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HILLINGDON
LONDON

A

Major Applications Planning Committee

Date: **WEDNESDAY, 26 JULY 2023**

Time: **7.00 PM**

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

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

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

To Councillors on the Committee

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

Published: Tuesday, 18 July 2023

Contact: Liz Penny
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Putting our residents first

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

Useful information for residents and visitors

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

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

Watching & recording this meeting

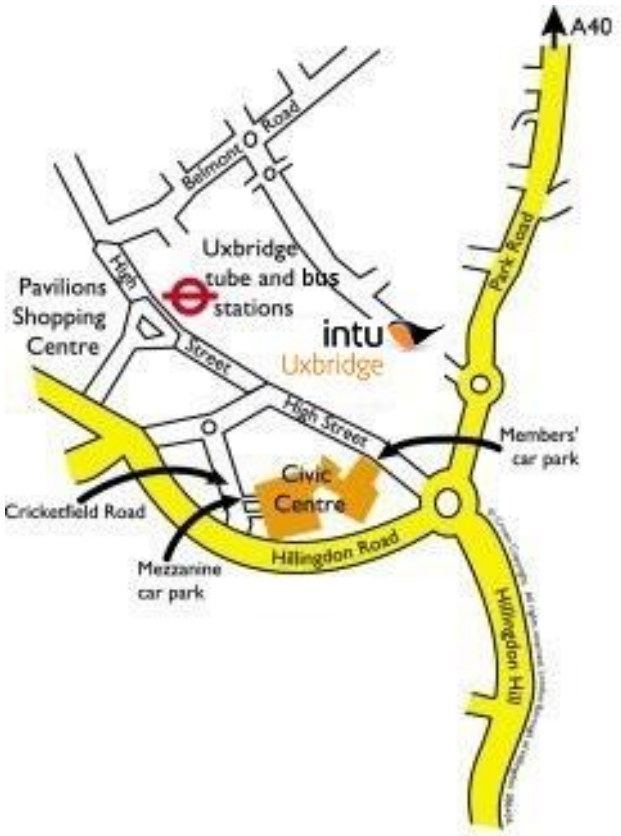
You can watch the public part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as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

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

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

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.



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Accessibility

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

Emergency procedures

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

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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live in the Borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes. The Chairman may vary speaking rights if there are multiple petitions

Ward Councillors – There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members – The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the meeting works

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

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s),the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee discuss the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

How the Committee makes decisions

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority – under 'The London Plan' and Hillingdon's own planning policies. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

1 Apologies for Absence

2 Declarations of Interest in matters coming before this meeting

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

4 Matters that have been notified in advance or urgent

5 To confirm that the items marked in Part 1 will be considered 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
6	Northwood College Educational Foundation, Maxwell Road, Northwood – 2082/APP/2023/516	Northwood	Variation of Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411 dated 11-09-2007 (Removal of existing building and construction of new early years centre and relocation of all-weather sports surface playing field (approved under planning application ref. 2082/APP/2003/1103) including details of design and layout) to change the permitted operating hours and use of the all-weather pitch. Recommendations: Approve + Sec 106	7 - 38 **216-219**

Major Applications without Speaking Rights

	Address	Ward	Description & Recommendation	Page
7	Beaches Yard, Horton Road, Yiewsley – 75221/APP/2022/2968	Yiewsley	Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure. Recommendations: Approve + Sec 106	39 – 108 220-235
8	Uxbridge Football Club, Horton Road, Yiewsley – 49914/APP/2023/1017	Yiewsley	Conversion of the stadia pitch to a 3G Artificial Grass Pitch (AGP) with a 1.1-metre-high fence and replacement 158-seater stand to the eastern elevation of the stadia pitch. Recommendations: Approval	109-136 236-245
9	The Squirrels Trading Estate, Viveash Close, Hayes – 77214/APP/2022/3382	Pinkwell	Redevelopment of the site to erect a part 11 storey, part 10 storey mixed use building comprising 121 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of Green Super Highway with associated landscaping, access, and parking following demolition of existing buildings. Recommendations: Approve + Sec 106	137-214 246-272

PART I - Plans for Major Applications Planning Committee – pages 215-272.

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Minutes

HILLINGDON
LONDON

MAJOR Applications Planning Committee

22 June 2023

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Steve Tuckwell (Chairman), Reeta Chamdal, Roy Chamdal, Philip Corthorne, Jas Dhot, Elizabeth Garelick and Tony Gill **LBH Officers Present**: Sehar Arshad (Legal Advisor) Chris Brady (Principal Planning Officer) Glen Egan (Head of Legal Services) Ed Laughton (Strategic Planning and PPA Lead Officer) Mandip Malhotra (Strategic and Major Applications Manager) Liz Penny, Democratic Services Officer Richard Phillips (Principal Planning Officer) Dