protection. The Council's Trees/Landscape Officer has assessed the submitted Tree Report, which is identical to the previous tree report approved as part of the previously approved 12 unit scheme; in order to fully assess the impact of the proposed development, an updated tree survey providing the current condition and value (improvement or decline) of the trees within the site and along the site boundaries would be required.

It is considered that in this instance, given the proposed building has the exact same footprint and parking layout as the previously approved scheme, the provision of an updated survey of the trees within and around the site can be secured by way of a suitable condition on any consent granted.

Therefore, subject to the submission and approval of an updated tree survey and an acceptable landscaping scheme, the proposed development would comply with Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).'

The updated tree survey and landscaping scheme were submitted as part of a discharge of condition application (10112/APP/2021/3709 refers) which was approved on 22/7/22. Works have also commenced on site. The same details have been re-submitted as part of this application and are considered acceptable.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires new developments to be provided with satisfactory arrangements for the storage and collection of waste and recycling. Refuse storage needs to be well-designed; external bins should be located and screened to avoid adverse visual impacts and nuisance to both occupiers and neighbours.

The committee report on the consented 15 unit scheme advised:-

'The proposed scheme would have a bin store located within the basement, which would be accessed externally at ground level due to the topography of the site. Refuse vehicles would be able to enter the site to collect the refuse on collection days, and refuse collectors would not have to move the bins more than 10m from the point of collection.'

The proposed waste arrangements have not altered and the proposed waste management arrangements remain acceptable, subject to a condition requiring a waste management plan to be submitted and would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.16 Renewable energy / Sustainability

Policy EM1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2021).

Policy DMEI 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policy SI 2 of the London Plan (2021) require all major developments to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Proposals are required to include a detailed energy assessment showing how reductions would be achieved. Where appropriate, developments can become policy compliant by supplementing on-site reductions with off-site solutions through Section 106 funds.

This application includes the Energy Assessment submitted to discharge Condition 17 (Energy) on the 15 unit scheme (10112/APP/2021/3783 refers). A revised Energy Assessment will be required which specifically deals with this 13 unit scheme but it is considered that the 82% carbon reductions secured on the previous scheme, with the remaining 18% reduction secured through the carbon offset payment should form the minimum reduction on this scheme.

Therefore, in order to ensure compliance with regional and local planning policies, a condition requiring the submission and approval of a revised Energy Statement in relation to the current thirteen unit scheme should be added to any consent granted. In addition, as it is not currently possible to fully assess if the development is policy compliant, a contribution linked to the submission of further assessments, and using the standard formula to allow the Council to capture any shortfalls, shall be secured through a S106 Legal Agreement. If the updated Energy Assessment indicates no shortfall, then no payment is necessary.

Subject to the imposition of the above condition and S106 contribution, the development accords with Policy EM1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMEI 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policy SI 2 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to ensure that developments manage storm water as close to its source as possible. Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seek to ensure that developments provide appropriate flood risk measures and sustainable drainage systems (SuDS).

The committee report on the previously consented scheme for 15 units advised that:-

'The site is located in Flood Zone 1 according to the Environment Agency Flood Maps. The Council's Floodwater Management Officer has assessed the application and considers that given that there are no external changes to the proposal from the previously approved twelve unit scheme (ref: 10112/APP/2017/2077), the previously approved surface water drainage strategy (Ambiental report reference Final v1.0 dated May 2017) would be suitable to support the current application. The report has been submitted as part of this application and it is therefore considered that subject to a condition requiring the scheme to be developed in accordance with the surface water drainage strategy, the proposed scheme would comply with Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Policy DMHB 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires developments involving basements to include an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, in order to ensure that basement developments do not harm the built and natural environment or local amenity.

The impact of the scheme on drainage, flooding and groundwater conditions is considered to be acceptable; given that the location, footprint and scale of the basement, and the number of units, is the same as the basement previously approved under planning permission ref: 10112/APP/2017/2077, it is considered that further details of the basement on structural stability can be provided by way of a condition on any consent granted. On balance, the proposed fifteen unit scheme would comply with Policy DMHB 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).'

Since that committee meeting, a Groundwater Basement Impact Assessment was submitted as part of the details application (10112/APP/2021/3709 refers) which was approved on 22/7/22. The same assessment has been submitted as part of this application. Therefore, it is considered that the scheme now fully complies with Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMEI 9, DMEI 10 and DMHD 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.18 Noise or Air Quality Issues

Noise:
Policy D14 of the London Plan (2021) states that development proposals should manage noise impacts through the use of sound-proofing, insulation and other acoustic design measures.

The Council's Noise Officer has reviewed the application and advises that although there is no noise assessment, from the location plan and Design & Access Statement, this would appear to be a residential development in an established residential area set back from the local road, hence the likelihood of road traffic noise causing any significant noise effects on those living inside would appear to be low regardless of the design of the building, for example the windows. However, it is

noted that the design will make use of Air Source Heat Pumps for heating and presumably cooling with units inside individual dwellings used in conjunction with a communal unit. If not properly designed or installed ASHPs can be a source of both airborne and structure borne noise which could cause complaints of nuisance. It is therefore recommended that no objection is made on noise grounds subject to a suitable condition 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 8 hrs, 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.'

This condition forms part of the officer's recommendation and therefore it is considered that the proposed development of 13 residential units complies with Policy D14 of the London Plan (2021).

Air Quality:
Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to ensure that developments do not cause deterioration in the local air quality levels and to protect existing and new sensitive receptors. Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that developments should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants, and should include sufficient mitigation to prevent unacceptable risk from air pollution to existing and new sensitive receptors whilst actively contributing to the improvement of air quality.

The application has been reviewed by the Council's Air Quality Officer and they advise that the proposed development is not Air Quality Neutral. In addition, according to the 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.

Total emissions associated with the development therefore needs to be mitigated and the level of mitigation required, following flat rate deductions is £31,669. Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of £31,669 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, the Air Quality Officer advises of the need for the following conditions to manage construction emissions as required by the Mayor of London.

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

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

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

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

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

Therefore, the air quality contribution would ensure that the proposed development does not have a detrimental impact on air quality within the surrounding area, thereby complying with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.19 Comments on Public Consultations

Only 1 response was received from neighbouring properties to the initial public consultation. As regards point (i), the potential for construction works to generate noise and dust would be controlled by condition. As regards points (ii) and (iii), the size of the building has already been approved and this proposal represents a reduction in the number of units as compared to last consented scheme for 15 units.

7.20 Planning obligations

S106 PLANNING OBLIGATIONS:

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

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

i.necessary to make the development acceptable in planning terms
ii.directly related to the development, and
iii.fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is considered that the planning obligations set out in section 2 of this report can be requested.

i) An in lieu affordable housing contribution of £320,000 to include Review Mechanism (Late Stage; GLA standard wording).

ii) Carbon off-set contribution* as required by an approved Energy Assessment to secure the necessary CO2 savings required plus a clause ensuring that the applicant undertakes monitoring and reporting of the carbon performance of the buildings in line with the London Plan 'be seen' requirements. This shall also identify triggers and measures to ensure any shortfalls in performance are understood and mitigation is identifiable and deliverable to resolve failures to meet targets. The reporting shall be undertaken annually for 5 years.

*The shortfall (where applicable) identified in the Energy Assessment required by the Energy Condition shall form an in lieu contribution to the Council's carbon offset fund at £95/tCO2 annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).

iii) £31,669 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

iv) £32,000 public open space contribution.

v) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

Community Infrastructure Levy:
The proposed development would be Mayoral CIL Liable. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £60 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £95 per square metre for residential developments.

7.21 Expediency of enforcement action

Not applicable to this site / application.

7.22 Other Issues

Contamination:

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected

by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Environmental Health Officer previously raised no objections to the residential development of this site, subject to a condition requiring site derived soils and imported soils to be independently tested for chemical contamination, and the results of this testing to be submitted to and approved by the LPA. Works have commenced on site and the previously recommended condition forms part of the officer recommendation.

Fire Safety

The previously consented scheme(s) has already commenced on site. The current scheme makes only relatively minor internal and external alterations to the consented building, with a reduction in the number of units from 15 to 13 as compared to the last consented scheme. A condition has been added requiring a Fire Statement to be submitted in order to comply with Policy D12 of the London Plan (2021) which advises that all major development proposals should submit a Fire Statement.

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

Planning permission is sought for the erection of a residential building comprising 13 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following the demolition of an existing residential block and a pair of semi-detached houses.

Numerous planning permissions have already been granted for this residential block, with the last consented scheme being for 15 units (ref: 10112/APP/2019/1244, dated 9/11/20).

The proposed development would not result in the loss of residential accommodation. The scheme would make an in lieu affordable housing contribution and an air quality contribution, secured through a S106 Legal Agreement. The S106 Legal Agreement would also secure a carbon off-set contribution, as required by an approved Energy Assessment.

The proposal would not cause harm to the character and appearance of the immediate street scene and surrounding area and would not have a detrimental impact on the residential amenity of existing neighbours or future occupiers of the development.

The proposed units would be provided with internal floor spaces that exceed beyond the minimum London Plan standards, and sufficient external amenity space would be provided.

The proposed development would be provided with acceptable levels of car and cycle parking spaces and would not result in a significant increase in traffic generation, and so would not cause harm to the

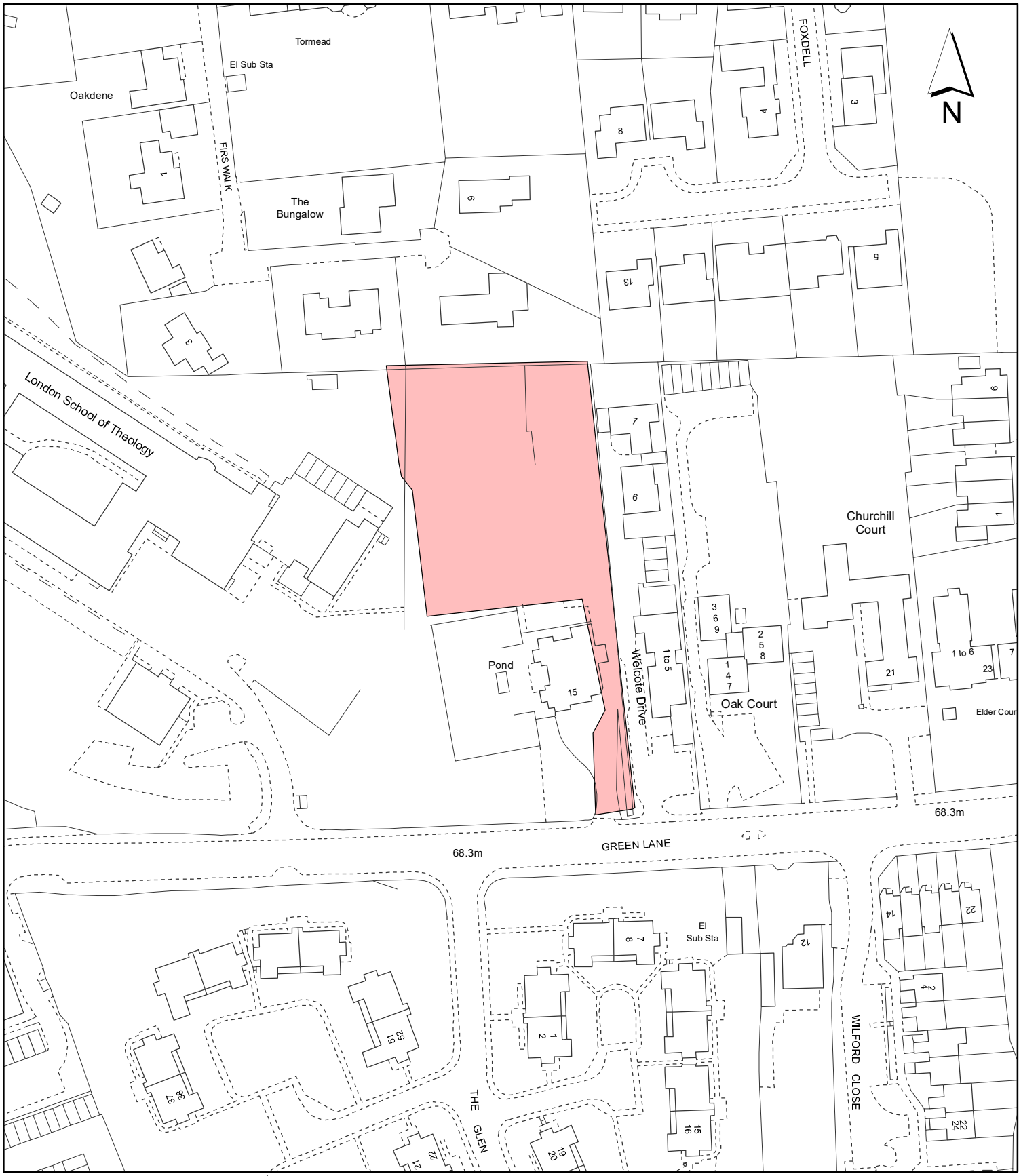
local highway network.

The application is recommended for approval, subject to conditions and a S106 Agreement.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management policies (January 2020)
London Plan (March 2021)
National Planning Policy Framework (2021)
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Planning Obligations

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



Notes:

Site boundary

For identification purposes only.

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Site Address: **Land to the east of the London School of Theology Green Lane**

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

Planning Application Ref: **10112/APP/2022/1474**

Scale: **1:1,250**

Planning Committee: **Major**

Date: **June 2023**

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Plans for Major Applications Planning Committee

Thursday 22nd June 2023

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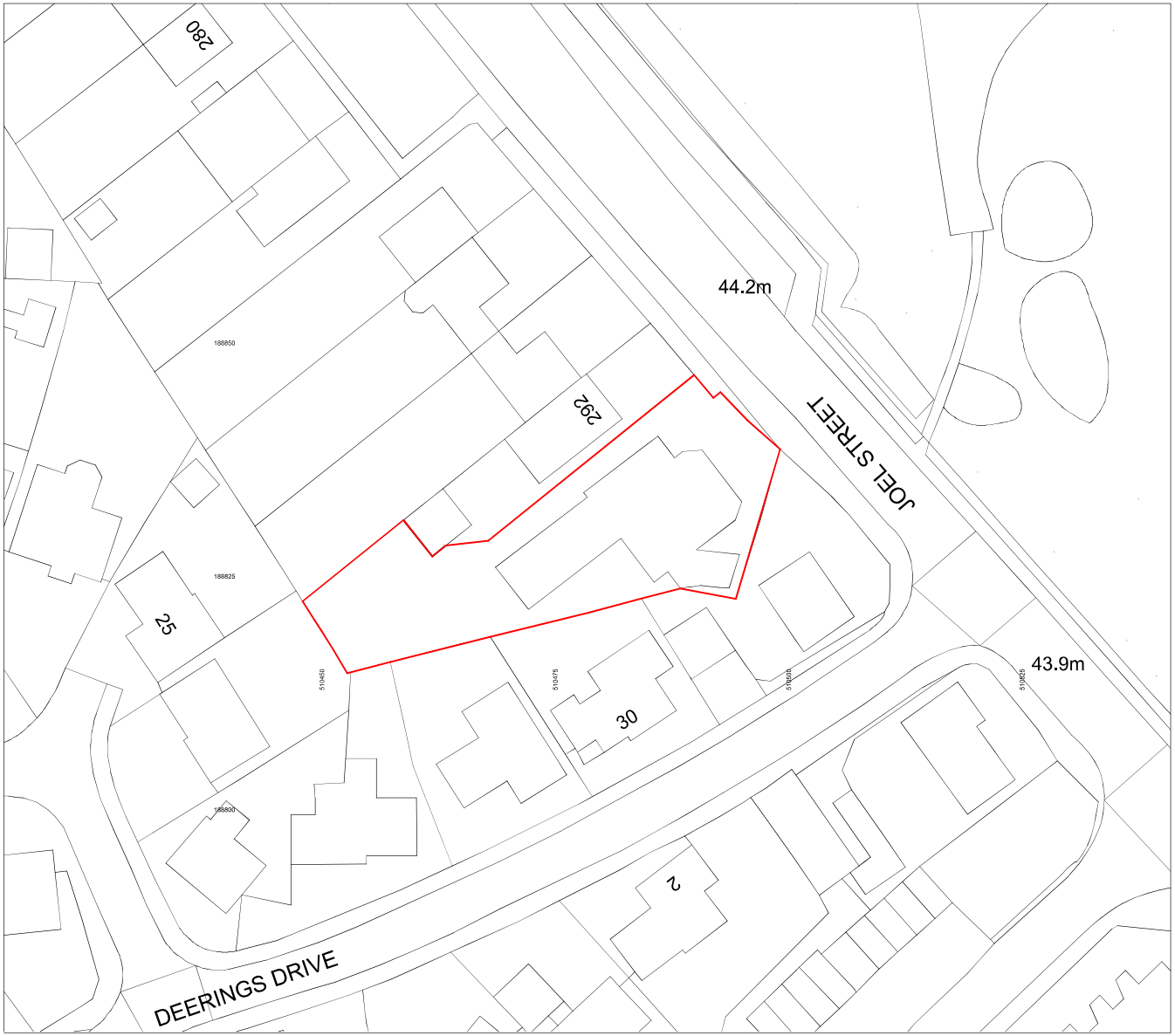
Report of the Head of Development Management and Building Control

Address:	HAYDON HOUSE, 296 JOEL STREET EASTCOTE PINNER
Development:	Demolition of the existing building and construction of a four storey building, comprising 13 residential units, including associated landscape works, provision of bicycle and bin storage and car parking space. (following the approved change of use ref. 51321/APP/2022/1861).
LBH Ref Nos:	51321/APP/2023/24



SITE LOCATION PLAN
Scale 1:1250

0 25 50 100



BLOCK PLAN
Scale 1:500

0 5.0 10.0 25.0 50.0

Notes
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2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
3. All information is to be checked and verified by the contractors and sub-contractors for accuracy and fit.
4. Discrepancies or omissions to be brought to the attention of **CIAO** prior to construction.
5. This drawing has been drawn to scale as shown, for the purpose of obtaining local authority approval
6. For General Notes refer to Drawing No. 4GN-01

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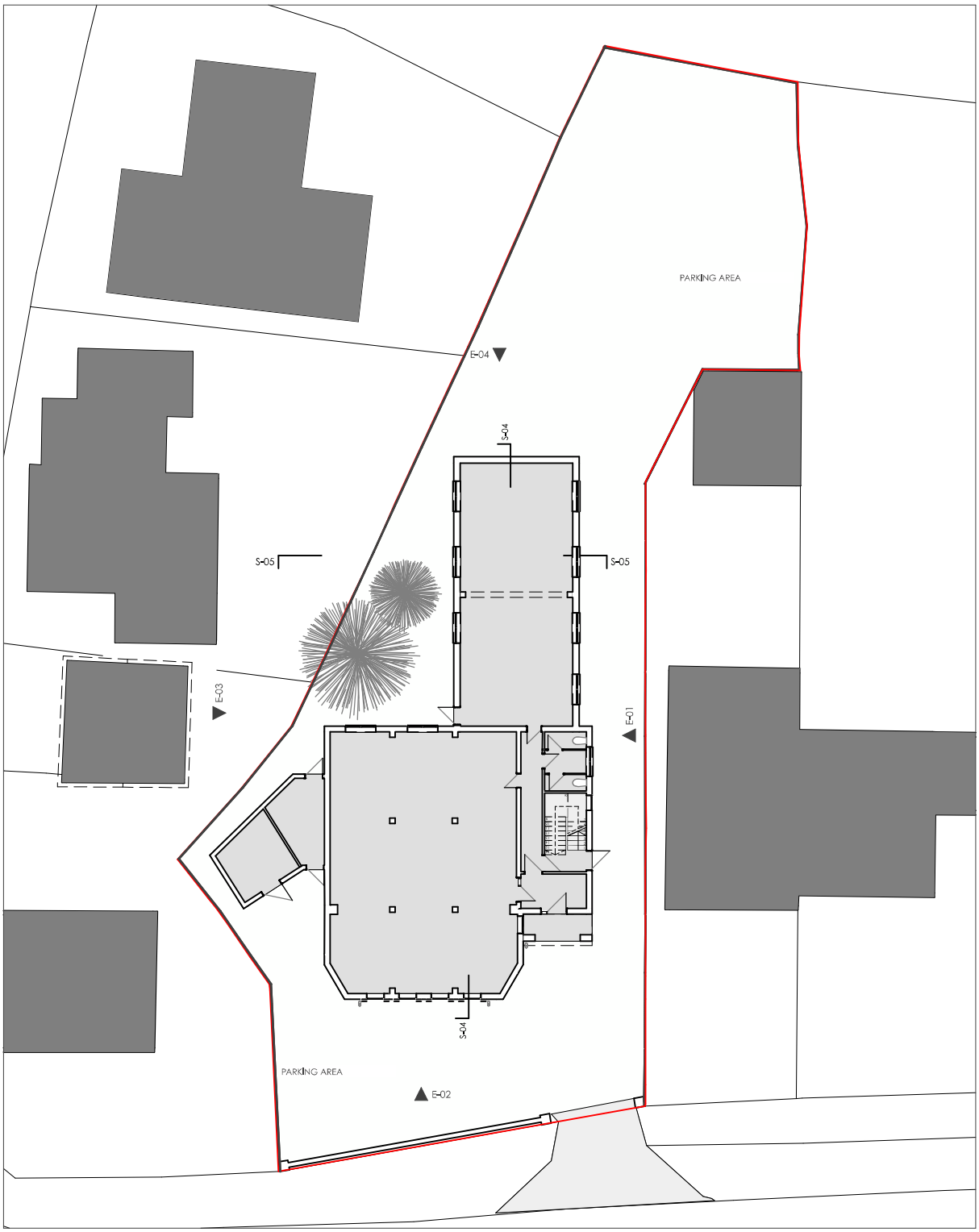
Rev	Date	Notes

Client: Westgold Holdings LTD	**Stage:** Planning	**Date:** 20/12/2022	
Project: Haydon House, 296 Joel Street, HA5 2PY	**Project Ref. No:** 166	**Scale:** 1:1250, 1:500@A3	
Drawing title: Site and block plan	**Drawing number:** 166-3EX-00	**Drawn By:** LP	**Checked By:** AP

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EXISTING SITE PLAN
Scale 1:200

0 2.0 4.0 10.0 20.0

Notes
1. All dimensions to be checked on site.
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6. For General Notes refer to Drawing No. 4GN-01

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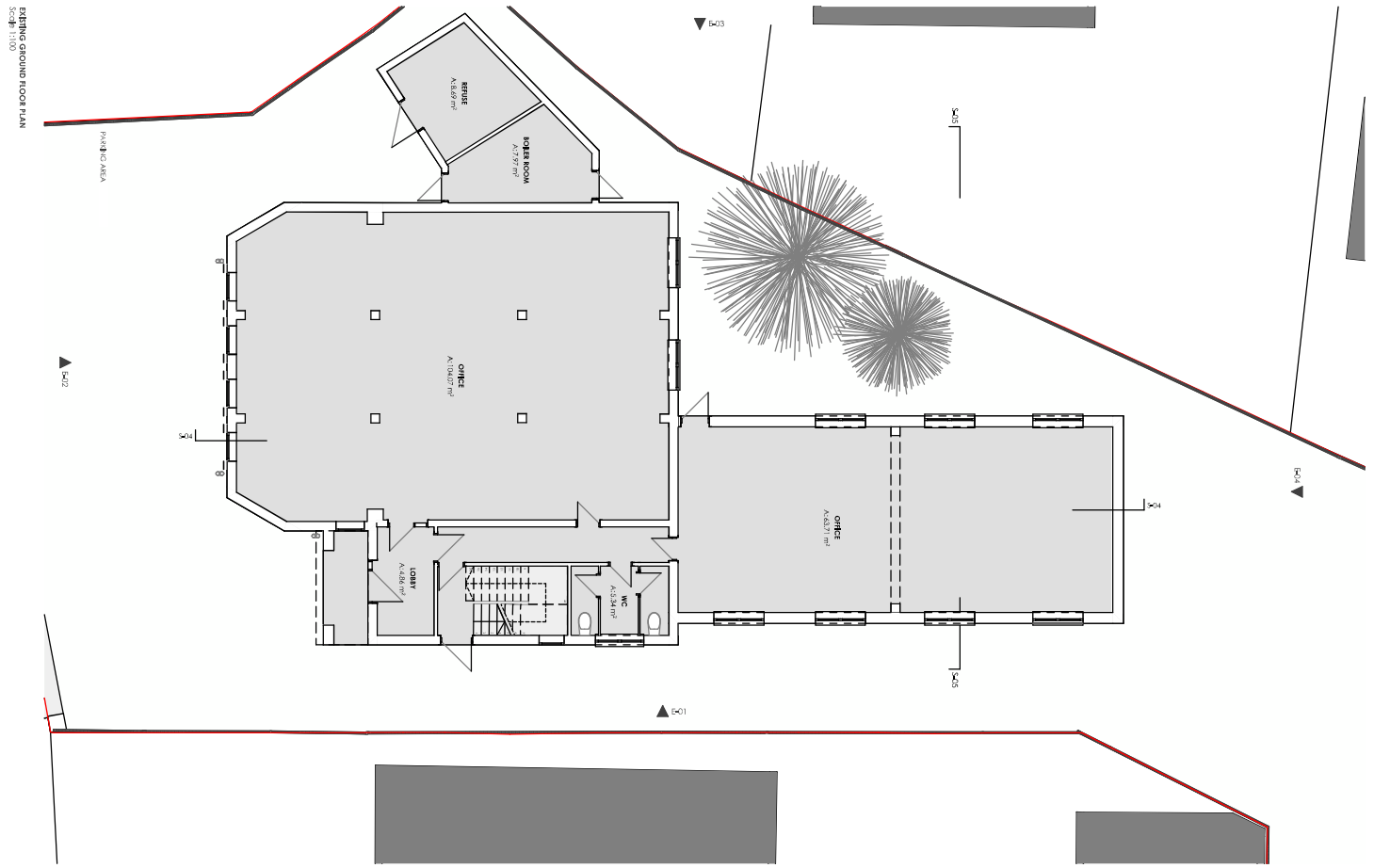
Rev	Date	Notes

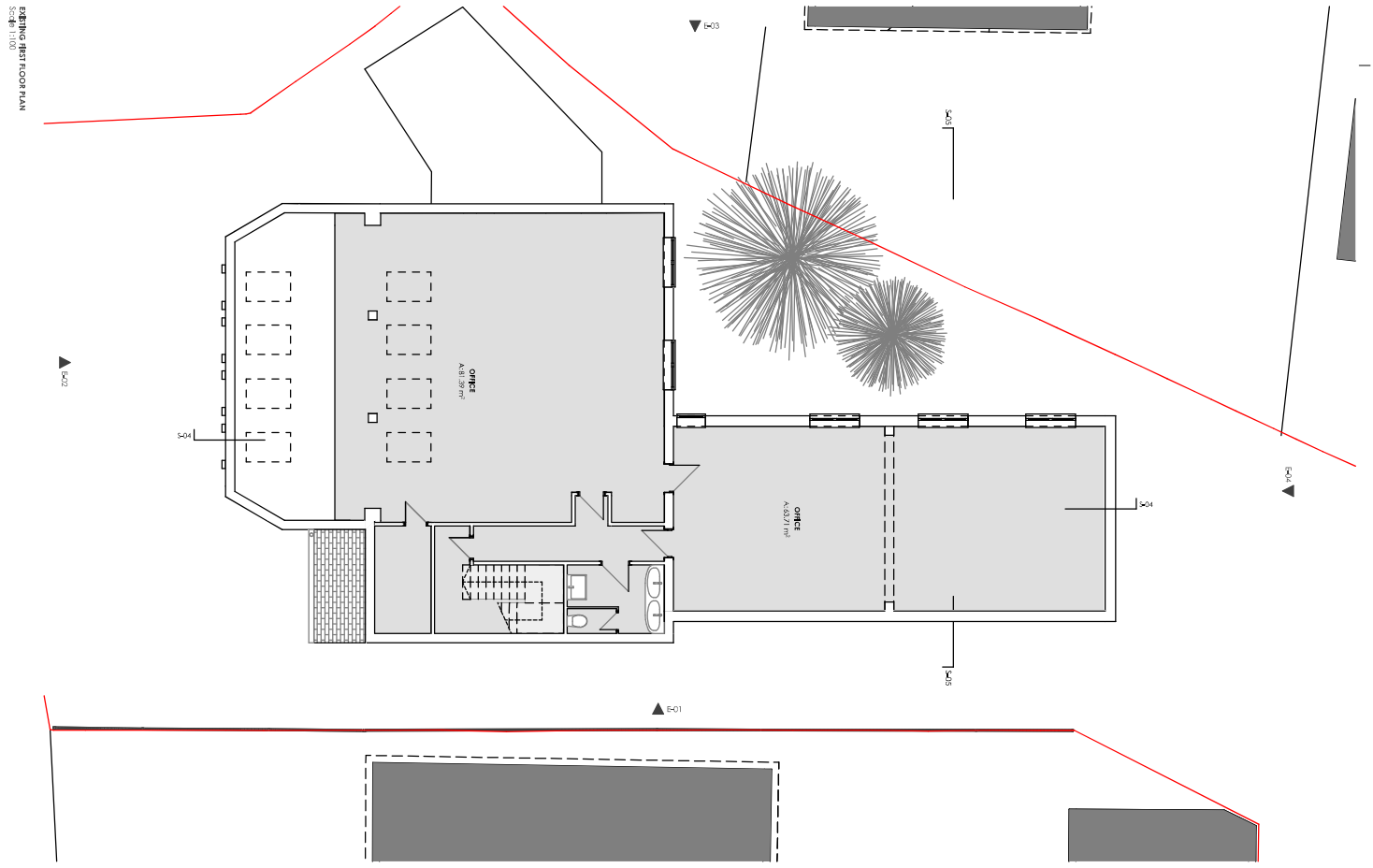
Client: Westgold Holdings Ltd
Project: Haydon House, 296 Joel Street, HA5 2PY
Drawing title: Existing site plan
Stage: Planning
Project No: 166
Drawing number: 166-3EX-01
Date: 24/05/2022
Scale: 1:200@A3
Drawn By: FC
Checked By: AP

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0 1.0 2.0 5.0 10.0

Notes

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2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
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6. For General notes refer to Drawing No. 4Gen01

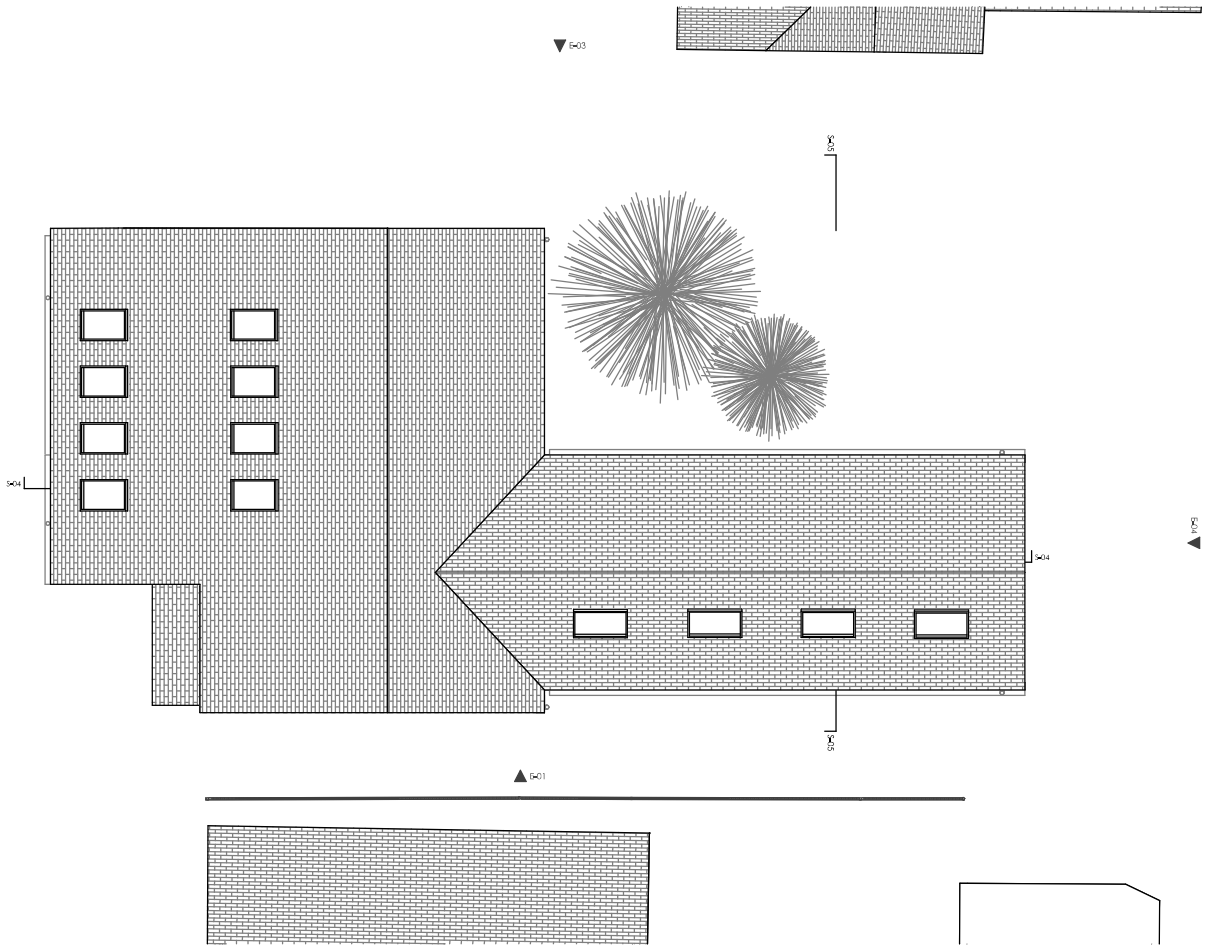
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Rev	Date	Notes

Client: Westgate Holdings Ltd
Project: Hedgerley House, 296 Joel Street, HA5 2PY
Drawing title: Existing Plans
Stage: Planning
Project Ref. No: 166
Drawing number: 166-3EX-02
Date: 24/05/2022
Scale: 1:100@A2
Drawn By: FC
Checked By: AP

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EXISTING ROOF PLAN
Scale 1:100



0 1.0 2.0 5.0 10.0

Notes

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2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes).
3. All information is to be checked and verified by the contractors and sub-contractors for accuracy and fit.
4. Discrepancies or omissions to be brought to the attention of CIAO prior to construction.
5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General Notes refer to Drawing No. 4Ga-01

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Rev	Date	Notes

Client: Westgold Holdings Ltd	Stage: Planning	Date: 24/05/2022
Project: London House, 296 Joel Street, HA5 2PY	Project Ref. No: 166	Scale: 1:100@A2
Drawing title: Existing Plan	Drawing number: 166-3EX-03	Drawn By: FC / Checked By: AP

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EXISTING FRONT ELEVATION
Scale 1:100



EXISTING EAST ELEVATION
Scale 1:100



EXISTING S-04 SECTION
Scale 1:100

Notes

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2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes).
3. All information is to be checked and verified by the contractors and sub-contractors for accuracy and fit.
4. Discrepancies or omissions to be brought to the attention of CIAO prior to construction.
5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General Notes refer to Drawing No. 4GA-001

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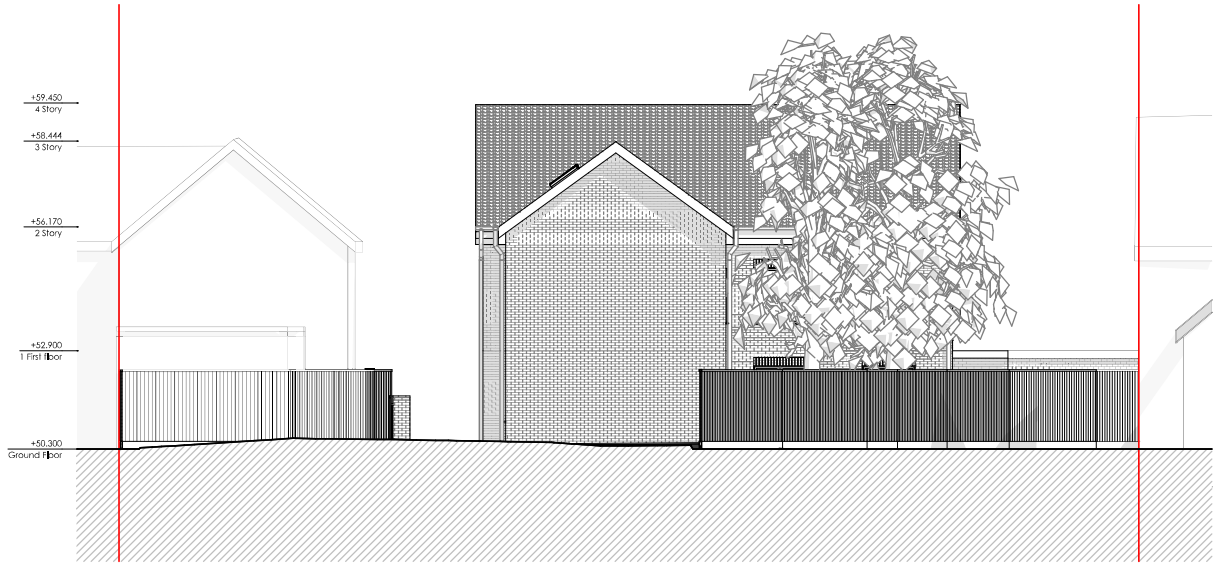
Rev	Date	Notes

0 2.0 4.0 10.0 20.0

Client: Wesigold Holdings Ltd	Stage: Planning	Date: 24/05/2022
Project: Hasden House, 296 Joel Street, HA5 2PY	Project Ref. No: 166	Scale: 1:100@A2
Drawing title: Existing elevations and section	Drawing number: 166-SE-S4	Drawn By: FC / Checked By: AP

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EXISTING REAR ELEVATION
Scale 1:100



EXISTING WEST ELEVATION
Scale 1:100



EXISTING S-05 SECTION
Scale 1:100

Notes

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4. Discrepancies or omissions to be brought to the attention of CIAO prior to construction.
5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General Notes refer to Drawing No. 4GA-01

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Rev	Date	Notes

0 2.0 4.0 10.0 20.0

Client: Wesigold Holdings Ltd	Stage: Planning	Date: 24/05/2022
Project: London House, 296 Joel Street, HA5 2PY	Project Ref. No: 166	Scale: 1:100@A2
Drawing title: Existing elevations and section	Drawing number: 166-SEX-05	Drawn By: FC / Checked By: AP

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PROPOSED SITE PLAN
Scale 1:200

0 2.0 4.0 10.0 20.0

Notes
1. All dimensions to be checked on site.
2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
3. All information is to be checked and verified by the contractors and sub-contractors for accuracy and fit.
4. Discrepancies or omissions to be brought to the attention of **CIAO** prior to construction.
5. This drawing has been drawn to scale,as shown, for the purpose of obtaining local authority approval
6. For General Notes refer to Drawing No. 4GN-01

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Rev	Date	Notes

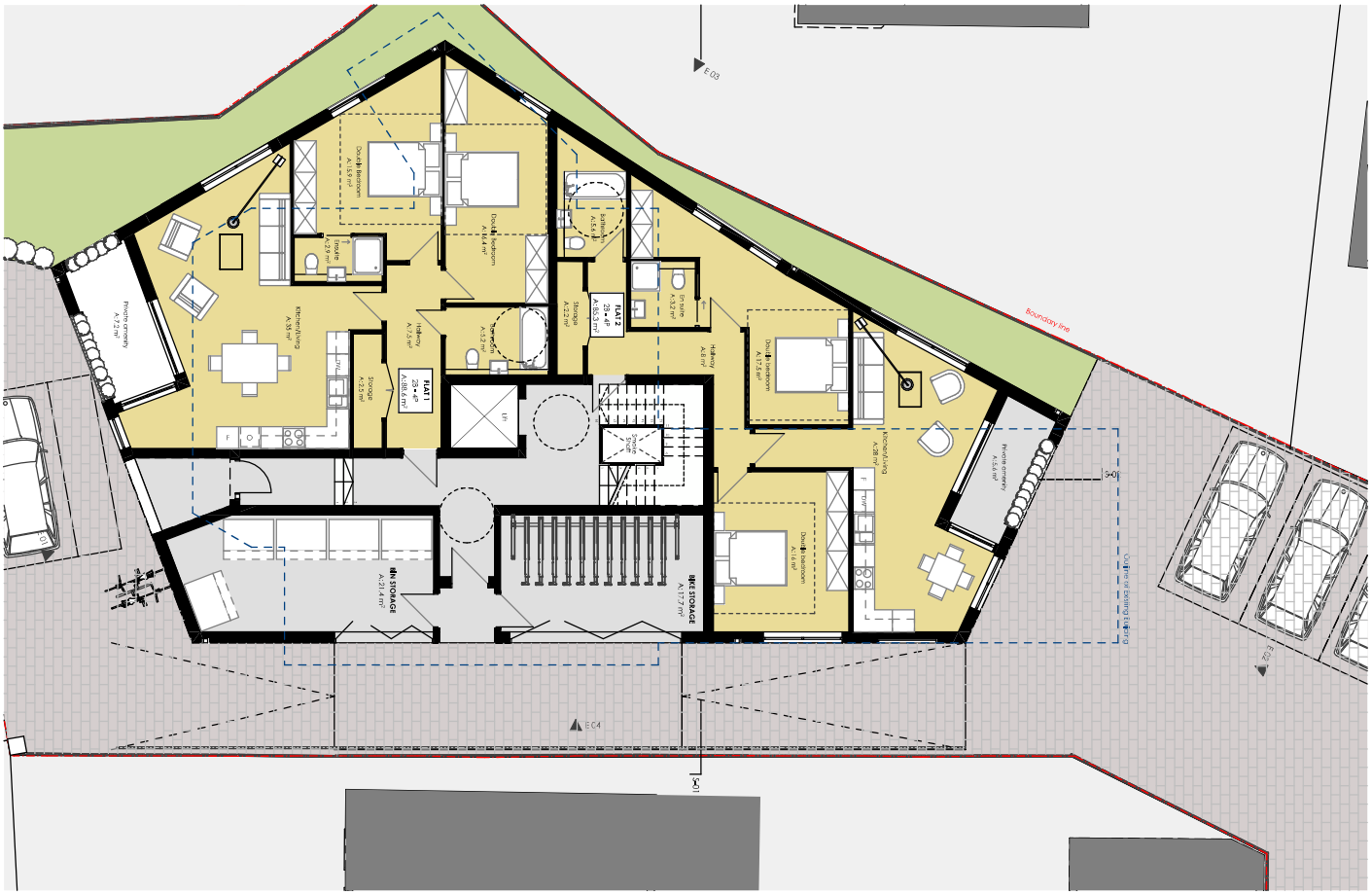
Client: Westgold Holdings LTD
Project: Haydon House, 296 Joel Street, HA5 2PY
Drawing title: Proposed site plan
Stage: Planning
Project No: 166
Drawing number: 166-3GA-01
Date: 14/12/2022
Scale: 1:200@A3
Drawn By: LP
Checked By: AP

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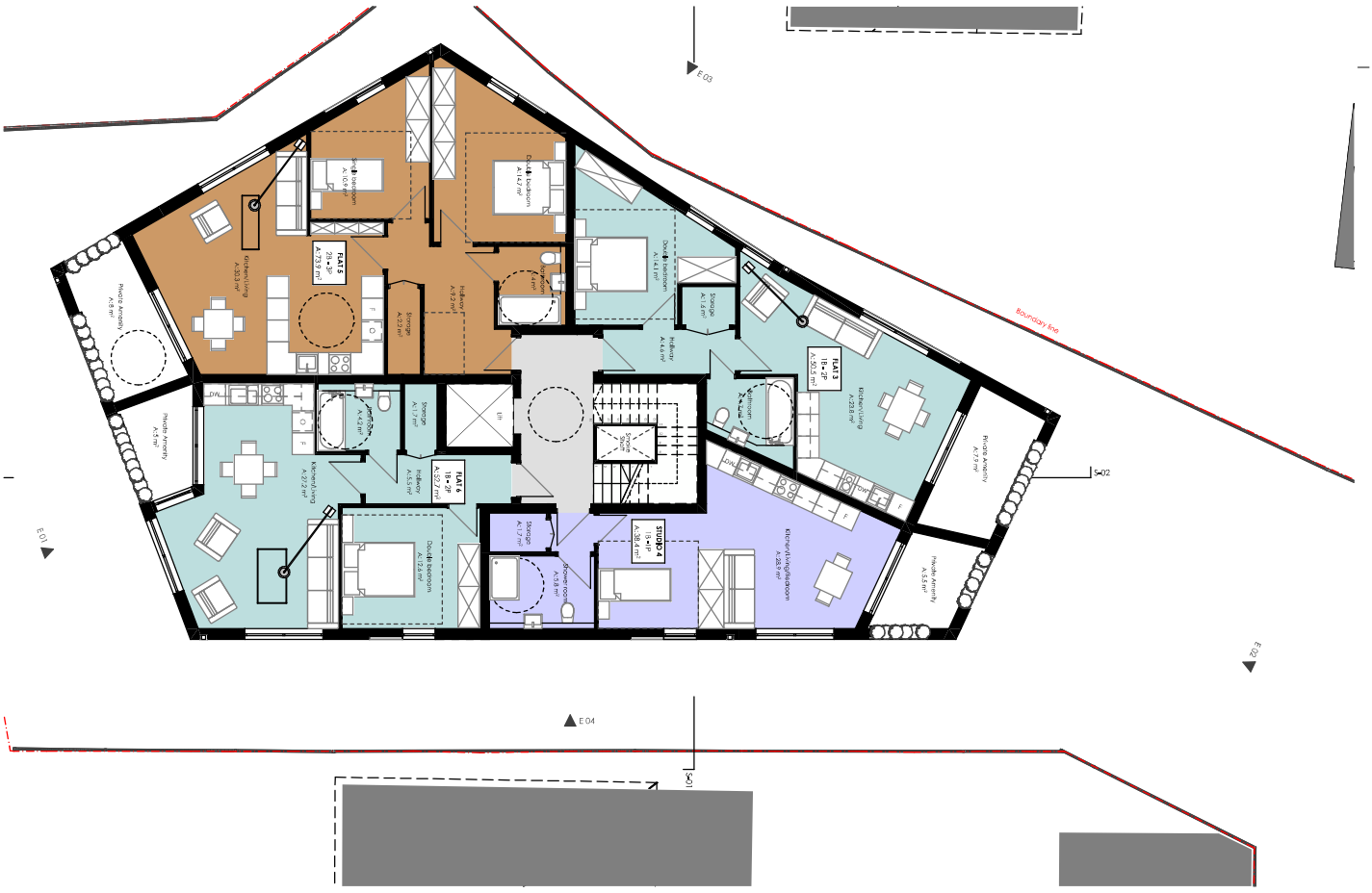
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PROPOSED GROUND FLOOR PLAN
Scale 1:100



PROPOSED FIRST FLOOR PLAN
Scale 1:100



0 1.0 2.0 5.0 10.0

KEY

1 person studio flat
1 bedroom 2 people flat
2 bedroom 3 people flat
2 bedroom 4 people flat

Notes

1. All dimensions to be checked on site.
2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
3. All information is to be checked and verified by the contractors and sub-contractors for accuracy and fit.
4. Discrepancies or omissions to be brought to the attention of CIAO prior to construction.
5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General notes refer to Drawing No. 4Ga-01

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Rev	Date	Notes

Client: Westgate Holdings LTD	Stage: Planning	Date: 14/12/2022
Project: London House, 296 Joel Street, HA5 2PY	Project Ref. No: 166	Scale: 1:100@A2
Drawing title: Proposed Ground floor & First floor plans	Drawing number: 166-3GA-02	Drawn By: LP / Checked By: AP

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PROPOSED SECOND FLOOR PLAN
Scale: 1:100



PROPOSED SECOND FLOOR PLAN
Scale: 1:100



0 1.0 2.0 5.0 10.0

KEY

1 person studio flat
1 bedroom 2 people flat
2 bedroom 3 people flat
2 bedroom 4 people flat

Notes

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2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
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4. Discrepancies or omissions to be brought to the attention of CIAO prior to construction.
5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General notes refer to Drawing No. 4Gen01

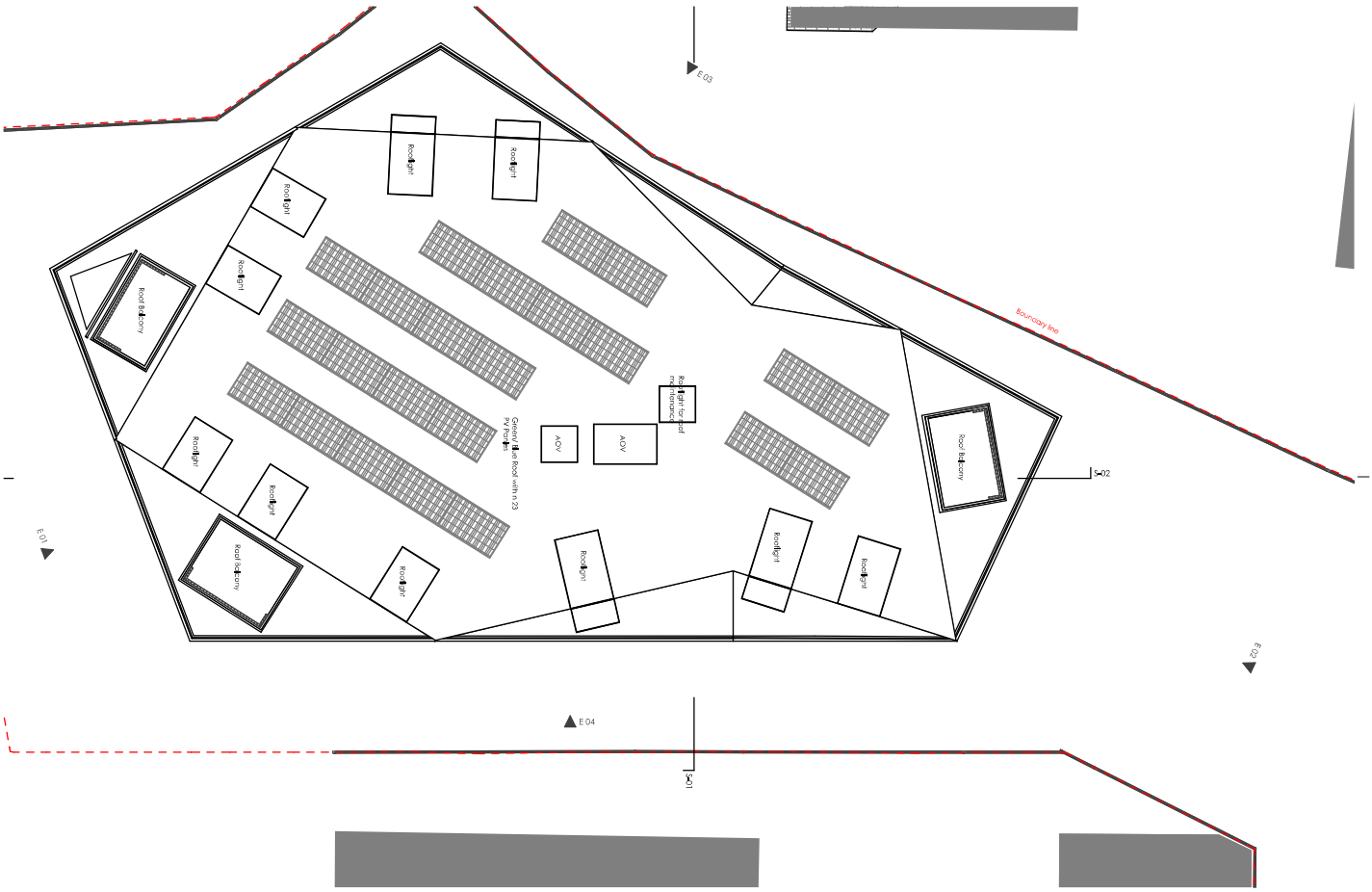
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Rev	Date	Notes

Client: Westgate Holdings LTD
Project: Horizon House, 296 Joel Street, HA5 2PY
Drawing title: Proposed Second & Third floor plans
Stage: Planning
Project Ref. No: 166
Drawing number: 166-3GA-03
Date: 14/12/2022
Scale: 1:100@A2
Drawn By: LP
Checked By: AP

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PROPOSED ROOF PLAN
Scale 1:100



0 1.0 2.0 5.0 10.0

Notes

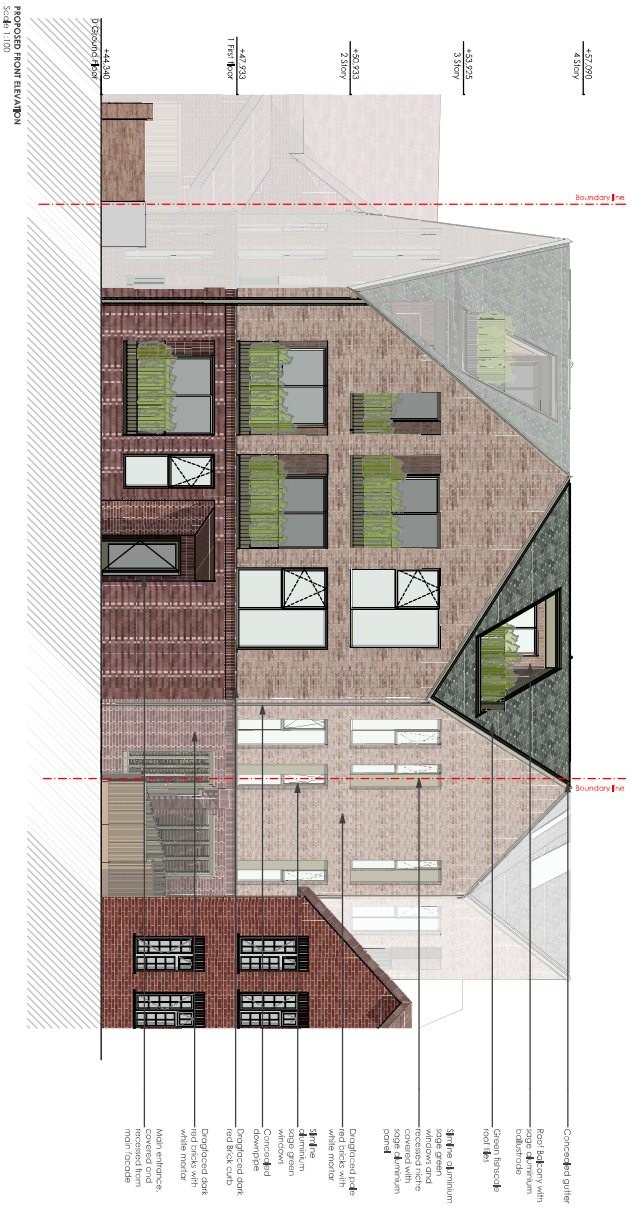
1. All dimensions to be checked on site.
2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
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5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General notes refer to Drawing No. 4Gen-01

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Rev	Date	Notes

Client: Westgate Holdings LTD
Stage: Planning
Date: 14/12/2022
Project: London House, 296 Joel Street, HA5 2PY
Project Ref. No: 166
Scale: 1:100@A2
Drawing title: Proposed roof plan
Drawing number: 166-3C-04
Drawn By: LP
Checked By: AP

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0 1.0 2.0 5.0 10.0

Notes

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6. For General notes refer to Drawing No. 4Ga-01

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Rev	Date	Notes

Client: Westgate Holdings LTD

Stage: Planning

Date: 22/12/2022

Project: Hanover House, 296 Joel Street, HA5 2PY

Project Ref. No: 166

Scale: 1:100@A2

Drawing title: Proposed Elevations

Drawing number: 166-3GA-05

Drawn By: LP

Checked By: AP

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0 1.0 2.0 5.0 10.0

Notes

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5. This drawing has been drawn to scale, as shown, for the purpose of obtaining local authority approval.
6. For General notes refer to Drawing No. 4Ga-01

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Rev	Date	Notes

Client: Westgate Holdings LTD

Project: London House, 296 Joel Street, HA5 2PY

Stage: Planning

Project Ref. No: 166

Drawing number: 166-3G-36

Date: 14/12/2022

Scale: 1:100@A2

Drawing title: Proposed Elevations

Drawn By: LP

Checked By: AP

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0 1.0 2.0 5.0 10.0

KEY

1 person studio flat
1 bedroom 2 people flat
2 bedroom 3 people flat
2 bedroom 4 people flat

Notes

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Rev	Date	Notes

Client: Westgate Holdings LTD

Site: Beech House, 296 Joel Street, HA5 2PY

Drawing title: Proposed Sections

Stage: Planning

Project Ref. No: 166

Drawing number: 166-3GA-07

Date: 14/12/2022

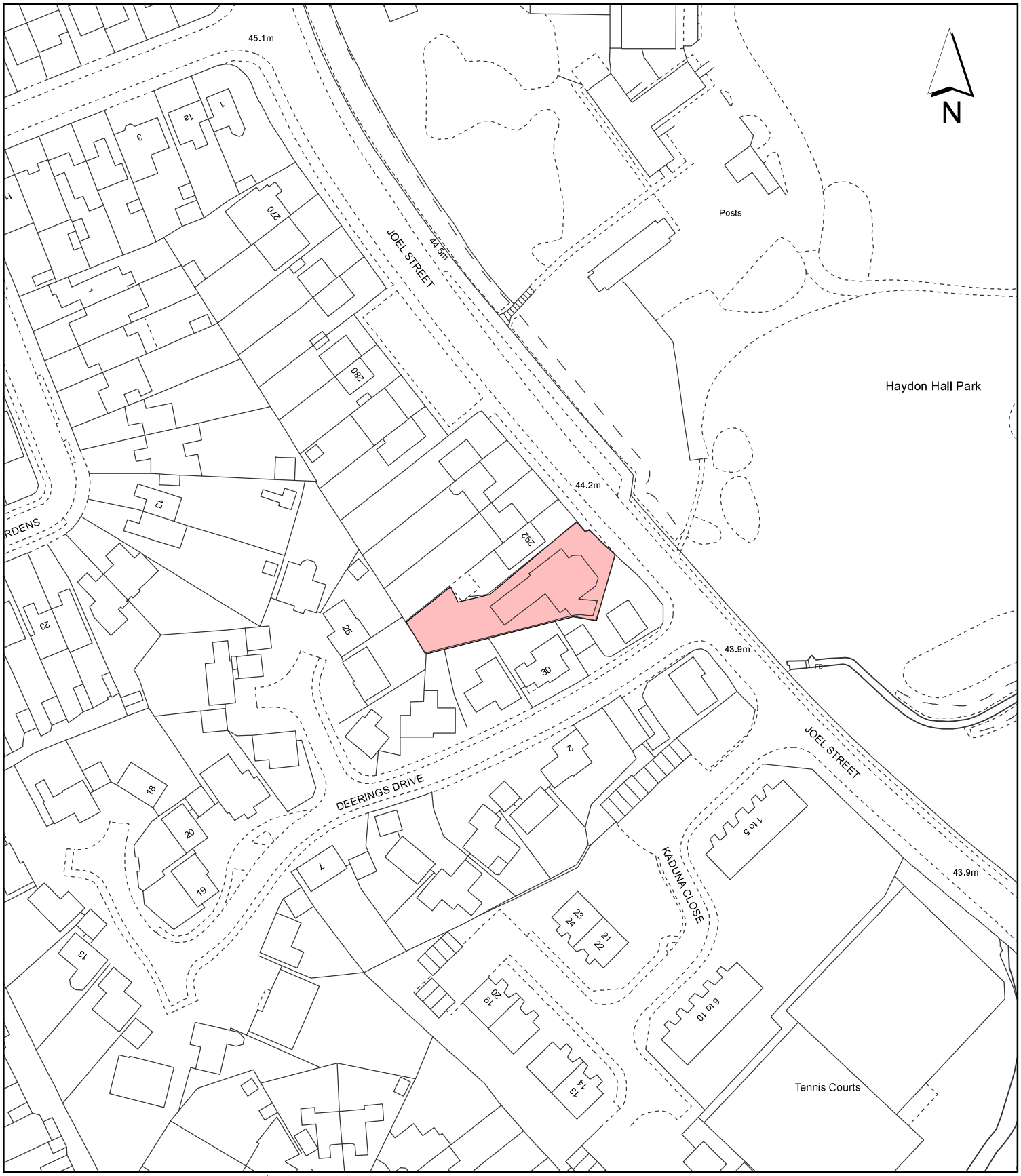
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Notes:

Site boundary

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Site Address:

Haydon House

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

Planning Application Ref:
51321/APP/2023/24

Scale:
1:1,250

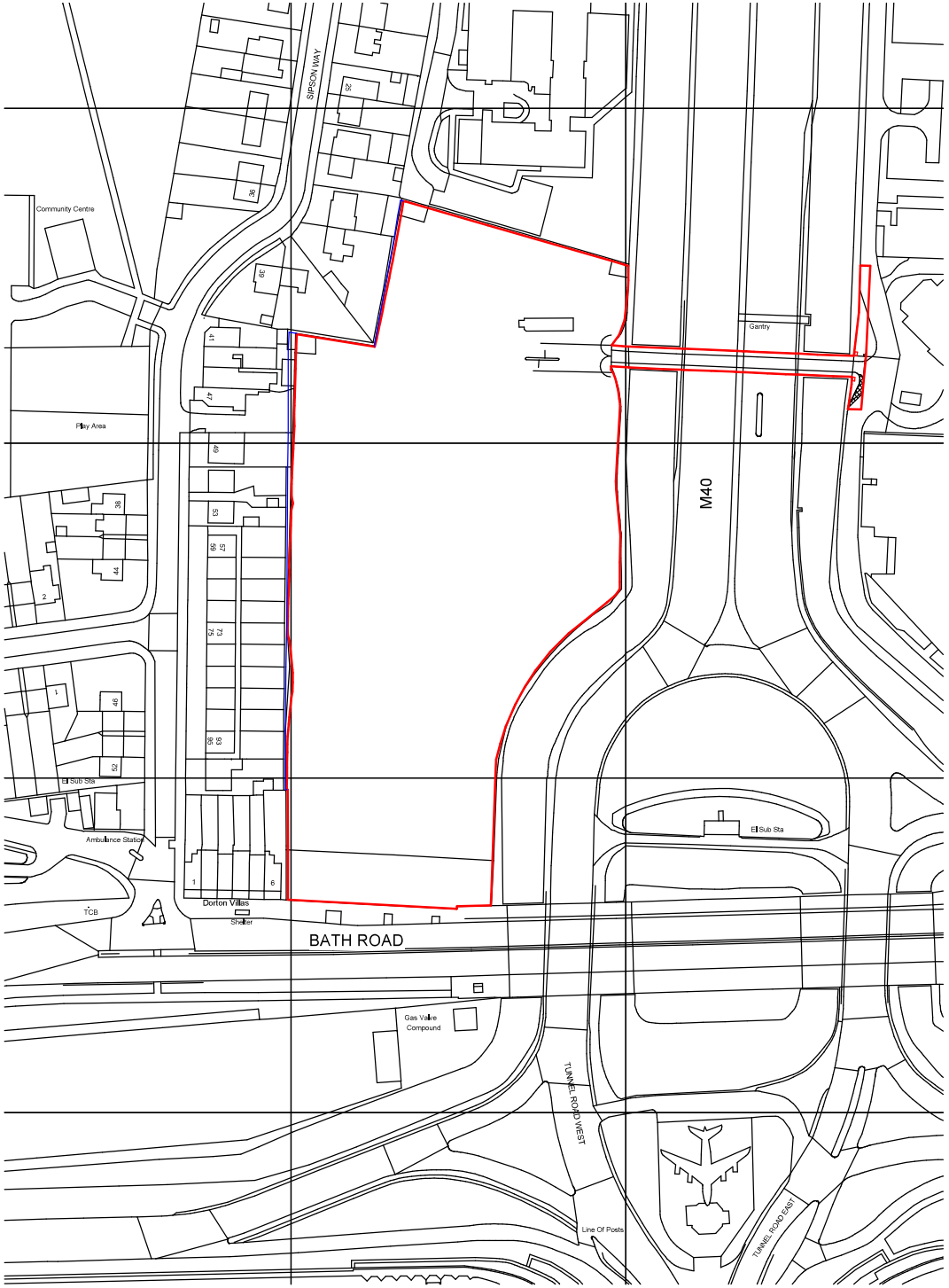
Planning Committee:
Major Page 182

Date:
June 2023

HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:	HEATHROW FLIGHTPATH NCP CAR PARK BATH ROAD SIPSON
Development:	Demolition of existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements. (AMENDED PLANS 18.05.23)
LBH Ref Nos:	41632/APP/2022/2301



1 SITE LOCATION PLAN
1 : 500

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0 12m 24m
1:500

Application Site Boundary
1,6 Ha /3,95 Acres

Other land owned by the applicant
0,02 Ha/0,049 Acres

Indicative Application Boundary of Link Bridge
0.049 Ha /0.122Acres

Notes:

The blue line boundary is based upon information taken from rescaled PDF title plans MX222300 and as such the accuracy of the title information cannot be relied upon.

Existing Fence Line based on Interlocks Survers. DWG No. 210833

Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

Any dimensions given are to be confirmed with site measure.

Layout to be trackes.

Rev	Revision Description	Date	Author/ Reviewer
P1.3	Issue for Joint Committee	160523	RG/PD
P1.2	Issue for planning, title, signage and marking updated	100523	RG/PD
P1.1	Issue for Planning	090522	RG/TC

PLANNING

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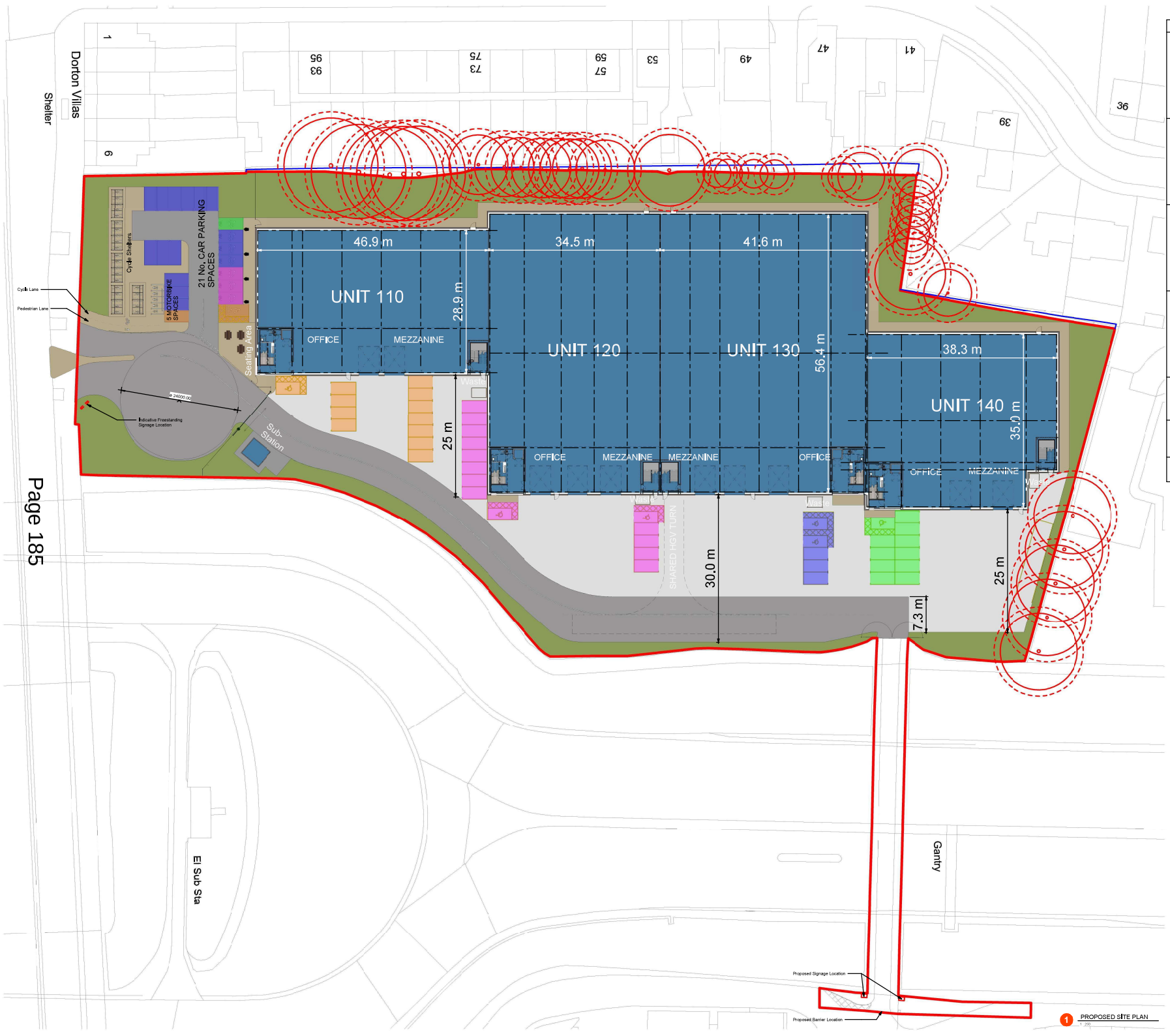
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing title
SITE LOCATION PLAN

Scale	Size	Drawn by	Checked by	Date
1 : 500	A0	JT	TC	27/05/22

Project	Originator	Zone	Level	Type	File	Number	Rev
5110	CA	00	00	DR	A	00050	PL 3



Page 185

SCHEDULE OF ACCOMMODATION GIA

	sq m	sq ft
Unit 110		
Warehouse	1,297	13,961
Office (Incl. GF core)	209	2,250
Open Mezzanine	266	2,863
TOTAL (GIA)	**1,772**	**19,074**
TOTAL (GEA)	**1,883**	**20,269**
Haunch Height	9m	
Car Parking	14 (incl. 2 shared)	
Level Access	4	
Unit 120		
Warehouse	1,892	20,365
Office (Incl. GF core)	245	2,637
Open Mezzanine	119	1,281
TOTAL (GIA)	**2,256**	**24,284**
TOTAL (GEA)	**2,345**	**25,242**
Haunch Height	9m	
Car Parking	17 (incl. 3 shared)	
Level Access	3	
Unit 130		
Warehouse	2,300	24,757
Office (Incl. GF core)	282	3,035
Open Mezzanine	143	1,539
TOTAL (GIA)	**2,725**	**29,331**
TOTAL (GEA)	**2,831**	**30,473**
Haunch Height	9m	
Car Parking	20(incl. 15 shared)	
Level Access	3	
Unit 140		
Warehouse	1,237	13,315
Office (Incl. GF core)	185	1,991
Open Mezzanine	187	2,013
TOTAL (GIA)	**1,609**	**17,319**
TOTAL (GEA)	**1,708**	**18,384**
Haunch Height	9m	
Car Parking	12 (incl. 1 shared)	
Level Access	2	
Shared Car Parking	21 (incl. substation)	
Shared Cycle Space	50 (incl. 40 Long Stay 10 Short Stay)	
Shared Motor Cycle	5	
Shared Lorry Space	1	
TOTAL SITE (GIA)	**8,362**	**90,008**
TOTAL SITE (GEA)	**8,767**	**94,367**
TOTAL CAR PARKING	**64**	**1:137m²GEA**
(incl. 7 Disabled Parking & 8EV, 1 substation)		
SITE AREA	1.60 Ha / 3.95 acres	
TOTAL SITE DENSITY	52.26% (GIA)	

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Please note the information contained on this drawing is subject to the Terms and Conditions of the Appointment between Checkmate and their client.
The CDM Regulations require designers to eliminate hazards and reduce risks in the design of this project due to its nature or the "Checkmate" standard design and details. Any residual risks are identified on the drawing. Please refer to the Design Risk Register for further information. Any design proposed by others will require the designer to undertake their own risk assessment and provide feedback to the Principal Designer appointed for the scheme.

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Tree and Root Protection Area with 1250mm easment zone for fundation and draindage.

Application Site Boundary 1.6 Ha /3.95 Acres

Other land owned by the applicant 0.02 Ha/0.049 Acres

Indacitve Application Boundary of Link Bridge 0.049 Ha /0.122Acres

Notes:

The blue line boundary is based upon information taken from rescaled PDF tile plans MX222300 and as such the accuracy of the title information cannot be relied upon.

Existing Fence Line based on Interlocks Survers, DWG No. 210833

Tree location and Root Protection Area based on Tamla Trees, Tree Protection Plan, DRG no. 03528P-TPP-04 rev. B

Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

Any dimensions given are to be confirmed with site measure.

Layout to be trackes.

Parking allocation hatch for illustration purposes only.

Rev	Revision Description	Date	Author/ Reviewer
PL 10	Issue for Joint Committee	160622	RG/PG
PL 09	Pedestrian & Cycle Path updated	310523	TM/PG
PL 8	Car parking spaces updated and revised grid with 2.4m x 4.8m bays	240623	RG/PG
PL 8	Bridge boundary (letter, signage and marking updated	050523	RG/PG
PL 7	Link bridge boundary, signage & barrier added	210221	RG/PG
PL 6	Cycle Shelters, Motorbike spaces & Seating Area added	170222	RG/PG
PL 5	Landscaping & planting updated	150322	RG/TC
PL 4	Fencing updated, Barriers omitted as requested by the Boro & Waste gate into the yard added	050322	RG/TC
PL 3	Site Gate update for comments	030322	RG/TC
PL 2	Site Boundary Line updated	090222	RG/TC
PL 1	Issue for Review	090122	RG/TC

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Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
PROPOSED SITE PLAN

Size	Scale	Checked	Date
A0	As indicated	RC	14/06/22

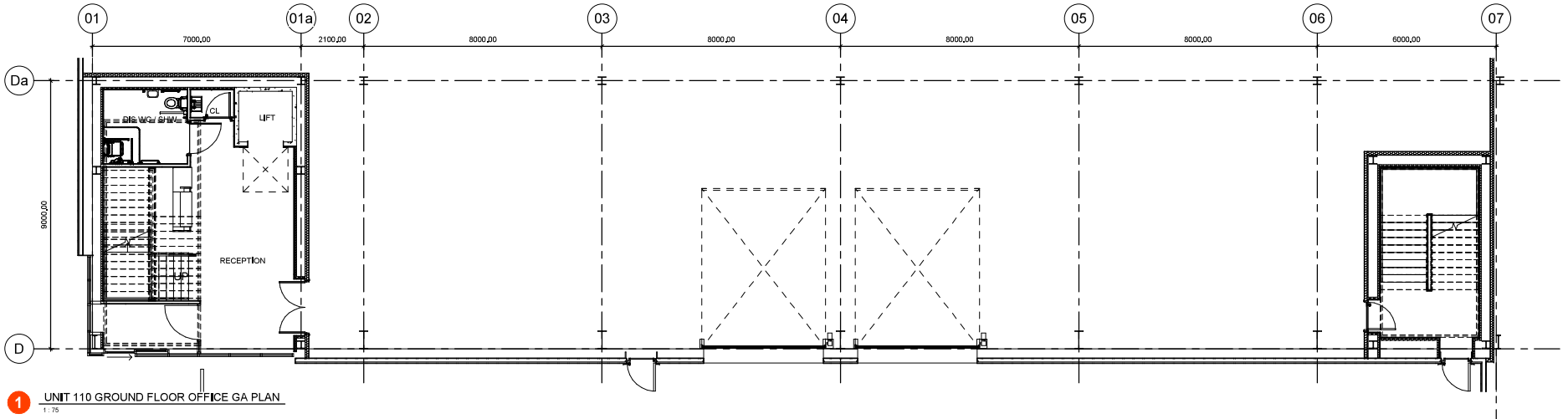
Project	Originator	Zone	Level	Type	Role	Number	Rev
5110	CA	00	00	DR	A	00060	PL11

1 PROPOSED SITE PLAN
1 : 250

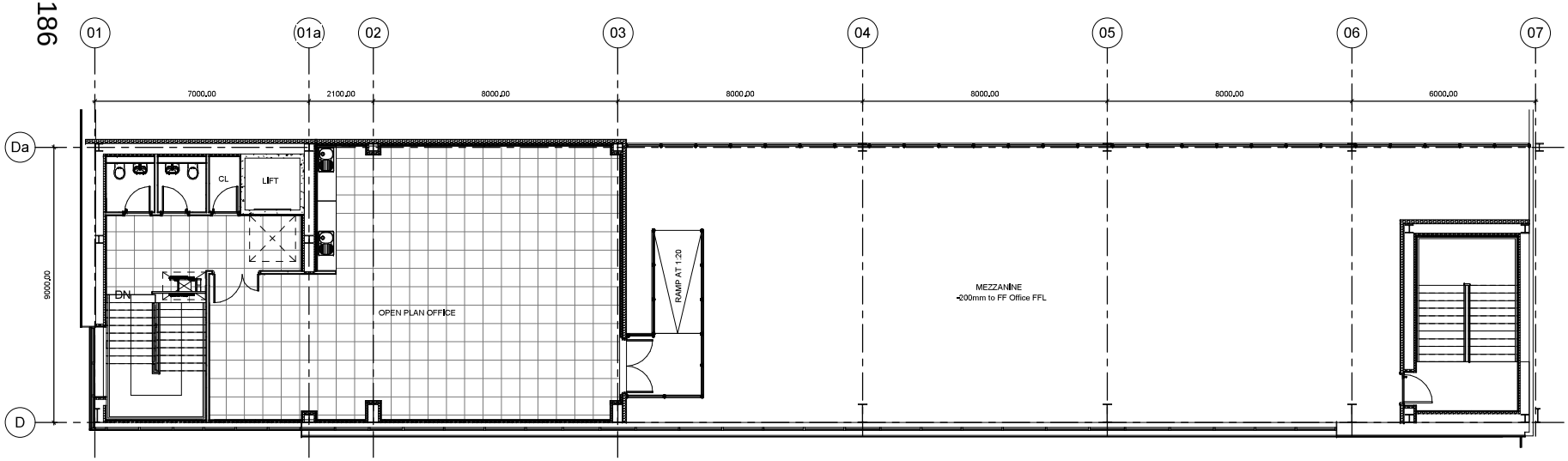
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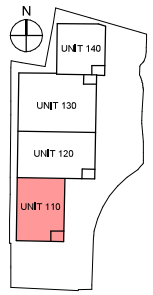
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1 UNIT 110 GROUND FLOOR OFFICE GA PLAN
1 : 75



2 UNIT 110 - FIRST FLOOR OFFICE GA PLAN
1 : 75



Rev	Revision Description	Date	Author/ Reviewer
PL 4	Issue for June Committee	16/05/23	RC/PS
PL 3	Level access doors updated	26/04/23	RC/PS
PL 2	Office entry corner updated	05/12/22	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

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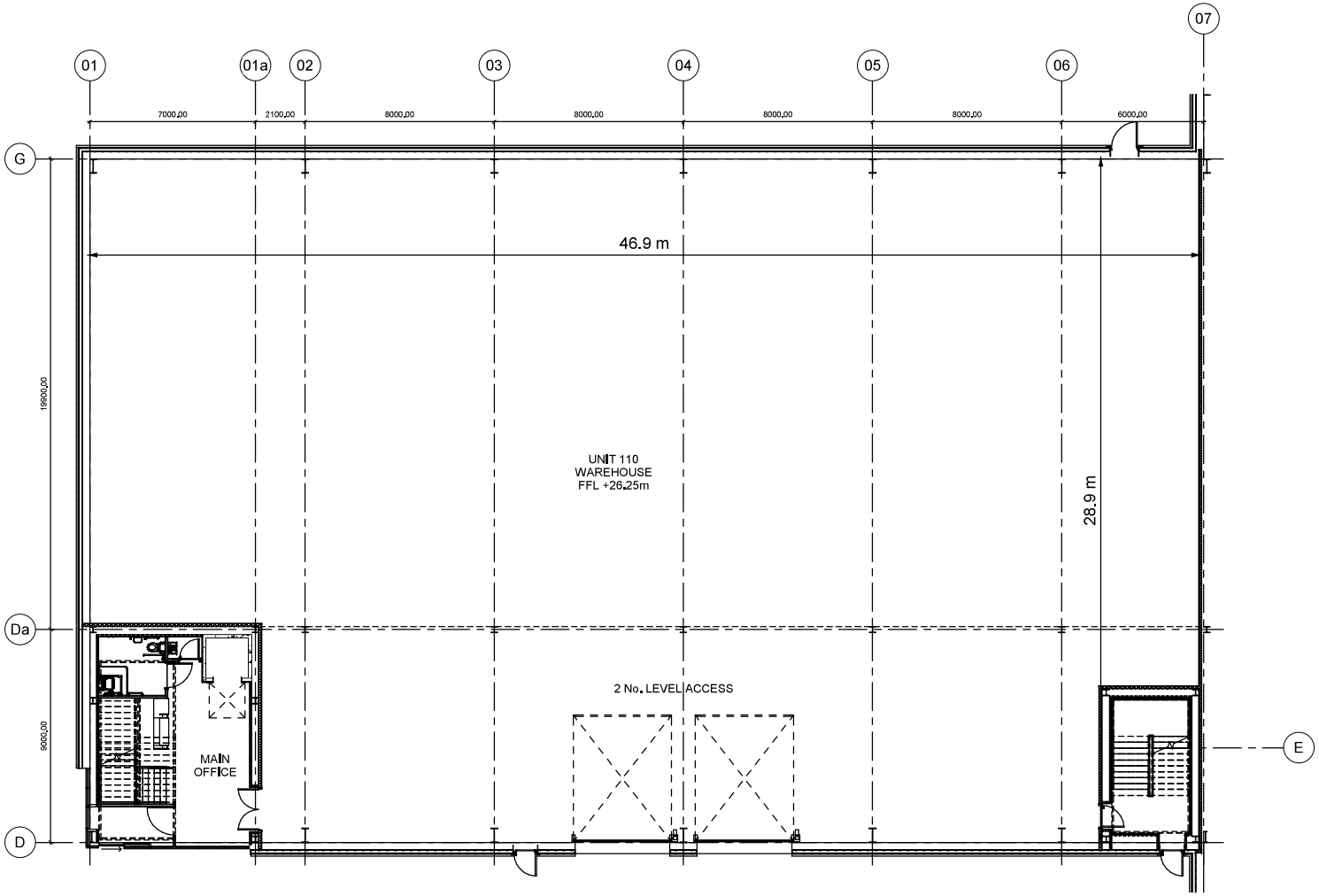
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 110 - OFFICE GA PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	ZZ	DR	A	00110	PL4



1 UNIT 110 WAREHOUSE GA PLAN
1 : 100

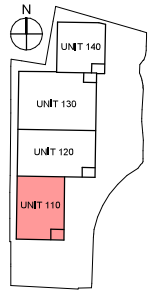
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0 1m 2m 5m
1:100





Rev	Revision Description	Date	Author/ Reviewer
PL 4	Issue for June Committee	16/05/23	RC/PS
PL 3	Level access doors updated	28/04/23	RC/PS
PL 2	Office entry corner updated	05/12/22	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

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Client
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Drawing Title
UNIT 110 - WAREHOUSE GA PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	06/06/22

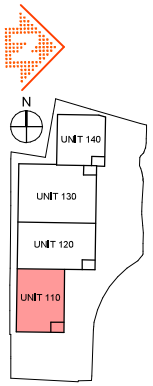
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	00	DR	A	00100	PL4

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0 1m 2m 5m
1:100



15% coverage of GRP Rooflights to warehouse. Quantity and location to be confirmed by sub contractor.

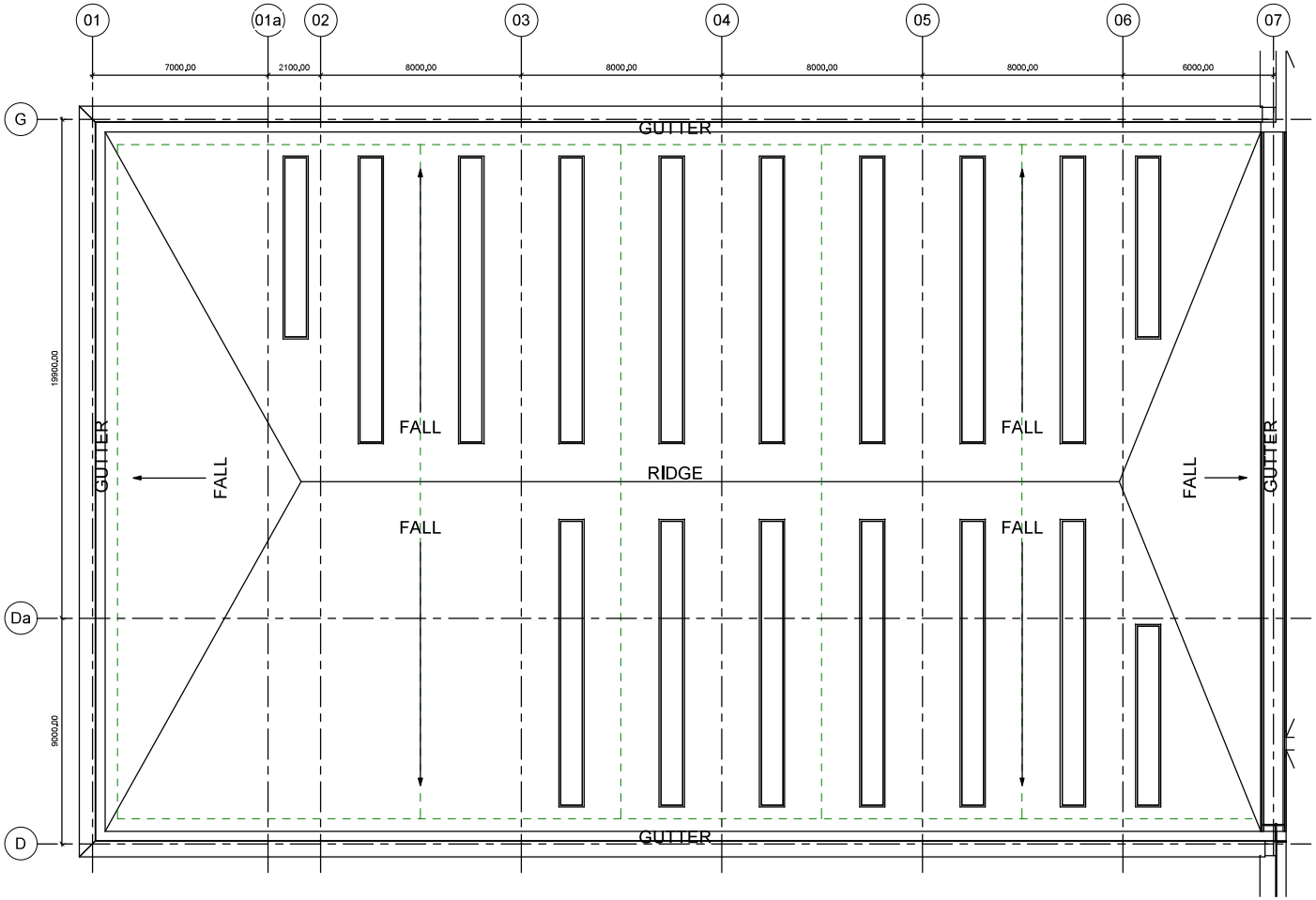
100% of roof to be designed to take Photovoltaic panels

Siphonic drainage to comprise of Primary & Secondary system

Parapet height to varehouse roof to be min. 200mm.

Roof pitch to nominally 4.5 degrees.

– – – Indicative mansafe around the roof, to be designed by specialist.



1 UNIT 110 ROOF PLAN
1 : 100

PL 3	Issue for June Committee	16/05/23 RC/PS
PL 2	Main safe around roof added	06/02/23 RC/PS
PL 1	Issue for Planning	09/07/22 RC/TC
Rev.	Revision Description	Date Author/ Reviewer

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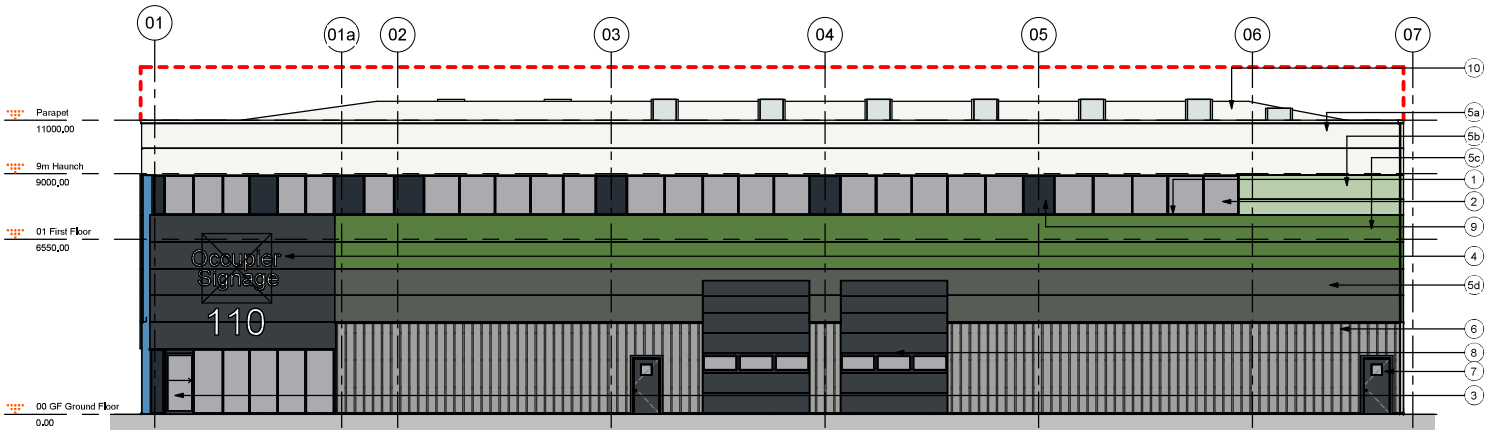
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

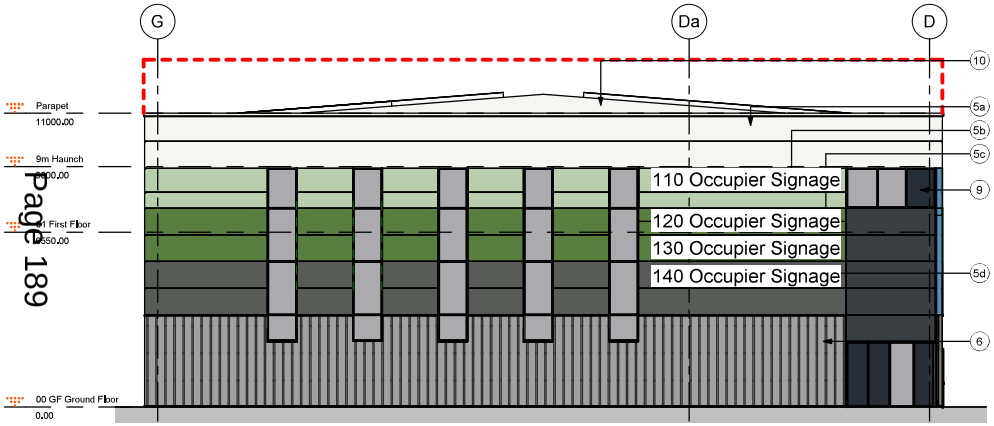
Drawing Title
UNIT 110 - ROOF PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	06/06/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	RL	DR	A	00121	PL3

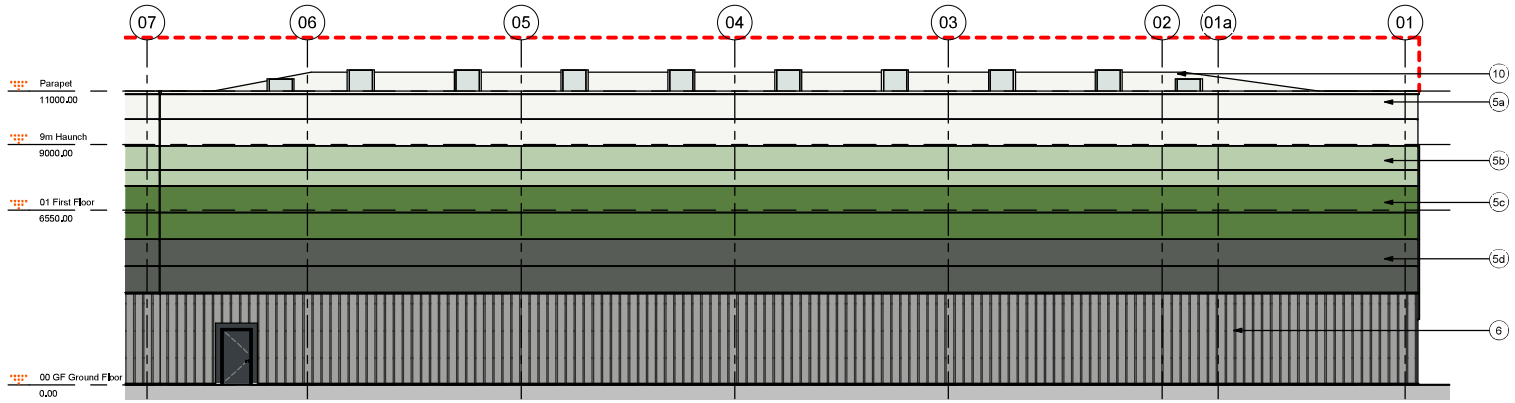


1 FRONT ELEVATION
1 : 100



2 SIDE ELEVATION
1 : 100

LOCATION	TYPE	COLOUR
1. WINDOWS / DOORS/ LEVEL ACCESS DOORS CURTAIN WALL SURROUNDING FLASHING	FLASHING	TOPAZ BLUE - RAL 250 60 30
2. WINDOWS	FRAME	ANTHRACITE GREY - RAL 7016
3. OFFICE ENTRY	CURTAIN WALLING SYSTEM	ANTHRACITE GREY - RAL 7016
4. OFFICE ENTRY CLADDING	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	ANTHRACITE GREY - RAL 7016
5a. BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	GREY WHITE - RAL 9002
5b. BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	PASTEL GREEN - RAL 6019
5c. BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	MAY GREEN - RAL 6017
5d BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	TARPAULIN GREY - RAL 7010
6. BUILDING CLADDING AT LOW LEVEL	VERTICAL TRAPEZOIDAL PROFILE EUROCLAD ELITE 51	METALIC SILVER - RAL 9006
7. PERSONNEL DOORS	DOOR	ANTHRACITE GREY - RAL 7016
8. LEVEL ACCESS DOORS	DOOR	ANTHRACITE GREY - RAL 7016
9. SPANDREL PANELS	GLAZED	ANTHRACITE GREY - RAL 7016
10. ROOF	PROFILE CLADDING / OUTER SHEET EUROCLAD ELITE 2 PLUS	GREY WHITE - RAL 9002



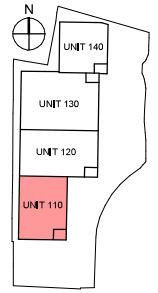
3 REAR ELEVATION
1 : 100

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0 1m 2m 5m
1:100



Building height of orignal proposal

Indicative signage – subject to separate advertisement consent

Rev	Revision Description	Date	Author/ Reviewer
PL 10	Issue for June Committee	16/05/23	RO/PS
PL 9	Level access doors updated	28/04/23	RO/PS
PL 8	Indicative signage added at south elevation	06/03/23	RO/PS
PL 7	Signage location added	27/02/23	RO/PS
PL 6	Haunch height notes updated	08/02/23	RO/PS
PL 5	Building & haunch height altered, window added, cladding colour updated	06/02/23	RO/PS
PL 4	Updated tree heights	13/01/23	SA/PS
PL 3	Updated top band of elevation	23/12/22	SA/PS
PL 2	Office entry corner updated,High level window added	05/12/22	RO/PS
PL 1	Issue for Planning	09/07/22	RO/TC

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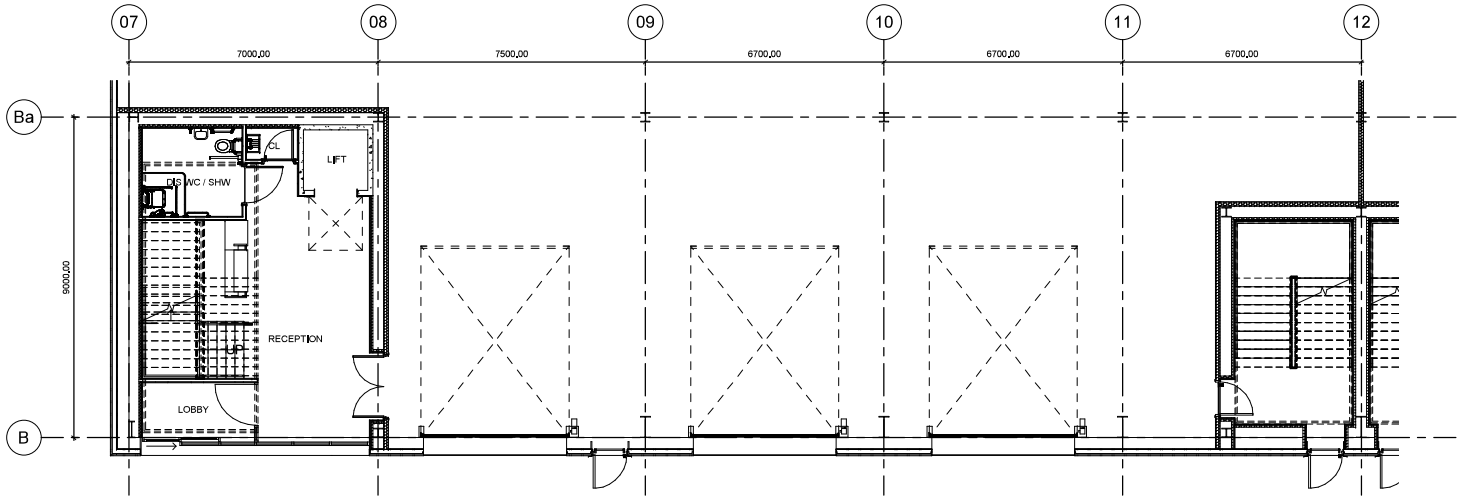
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

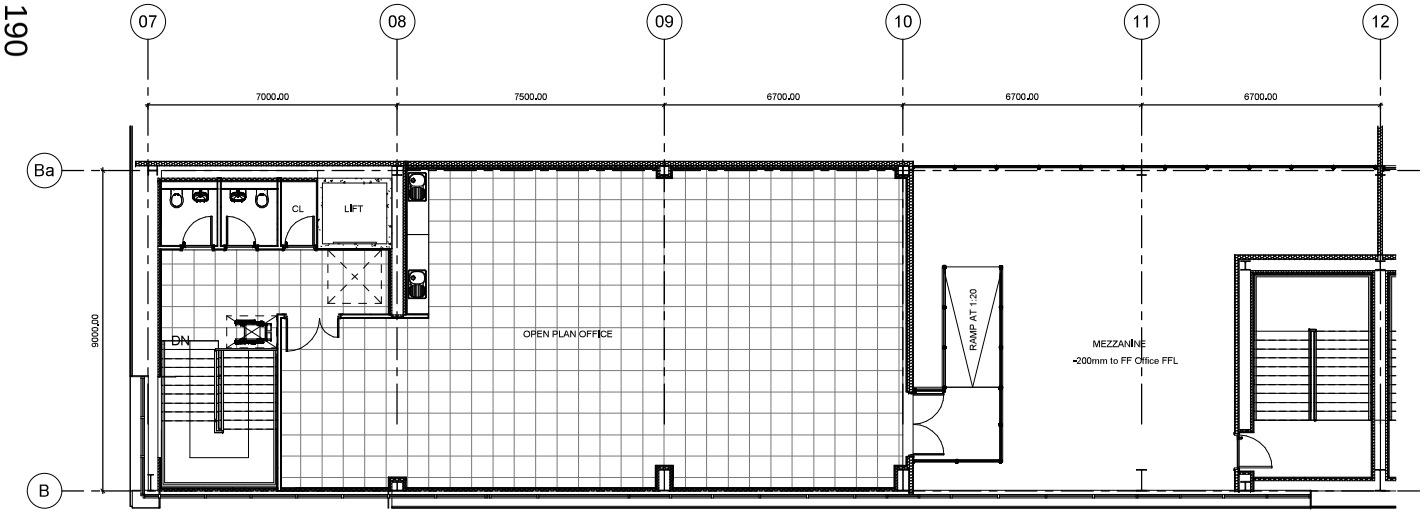
Drawing Title
UNIT 110 - PROPOSED ELEVATIONS

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	XX	DR	A	00201	PL10



1 UNIT 120 GROUND FLOOR OFFICE GA PLAN
1 : 75



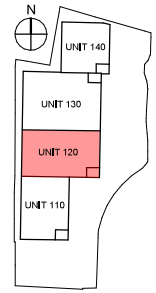
2 UNIT 120 - FIRST FLOOR OFFICE GA PLAN
1 : 75

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1:75



Rev	Revision Description	Date	Author/ Reviewer
PL 2	Issue for June Committee	16/05/23	RO/PS
PL 1	Issue for Planning	09/07/22	RO/TC

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Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 120 - OFFICE GA PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

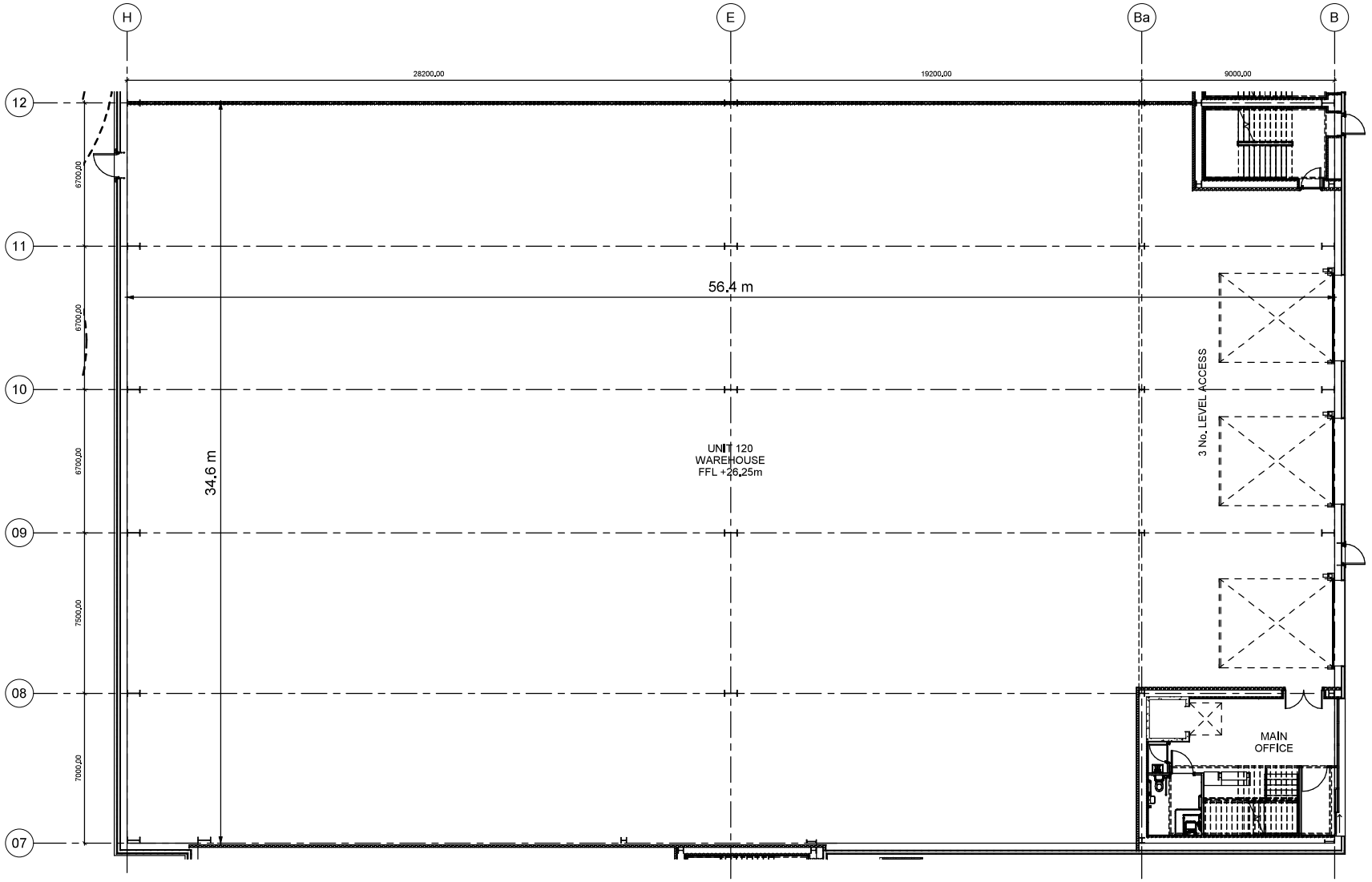
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	ZZ	DR	A	00111	PL2

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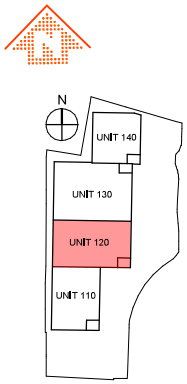
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0 1m 2m 5m
1:100



1 UNIT 120 WAREHOUSE GA PLAN
1 : 100



Rev	Revision Description	Date	Author/ Reviewer
PL 2	Issue for June Committee	16/05/23	RO/PS
PL 1	Issue for Planning	09/07/22	RO/TC

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Project
Aprirose NCP Flightpath Heathrow

Client
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Drawing Title
UNIT 120 - WAREHOUSE GA PLAN

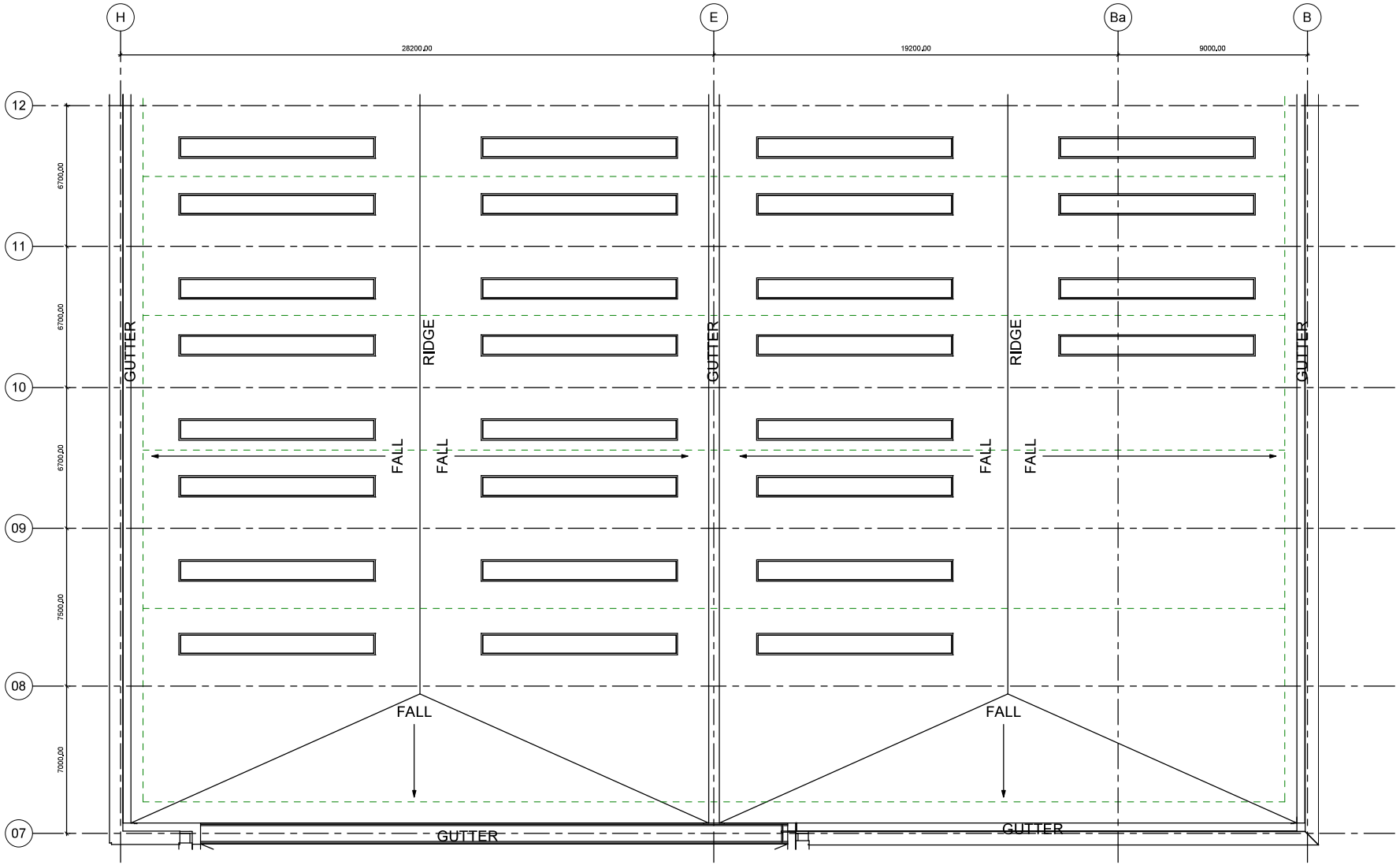
Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
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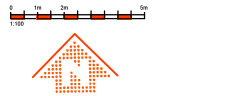
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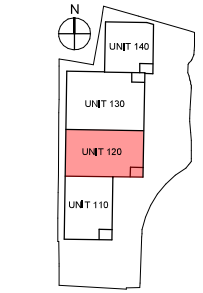
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1 UNIT 120 ROOF PLAN
1 : 100





15% coverage of GRP Rooflights to warehouse. Quantity and location to be confirmed by sub contractor.

100% of roof to be designed to take Photovoltaic panels

Siphonic drainage to comprise of Primary & Secondary system

Parapet height to warehouse roof to be min. 200mm.

Roof pitch to nominally 4.5 degrees.

Indicative mansafe around the roof, to be designed by specialist.

Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Main safe around roof added	06/03/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

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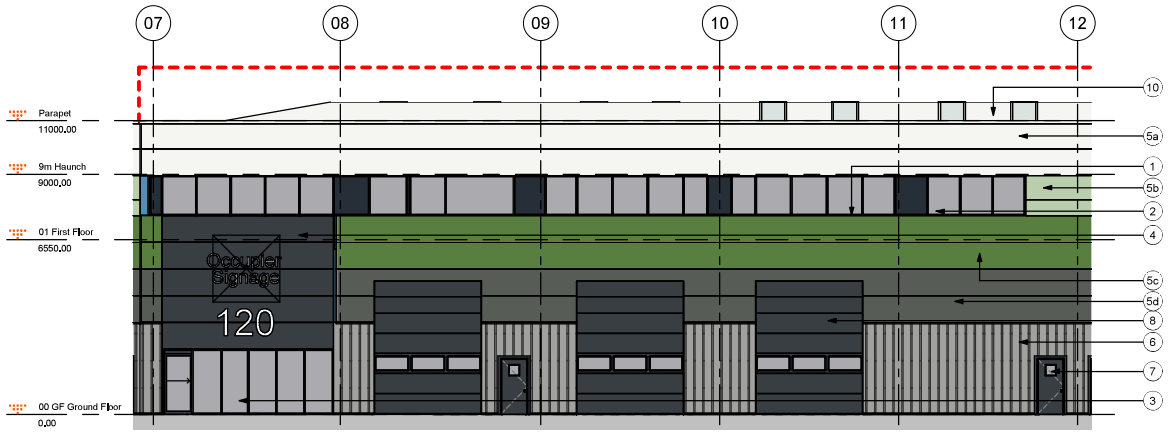
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

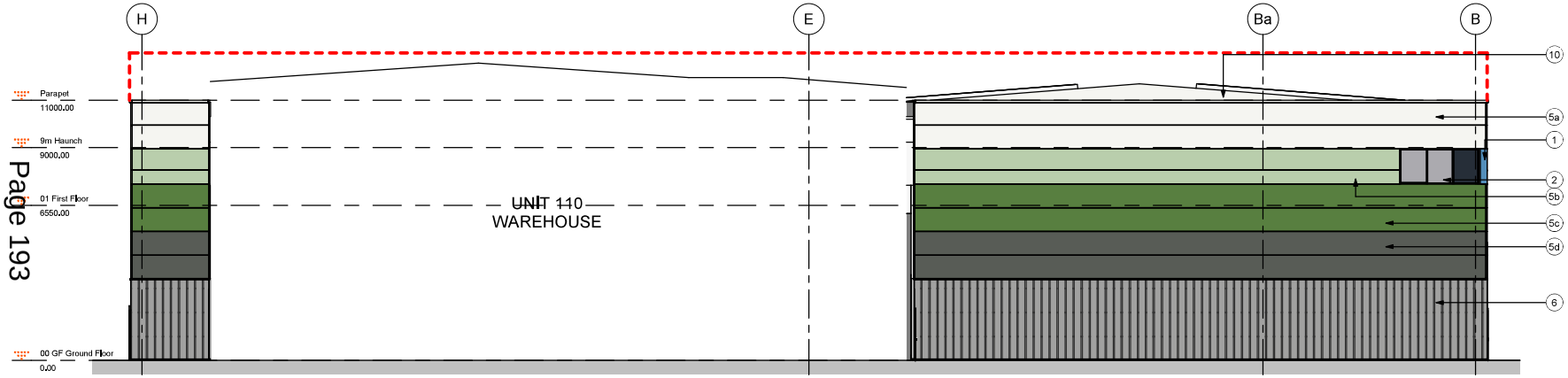
Drawing Title
UNIT 120 - ROOF PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	06/06/22

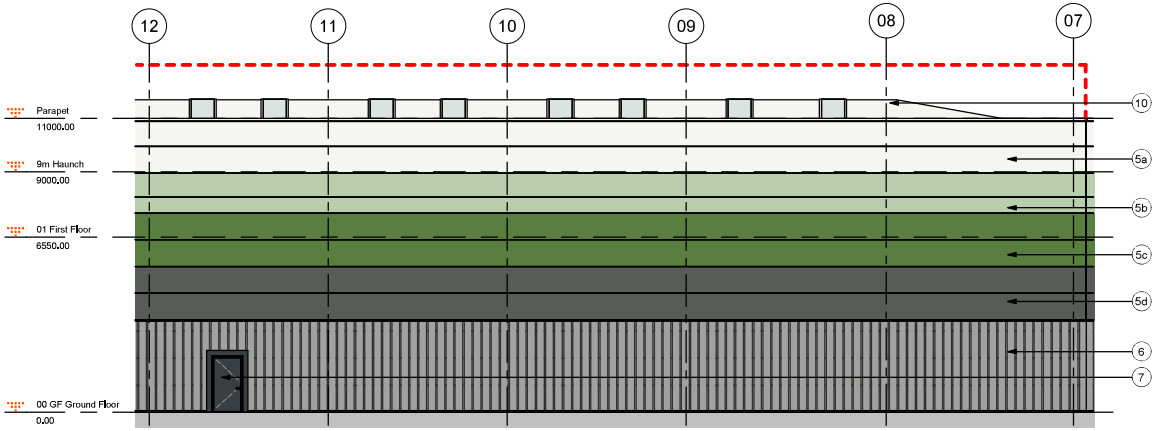
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	RL	DR	A	00122	PL3



1 FRONT ELEVATION
1 : 100



2 SIDE ELEVATION
1 : 100



3 REAR ELEVATION
1 : 100

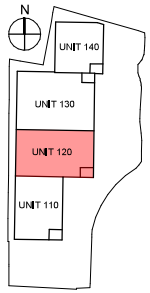
	LOCATION	TYPE	COLOUR
1.	WINDOWS / DOORS/ LEVEL ACCESS DOORS CURTAIN WALL SURROUNDING FLASHING	FLASHING	TOPAZ BLUE - RAL 250 60 30
2.	WINDOWS	FRAME	ANTHRACITE GREY - RAL 7016
3.	OFFICE ENTRY	CURTAIN WALLING SYSTEM	ANTHRACITE GREY - RAL 7016
4.	OFFICE ENTRY CLADDING	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	ANTHRACITE GREY - RAL 7016
5a.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	GREY WHITE - RAL 9002
5b.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	PASTEL GREEN - RAL 6019
5c.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	MAY GREEN - RAL 6017
5d	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	TARPAULIN GREY - RAL 7010
6.	BUILDING CLADDING AT LOW LEVEL	VERTICAL TRAPEZOIDAL PROFILE EUROCLAD ELITE 51	METALIC SILVER - RAL 9006
7.	PERSONNEL DOORS	DOOR	ANTHRACITE GREY - RAL 7016
8.	LEVEL ACCESS DOORS	DOOR	ANTHRACITE GREY - RAL 7016
9.	SPANDREL PANELS	GLAZED	ANTHRACITE GREY - RAL 7016
10.	ROOF	PROFILE CLADDING / OUTER SHEET EUROCLAD ELITE 2 PLUS	GREY WHITE - RAL 9002

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1:100



Building height of orignal proposal

Indicative signage – subject to separate advertisement consent

Rev	Revision Description	Date	Author/ Reviewer
PL 6	Issue for June Committee	16/05/23	RO/PS
PL 5	Signage updated	04/03/23	RO/PS
PL 4	Signage location added	27/02/23	RO/PS
PL 3	Haunch height notes updated	08/02/23	RO/PS
PL 2	Building & haunch height altered, colour updated	04/02/23	RO/PS
PL 1	Issue for Planning	09/07/22	RO/TC

PLANNING

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Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 120 - PROPOSED ELEVATIONS

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

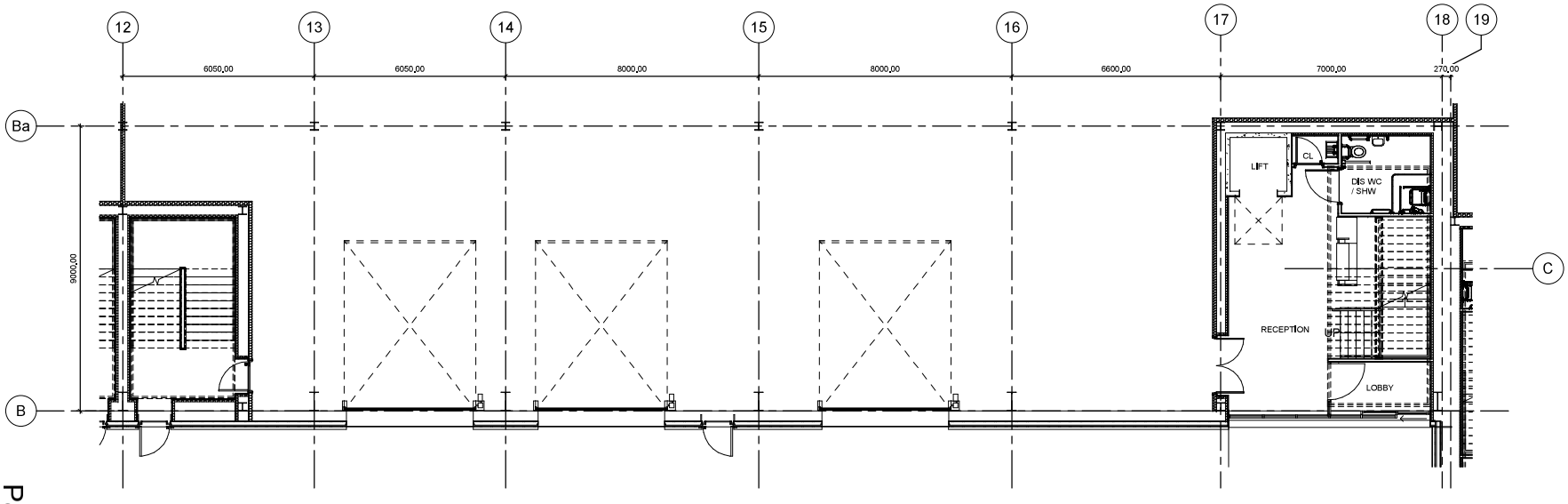
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	XX	DR	A	00202	PL6

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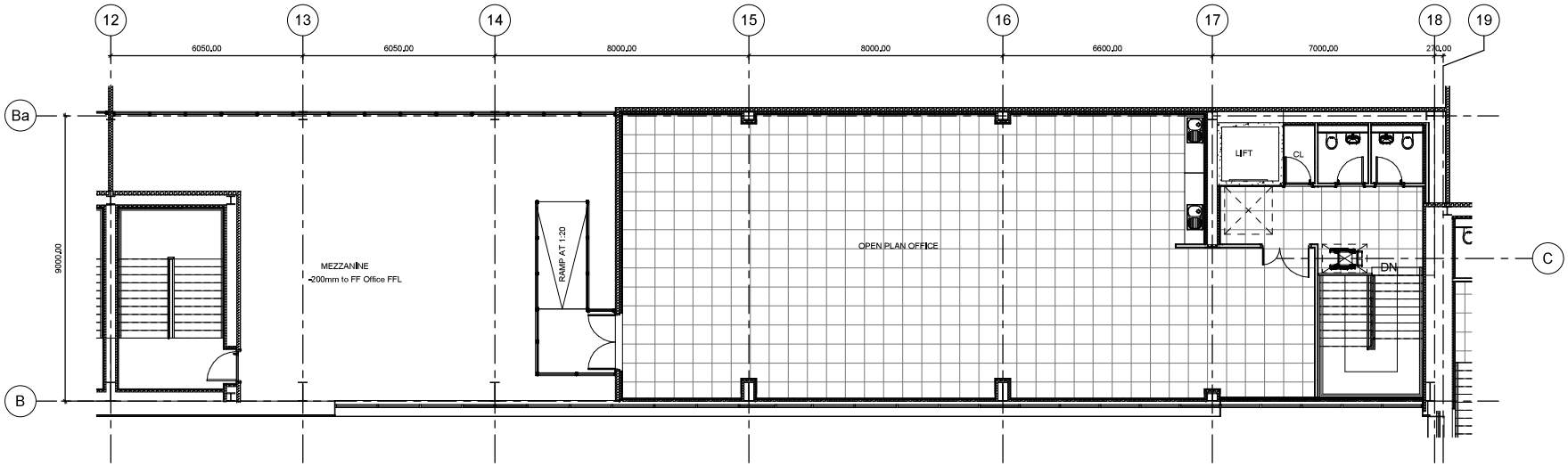
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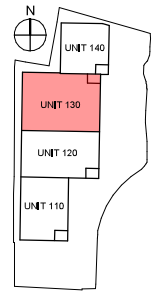
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1:75



1 UNIT 130 - GROUND FLOOR OFFICE GA PLAN
1 : 75



2 UNIT 130 - FIRST FLOOR OFFICE GA PLAN
1 : 75



Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Level access doors updated	28/04/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

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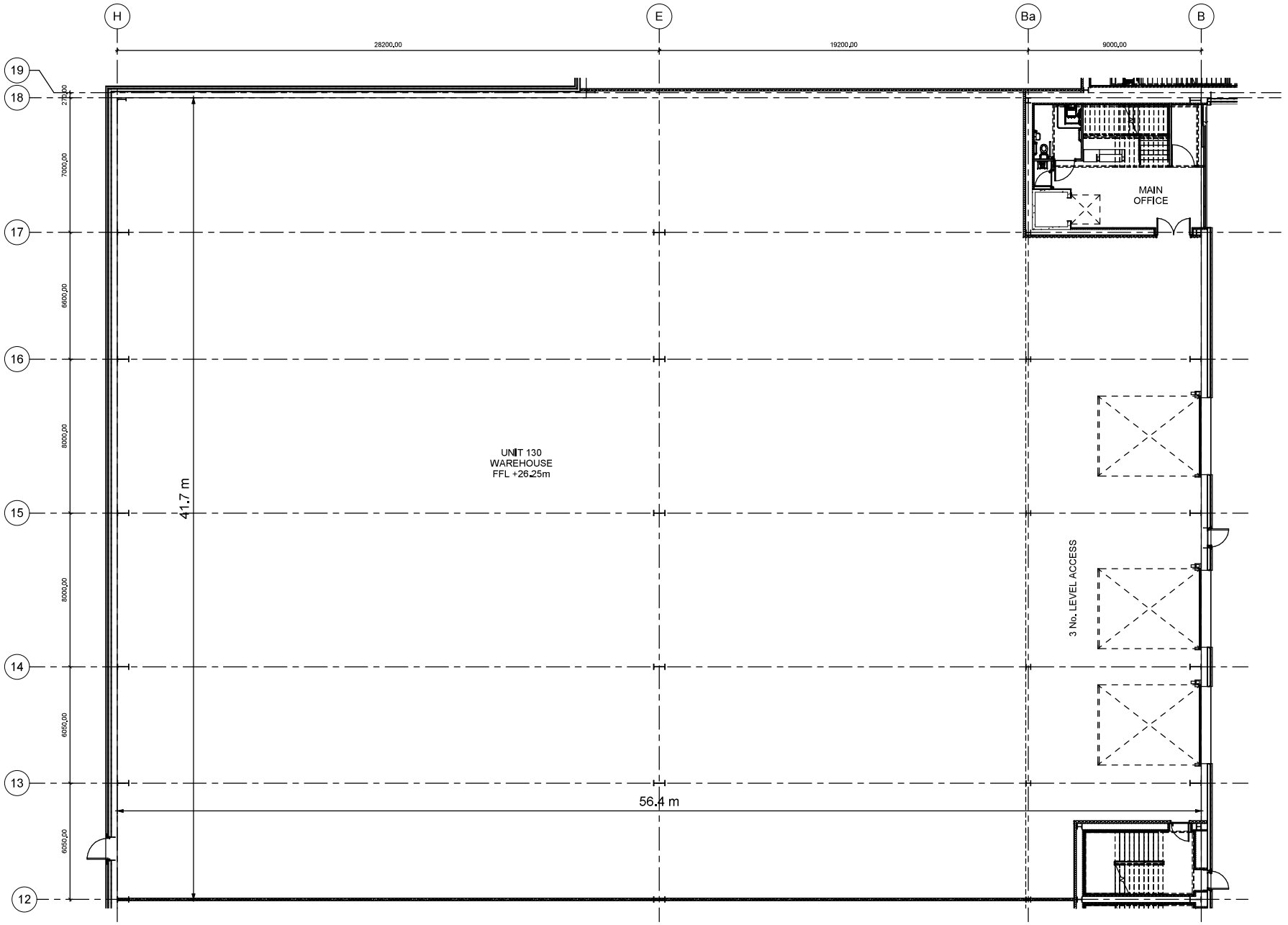
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 130 - OFFICE GA PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	ZZ	DR	A	00112	PL3



1 UNIT 130 WAREHOUSE GA PLAN
1 : 100

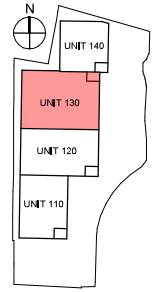
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1:100





Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Level access doors updated	28/04/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

PLANNING

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Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 130 - WAREHOUSE GA PLAN

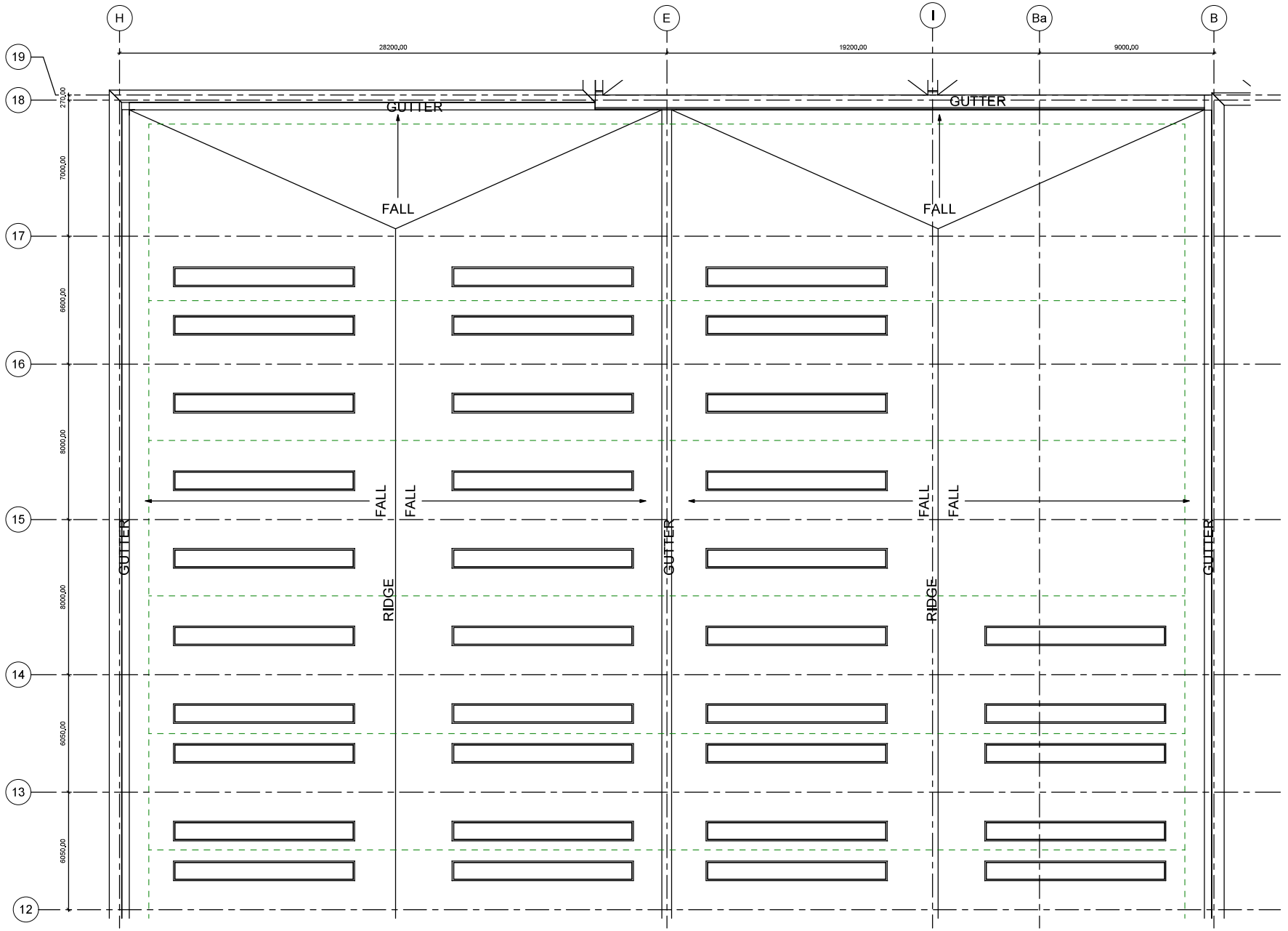
Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	00	DR	A	00102	PL3

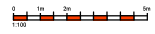
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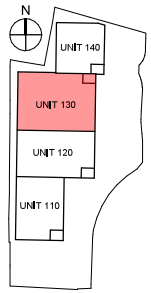
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1 UNIT 130 ROOF PLAN
1 : 100







15% coverage of GRP Rooflights to warehouse. Quantity and location to be confirmed by sub contractor.

100% of roof to be designed to take Photovoltaic panels

Siphonic drainage to comprise of Primary & Secondary system

Parapet height to warehouse roof to be min. 200mm.

Roof pitch to nominally 4.5 degrees.

– – – Indicative mansafe around the roof, to be designed by specialist.

Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Main safe around roof added	09/02/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

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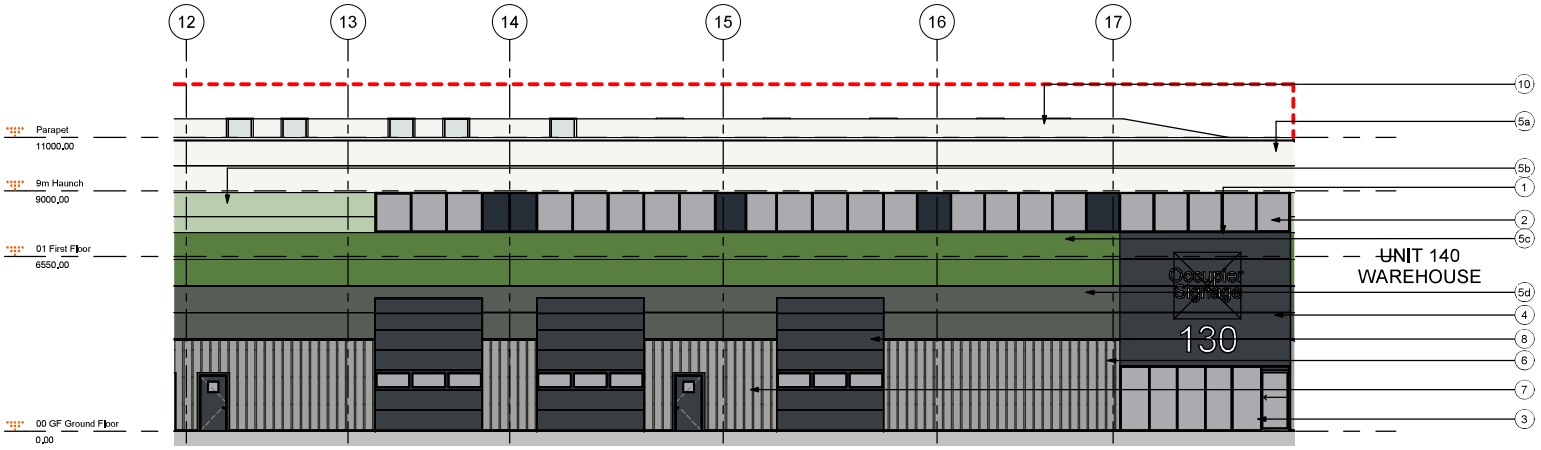
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

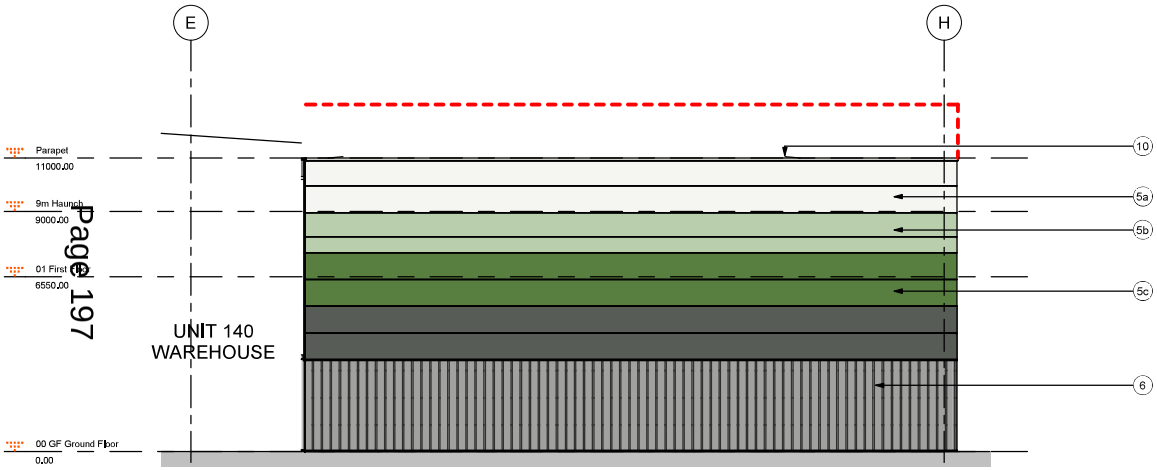
Drawing Title
UNIT 130 - ROOF PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	06/06/22

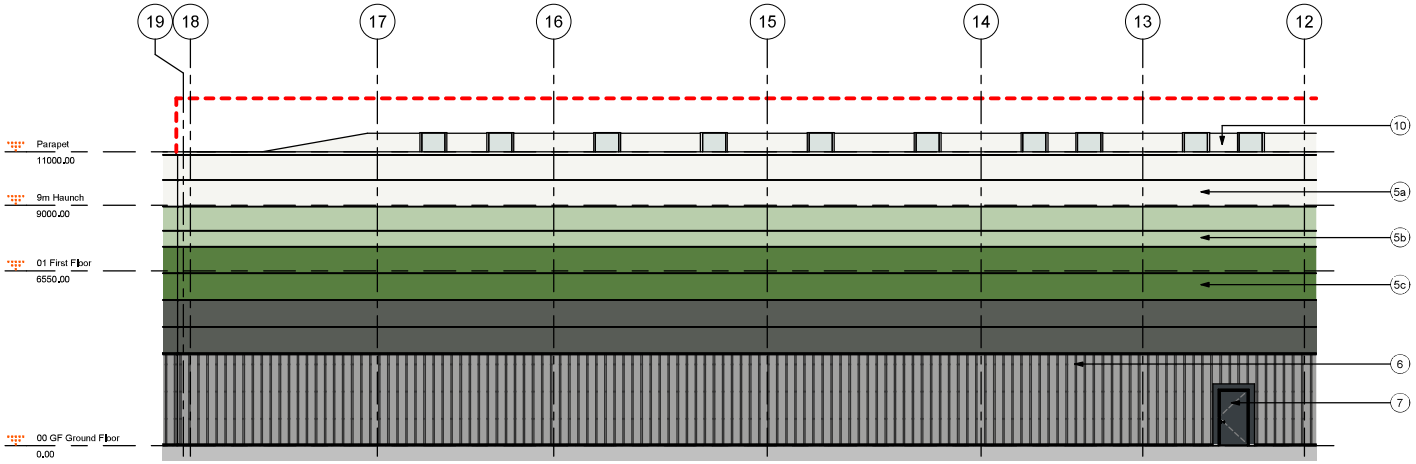
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	RL	DR	A	00123	PL3



1 FRONT ELEVATION
1 : 100



2 SIDE ELEVATION
1 : 100



3 REAR ELEVATION
1 : 100

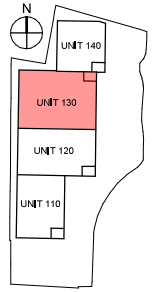
	LOCATION	TYPE	COLOUR
1.	WINDOWS / DOORS/ LEVEL ACCESS DOORS CURTAIN WALL SURROUNDING FLASHING	FLASHING	TOPAZ BLUE - RAL 250 60 30
2.	WINDOWS	FRAME	ANTHRACITE GREY - RAL 7016
3.	OFFICE ENTRY	CURTAIN WALLING SYSTEM	ANTHRACITE GREY - RAL 7016
4.	OFFICE ENTRY CLADDING	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	ANTHRACITE GREY - RAL 7016
5a.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	GREY WHITE - RAL 9002
5b.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	PASTEL GREEN - RAL 6019
5c.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	MAY GREEN - RAL 6017
5d	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	TARPAULIN GREY - RAL 7010
6.	BUILDING CLADDING AT LOW LEVEL	VERTICAL TRAPEZOIDAL PROFILE EUROCLAD ELITE 51	METALIC SILVER - RAL 9006
7.	PERSONNEL DOORS	DOOR	ANTHRACITE GREY - RAL 7016
8.	LEVEL ACCESS DOORS	DOOR	ANTHRACITE GREY - RAL 7016
9.	SPANDREL PANELS	GLAZED	ANTHRACITE GREY - RAL 7016
10.	ROOF	PROFILE CLADDING / OUTER SHEET EUROCLAD ELITE 2 PLUS	GREY WHITE - RAL 9002

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1:100



Building height of orignal proposal

Indicative signage – subject to separate advertisement consent

Rev	Revision Description	Date	Author
PL 7	Issue for June Committee	16/05/23	RC/PS
PL 6	Level access doors updated	28/04/23	RC/PS
PL 5	Signage updated	06/03/23	RC/PS
PL 4	Signage location added	27/02/23	RC/PS
PL 3	Haunch height notes updated	08/02/23	RC/PS
PL 2	Building & haunch height altered, colour updated	06/02/23	RC/PS
PL 1	Issue for planning	09/07/22	RC/TC

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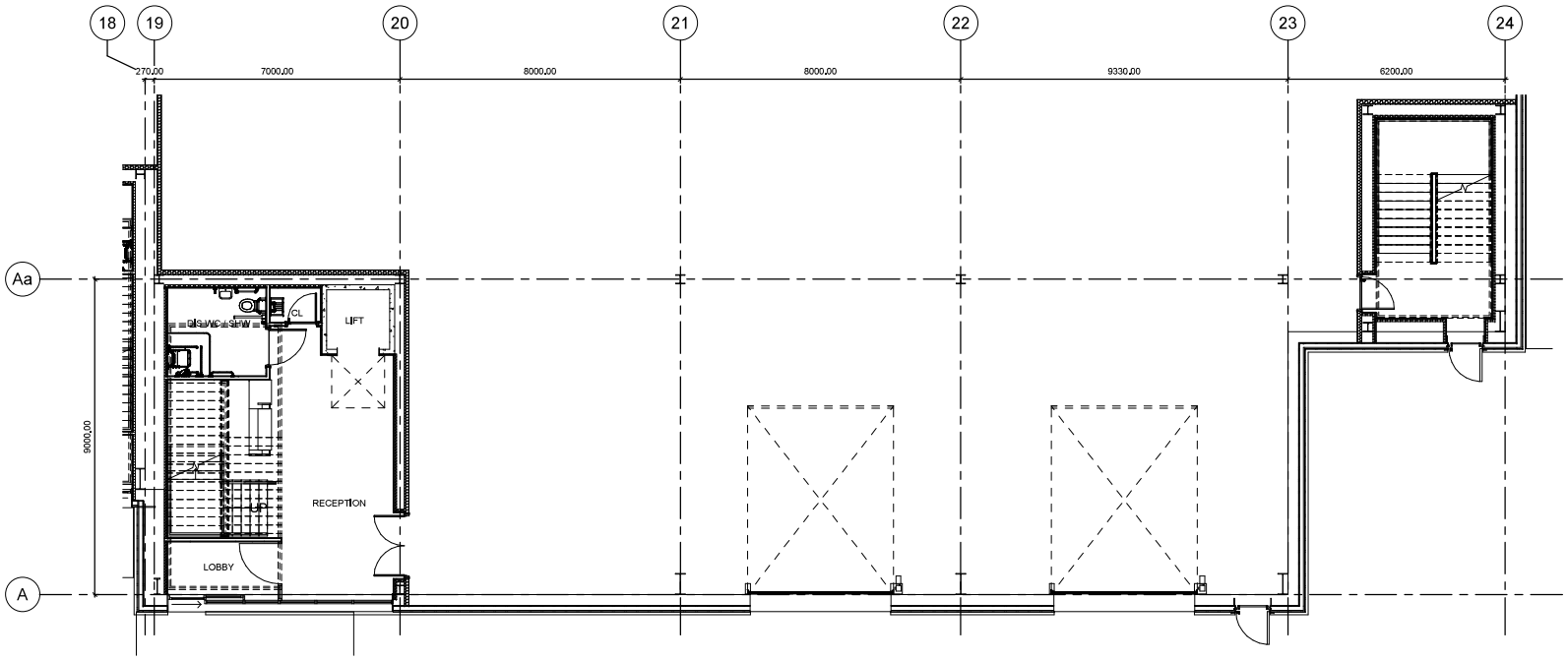
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

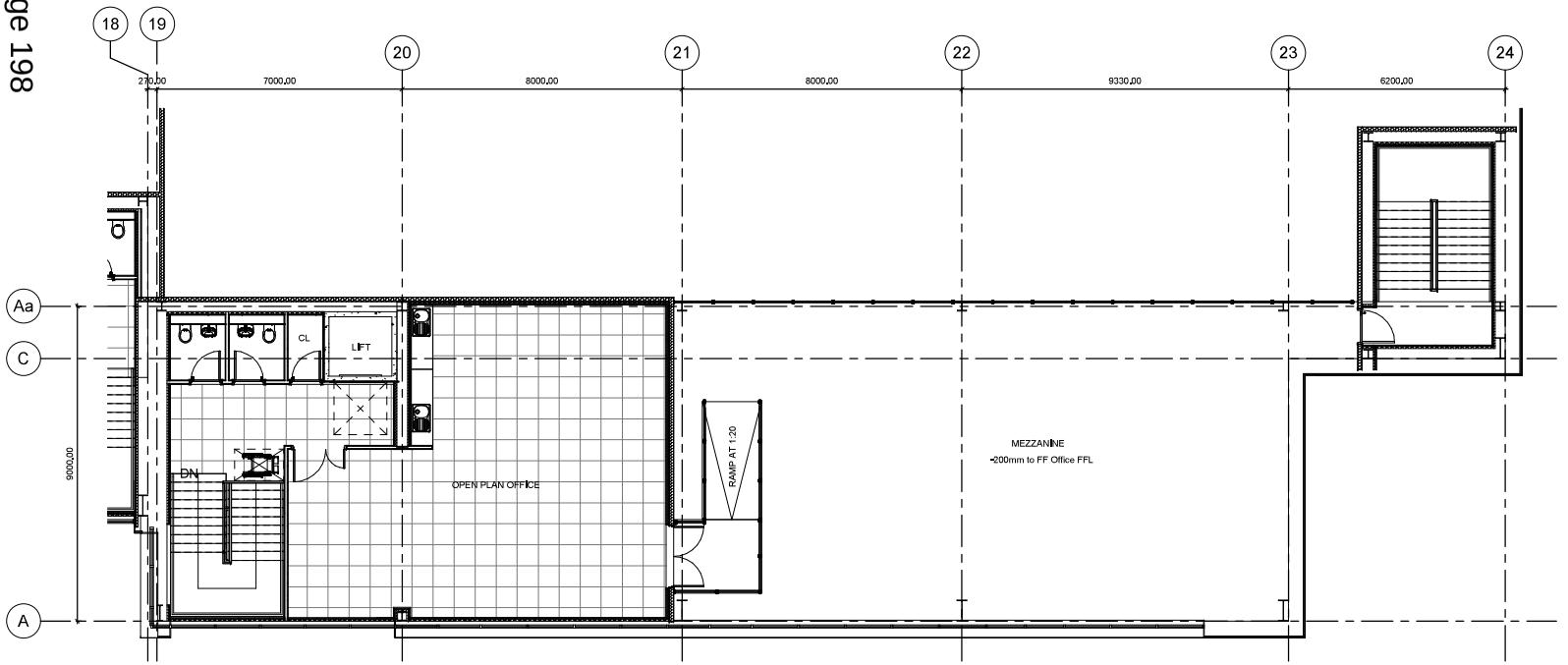
Drawing Title
UNIT 130 - PROPOSED ELEVATIONS

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev
5110	CA	00	XX	DR	A	00203	PL7



2 UNIT 140 - GROUND FLOOR OFFICE GA PLAN
1 : 75



2 UNIT 140 - FIRST FLOOR OFFICE GA PLAN
1 : 75

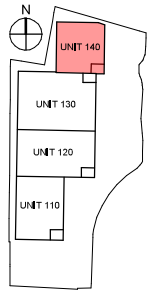
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1:75





Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Level access doors updated	28/04/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

PLANNING

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Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 140 - OFFICE GA PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

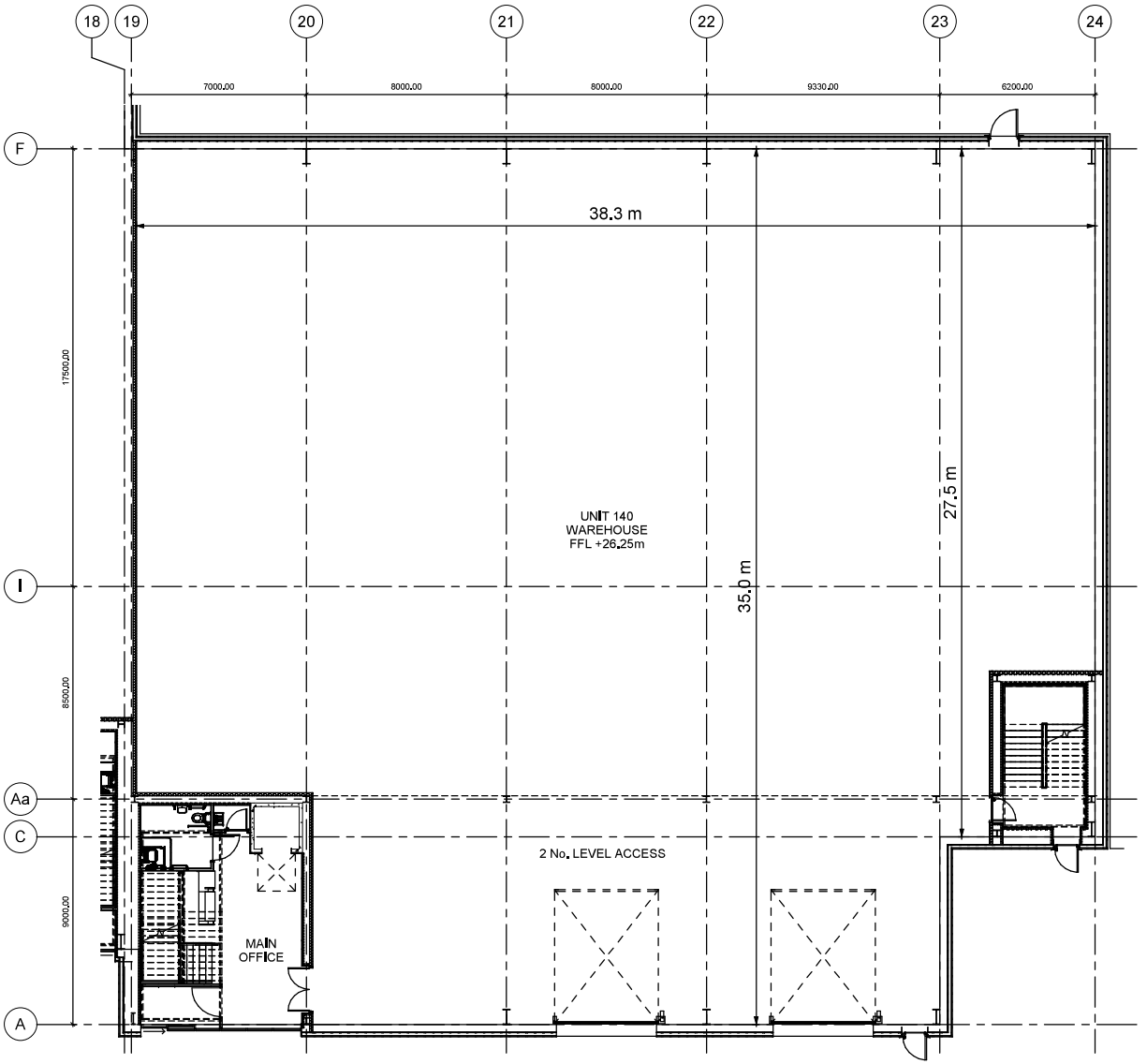
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	ZZ	DR	A	00113	PL3

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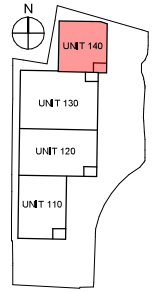
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0 1m 2m 5m
1:100



1 UNIT 140 WAREHOUSE GA PLAN
1 : 100



Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Level access doors updated	28/04/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

PLANNING

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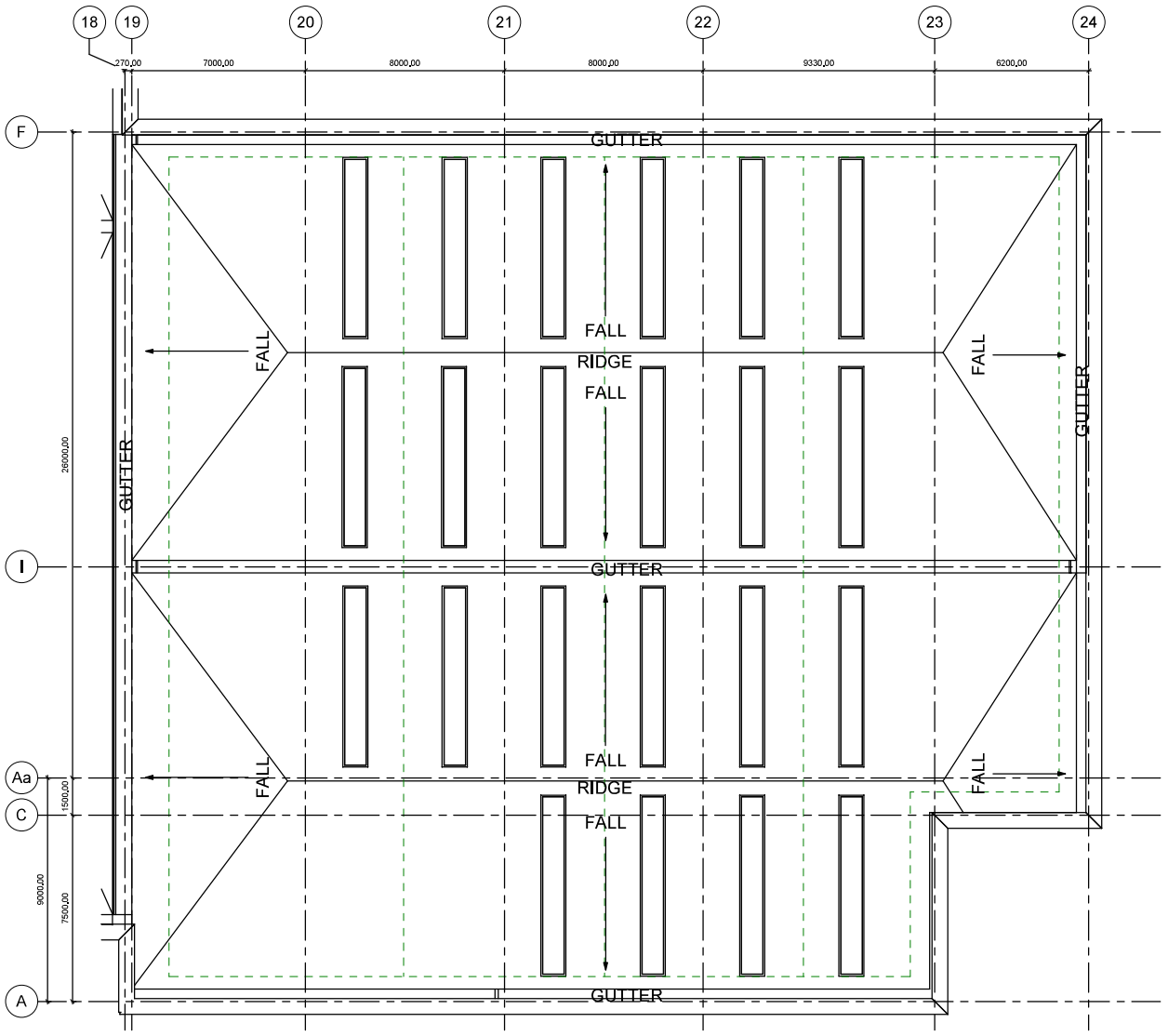
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
UNIT 140 - WAREHOUSE GA PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	00	DR	A	00103	PL3



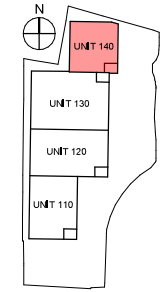
1 UNIT 140 ROOF PLAN
1 : 100

NOTES:
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0 1m 2m 5m
1:100



15% coverage of GRP Rooflights to warehouse. Quantity and location to be confirmed by sub contractor.

100% of roof to be designed to take Photovoltaic panels

Siphonic drainage to comprise of Primary & Secondary system

Parapet height to warehouse roof to be min. 200mm.

Roof pitch to nominally 4.5 degrees.

– – – Indicative mansafe around the roof, to be designed by specialist.

Rev	Revision Description	Date	Author/ Reviewer
PL 3	Issue for June Committee	16/05/23	RC/PS
PL 2	Man safe around roof added	06/03/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

PLANNING

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www.chetwoods.com

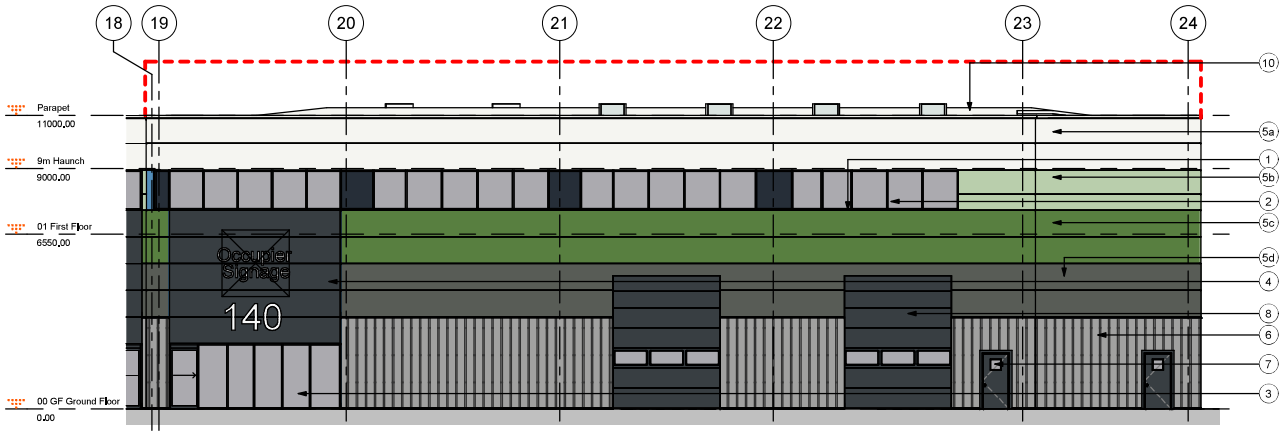
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

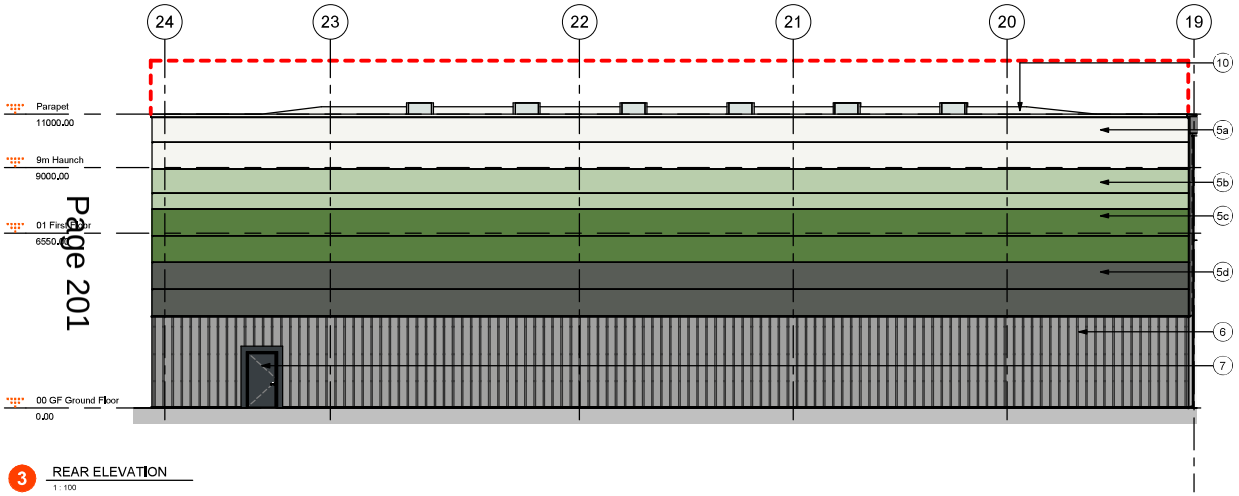
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UNIT 140 - ROOF PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	06/06/22

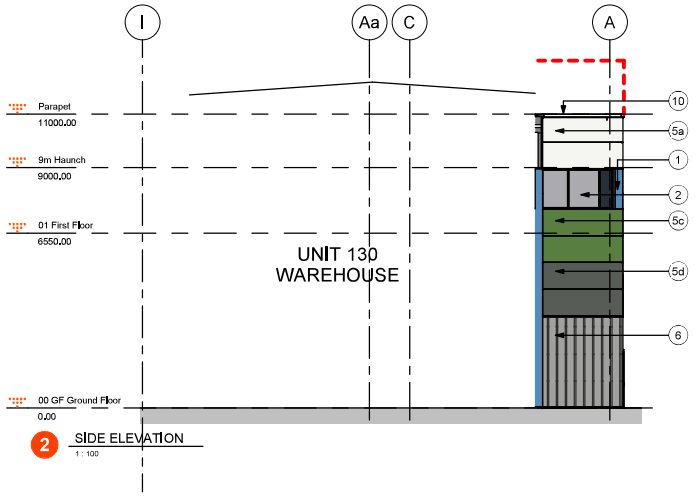
Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	RL	DR	A	00124	PL3



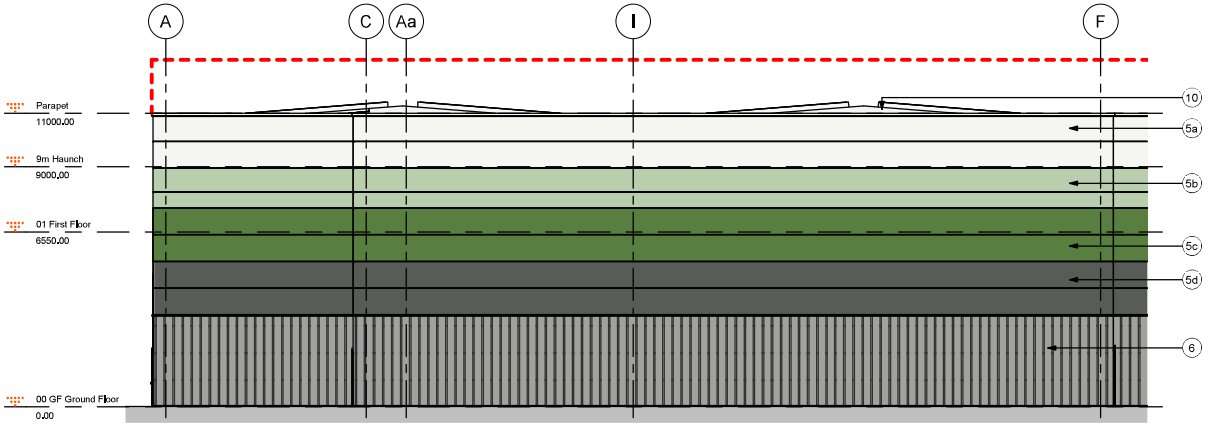
1 FRONT ELEVATION
1 : 100



3 REAR ELEVATION
1 : 100



2 SIDE ELEVATION
1 : 100



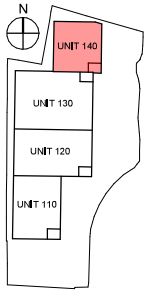
4 SIDE ELEVATION
1 : 100

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0 1m 2m 5m
1:100



Building height of orignal proposal

Indicative signage – subject separate advertisement consent

	LOCATION	TYPE	COLOUR
1.	WINDOWS / DOORS/ LEVEL ACCESS DOORS CURTAIN WALL SURROUNDING FLASHING	FLASHING	TOPAZ BLUE - RAL 250 60 30
2.	WINDOWS	FRAME	ANTHRACITE GREY - RAL 7016
3.	OFFICE ENTRY	CURTAIN WALLING SYSTEM	ANTHRACITE GREY - RAL 7016
4.	OFFICE ENTRY CLADDING	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	ANTHRACITE GREY - RAL 7016
5a.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	GREY WHITE - RAL 9002
5b.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	PASTEL GREEN - RAL 6019
5c.	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	MAY GREEN - RAL 6017
5d	BUILDING CLADDING AT HIGH LEVEL	MICRO RIB FLAT PANEL TRIMO POWER T FTV HL	TARPAULIN GREY - RAL 7010
6.	BUILDING CLADDING AT LOW LEVEL	VERTICAL TRAPEZOIDAL PROFILE EUROCLAD ELITE 51	METALIC SILVER - RAL 9006
7.	PERSONNEL DOORS	DOOR	ANTHRACITE GREY - RAL 7016
8.	LEVEL ACCESS DOORS	DOOR	ANTHRACITE GREY - RAL 7016
9.	SPANDREL PANELS	GLAZED	ANTHRACITE GREY - RAL 7016
10.	ROOF	PROFILE CLADDING / OUTER SHEET EUROCLAD ELITE 2 PLUS	GREY WHITE - RAL 9002

Rev	Revison Description	Date	Author Reviewer
PL 7	Issue for Jore Committee	15/05/23	RC/PS
PL 6	Level access doors updated	28/04/23	RC/PS
PL 5	Signage updated	06/03/23	RC/PS
PL 4	Signage location added	27/02/23	RC/PS
PL 3	Haunch height notes updated	08/02/23	RC/PS
PL 2	Building & haunch height altered, colour updated	06/02/23	RC/PS
PL 1	Issue for Planning	09/07/22	RC/TC

PLANNING

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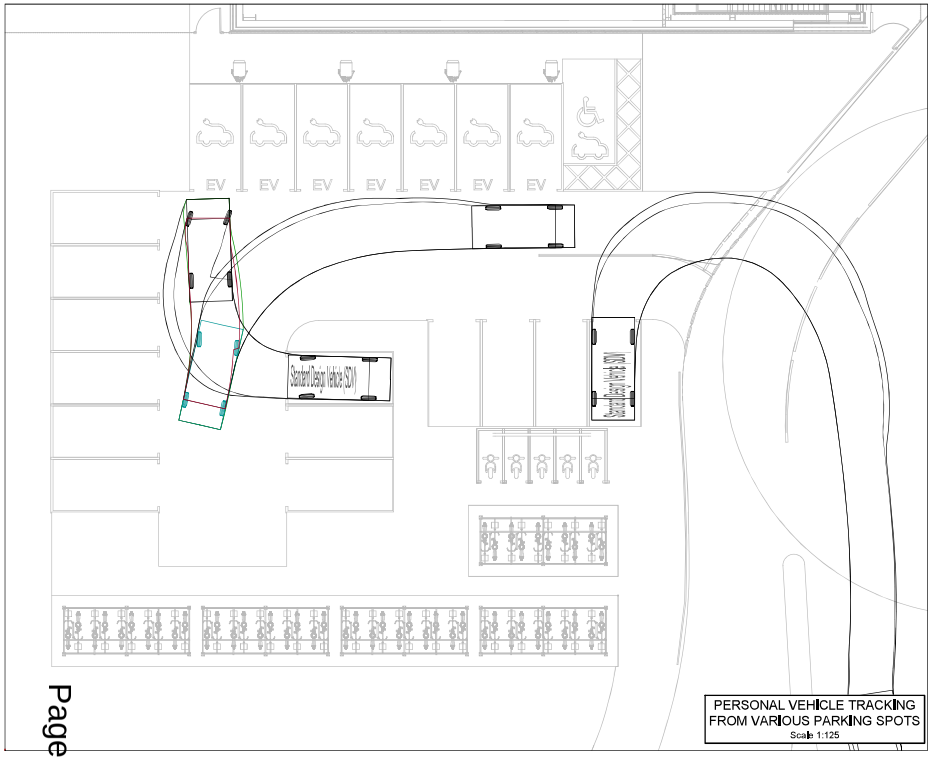
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

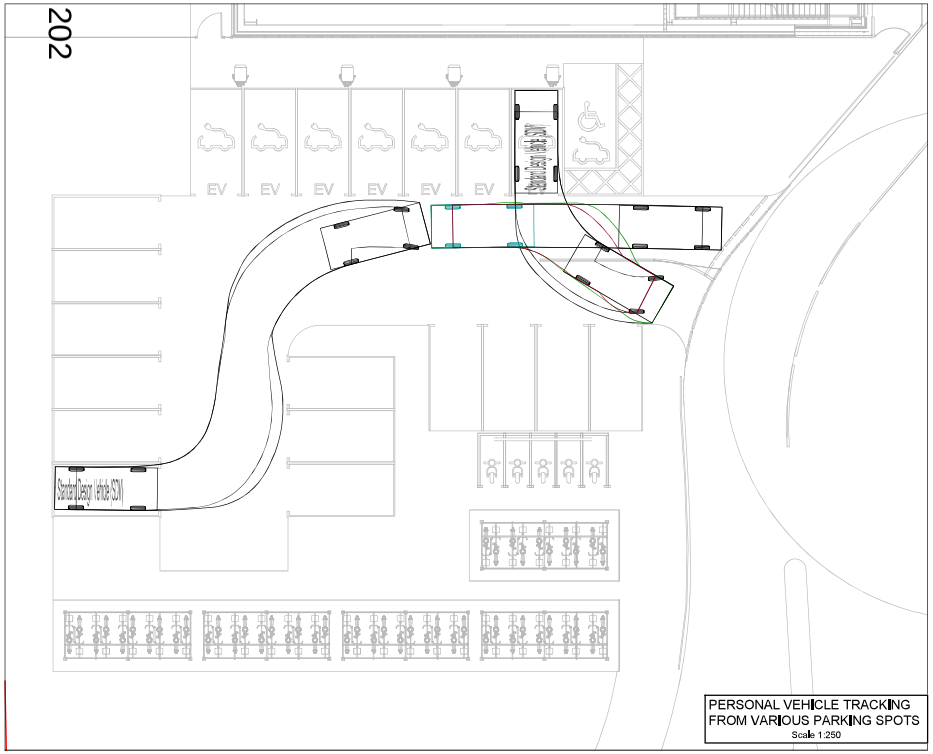
Drawing Title
UNIT 140 - PROPOSED ELEVATIONS

Scale	Size	Drawn	Checked	Date
As indicated	A1	JT	TC	31/05/22

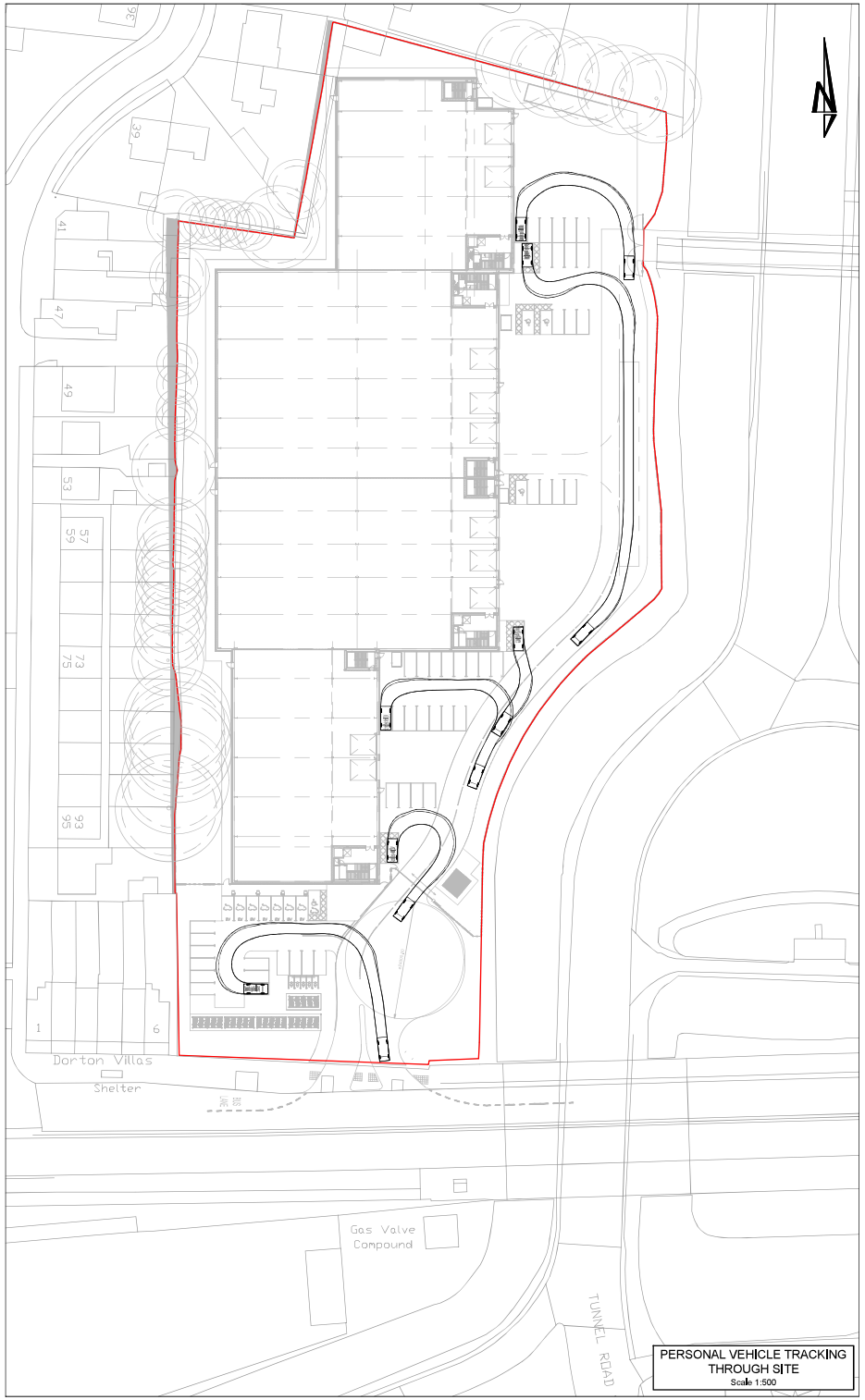
Project	Originator	Zone	Level	Type	Role	Number	Rev
5110	CA	00	XX	DR	A	00204	PL7



PERSONAL VEHICLE TRACKING FROM VARIOUS PARKING SPOTS
Scale 1:125



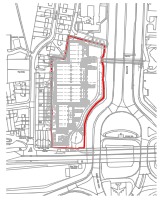
PERSONAL VEHICLE TRACKING FROM VARIOUS PARKING SPOTS
Scale 1:250



PERSONAL VEHICLE TRACKING THROUGH SITE
Scale 1:500

Page 202

KEY PLAN



NOTES

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6. The landscape architect / architect is responsible for providing setting out of the proposed site layout.
7. Contains OS Mapping Data made available under Open Government Licence v3.0, Crown Copyright
8. Site layout from drawing 5110-CA-00-00-DR-A-00060 dated April 2023 by Chetwoods.



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV	REVISION NOTES/COMMENTS					
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
P04	UPDATED TO NEW SITE PLAN					
	O.CHARD	21.04.23	C.MACHUGH	21.04.23	T.KING	21.04.23
P03	REVISED TO SUIT UPDATED SITE PLAN					
	O.CHARD	28.06.22	C.MACHUGH	28.06.22	T.KING	28.06.22
P02	SITE PLAN UPDATED					
	O.CHARD	07.06.22	C.MACHUGH	07.06.22	T.KING	07.06.23
P01	PRELIMINARY ISSUE					
	O.CHARD	26.05.22	C.MACHUGH	26.05.22	T.KING	26.05.22

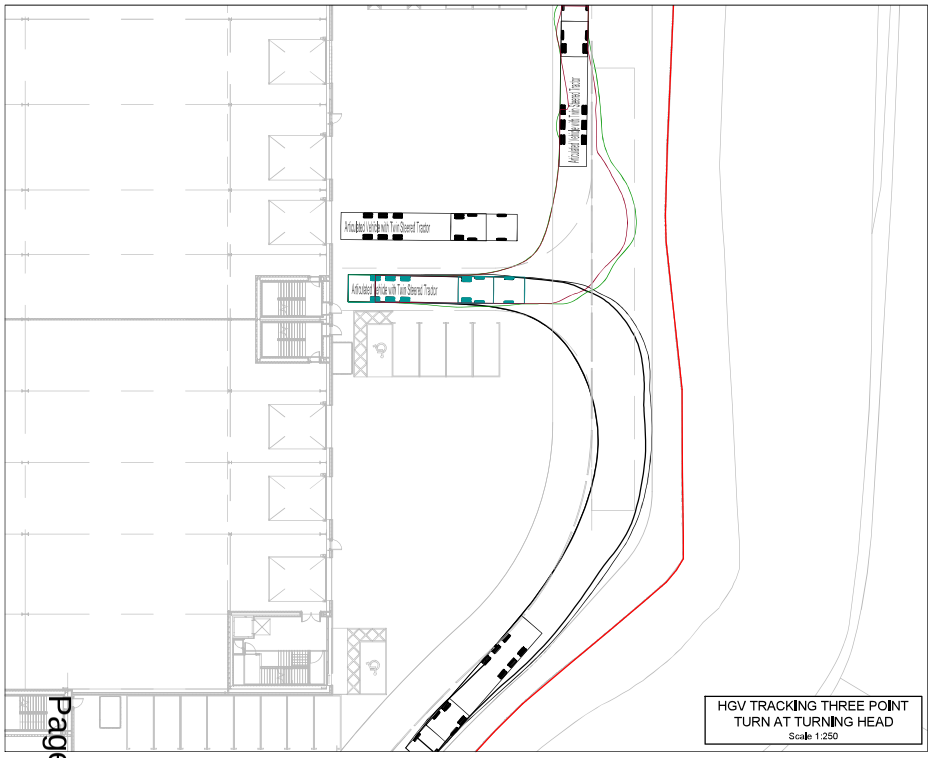
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BS1 4RW
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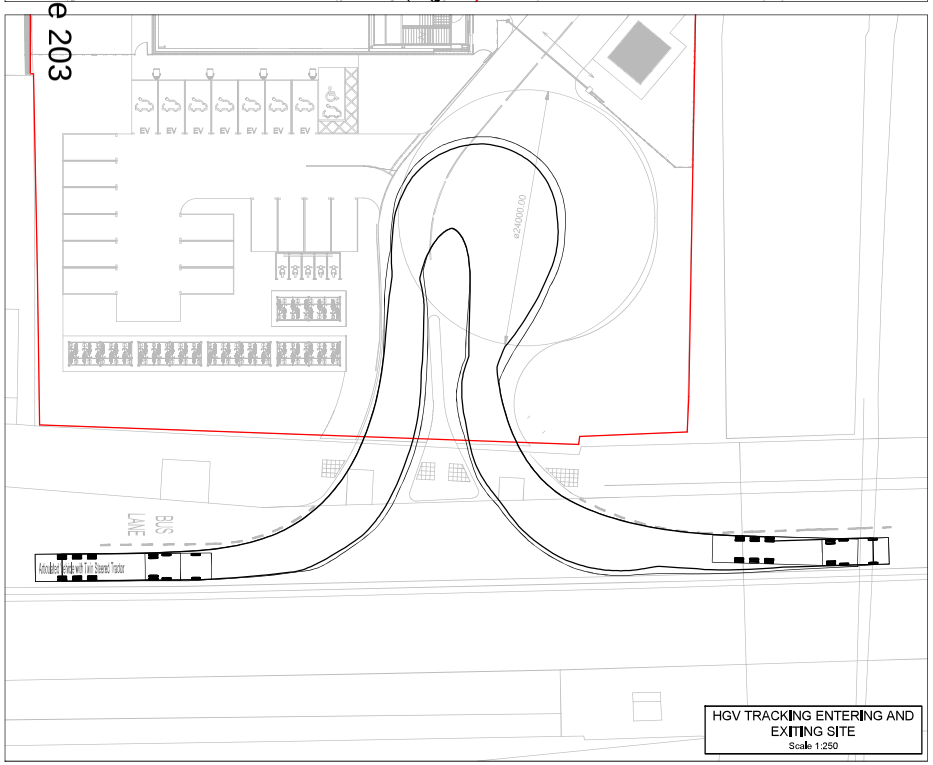
PROJECT
APRIROSE NCP FLIGHTPATH HEATHROW

TITLE
VEHICLE TRACKING - SHEET 1
PERSONAL VEHICLE

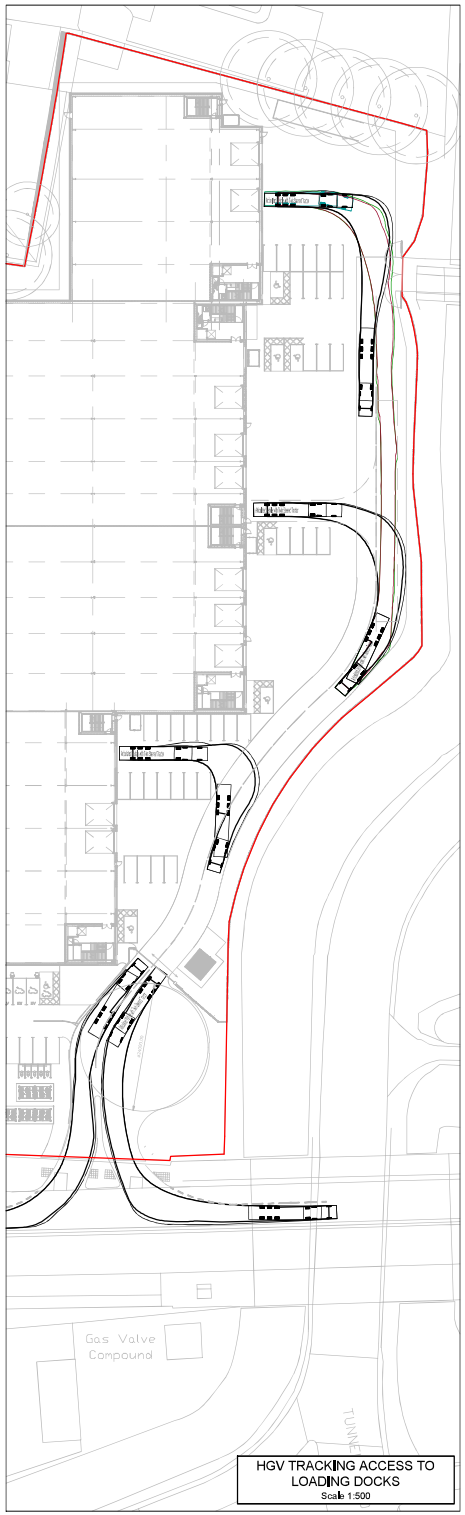
HYDROCK PROJECT NO.	SCALE @ A1
C-23795-C	AS SHOWN
STATUS DESCRIPTION: ISSUED FOR INFORMATION	STATUS: S2
DRAWING NO. (PROJECT-CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER): 23795-HYD-00-ZZ-DR-C-7310	REVISION: P04



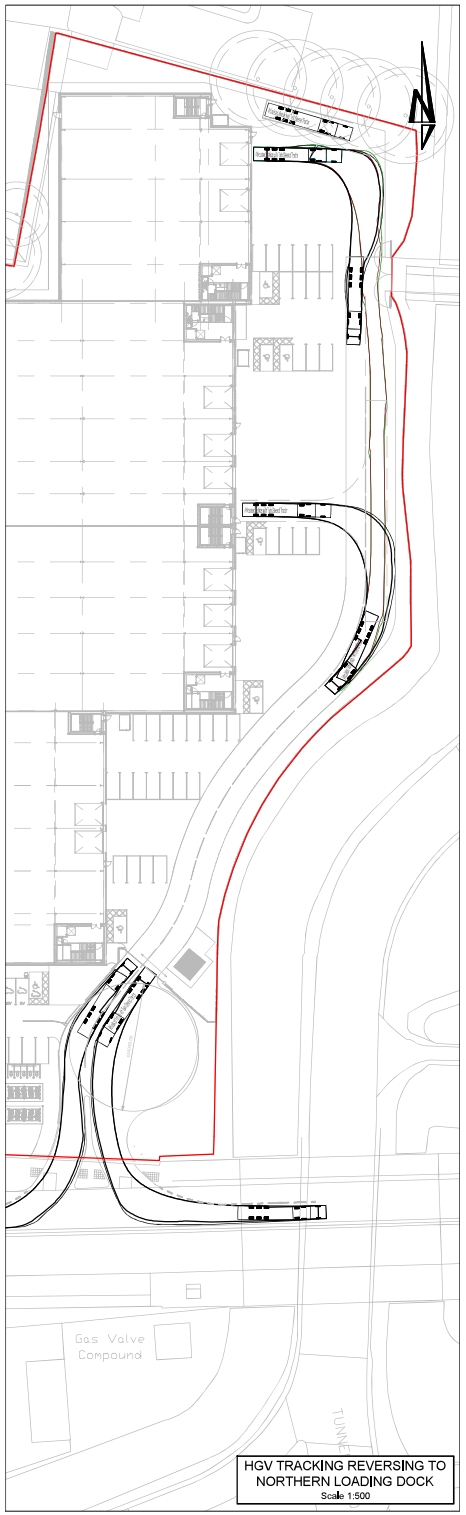
HGV TRACKING THREE POINT TURN AT TURNING HEAD
Scale 1:250



HGV TRACKING ENTERING AND EXITING SITE
Scale 1:250

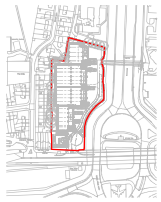


HGV TRACKING ACCESS TO LOADING DOCKS
Scale 1:500



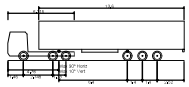
HGV TRACKING REVERSING TO NORTHERN LOADING DOCK
Scale 1:500

KEY PLAN



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8. Site layout from drawing 5110-CA-00-00-DR-A-00060 dated April 2023 by Chetwoods.



Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.581m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

P06	UPDATED TO NEW SITE PLAN					
	O.CHARD	21.04.23	C.MACHUGH	21.04.23	T.KING	21.04.23
P05	SITE PLAN UPDATED. HGV TRACK UPDATED TO AVOID CENTRAL RESERVATION ON A4.					
	O.CHARD	17.10.22	C.MACHUGH	17.10.22	T.KING	17.10.22
P04	REVISED TO SUIT UPDATED SITE PLAN					
	O.CHARD	28.06.22	C.MACHUGH	28.06.22	T.KING	28.06.22
P03	REVISED TO SUIT UPDATE SITED PLAN					
	O.CHARD	09.06.22	C.MACHUGH	09.06.22	T.KING	09.06.22
P02	UPDATED SITE PLAN					
	O.CHARD	07.06.22	C.MACHUGH	07.06.22	T.KING	07.06.22
P01	PRELIMINARY ISSUE					
	O.CHARD	26.05.22	C.MACHUGH	26.05.22	T.KING	26.05.22
REV	REVISION NOTES/COMMENTS					
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE

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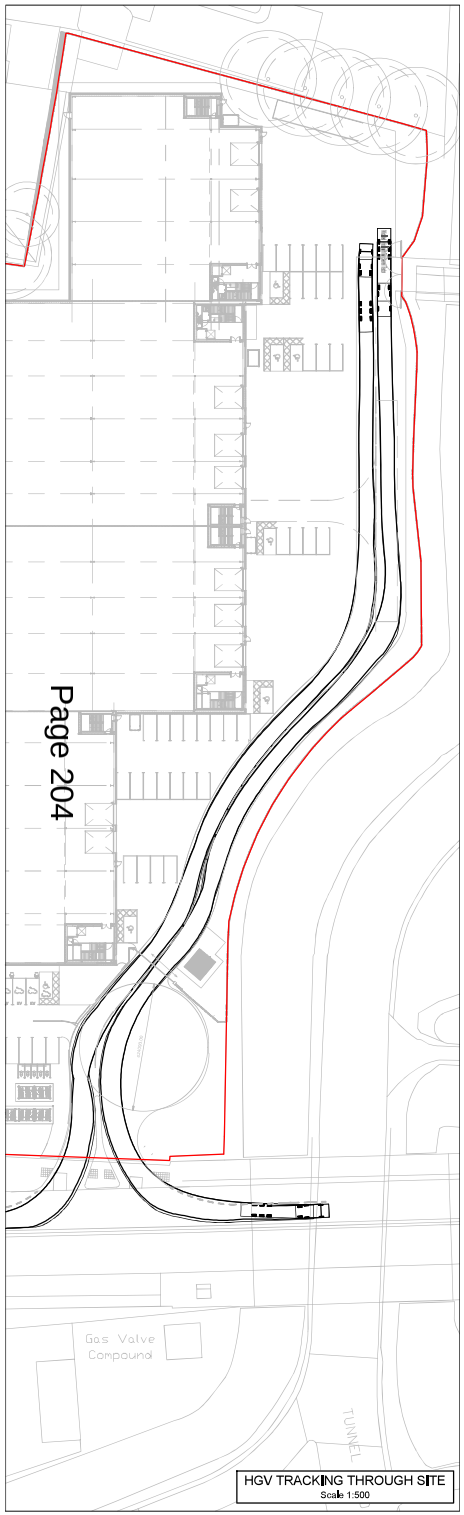
PROJECT

APRIROSE NCP FLIGHTPATH HEATHROW

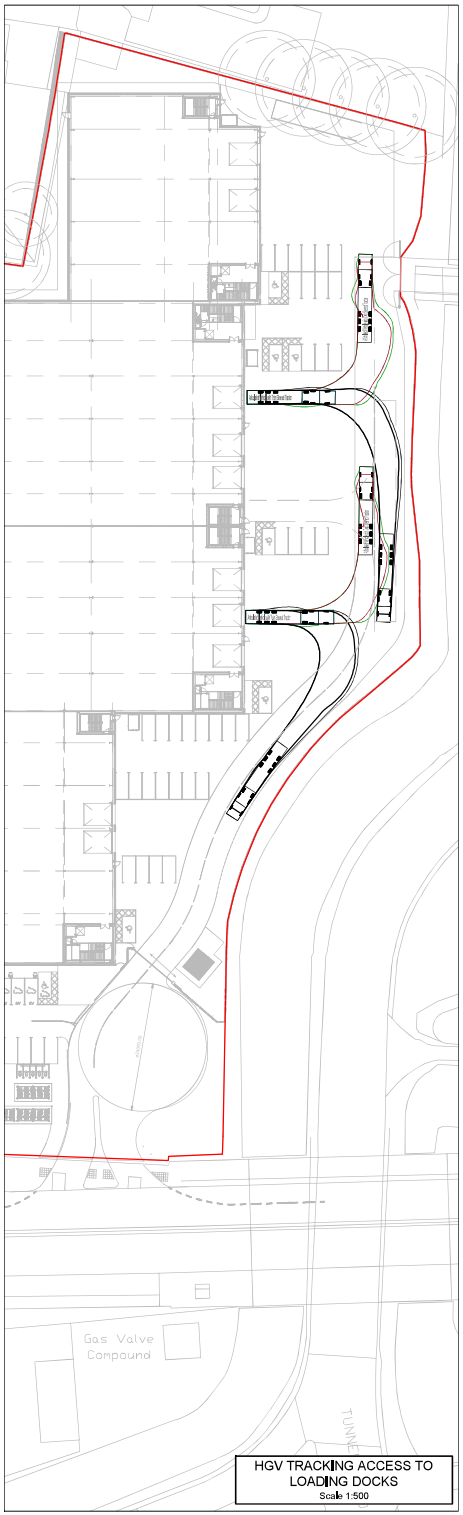
TITLE

VEHICLE TRACKING - SHEET 4
HEAVY GOODS VEHICLE

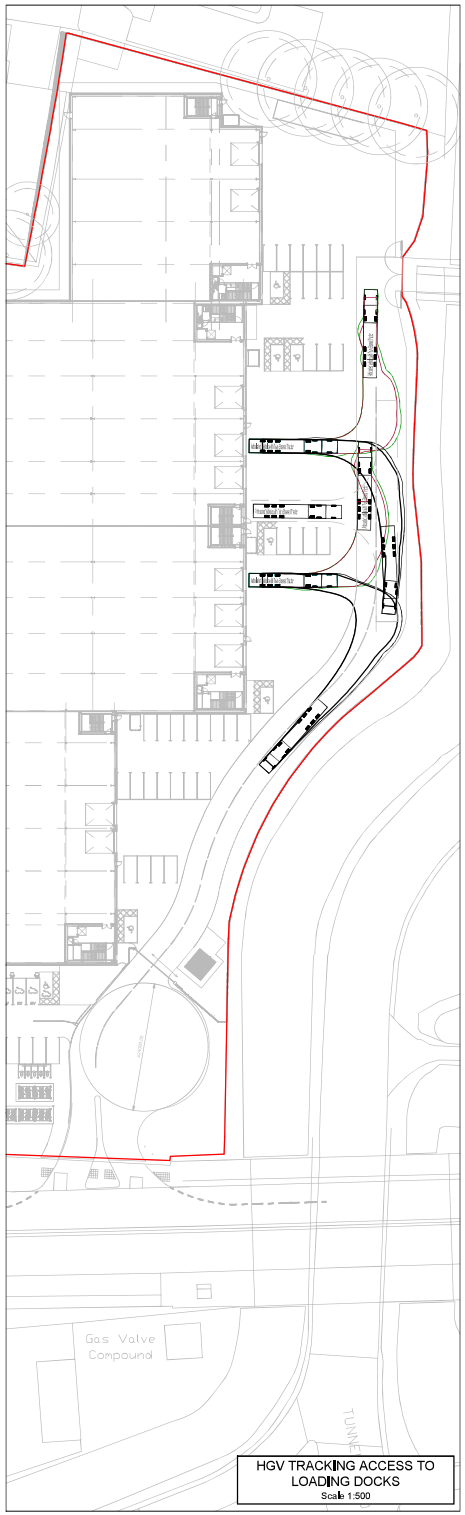
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C-23795-C	AS SHOWN
STATUS DESCRIPTION	STATUS
ISSUED FOR INFORMATION	S2
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23795-HYD-00-ZZ-DR-C-7313	P06



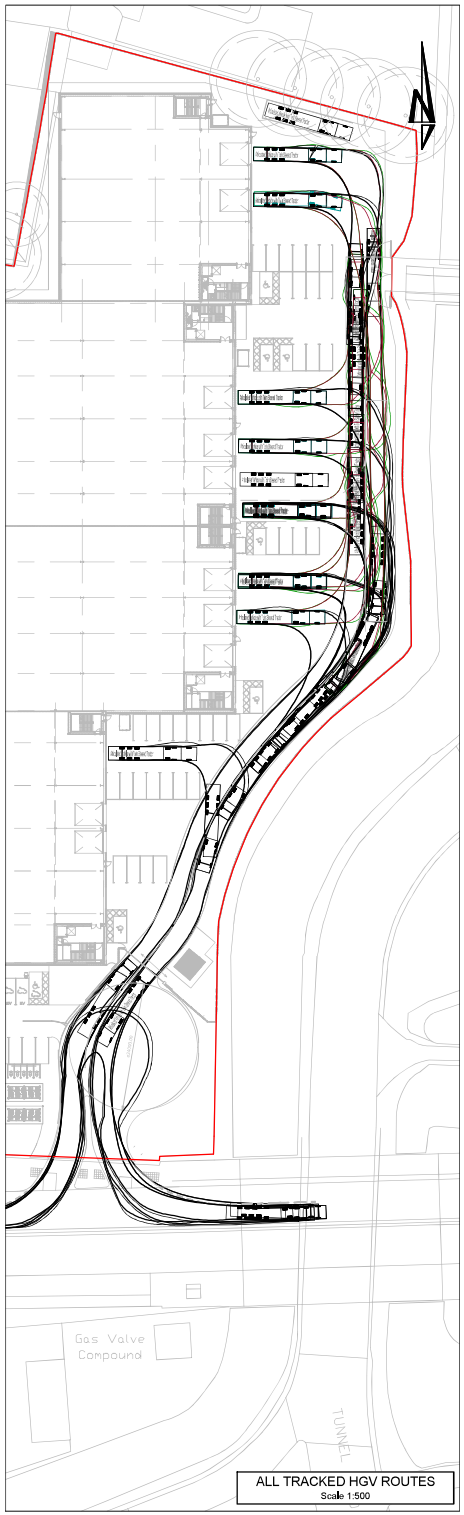
HGV TRACKING THROUGH SITE
Scale 1:500



HGV TRACKING ACCESS TO LOADING DOCKS
Scale 1:500

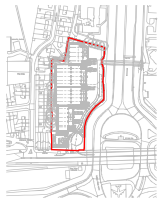


HGV TRACKING ACCESS TO LOADING DOCKS
Scale 1:500



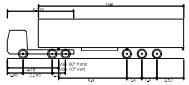
ALL TRACKED HGV ROUTES
Scale 1:500

KEY PLAN



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Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.901m
Min Body Ground Clearance	0.429m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

P04	UPDATED TO NEW SITE PLAN					
	O.CHARD	21.04.23	C.MACHUGH	21.04.23	T.KING	21.04.23
P03	SITE PLAN UPDATED. HGV TRACK UPDATED TO AVOID CENTRAL RESERVATION ON A4.					
	O.CHARD	17.10.22	C.MACHUGH	17.10.22	T.KING	17.10.22
P02	REVISED TO SUIT UPDATED SITE PLAN					
	O.CHARD	28.06.22	C.MACHUGH	28.06.22	T.KING	28.06.22
P01	PRELIMINARY ISSUE					
	O.CHARD	09.06.22	C.MACHUGH	09.06.22	T.KING	09.06.22
REV.	REVISION NOTES/COMMENTS					
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE

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BS1 4RW
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PROJECT

APRIROSE NCP FLIGHTPATH HEATHROW

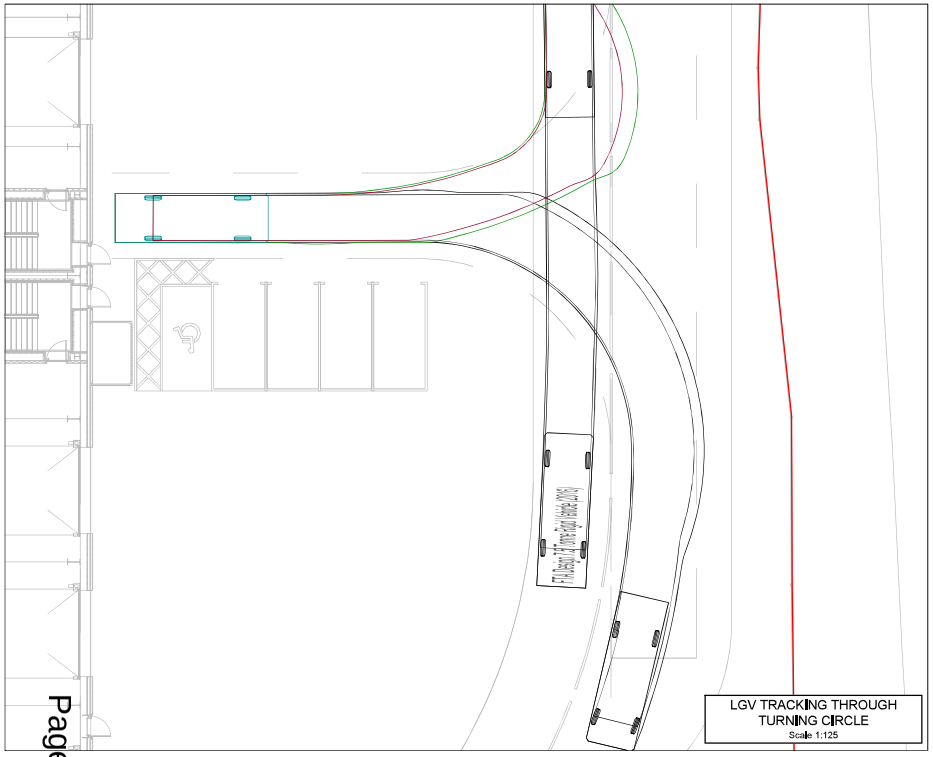
TITLE

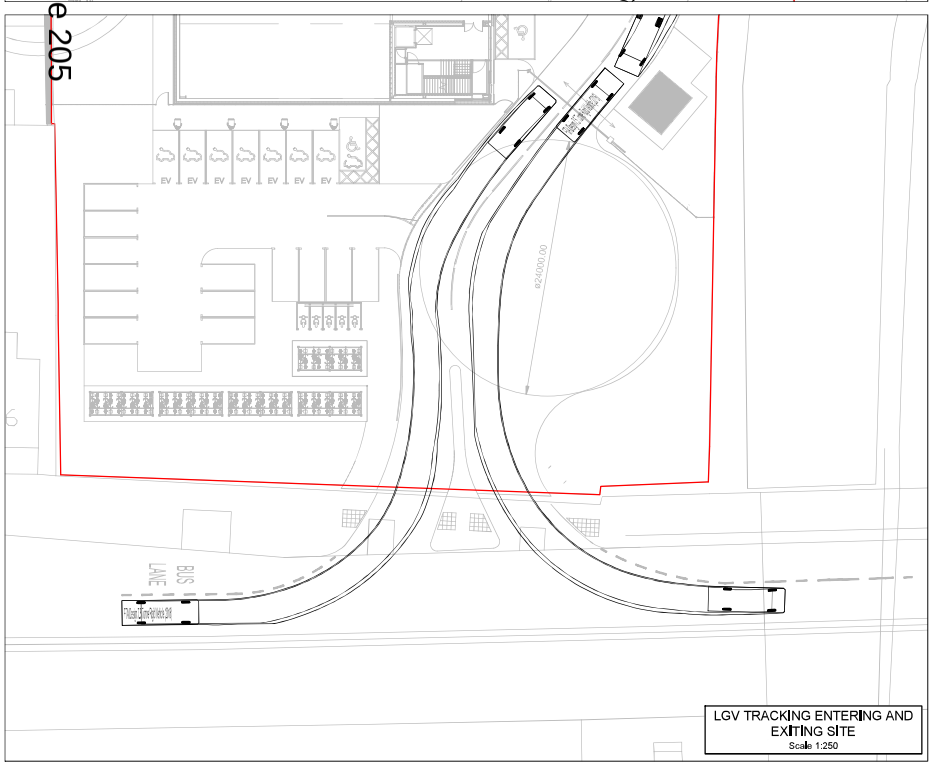
VEHICLE TRACKING - SHEET 5
HEAVY GOODS VEHICLE

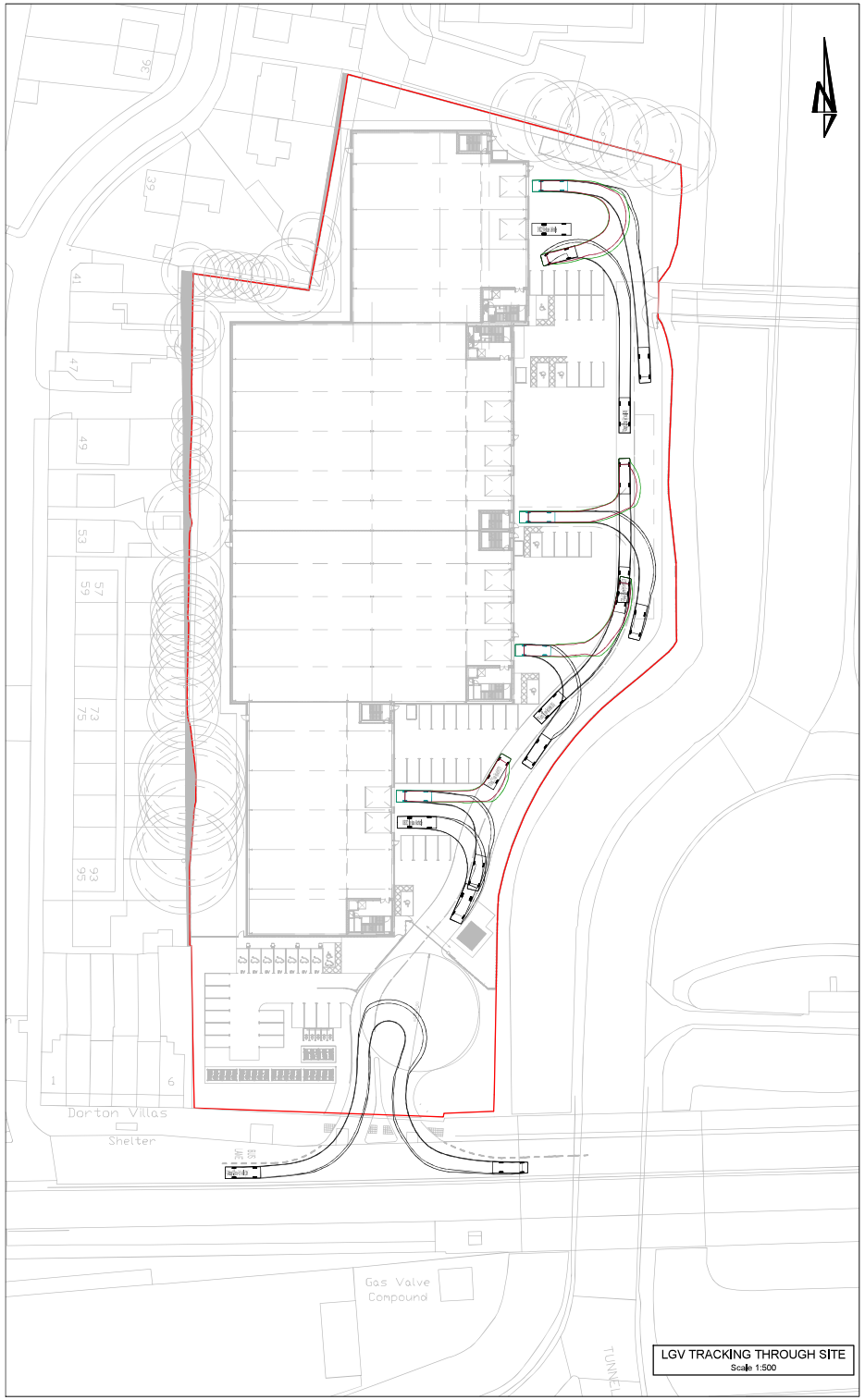
HYDROCK PROJECT NO.	SCALE @ A1
C-23795-C	AS SHOWN

STATUS DESCRIPTION	STATUS
ISSUED FOR INFORMATION	S2

DRAWING NO. (PROJECT-CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
23795-HYD-00-ZZ-DR-C-7314	P04







KEY PLAN



NOTES

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4. In the event of any contradiction between this drawing and the specification, then the contractor shall seek clarification from the engineer before proceeding.
5. Refer to landscape architects drawings for extent of external surfaces and kerbing.
6. The landscape architect / architect is responsible for providing setting out of the proposed site layout.
7. Contains OS Mapping Data made available under Open Government Licence v3.0, Crown Copyright
8. Site layout from drawing 5110-CA-00-00-DR-A-00060 dated April 2023 by Chetwoods.



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.260m
Min Body Ground Clearance	0.370m
Track Width	2.120m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.000m

REV						
	REVISION NOTES/COMMENTS					
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
P04	UPDATED TO NEW SITE PLAN					
	O.CHARD	21.04.23	C.MACHUGH	21.04.23	T.KING	21.04.23
P03	REVISED TO SUIT UPDATED SITE PLAN					
	O.CHARD	28.06.22	C.MACHUGH	28.06.22	T.KING	28.06.22
P02	UPDATED SITE PLAN					
	O.CHARD	07.06.22	C.MACHUGH	07.06.22	T.KING	07.06.22
P01	PRELIMINARY ISSUE					
	O.CHARD	26.05.22	C.MACHUGH	26.05.22	T.KING	26.05.22

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e: bristolcentral@hydrock.com

CLIENT

.\PH_Photos\0.jpeg

PROJECT

APRIROSE NCP FLIGHTPATH HEATHROW

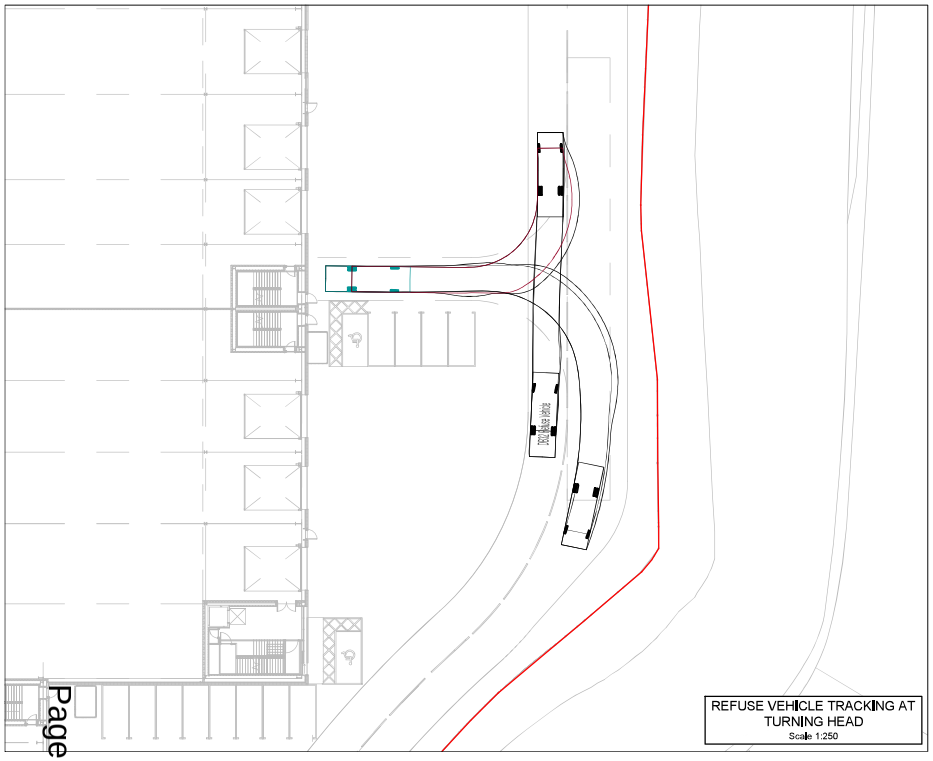
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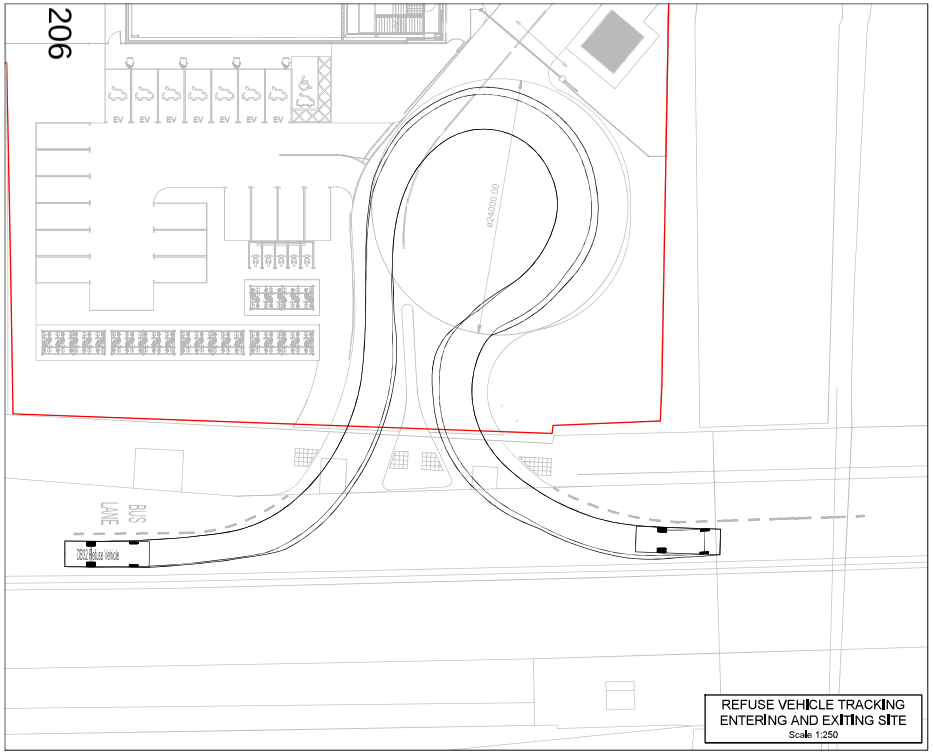
VEHICLE TRACKING - SHEET 3
LIGHT GOODS VEHICLE

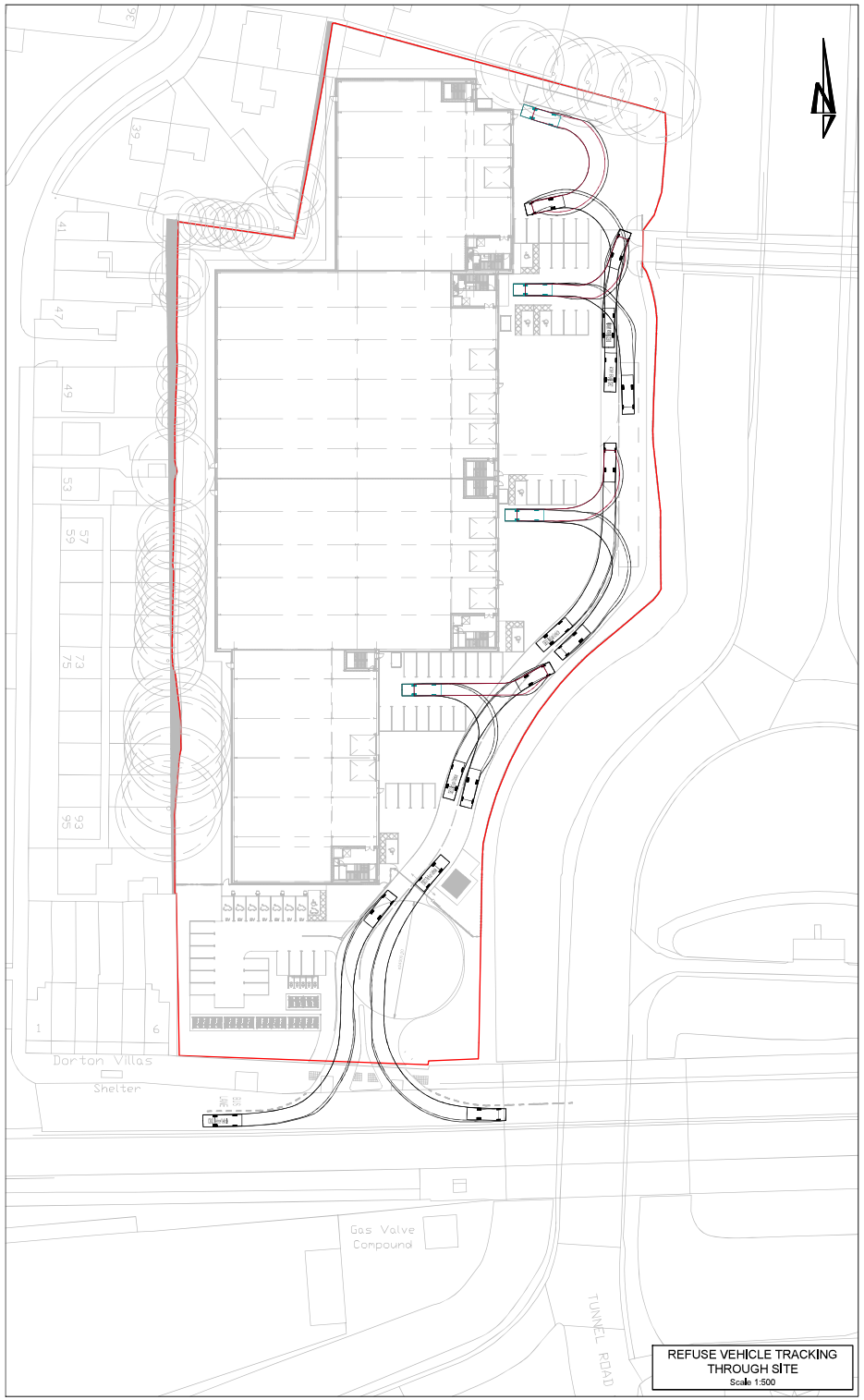
HYDROCK PROJECT NO.	SCALE @ A1
C-23795-C	AS SHOWN

STATUS DESCRIPTION	STATUS
ISSUED FOR INFORMATION	S2

DRAWING NO. (PROJECT-CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
23795-HYD-00-ZZ-DR-C-7312	P04







KEY PLAN



NOTES

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. The DWG file is issued for the purposes of coordination only and do not represent formal drawing issue and are not to be reprinted in any form. Formal issue of drawings is via DWF, Adobe PDF files and/or hard copies and their associated information issue sheets.
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5. Refer to landscape architects drawings for extent of external surfaces and kerbing.
6. The landscape architect / architect is responsible for providing setting out of the proposed site layout.
7. Contains OS Mapping Data made available under Open Government Licence v3.0, Crown Copyright
8. Site layout from drawing 5110-CA-00-00-DR-A-00060 dated April 2023 by Chetwoods.



DB32 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.430m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.825m

REV	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
P04	UPDATED TO NEW SITE PLAN					
	O.CHARD	21.04.23	C.MACHUGH	21.04.23	T.KING	21.04.23
P03	REVISED TO SUIT UPDATED SITE PLAN					
	O.CHARD	28.06.22	C.MACHUGH	28.06.22	T.KING	28.06.22
P02	UPDATED SITE PLAN					
	O.CHARD	07.06.22	C.MACHUGH	07.06.22	T.KING	07.06.22
P01	PRELIMINARY ISSUE					
	O.CHARD	26.05.22	C.MACHUGH	26.05.22	T.KING	26.05.22

REVISION NOTES/COMMENTS

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aprirose | real estate investment

PROJECT

APRIROSE NCP FLIGHTPATH HEATHROW

TITLE

VEHICLE TRACKING - SHEET 2
REFUSE VEHICLE

HYDROCK PROJECT NO.	SCALE @ A1
C-23795-C	AS SHOWN

STATUS DESCRIPTION	STATUS
ISSUED FOR INFORMATION	S2

DRAWING NO. (PROJECT-CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
23795-HYD-00-ZZ-DR-C-7311	P04

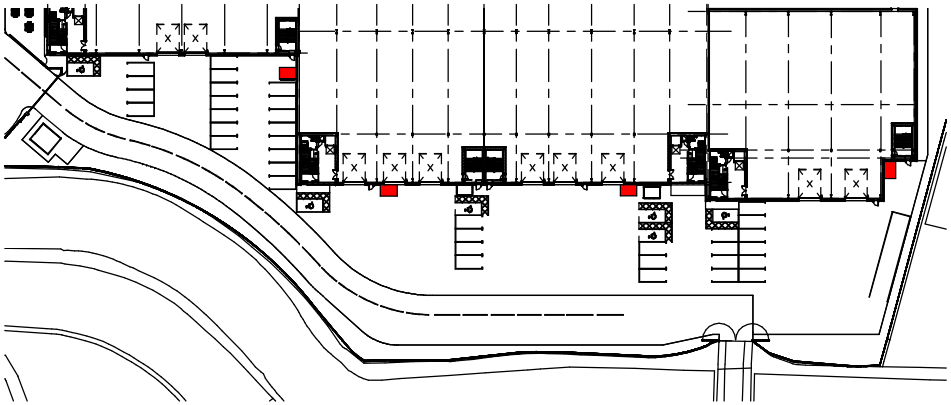
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Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods • Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.

THESE DRAWINGS ARE ILLUSTRATIONS ONLY TO SHOW DESIGN INTENT, THEY WILL NEED TO BE ADAPTED TO SUIT SPECIFIC DEVELOPMENTS/ SITE CONDITIONS THE ARCHITECT REMAINS RESPONSIBLE FOR THEIR DESIGNS AND OBLIGATIONS.

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1:50

0 0.5m 1m
1:20

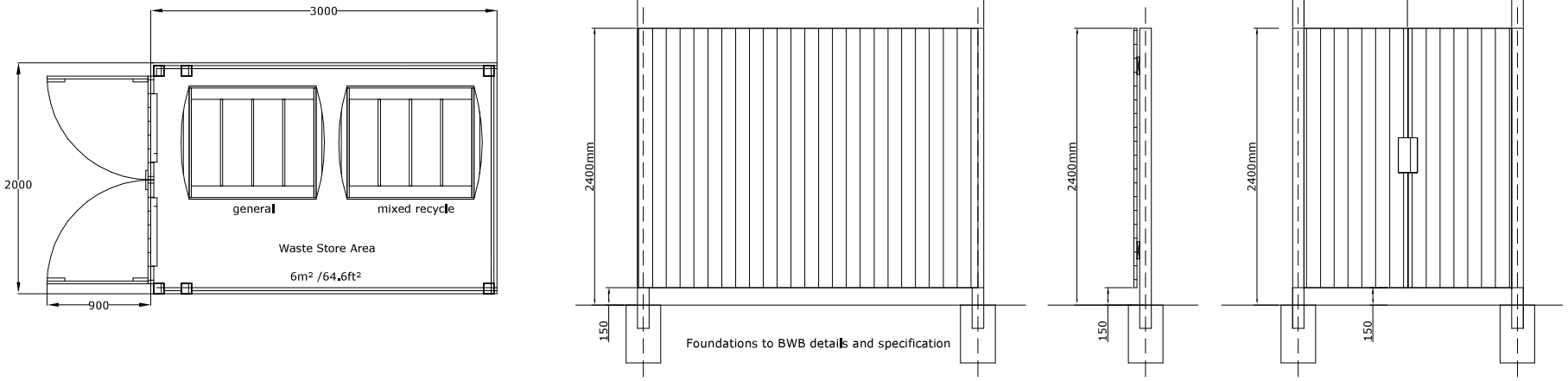


1 PROPOSED WASTE STORAGE LOCATION
1 : 500



Page 207

Close boarded vertical timber (FSC) with Horizontal and Diagonal wood bracings. Must be suitably treated for environmental conditions.
Support post positions and number, in accordance with manufacturer recommended details.



2 TYPICAL WASTE STORE AREA DETAILS
1 : 20

Rev	Revision Description	Date	Author/ Reviewer
PL 4	Issue for June Committee	16/05/23	RC/PS
PL 3	Additional recessed parking added	07/11/22	RC/TC
PL 2	Site entry updated. Bastion omitted as requested by the client, cycling gate into the yard added	05/10/22	RC/TC
PL 1	Issue for Planning	09/07/22	RC/TC

PLANNING

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www.chetwoods.com

Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
SITE WASTE MANAGEMENT PLAN

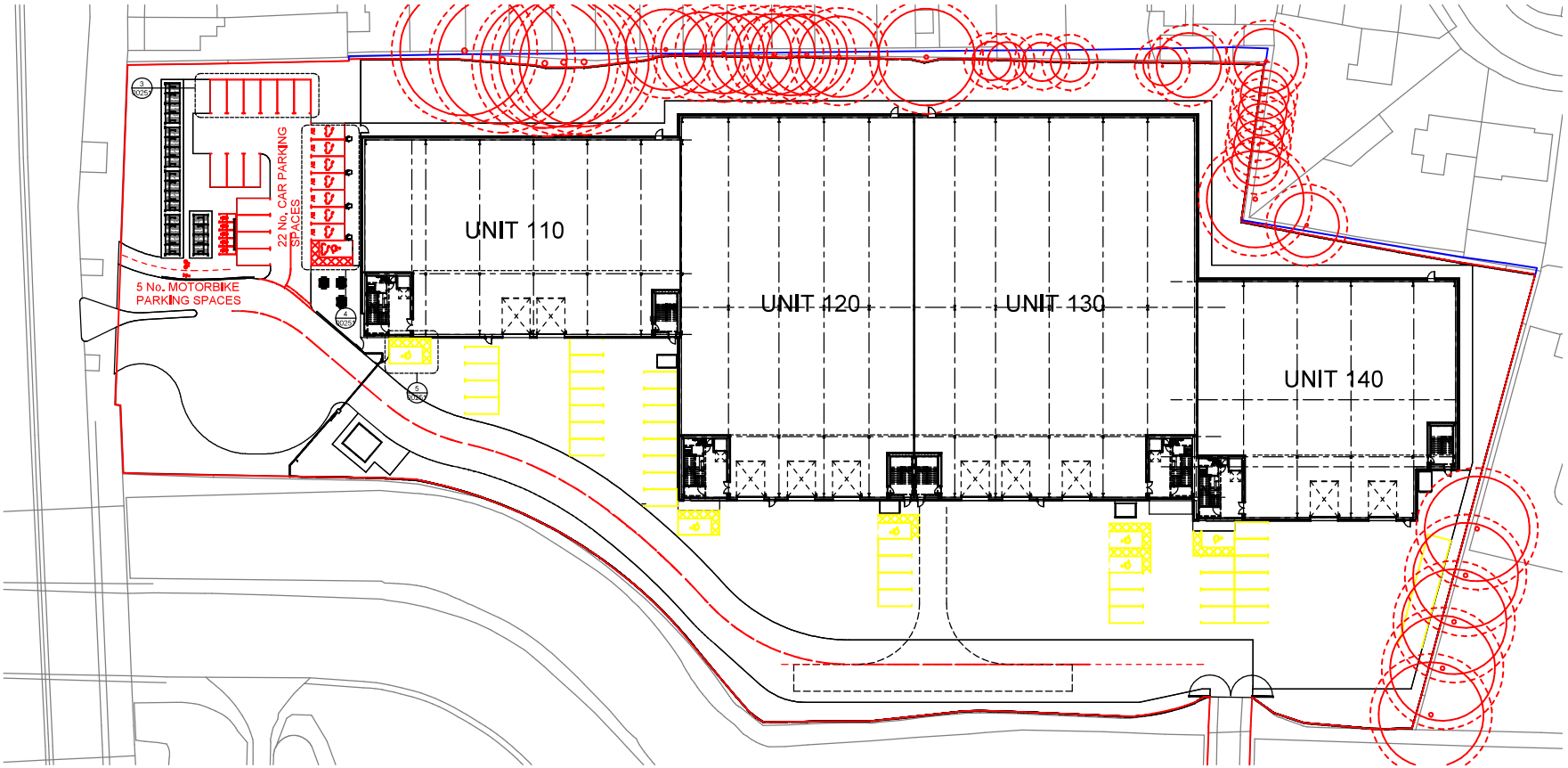
Scale	Size	Drawn	Checked	Date
As indicated	A1	RC	TC	21/06/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	00	DR	A	00351	PL4

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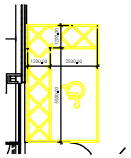
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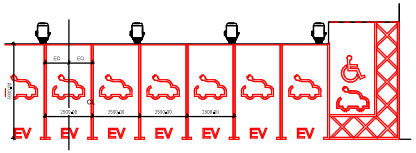
1 PROPOSED EXTERNAL LINING PLAN
1 : 250



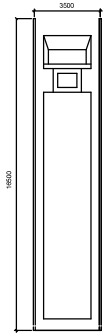
3 TYPICAL PARKING SPACES
1 : 100



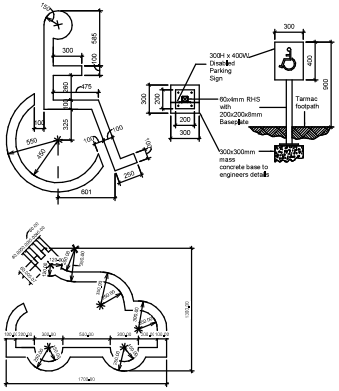
5 ACCESSIBLE PARKING SPACES
1 : 100



4 ELECTRIC PARKING SPACES
1 : 100



6 Lining Setting Out - HGV Bays
1 : 100



ELECTRIC & ACCESSIBLE PARKING SIGN SETTING OUT

Tree and Root Protection Area with 1250mm easment zone for fundation and draindage.

Application Site Boundary 1,6 Ha /3,95 Acres

Other land owned by the applicant 0,02 Ha/0,049 Acres

Indacitve Application Boundary of Link Bridge 0,049 Ha /0.122Acres

Red lines denote areas of white lining to tarmac areas

Yellow lines denote areas of yellow lining to concrete / tarmac areas

Rev	Revision Description	Date	Author/ Reviewer
PL 8	Issue for Zero Commits	19/05/23	RC/PG
PL 5	Chelmsford & Civil Traffic added	19/05/23	TM/PG
PL 4	Car parking spaces updated and relabelled with Chelmsford & Civil Traffic	24/04/23	RC/PG
PL 3	Additional Electrical Parking added	03.11.22	RC/TC
PL 2	Ground updated. Barriers and Rail as requested by the Client. Issued into the yard added	08.09.22	RC/TC
PL 1	Issue for Review	19/07/22	RC/TC

PLANNING

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Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing Title
EXTERNAL HGV, YARD AND CAR PARK LINING PLAN

Scale	Drawn	Checked	Date
As indicated	A0	RC	TC	08/20/22

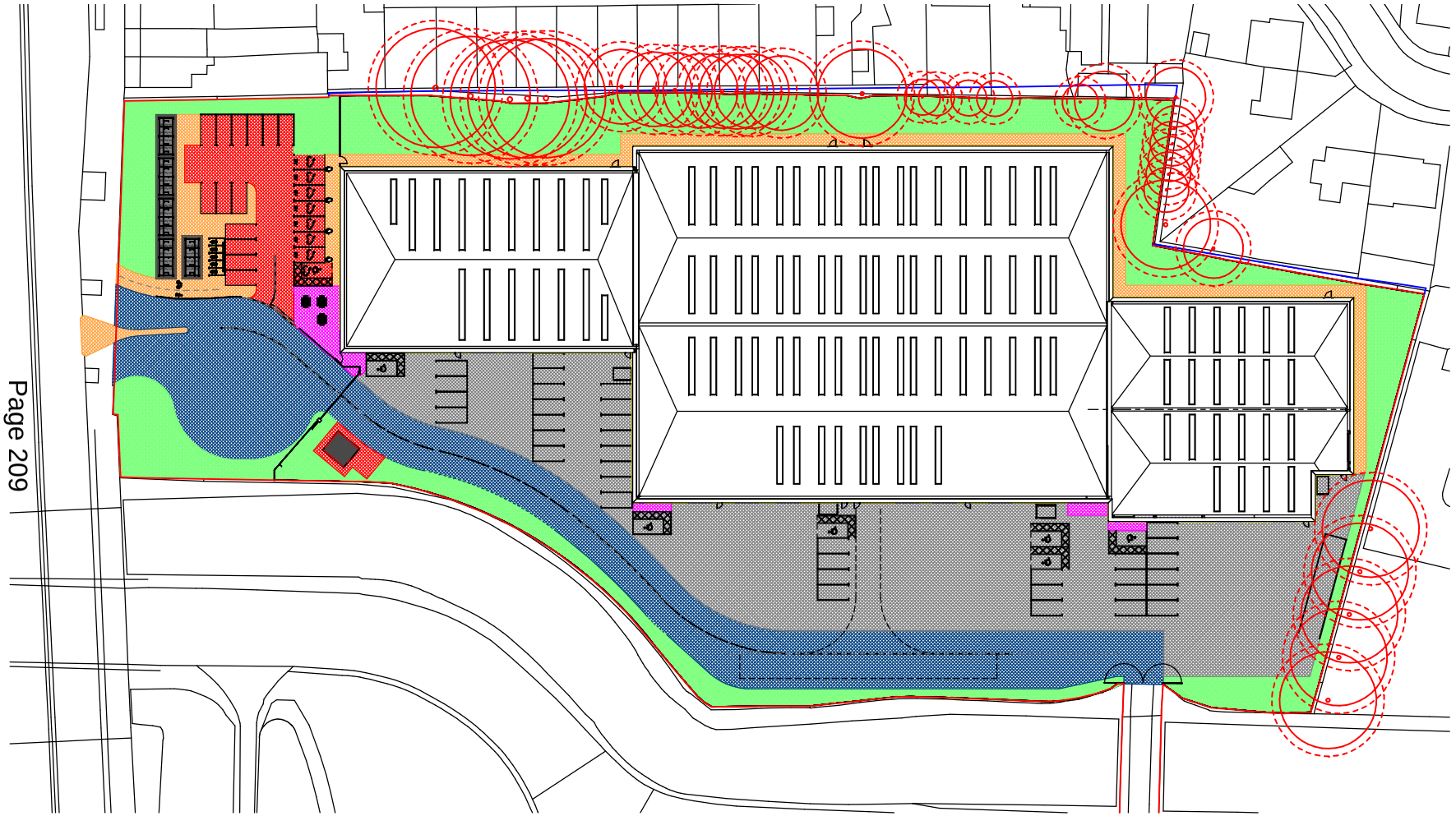
Project	Originator	Zone	Level	Type	Role	Number	Rev
5110	CA	00	00	DR	A	00251	PL 6

NOTES
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Please note that this drawing is subject to the course of the design process and to the ongoing construction detailed design.
Please note the information contained herein and relating to the Fire Strategy is for Planning purposes only and is subject to change.
The CDM Health and safety risks assessed for the Chetwoods aspect of the design of this project are to be found on the "Chetwoods Hazard Log and Risk Register" which is available on request. Any risks not identified on the completed register will be dealt with by the Principal Contractor and Designers appointed for the project.

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0 5m 10m
1:250



- Tree and Root Protection Area with 1250mm easment zone for fundation and draindage,
- LANDSCAPE
- TARMAC - ROAD SPECIFICATION
- TARMAC - PAVEMENT SPECIFICATION
- CONCRETE YARD
- GRAVEL
- CONCRETE BLOCK PAVIOUS - MARSHALLS KEYBLOC: CHARCOAL
- TARMAC HEAVY DUTY ROAD
- CONCRETE BASE/SPLASH PAD

REFER TO STRUCTURAL ENGINEERS DETAILS & SPECIFICATIONS

CONC. SPLASH PADS TO BE PROVIDED TO ALL GRAVEL AND BITUMEN BINDER SURFACES IF ANY.

- Application Site Boundary 1.5 Ha /3.95 Acres
- Other land owned by the applicant 0.02 Ha/0.049 Acres
- Indacitve Application Boundary of Link Bridge 0.049 Ha /0.122Acres

1 PROPOSED EXTERNAL FINISHES
1 : 250

Rev	Revision Description	Date	Author/ Reviewer
PL 7	Issue for Joint Committee	16/05/23	EG/PS
PL 6	Pedestrian & Cycle Path relocated	11/05/23	TM/PS
PL 5	Car parking spaces updated and numbered with Car Charging points added	24/04/23	EG/PS
PL 4	Link bridge remove omitted	05/02/23	EG/PS
PL 3	Addition of omitted parking added	01/11/22	EG/TC
PL 2	Ground updated, Barriers and bollard as requested by the Fire Strategist, Link into the yard added	03/11/22	EG/TC
PL 1	Issue for Planning	07/07/22	EG/TC

PLANNING

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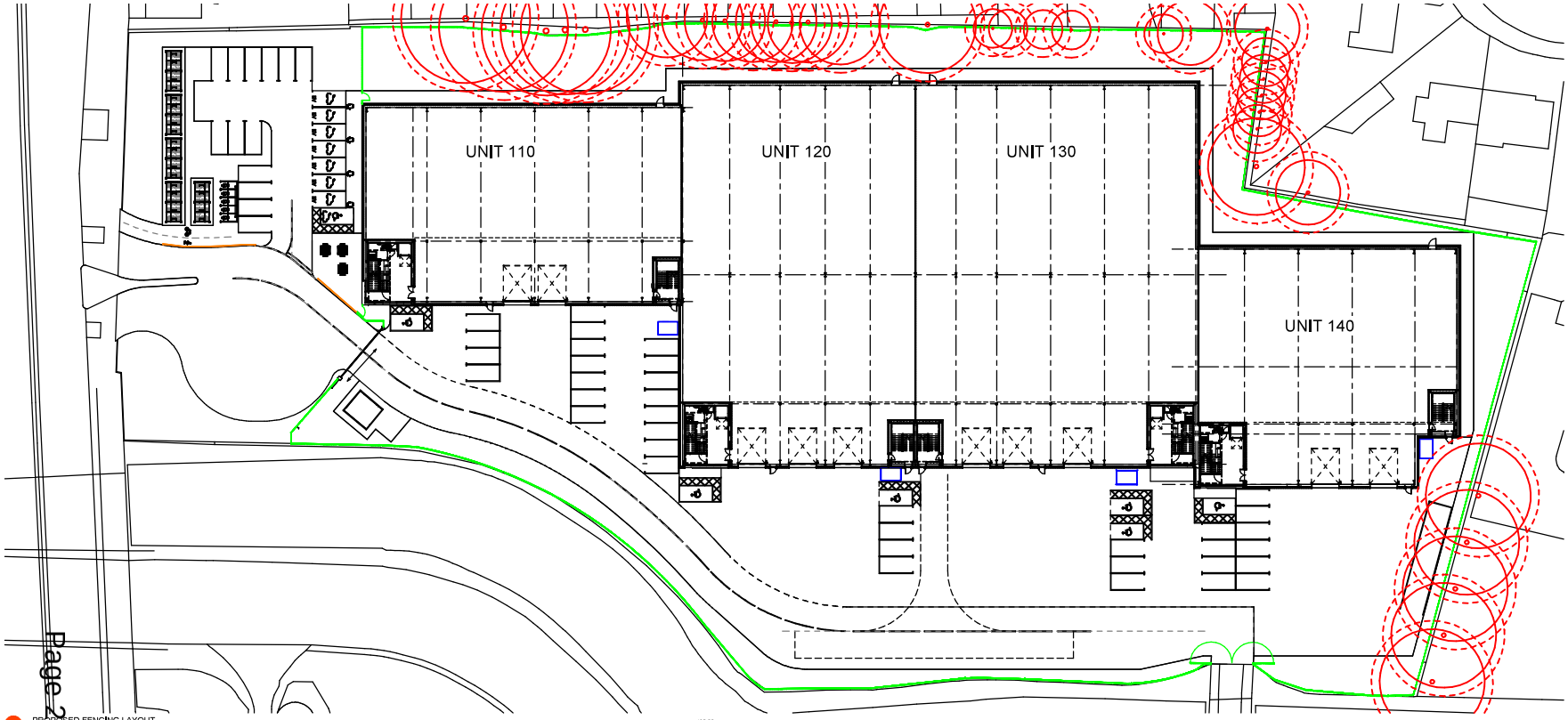
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing title
PROPOSED EXTERNAL FINISHES

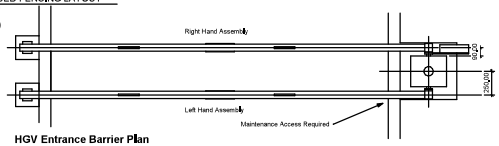
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As indicated	A0	RC	TC	08/08/22

Project	Originator	Zone	Level	Type	File	Number	Rev
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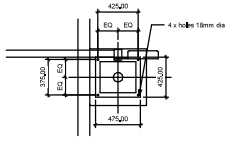


Page 210

1 PROPOSED FENCING LAYOUT



HGV Entrance Barrier Plan

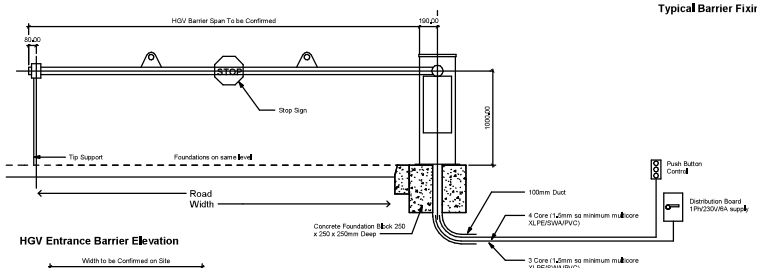


Typical Barrier Fixing Detail

Optional accessories also required:
Stop Signs
Boom Lights
Tip Support Post where possible
Pogo stick to end boom where double span barrier required, but no central support island

Electrical Specification:

Voltage (V)	:	230
Frequency (Hz)	:	50
Load Current (A)	:	6
Rating (Kv)	:	0,37

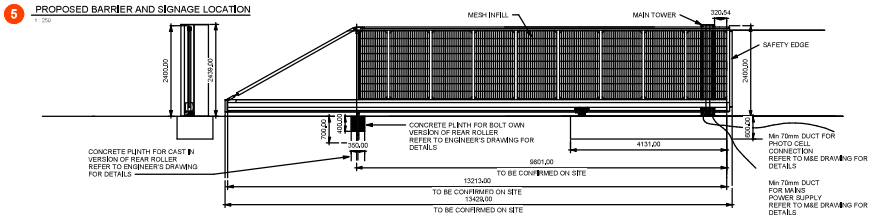


HGV Entrance Barrier Elevation

Control barriers will be provided to each HGV access and egress lane adjacent to the gatehouse. Control barriers will be Frontier Pitts or equal approved. Cabinets to be white, booms to be red and white stripes. The barriers will be controlled from within the gatehouse (security point).

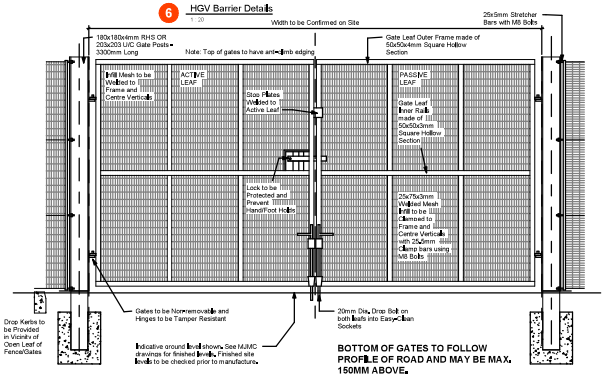
NOTE:
Dimensions shown to barriers are for guidance only. Dimensions are to be site checked prior to manufacture.

5 PROPOSED BARRIER AND SIGNAGE LOCATION

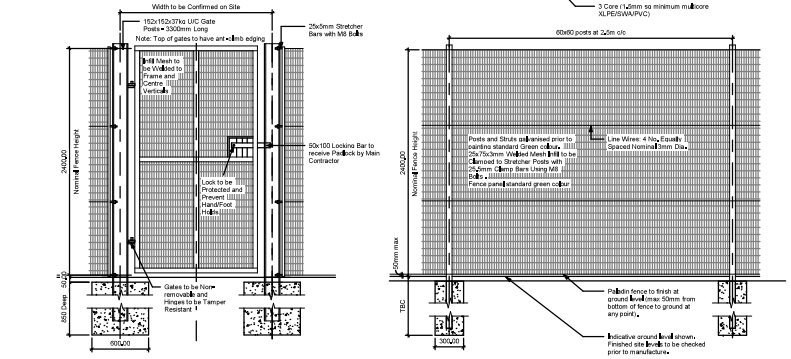


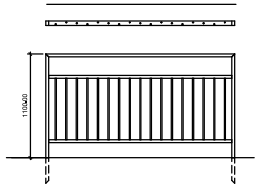
4 Sliding Gates Details

6 HGV Barrier Details



3 Paladin Fence and Gates Details





External Pedestrian Guard Rail
1100mm high

NOTES:
1: Road at and under gate swing to be level
2: Bottom of gates to follow profile of road and max. 150mm above.
3: If 2 is not possible, then hinged flaps to be provided to ensure gap below does not exceed 150mm.

- Proposed 2.4m high Paladin Fence. Colour - Green RAL 6005
- Waste enclosure. Proposed 2.4m high Closeboard Timber Fence
- Galvanised pedestrian Guard Rail 1100mm high.
- Tree and Root Protection Area with 1250mm easment zone for fundation and draindage.

Rev.	Revision Description	Date	Author
PL 10	Issue for Joint Committee	16/05/23	RG/PS
PL 9	Pedestrian Exit Path Relocated	10/05/23	TM/PS
PL 8	Pedestrian gate removed and reinstated with stainless steel hinges	24/04/23	RG/PS
PL 7	Ridge boarding, barrier, signage and marking updated	06/03/23	RG/PS
PL 6	Updated to suit survey	16/02/23	RG/PS
PL 5	Gas bridge access updated, gate added	06/02/23	RG/PS
PL 4	Additional accessible parking added	07/11/22	RG/TC
PL 3	Security updated, Barrier omitted as requested by the Planning Officer per site the yard added	01/10/22	RG/TC
PL 2	Issue for Comment	12/07/22	RG/TC
PL 1	Issue for Planning	08/07/22	RG/TC

PLANNING

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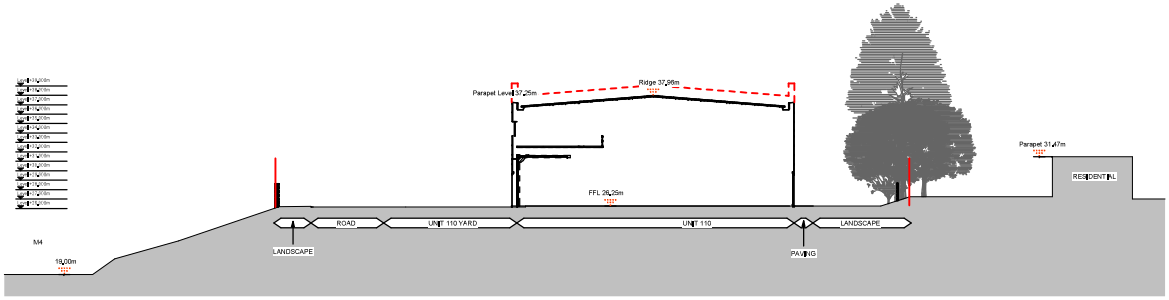
Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

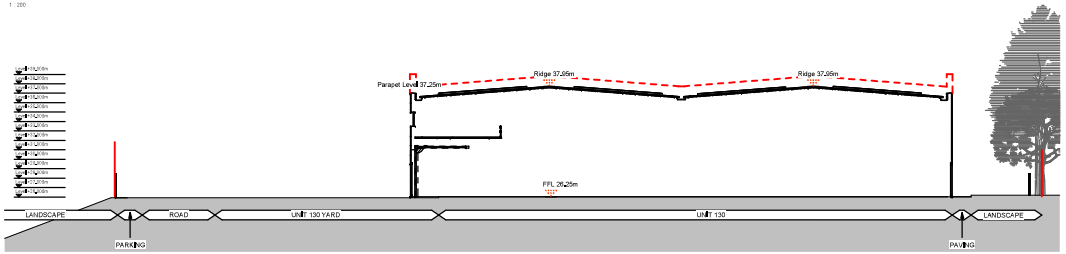
Drawing title
PROPOSED FENCING PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A0	RC	TC	08/08/22

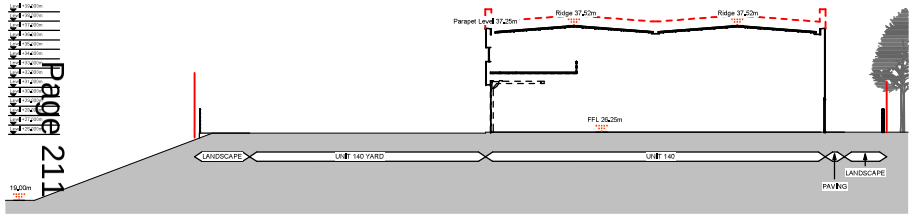
Project	Originator	Zone	Level	Type	Role	Number	Rev
5110	CA	00	00	A	DR	00301	PL10



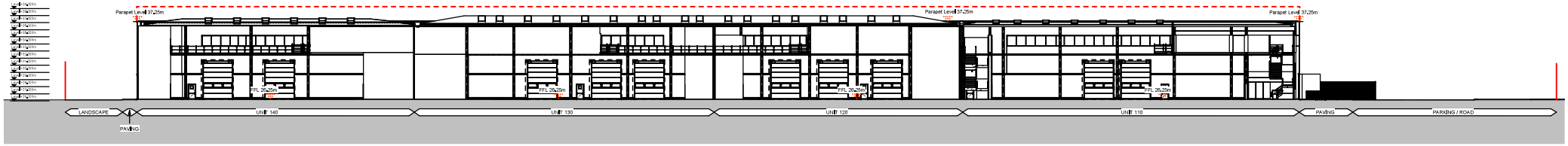
1 Proposed Site Section A-A
1 : 200



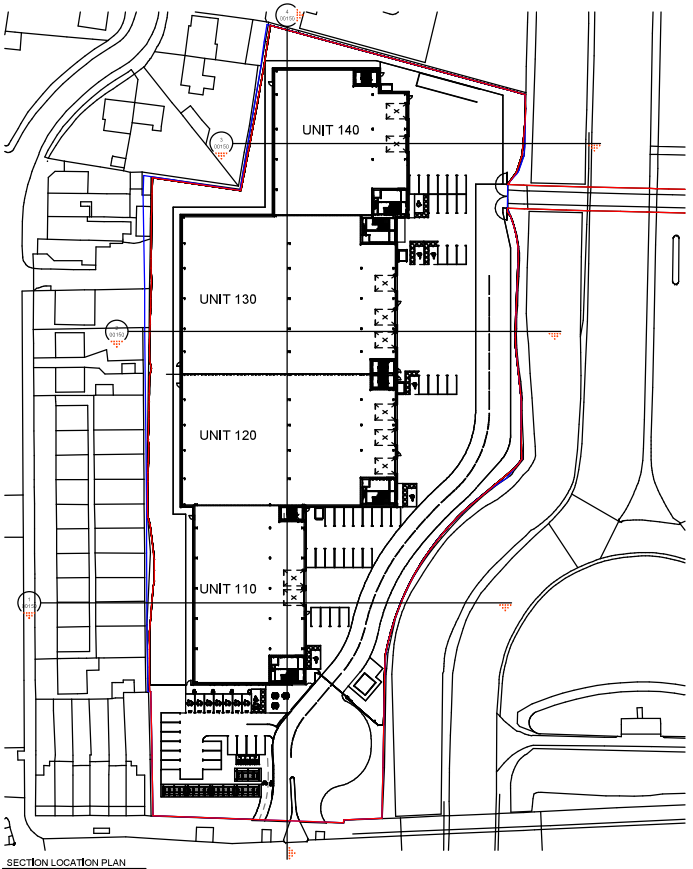
2 Proposed Site Section B-B
1 : 200



3 Proposed Site Section C-C
1 : 200



4 Proposed Site Section D-D
1 : 200



5 SECTION LOCATION PLAN
1 : 500

NOTES
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THESE DRAWINGS ARE ILLUSTRATIONS ONLY TO SHOW DESIGN INTENT. THEY WILL NEED TO BE ADAPTED TO SUIT SPECIFIC DEVELOPMENT SITE CONDITIONS THE ARCHITECT REMAINS RESPONSIBLE FOR THEIR DESIGNS AND OBLIGATIONS.

THIS DRAWING SHOULD BE PRINTED AT FULL SIZE, SEE TITLE BLOCK FOR DRAWING SIZE, TEXT TO BE LEGIBLE WHEN PRINTED AT A3 FOR EASE OF REFERENCE ONLY.

0 5m 10m 15m 20m
1:500

Application Site Boundary
1,6 Ha /3,95 Acres

Other land owned by the applicant
0,02 Ha/0,049 Acres

Indacitve Application Boundary of Link Bridge
0,049 Ha /0,122Acres

Building height of original proposal

Notes:

Vegetation height show indicatively, refer to tree survey for more details.

Refer to Daylight and sunlight report for more daylight and sunlight assessment details.

Rev	Revision Description	Date	Author/ Reviewed
PL 7	Issue for Joint Committee	16/05/23	EC/PD
PL 6	Pedestrian & Cycle Path removed	11/05/23	TM/PD
PL 5	Building 4 layout changed	28/04/23	EC/PD
PL 4	Building 4 layout height added	19/02/23	EC/PD
PL 3	Building 4 added to red line. Small changes Indicative Link added	17/11/22	EC/PD
PL 2	Ground updated. Barriers and trail as requested by the Client. Red line to 4th Pre-app submit	03/10/22	EC/TC
PL 1	Issue for Review	09/09/22	EC/TC

PLANNING

32 Frederick Street
Birmingham, B1 3HH
+44 (0)121 234 7500
www.chetwoods.com

Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

Drawing title
SITE SECTIONS

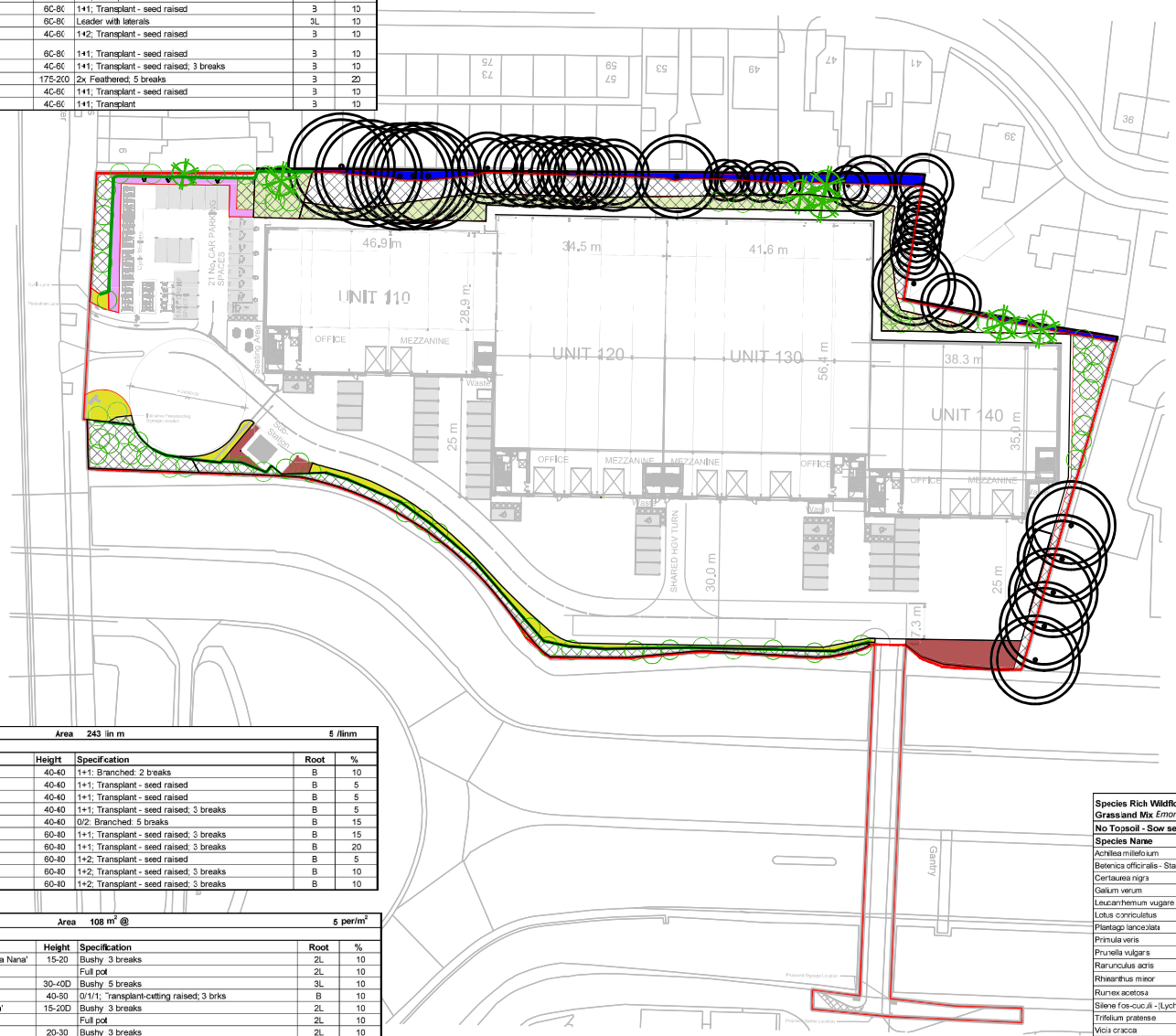
Size	Scale	Checked	Date
A0	As indicated	JT	TC	27/05/22

Project	Originator	Zone	Level	Type	Role	Number	Rev
5110	CA	00	XX	DR	A	00150	PL 7

	Native woodland intermediate mix	Area 1350 m² @		2 per/m²	
	Topsoil depth 300mm				
No.	Species Name	Height	Specification	Root	%
270	Corylus avellana	40-60	1+1; Branched; 2 breaks	B	10
540	Crataegus monogyna	40-60	1+1; Transplant - seed raised	B	20
270	Ilex aquifolium	60-80	Leader with laterals	BL	10
270	Rosa arvensis	40-60	1+1; Branched; 3 breaks	B	10
270	Rosa canina	60-80	1+1; Branched; 3 breaks	B	10
270	Malus sylvestris	60-80	1+1; Branched; 3 breaks	B	10
270	Sambucus nigra	60-80	1+1; Transplant - seed raised; 3 breaks	B	10
270	Viburnum lantana	60-80	1+2; Transplant - seed raised; 3 breaks	B	10
270	Viburnum opulus	60-80	1+2; Transplant - seed raised; 3 breaks	B	10

	Native woodland core mix	Area 828 m² @		1 per/m²	
	Topsoil depth 300mm				
No.	Species Name	Height	Specification	Root	%
41	Acer campestre	40-60	1+1; Transplant	B	10
41	Betula pendula	60-80	1+1; Transplant - seed raised	B	10
41	Ilex aquifolium	60-80	Leader with laterals	BL	10
41	Pinus sylvestris	40-60	1+2; Transplant - seed raised	B	10
41	Populus tremula	60-80	1+1; Transplant - seed raised	B	10
41	Prunus avium	40-60	1+1; Transplant - seed raised; 3 breaks	B	10
83	Quercus robur	175-200	2x Feathered; 5 breaks	B	20
41	Quercus robur	40-60	1+1; Transplant - seed raised	B	10
41	Ulmus glabra	40-60	1+1; Transplant	B	10

	Trees (Advanced heavy standards)				
No.	Species Name	Height	Girth	Specification	Root
9	Acer campestre	200-300	16-18	2x; Selected Standard; clear stem minimum 200cm; 4 breaks	RB
11	Betula utilis 'Jaquemontii' (Himalayan Birch)	200-300	16-18	2x; Selected Standard; clear stem 175-200cm; 5 breaks	RB
11	Carpinus betulus 'Fastigiata' (Fastigiate Hornbeam)	200-300	16-18	2x; Selected Standard; clear stem 175-200cm; 4 breaks	RB
11	Liquidambar styraciflua (Sweet Gum)	400-500	25-30	3x; Semi-mature; clear stem minimum 200cm	RB
13	Quercus robur 'Koster' (Koster (fastigiate) Oak)	200-300	16-18	2x; Selected Standard; clear stem 175-200cm; 4 breaks	RB
15	Sorbus aria (Whitebeam)	200-300	16-18	2x; Selected Standard; clear stem 175-200cm; 4 breaks	RB
7	Pinus sylvestris	350-450	20-25	5x; Leader with laterals	RB



	Native mixed hedge	Area 243 lin m		5 /linm	
	Topsoil depth 300mm				
No.	Species Name	Height	Specification	Root	%
122	Corylus avellana	40-60	1+1; Branched; 2 breaks	B	10
61	Crataegus laevigata	40-60	1+1; Transplant - seed raised	B	5
61	Crataegus monogyna	40-60	1+1; Transplant - seed raised	B	5
61	Euonymus europaeus	40-60	1+1; Transplant - seed raised; 3 breaks	B	5
182	Ligustrum ovalifolium	40-60	0/2; Branched; 5 breaks	B	15
182	Prunus spinosa	60-80	1+1; Transplant - seed raised; 3 breaks	B	15
243	Sambucus nigra	60-80	1+1; Transplant - seed raised; 3 breaks	B	20
61	Sorbus torminalis	60-80	1+2; Transplant - seed raised	B	5
122	Viburnum lantana	60-80	1+2; Transplant - seed raised; 3 breaks	B	10
122	Viburnum opulus	60-80	1+2; Transplant - seed raised; 3 breaks	B	10

	Ornamental groundcover mix	Area 108 m² @		5 per/m²	
	Topsoil depth 300mm				
No.	Species Name	Height	Specification	Root	%
54	Berberis thunbergii 'Atropurpurea Nana'	15-20	Bushy 3 breaks	2L	10
54	Bergenia 'Bressingham White'		Full pot	2L	10
54	Ceanothus thyrsiflorus repens	30-40D	Bushy 5 breaks	3L	10
54	Cornus alba 'Spaethii'	40-50	0/1/1; 'transplant-cutting raised; 3 brks	B	10
54	Euonymus 'fortunei 'Silver Queen'	15-20D	Bushy 3 breaks	2L	10
54	Geranium 'Johnson's Blue'		Full pot	2L	10
54	Hebe 'Emerald Green'	20-30	Bushy 3 breaks	2L	10
54	Prunus laurocerasus 'Zabeliana'	30-40D	Bushy 3 breaks	3L	10
54	Rosa 'Nozomi'		Cutting Bush: Strong	2L	10
54	Spiraea japonica 'Gold Mound'	30-40	Bushy 6 breaks	3L	10

	Species Rich Wildflower Mix Meadow Grassland Mix *Emorsgate EM4 for Clay Soils*	Area 215	m² @4g/m²
	No Topsoil - Sow seed directly into subsoil		
	Species Name		%
	Achillea millefolium	Yarrow	0.50%
	Betonica officinalis - Stachys officinalis)	Betony	1.00%
	Centaurea nigra	Common Knapweed	3.00%
	Galium verum	Lady's Bedstraw	1.50%
	Leucanthemum vulgare	Oxeye Daisy	1.00%
	Lotus corniculatus	Birdsfoot Trefoil	0.50%
	Plantago lanceolata	Ribwort Plantain	2.60%
	Primula veris	Cowslip	0.30%
	Prunella vulgaris	Selfheal	2.00%
	Ranunculus acris	Meadow Buttercup	3.00%
	Rhinanthus minor	Yellow Rattle	1.50%
	Rumex acetosa	Common Sorrel	1.50%
	Silene flos-cuculi - (Lychnis flos-cuculi)	Ragged Robin	0.10%
	Trifolium pratense	Wild Red Clover	0.10%
	Vicia cracca	Tufted Vetch	1.40%
	Agrostis capillaris	Common Bent	8.00%
	Cynosurus cristatus	Crested Dogstail	40.00%
	Festuca rubra	Slender creeping Red-fescue	28.00%
	Phleum bertolonii	Smaller Cat's-tail	4.00%

Notes

Key

- Existing Trees
- Individual Trees
- Individual Conifer Trees
- Native Woodland Edge Mix
- Native Woodland Intermediate Mix
- Ornamental Groundcover Planting
- Native Hedge
- Species Rich Wildflower Meadow
- Ephemeral / short perennial vegetation - Jersey cudweed translocation zone

N

Rev.	Amendment note	Drawn	Date	Auth'd
E	Planting amendments	YC	16.05.23	
D	Planting amendments	KG	16.12.22	
C	Revised site layout Chetwoods P5 layout amendment for Jersey Cudweed	KG	07.07.22	
B	Revised site layout	KG	01.07.22	
A	Revised site layout	KG	22.06.22	

Client

Heathrow NCP Property Limited

Project

Industrial development Bath Road Sipson

Title

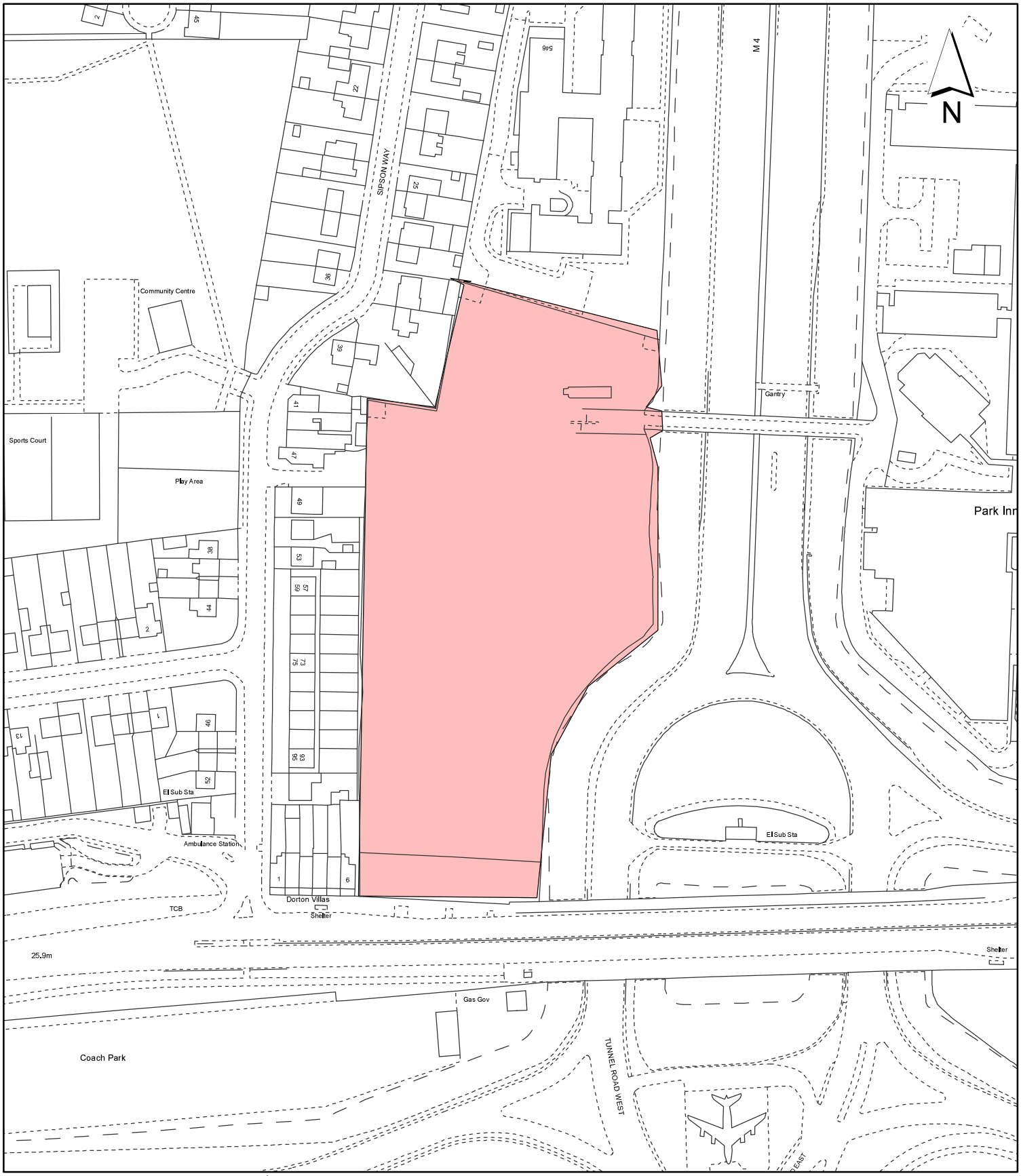
Soft Landscape Proposals

Project No.		Drg. No.	Rev.
22-008		001	E
Date	Scale	Drawn	Checked
09.06.22	1:500 @ A1	YC	TC

Purpose of Issue

Planning

epd landscape
Ellendale Countryside Limited
The Stables, Duxbury Park,
Duxbury Hall Road, Chorley, PR7 4AT
Tel: 01257 449 441 www.epdlandscape.co.uk



Notes:

Site boundary

For identification purposes only.

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Site Address:

Former NCP Car Park

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

Planning Application Ref:
41632/APP/2022/2301

Scale:
1:1,750

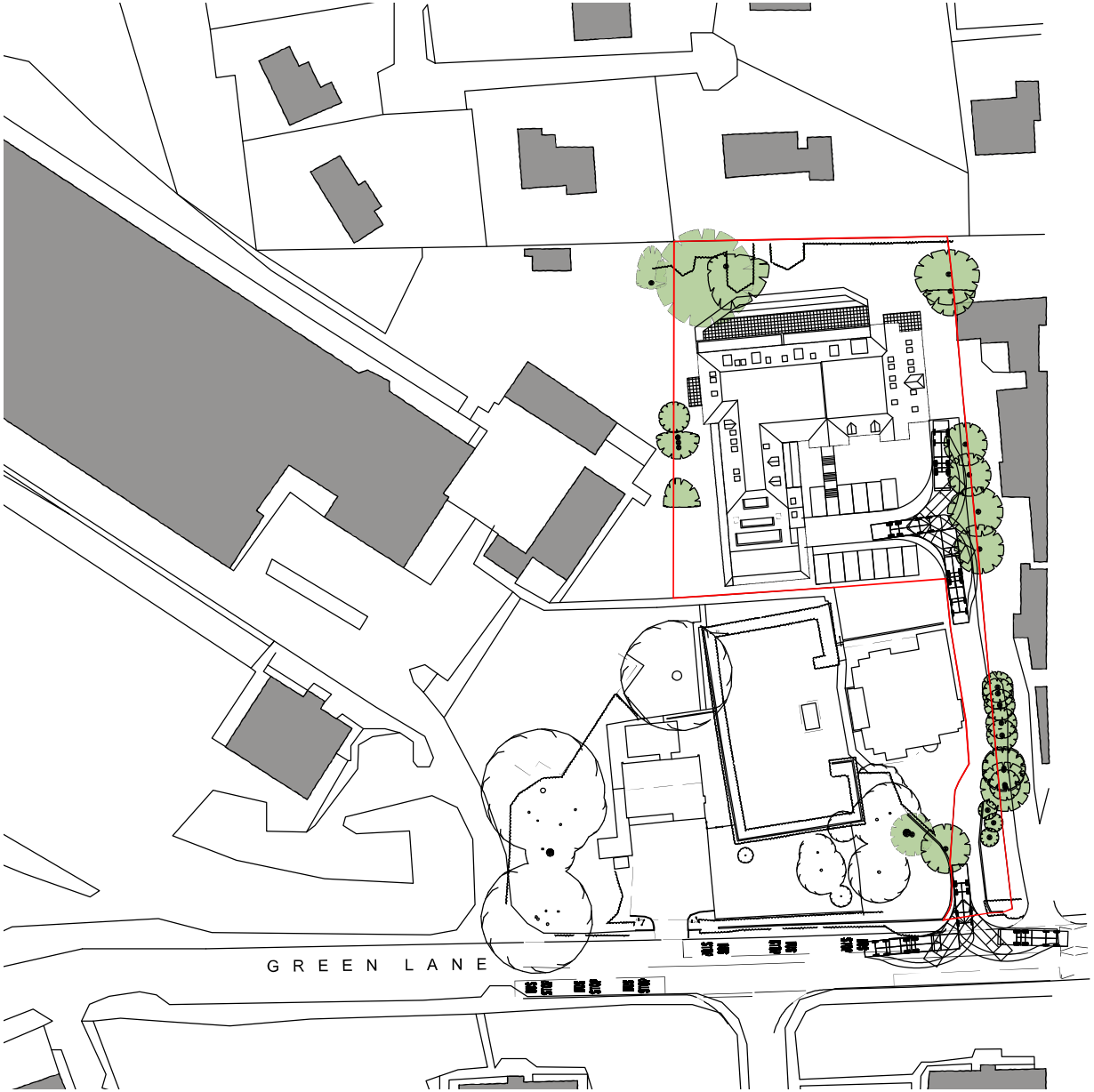
Planning Committee:
Major

Date:
June 2023

HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY GREEN LANE NORTHWOOD
Development:	Erection of a residential building comprising 13 flats with associated parking, cycle storage, motorcycle parking, disabled parking and bin storage following demolition of existing residential block and pair of semi-detached houses.
LBH Ref Nos:	10112/APP/2022/1474



Rev	Date	Description

Fluent
ARCHITECTURAL DESIGN SERVICES

FLUENT
ARCHITECTURAL DESIGN SERVICES
221 Clare Road, Stanwell,
Middlesex, TW19 7EF
Tel: 01784 391674 Mob: 07841 848473
Email: trishnell@fluent-ads.co.uk
Web: fluent-ads.co.uk

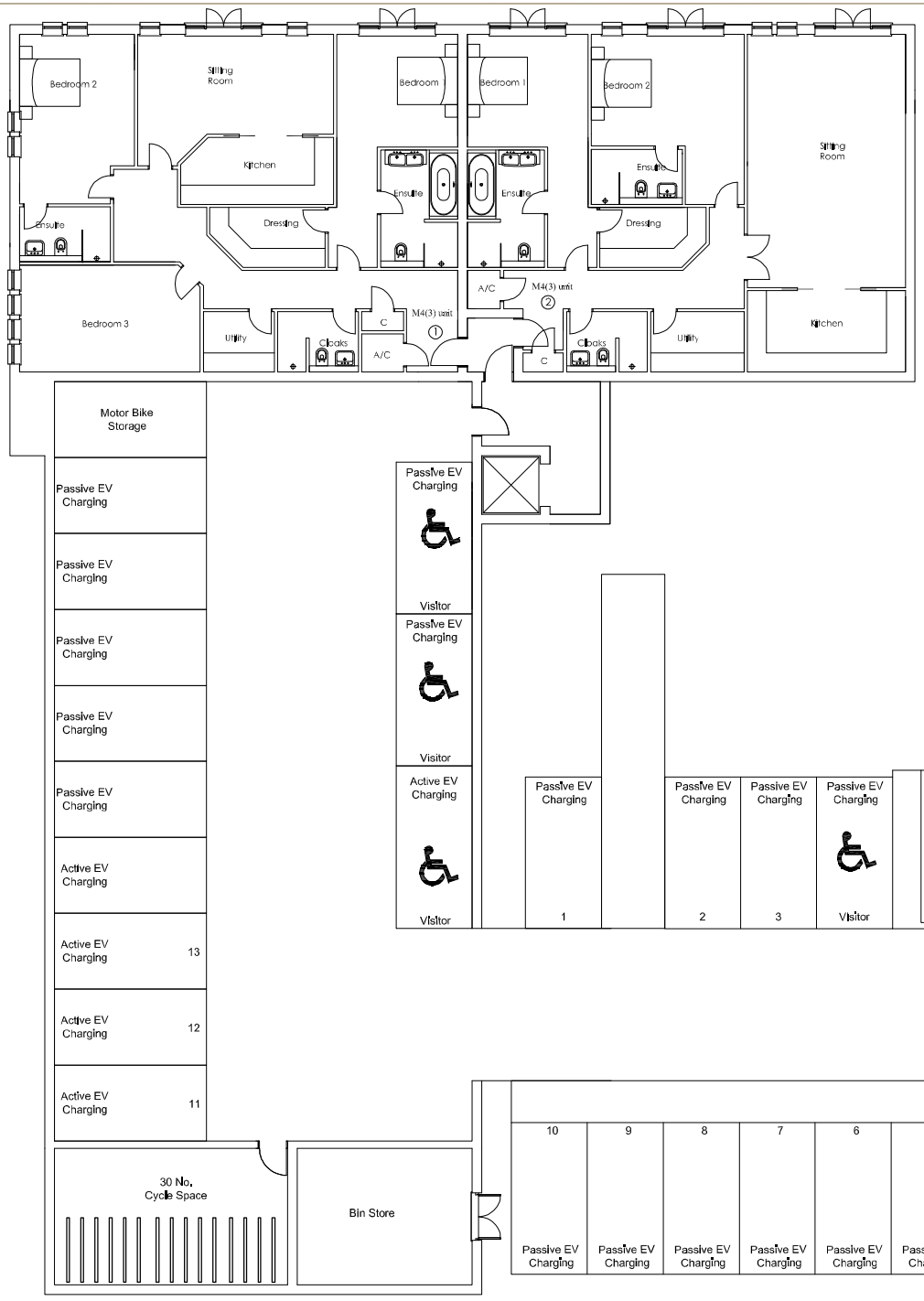
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

Proposed Site Layout

1 : 500 @ A2 (0 – 10)

Scale	Dwg No.
1:500 @ A2	FLU.249.4.02
Date: 24.02.19	Rev: G
Drawn: N.Millin	



Rev	Date	Description

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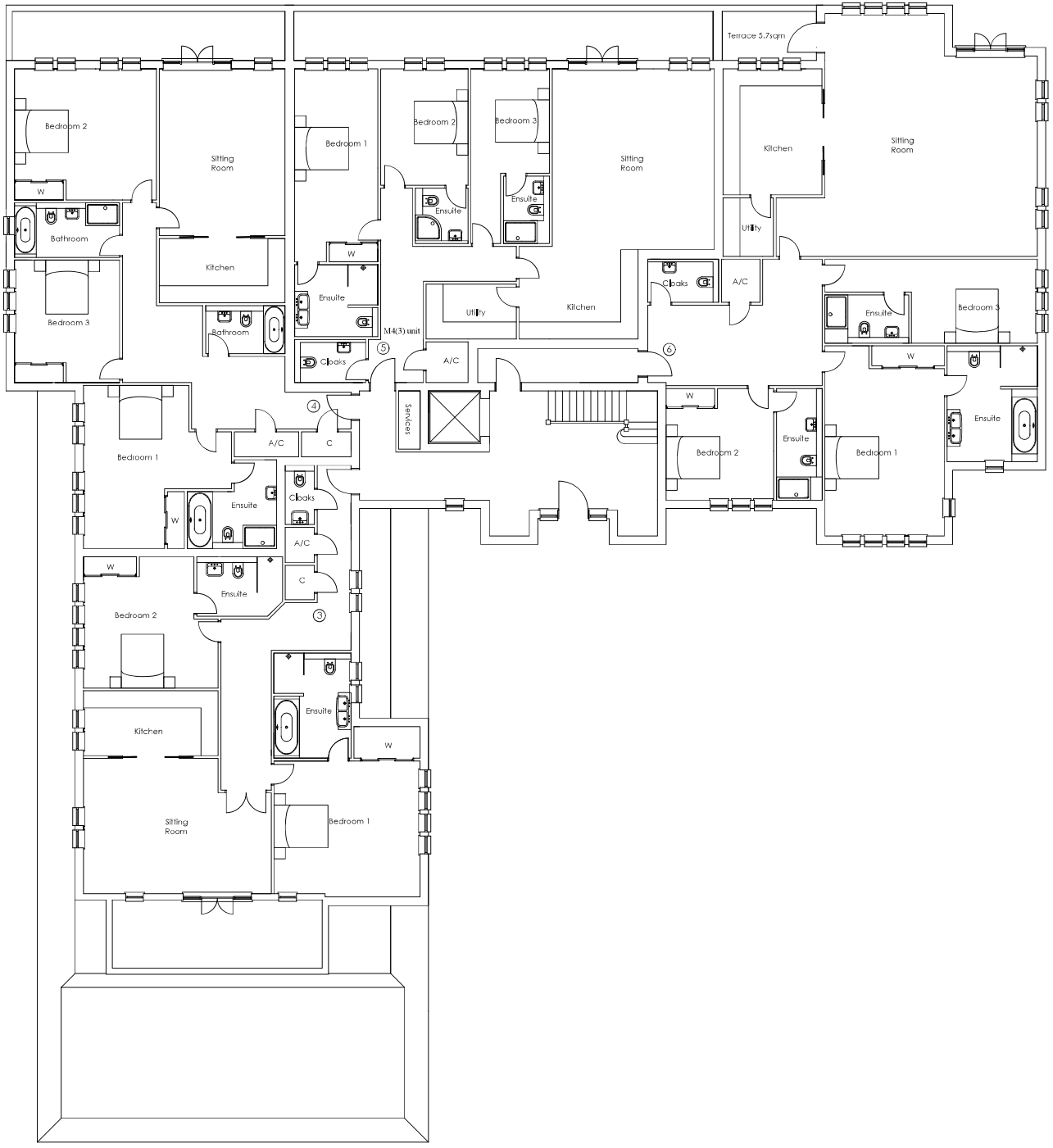
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

Basement Floor Plan

1 : 100 @ A2 (0 1 2 3)

Scale: 1:100 @ A2	Dwg No.: FLU.249.4.03
Date: 24.02.19	Rev: N
Drawn: N.Millin	



Page 217

Rev	Date	Description

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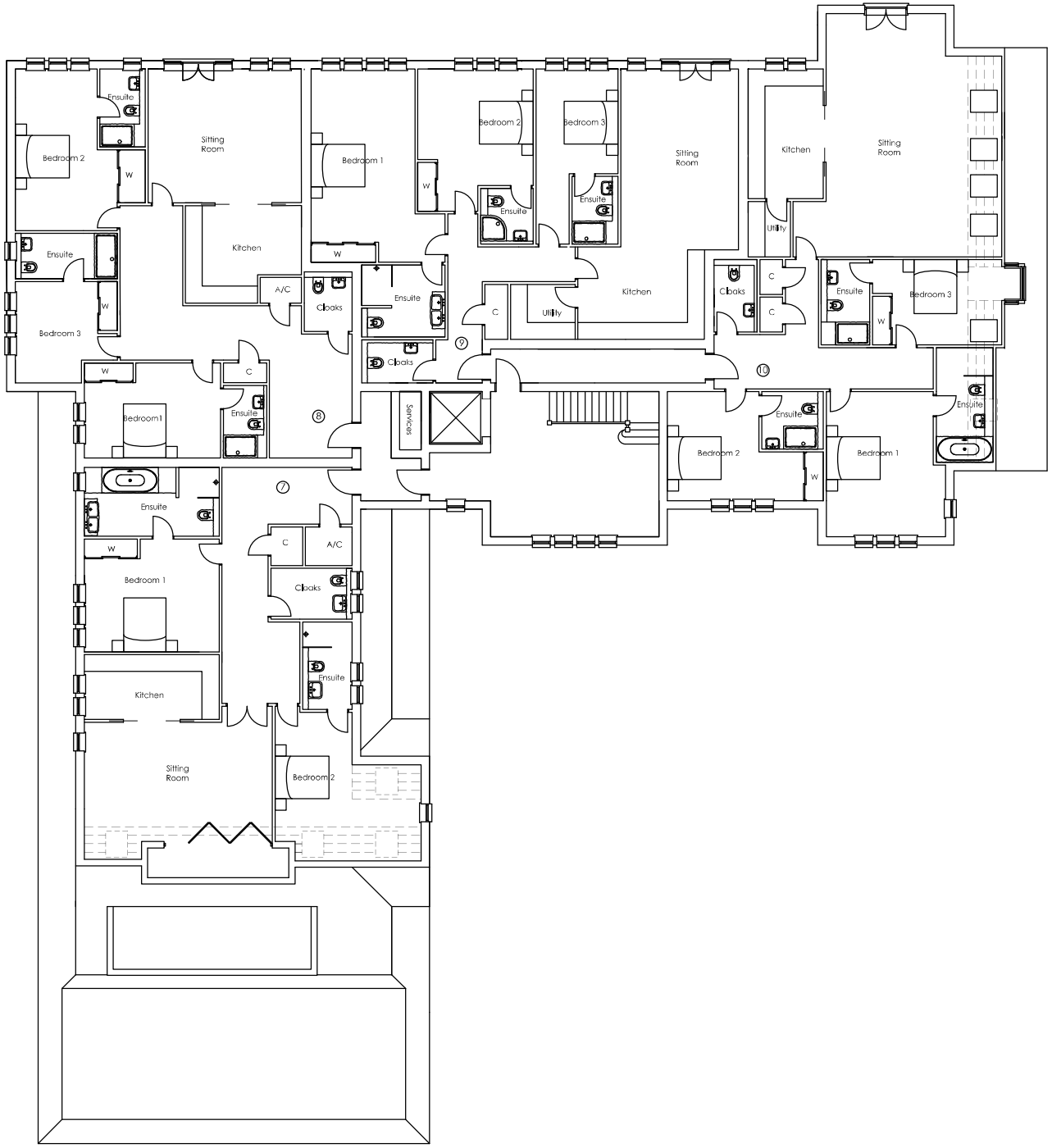
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

Ground Floor Plan

1 : 100 @ A2 (0 1 2 3)

Scale: 1:100 @ A2	Dwg No.: FLU.249.4.04
Date: 24.02.19	Rev: J
Drawn: N.Millin	



Rev	Date	Description

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WEB: FLUENTADS.CO.UK

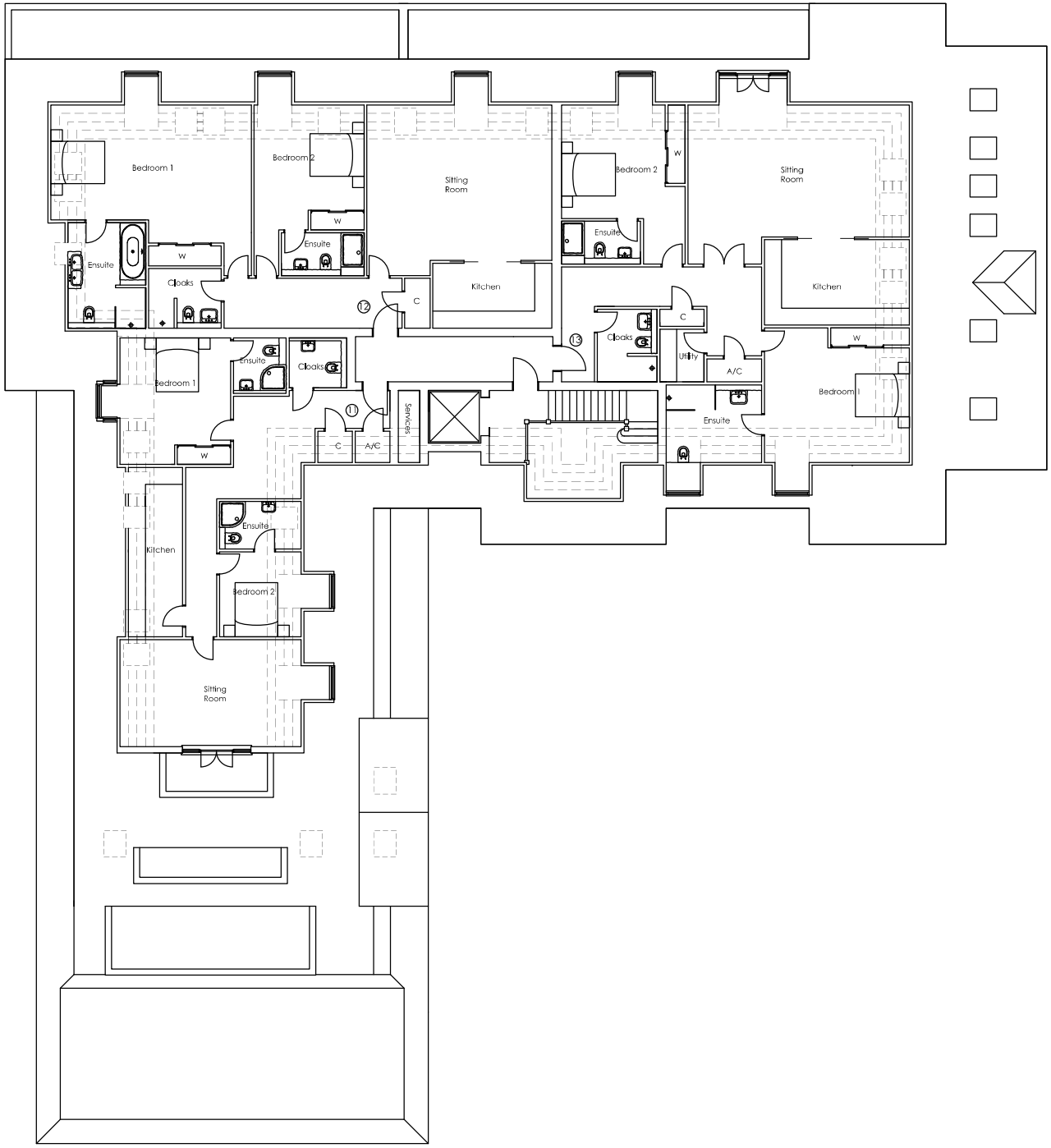
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

First Floor Plan

1 : 100 @ A2 (0 1 2 3)

Scale	Dwg No.
1:100 @ A2	FLU.249.4.05
Date: 24.02.19	Rev: G
Drawn: N.Millin	



Page 219

Rev	Date	Description

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EMAIL: TOM@FLUENTADS.CO.UK
WEB: FLUENTADS.CO.UK

Client :
Westcombe Homes Ltd

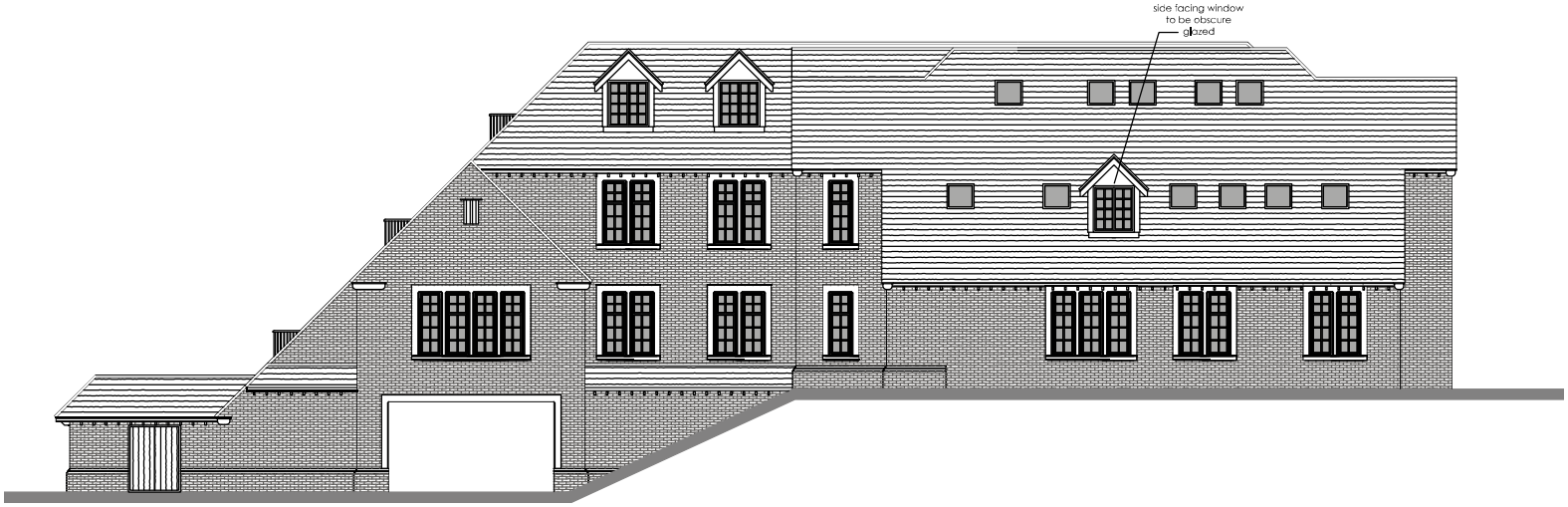
LST Site C, Green Lane, Northwood

Second Floor Plan

1 : 100 @ A2

Scale: 1:100 @ A2	Dwg No. FLU.249.4.06
Date: 24.02.19	Rev: F
Drawn: N.Millin	





Rev	Date	Description

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EMAIL: TONY@FLUENTADS.CO.UK
WEB: FLUENTADS.CO.UK

Client :
Westcombe Homes Ltd

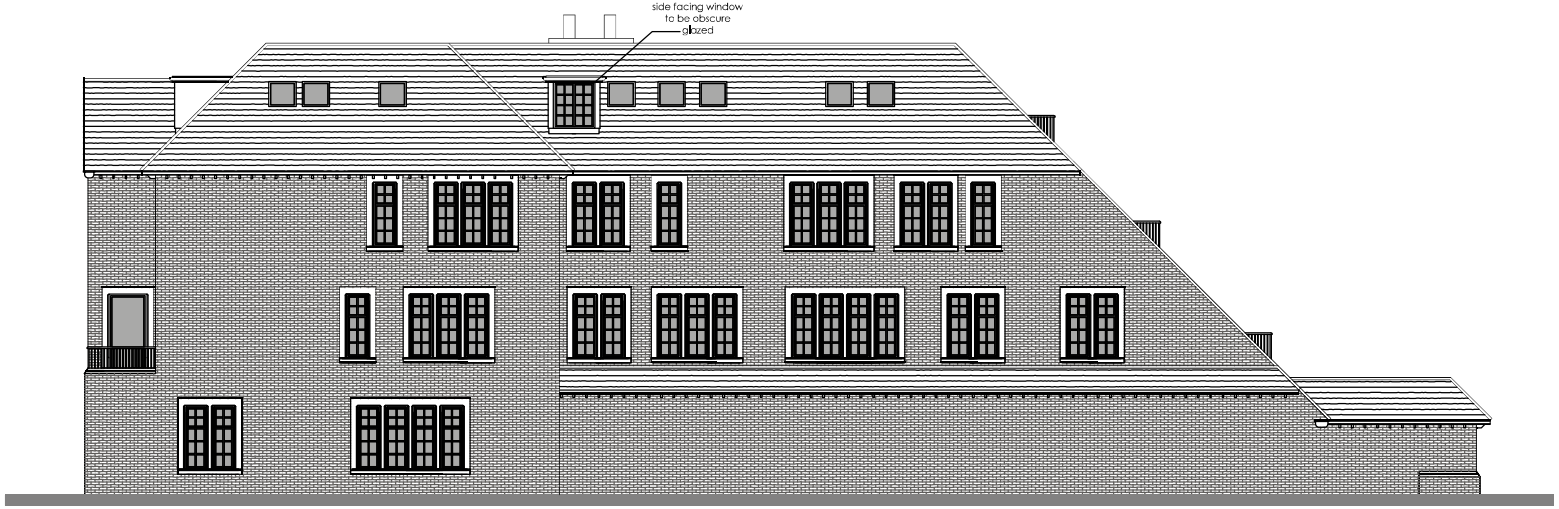
LST Site C, Green Lane, Northwood

Front & Side Elevations

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Date: 24.02.19	Rev: F
Drawn: N.Millin	





Rev	Date	Description

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TEL: 01784 391674 MOB: 07841 848473
EMAIL: TOM@FLUENTADS.CO.UK
WEB: FLUENTADS.CO.UK

Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

Rear & Side Elevations

1 : 100 @ A2 0 1 2 3

Scale	Dwg No.
1:100 @ A2	FLU.249.4.08
Date: 24.02.19	Rev: F
Drawn: N.Millin	



Rev	Date	Description

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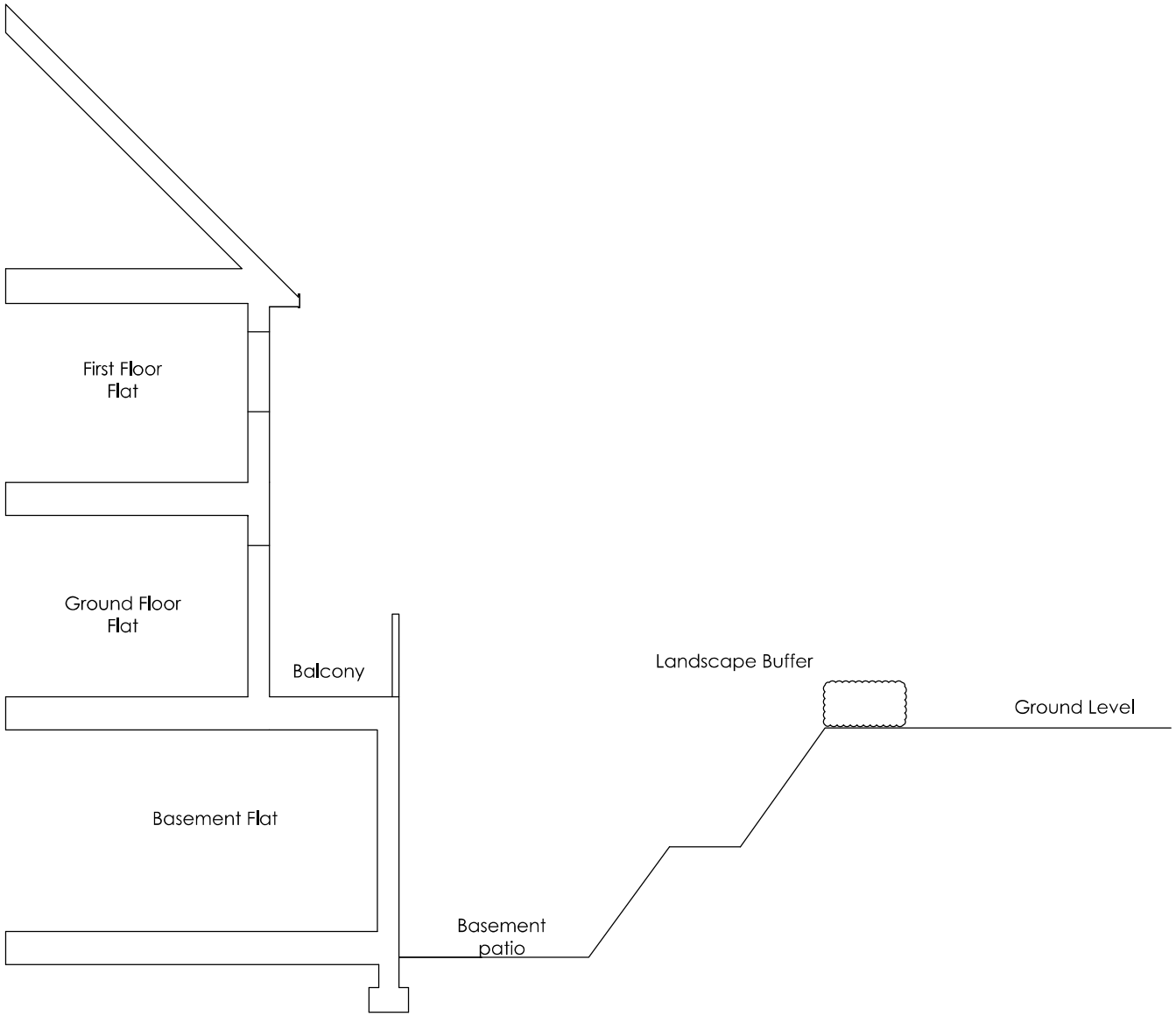
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

BRE 25° Test

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Scale: 1:100 @ A2	Dwg No. FLU.249.4.09
Date: 24.02.19	Rev
Drawn: N.Millin	



Rev	Date	Description

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Web: fluentads.co.uk

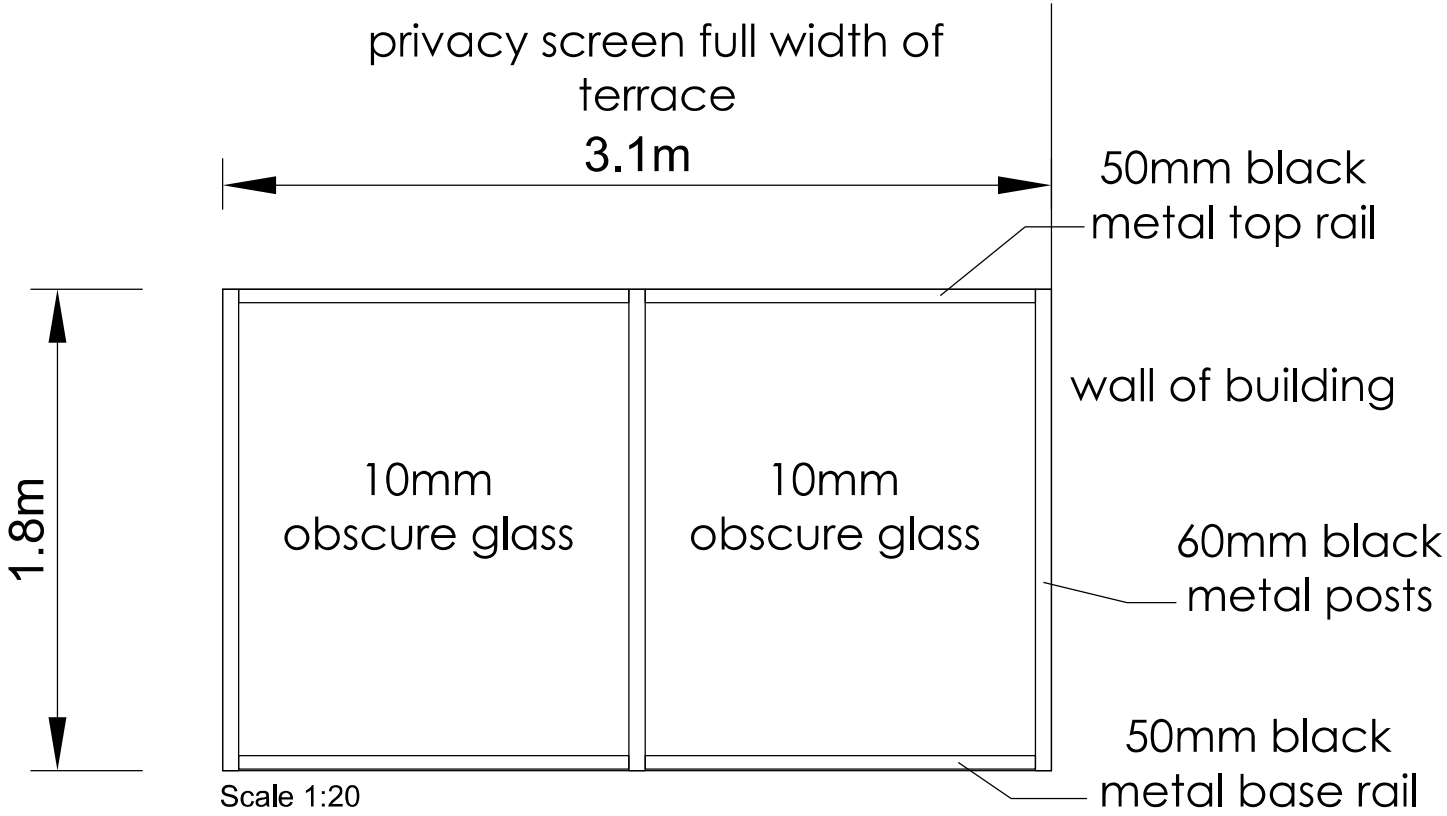
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

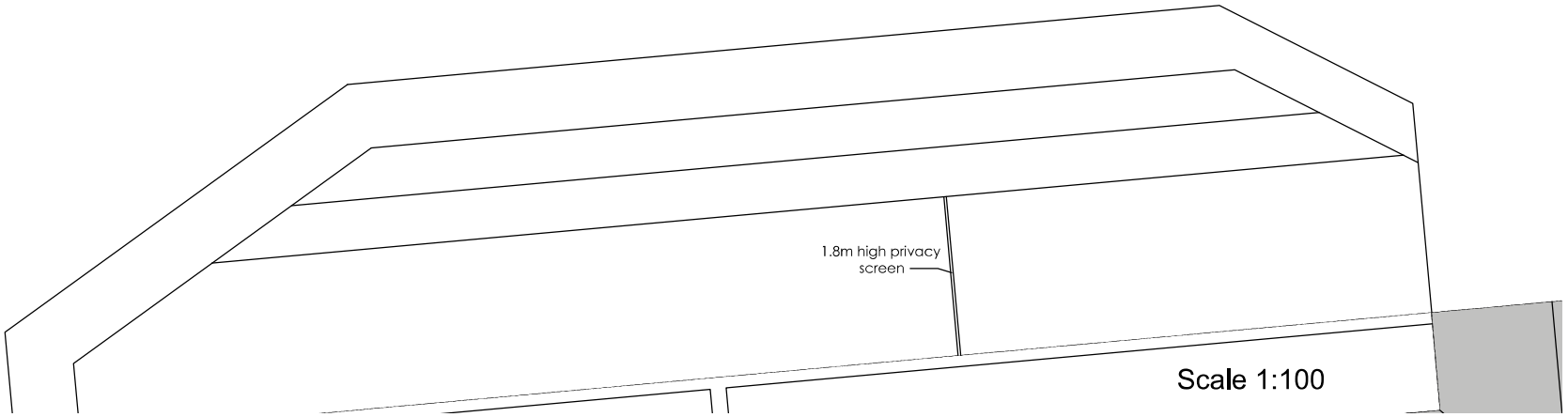
Basement Section

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Scale 1:50 @ A2	Dwg No. FLU.249.4.10
Date 24.02.19	Rev
Drawn N.Millin	



Scale 1:20



Scale 1:100

Rev	Date	Description

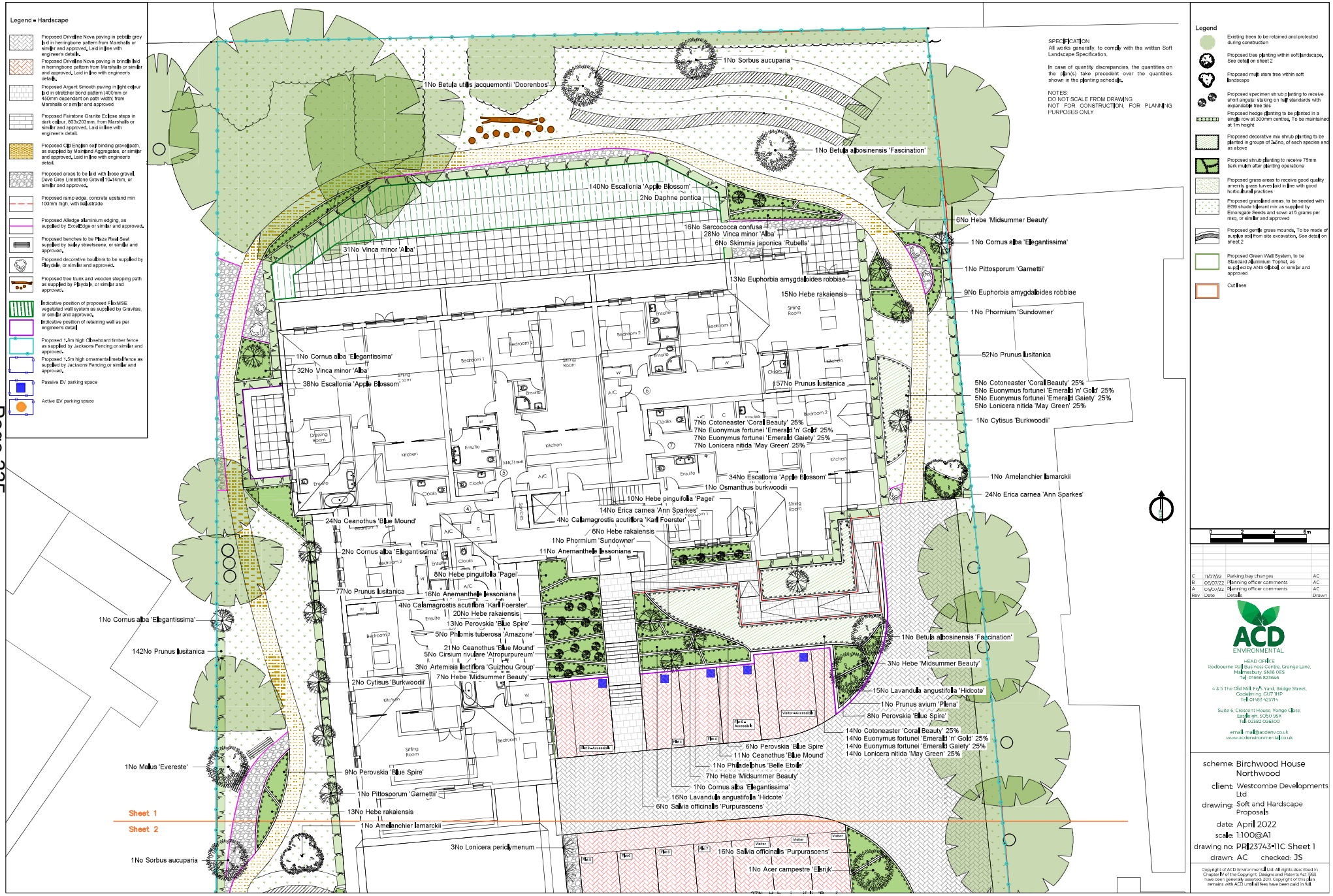
Fluent
ARCHITECTURAL DESIGN SERVICES
FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71 Windmill Road, Sunbury, Middlesex, TW16 7DT
Tel: 0800 0438838
Email: info@fluentads.co.uk
Web: fluentads.co.uk

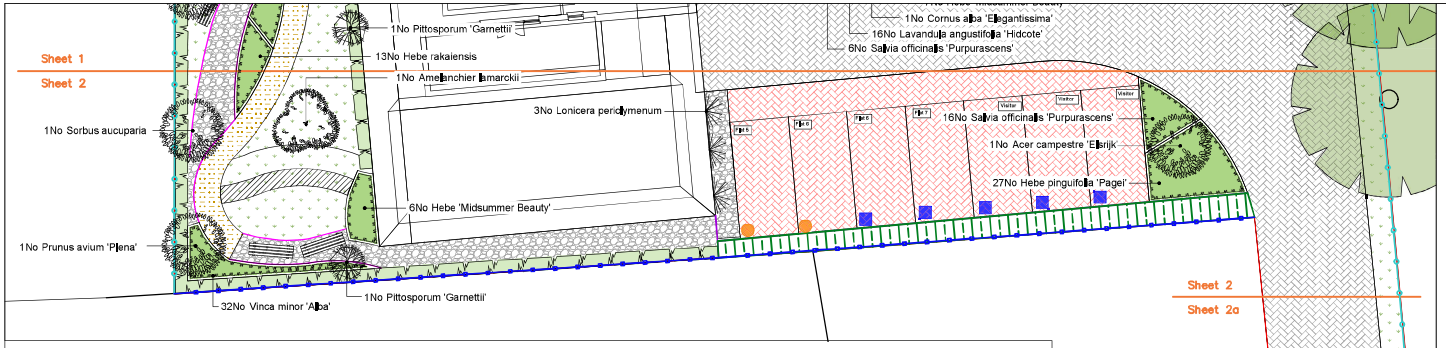
Birchwood House, Northwood

Privacy Screen Detail Sheet

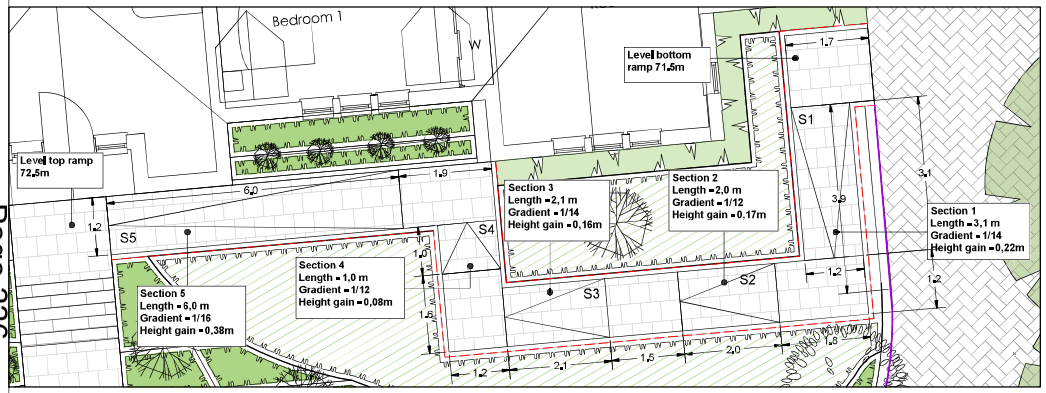
1 : 500 @ A3 (0 – 10)

Scale	Dwg No.
1:500 @ A3	DS.01
Date: 26.03.22	Rev
Drawn: N.Millin	


Legend = Hardscape
Proposed Drivaline Nova paving in pebble grey laid in herringbone pattern from Marshalls or similar and approved, Laid in line with engineer's details.
Proposed Drivaline Nova paving in brindle laid in herringbone pattern from Marshalls or similar and approved, Laid in line with engineer's details.
Proposed Argent Smooth paving in light colour laid in stretcher bond pattern (400mm or 450mm dependant on path width) from Marshalls or similar and approved
Proposed Fairstone Granite Eclipse steps in dark colour, 800x200mm, from Marshalls or similar and approved. Laid in line with engineer's detail.
Proposed Cliff English self binding gravel path, as supplied by Mainland Aggregates, or similar and approved, Laid in line with engineers detail.
Proposed areas to be laid with loose gravel, Dove Grey Limestone Gravel 10-14mm, or similar and approved.
Proposed ramp edge, concrete upstand min 100mm high, with balustrade
Proposed Alledge aluminium edging, as supplied by EverEdge or similar and approved.
Proposed benches to be Plaza Real Seat supplied by Sally streetscene, or similar and approved.
Proposed decorative boulders to be supplied by Playdale, or similar and approved.
Proposed tree trunk and wooden stepping path as supplied by Playdale, or similar and approved.
Indicative position of proposed FloraMSE vegetated wall system as supplied by Gravitas, or similar and approved.
Indicative position of retaining wall as per engineer's detail
Proposed 1.8m high Closeboard timber fence as supplied by Jacksons Fencing,or similar and approved.
Proposed 1.5m high ornamental metal fence as supplied by Jacksons Fencing,or similar and approved.
Passive EV parking space
Active EV parking space
SPECIFICATION
All works generally, to comply with the written Soft Landscape Specification.
In case of quantity discrepancies, the quantities on the plan(s) take precedent over the quantities shown in the planting schedule.
NOTES:
DO NOT SCALE FROM DRAWING
NOT FOR CONSTRUCTION. FOR PLANNING PURPOSES ONLY
1No Betula utilis jacquemontii 'Doorenbos'
1No Sorbus aucuparia
1No Betula albosinensis 'Fascination'
140No Escallonia 'Apple Blossom'
2No Daphne pontica
16No Sarcococca confusa
28No Vinca minor 'Alba'
6No Skimmia japonica 'Rubella'
31No Vinca minor 'Alba'
13No Euphorbia amygdaloides robbiae
15No Hebe rakaiensis
6No Hebe 'Midsummer Beauty'
1No Cornus alba 'Elegantissima'
1No Pittosporum 'Garnettii'
9No Euphorbia amygdaloides robbiae
1No Phormium 'Sundowner'
52No Prunus lusitanica
1No Cornus alba 'Elegantissima'
32No Vinca minor 'Alba'
38No Escallonia 'Apple Blossom'
157No Prunus lusitanica
5No Cotoneaster 'Coral Beauty' 25%
5No Euonymus fortunei 'Emerald 'n' Gold' 25%
5No Euonymus fortunei 'Emerald Gaiety' 25%
5No Lonicera nitida 'May Green' 25%
1No Cytisus 'Burkwoodii'
7No Cotoneaster 'Coral Beauty' 25%
7No Euonymus fortunei 'Emerald 'n' Gold' 25%
7No Euonymus fortunei 'Emerald Gaiety' 25%
7No Lonicera nitida 'May Green' 25%
34No Escallonia 'Apple Blossom'
1No Osmanthus burkwoodii
1No Amelanchier lamarckii
24No Erica carnea 'Ann Sparkes'
10No Hebe pinguifolia 'Pagei'
14No Erica carnea 'Ann Sparkes'
4No Calamagrostis acutiflora 'Karl Foerster'
24No Ceanothus 'Blue Mound'
6No Hebe rakaiensis
1No Phormium 'Sundowner'
11No Anemanthele lessoniana
2No Cornus alba 'Elegantissima'
8No Hebe pinguifolia 'Pagei'
77No Prunus lusitanica
16No Anemanthele lessoniana
4No Calamagrostis acutiflora 'Karl Foerster'
20No Hebe rakaiensis
13No Perovskia 'Blue Spire'
5No Phlomis tuberosa 'Amazone'
21No Ceanothus 'Blue Mound'
5No Cirsium rivulare 'Atropurpureum'
3No Artemisia lactiflora 'Guizhou Group'
7No Hebe 'Midsummer Beauty'
1No Cornus alba 'Elegantissima'
142No Prunus lusitanica
2No Cytisus 'Burkwoodii'
1No Betula albosinensis 'Fascination'
3No Hebe 'Midsummer Beauty'
15No Lavandula angustifolia 'Hidcote'
1No Prunus avium 'Plena'
8No Perovskia 'Blue Spire'
14No Cotoneaster 'Coral Beauty' 25%
14No Euonymus fortunei 'Emerald 'n' Gold' 25%
14No Euonymus fortunei 'Emerald Gaiety' 25%
14No Lonicera nitida 'May Green' 25%
6No Perovskia 'Blue Spire'
11No Ceanothus 'Blue Mound'
1No Philadelphus 'Belle Etoile'
7No Hebe 'Midsummer Beauty'
1No Cornus alba 'Elegantissima'
16No Lavandula angustifolia 'Hidcote'
6No Salvia officinalis 'Purpurascens'
1No Malus 'Evereste'
9No Perovskia 'Blue Spire'
1No Pittosporum 'Garnettii'
13No Hebe rakaiensis
1No Amelanchier lamarckii
Sheet 1
Sheet 2
1No Sorbus aucuparia
3No Lonicera periclymenum
16No Salvia officinalis 'Purpurascens'
1No Acer campestre 'Elsrijk'
Legend
Existing trees to be retained and protected during construction
Proposed tree planting within soft landscape. See detail on sheet 2
Proposed multi stem tree within soft landscape
Proposed specimen shrub planting to receive short angular staking on half standards with expandable tree ties
Proposed hedge planting to be planted in a single row at 300mm centres. To be maintained at 1m height
Proposed decorative mix shrub planting to be planted in groups of 5-7no. of each species and as above
Proposed shrub planting to receive 75mm bark mulch after planting operations
Proposed grass areas to receive good quality amenity grass turves laid in line with good horticultural practices
Proposed grassland areas to be seeded with EG9 shade tolerant mix as supplied by Emorsgate Seeds and sown at 5 grams per msq, or similar and approved
Proposed gentle grass mounds. To be made of surplus soil from site excavation. See detail on sheet 2
Proposed Green Wall System, to be Standard Aluminium Tophat, as supplied by ANS Global, or similar and approved
Cut lines
0 2 4 6m
C 11/07/22 Parking bay changes AC
B 06/07/22 Planning officer comments AC
A 04/07/22 Planning officer comments AC
Rev Date Details Drawn
ACD ENVIRONMENTAL
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Suite 6, Crescent House, Yonge Close, Eastleigh, SO50 9SX
Tel: 02382 026500
email: mail@acdenv.co.uk
www.acdenvironmental.co.uk
scheme: Birchwood House Northwood
client: Westcombe Developments Ltd
drawing: Soft and Hardscape Proposals
date: April 2022
scale: 1:100@A1
drawing no: PR23743-11C Sheet 1
drawn: AC checked: JS
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RAMP DETAIL = 1:50 SCALE
Dimensions in meters



Planting Schedule

Trees

Species Name	Girth	Height	Density	Specification	No.
Amelanchier lamarckii	14-16cm	350-400cm	Counted	Multi-Stemmed Bushy 3 stems min 3x RB	2 no.
Malus 'Evereste'	8-10cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 3 brks 2x RB	1 no.
Sorbus aucuparia	10-12cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 4 brks 2x RB	1 no.
Prunus avium 'Plena'	10-12cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 4 brks 2x RB	1 no.
Sorbus 'Joseph Rock'	10-12cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 4 brks 2x RB	1 no.
Betula utilis jacquemontii 'Doorenbos'	10-12cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 4 brks 2x RB	1 no.
Betula albosinensis 'Fascination'	10-12cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 4 brks 2x RB	1 no.
Acer campestre 'Elsrijk'	10-12cm	300-350cm	Counted	Selected Standard Clear Stem 175-200 4 brks 2x RB	1 no.

Shrubs

Species Name	Height	Pot Size	Specification	Density	No.
Ceanothus 'Blue Mound'	40-60cm	5L	Bushy 5 brks C	4/m²	56 no.
Cornus alba 'Elegantissima'	80-100cm	10L	Branched 5 brks C	Counted	6 no.
Cotoneaster 'Coral Beauty'	30-60cm	5L	Bushy C	2/m²	66 no.
Cytisus 'Burkwoodii'	60-80cm	10L	Bushy 7 brks	Counted	3 no.
Daphne pontica	20-40cm	3L	Branched 3 brks	Counted	2 no.
Erica carnea 'Ann Sparkes'	20-30cm	3L	Bushy C	5/m²	55 no.
Escallonia 'Apple Blossom'	40-60cm	3L	Bushy 4 brks Plant and maintain as hedge	3x3Qtr	222 no.
Euonymus fortunei 'Emerald 'n' Gold'	30-40cm	3L	Bushy C	2/m²	26 no.
Euonymus fortunei 'Emerald Gaiety'	30-40cm	3L	Bushy C	2/m²	26 no.
Hebe 'Midsummer Beauty'	30-40cm	2L	Bushy 7 brks C	3/m²	29 no.
Hebe pinguifolia 'Pagei'	30-40cm	3L	Bushy 5 brks C	5/m²	45 no.
Hebe rakaiensis	40-60cm	5L	Bushy 5 brks C	4/m²	54 no.
Lavandula angustifolia 'Hidcote'	30-40cm	3L	Bushy C	5/m²	31 no.
Lonicera nitida 'Way Green'	30-40cm	3L	Bushy C	2/m²	26 no.
Osmanthus burkwoodii	60-80cm	10L	Bushy 7 brks C	Counted	1 no.
Perovskia 'Blue Spire'	30-60cm	3L	Bushy 3 brks C	3/m²	38 no.
Philadelphus 'Belle Etoile'	80-100cm	15L	Bushy 7 brks C	Counted	1 no.
Phormium 'Sundowner'	30-60cm	3L	7 leaves C	Counted	2 no.
Pittosporum 'Garnettii'	80-100cm	10L	Branched C	Counted	6 no.
Prunus laurocerasus	40-60cm	3L	Bushy 7 brks C Plant and maintain as hedge	3x3Qtr	328 no.
Salvia officinalis 'Purpurascens'	30-60cm	3L	Bushy 5 brks C	4/m²	22 no.
Sarcococca confusa	30-60cm	3L	Bushy C	4/m²	16 no.
Skimmia japonica 'Rubella'	40-60cm	3L	Bushy 3 brks C	4/m²	8 no.
Vinca minor 'Alba'		1.2L	Several shoots 2/3 brks C	6/m²	1726 no.

Climbers

Species Name	Height	Pot Size	Specification	Density	No.
Lonicera periclymenum	150cm	2L	Several shoots 2 brks Canes	Counted	3 no.

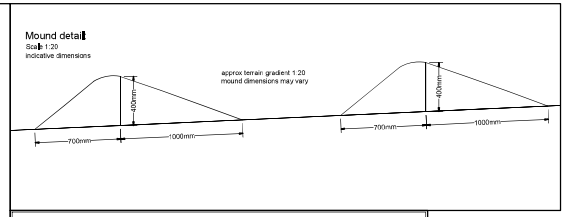
Herbaceous

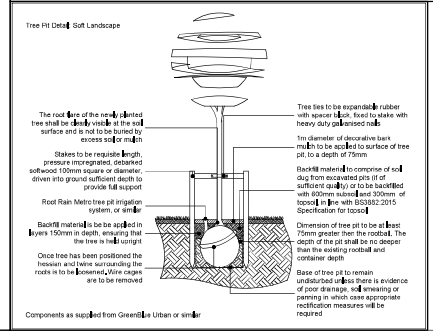
Species Name	Height	Pot Size	Specification	Density	No.
Artemisia lactiflora Guizhou Group		3L	Full Pot	Counted	3 no.
Cirsium rivulare 'Atropurpureum'		3L	Full Pot	Counted	3 no.
Euphorbia amygdaloides robbiae		2L	Full Pot	6/m²	207 no.
Phlomis tuberosa 'Amazone'		3L	Full Pot	Counted	3 no.

Grasses

Species Name	Height	Pot Size	Specification	Density	No.
Anemanthele lessoniana		5L	Full Pot	4/m²	247 no.
Calamagrostis acutiflora 'Karl Foerster'		3L	Full Pot	Counted	3 no.

Mound detail
Scale 1:20
indicative dimensions





SPECIFICATION
All works generally, to comply with the written Soft Landscape Specification.

In case of quantity discrepancies, the quantities on the plan(s) take precedent over the quantities shown in the planting schedule.

NOTES:
DO NOT SCALE FROM DRAWING
NOT FOR CONSTRUCTION. FOR PLANNING PURPOSES ONLY

Legend

- Existing trees to be retained and protected during construction
- Proposed tree planting within soft landscape. See detail on sheet 2
- Proposed multi stem tree within soft landscape
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- Proposed gentle grass mounds. To be made of surplus soil from site excavation. See detail on sheet 2
- Proposed Green Wall System, to be Standard Aluminium Trellis, as supplied by ANS Global, or similar and approved
- Cut lines

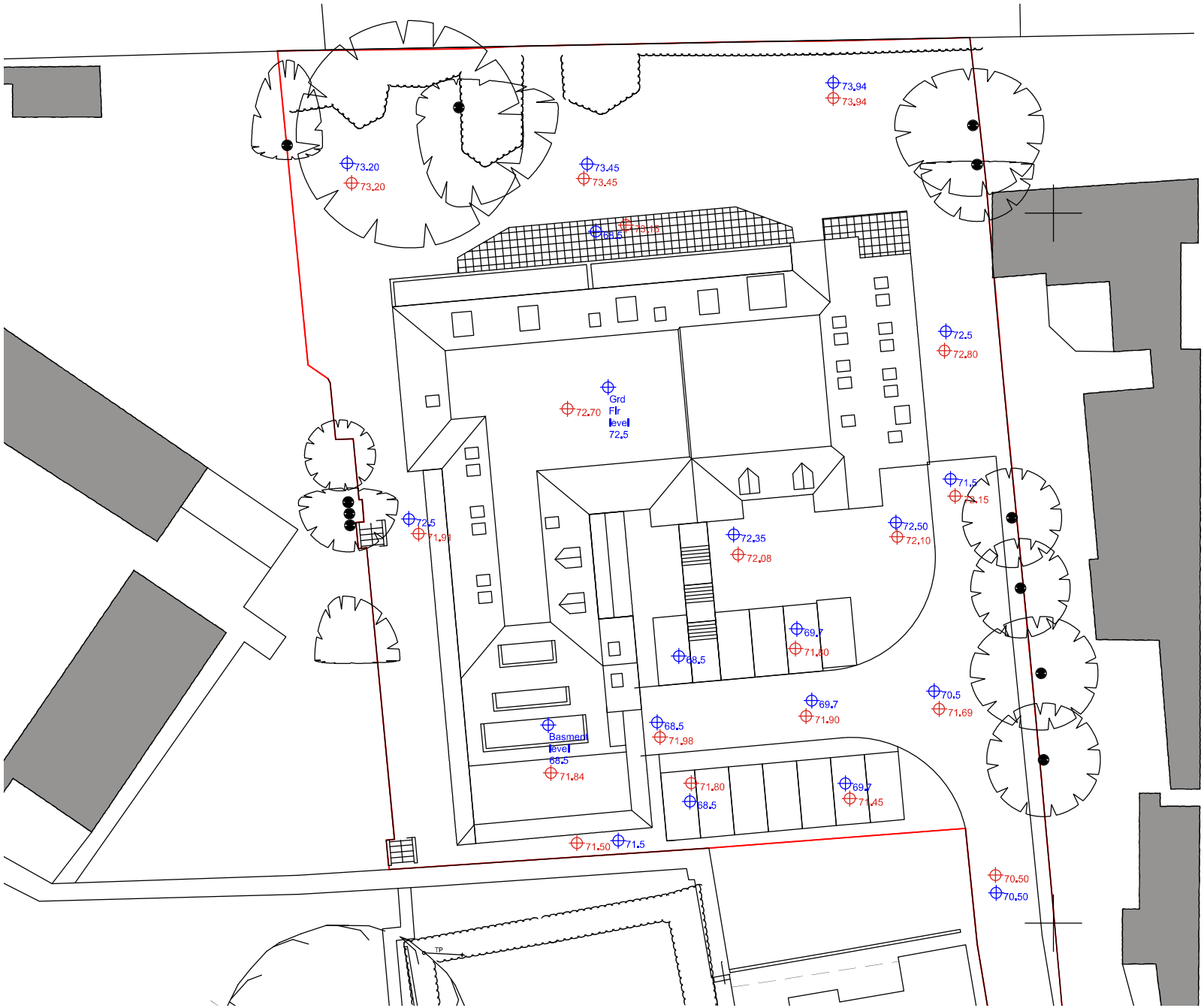
0 2 4 6m

Rev	Date	Detail	Drawn
C	11/07/22	Parking bay changes	AC
B	06/07/22	Planning officer comments	AC
A	04/07/22	Planning officer comments	AC

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Suite 6, Crescent House, Yonge Close, Eastleigh, SO50 9SX
Tel: 02382 024300
email: mail@acdenv.co.uk
www.acdenvironmental.co.uk

scheme: Birchwood House Northwood
client: Westcombe Developments Ltd
drawing: Soft and Hardscape Proposals
date: April 2022
scale: 1:100@A1
drawing no: PR/23743-11C Sheet 2
drawn: AC checked: JS

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Page 227

Rev	Date	Description

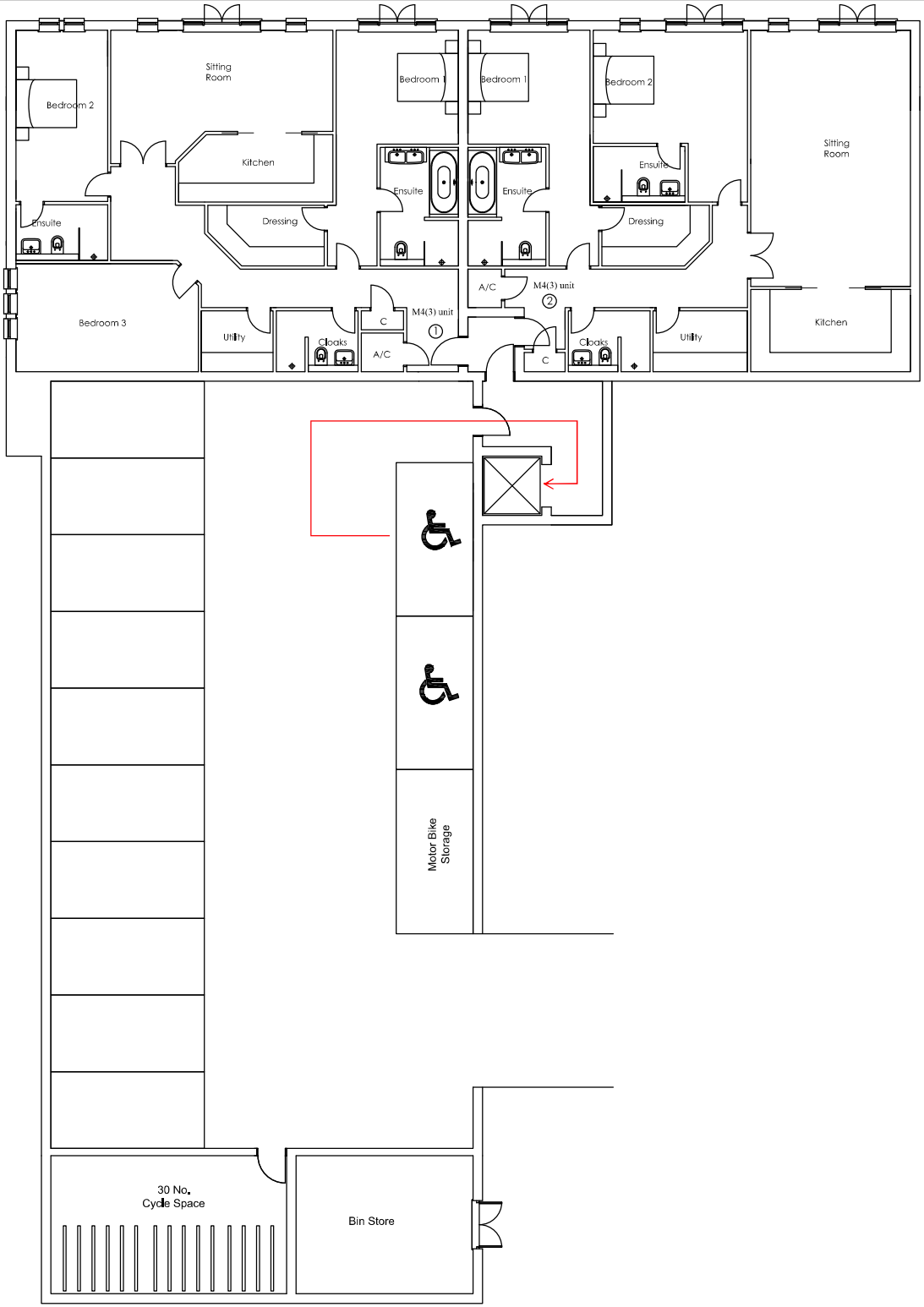
FLUENT
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221 Clare Road, Staines, Middlesex, TW19 7EF
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Email: tommi.lin@fluentads.co.uk
Web: fluentads.co.uk

Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

Levels Plan

Scale: 1:200 @ A2	Dwg No. FLU.249.LP.01
Date: 25.03.20	Rev
Drawn: N.Millin	



Rev	Date	Description

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FLUENT
ARCHITECURAL DESIGN SERVICES
221 Clare Road, Staines, Middlesex. TW19 7ET
Tel: 01784 391674 Mob: 07841 848473
Email: tommillin@fluentads.co.uk
Web: fluentads.co.uk

Client :
Westcombe Homes Ltd

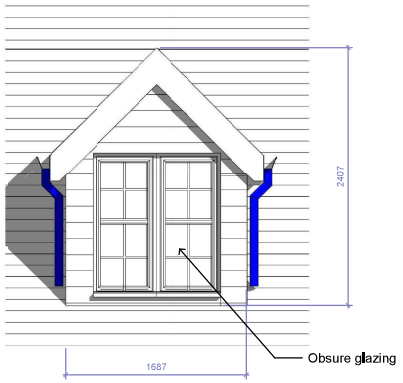
LST Site C, Green Lane, Northwood

Step Free Access

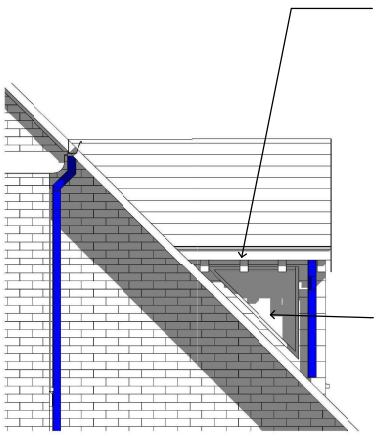
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Date	Rev
24.02.19	-
Drawn	
N.Millin	

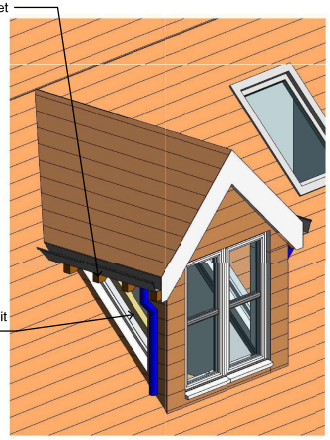
IMPORTANT NOTE
THIS DRAWING IS INTENDED FOR THE LOCAL AUTHORITY BUILDING CONTROL DEPARTMENT TO HELP ILLUSTRATE COMPLIANCE TO THE BUILDING REGULATIONS. SHOULD THE BUILDER CHOOSE TO FOLLOW THE DRAWING, THEY ARE TO TAKE FULL RESPONSIBILITY FOR THE CONSTRUCTION OF THE BUILDING INCLUDING THE COMPLIANCE TO THE BUILDING REGULATIONS. WORKMANSHIP, LOCATIONS OF STEELS, FINAL DETAILS AND APPEARANCE OF THE BUILDING, DIMENSIONS, LEVELS AND EXISTING CONSTRUCTION MATERIALS ARE TO BE CHECKED ON SITE PRIOR TO THE CONSTUCTION OF THE PROPOSED WORKS BY THE BUILDER.
ALL STRUCTURAL ALTERATIONS TO BE OVERSEEN BY A STRUCTURAL ENGINEER, REFER TO STRUCTURAL ENGINEER'S DETAILS FOR STEEL LOCATIONS AND SIZES.



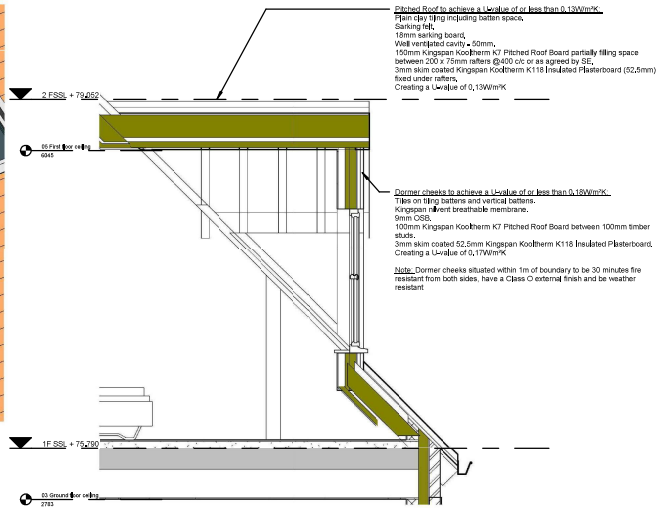
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1 : 25



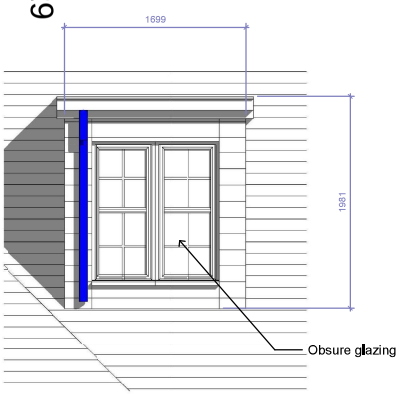
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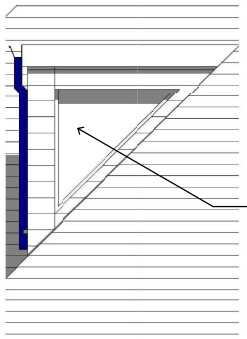
3 Pitched Roof Dormer 3D



4 Pitched Roof Dormer Section
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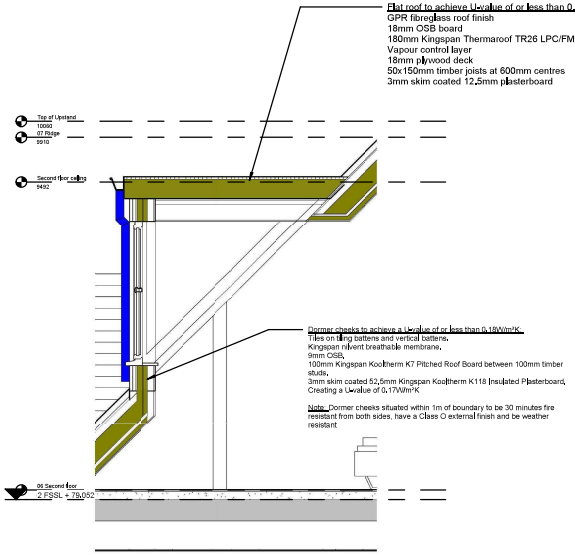
5 Flat Roof Dormer Elevation 1
1 : 25



6 Flat Roof Dormer Elevation 2
1 : 25



7 Flat Roof Dormer 3D



8 Flat Roof Dormer Section
1 : 25

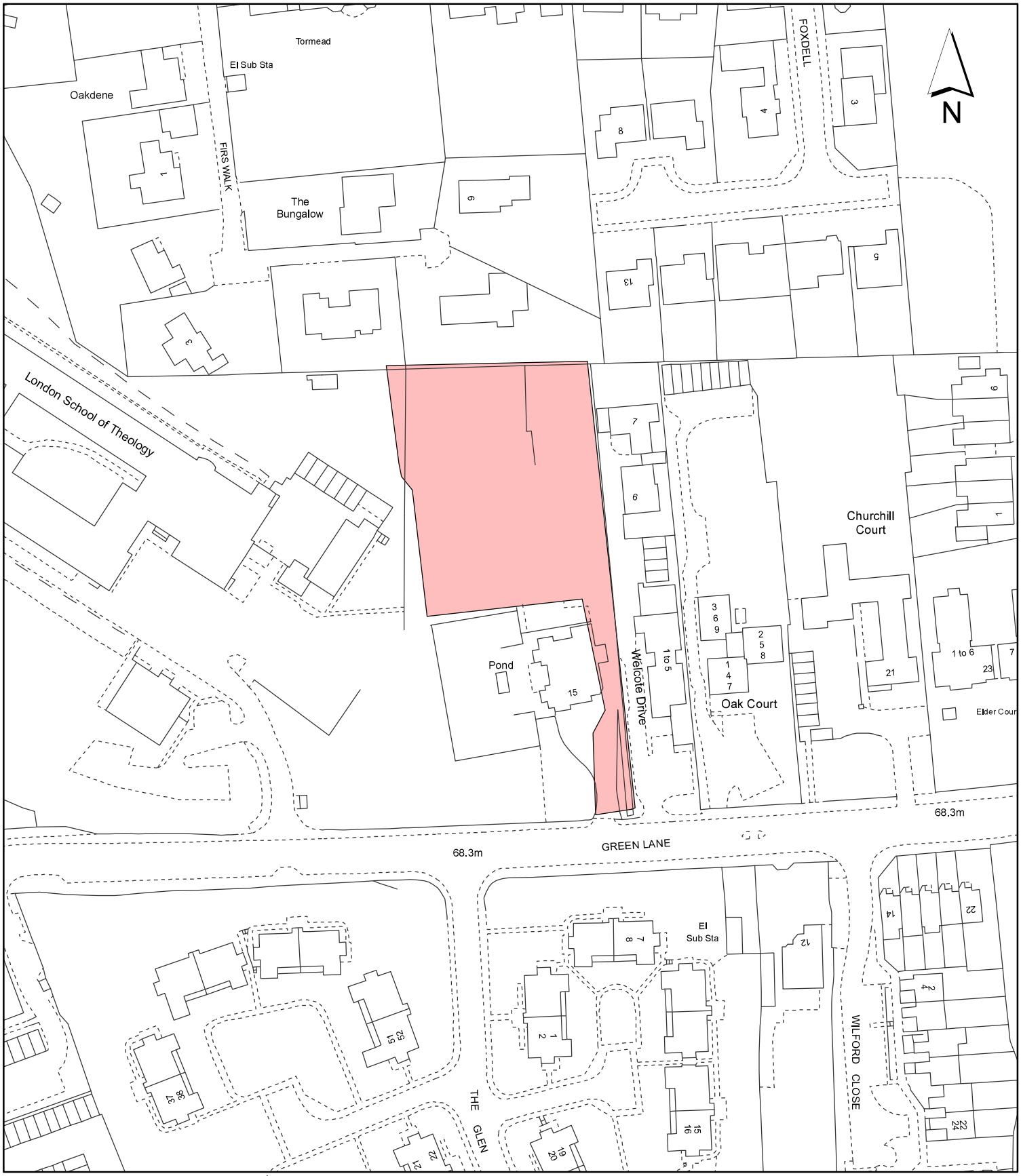
Rev	Description	Date
A	Project address amended	02.11.21
B	Drawing amended	31.03.22

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Birchwood House, Northwood

Dormer Details

Scale @ A1 1 : 25	Drawing number FLU.249.DT01
Date 09/10/21	Rev B
Drawn by CT	



Notes:

Site boundary

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

Planning Application Ref: **10112/APP/2022/14 4**

Scale: **1:1,250**

Planning Committee: **Major** Page 230

Date: **June 2023**

HILLINGDON LONDON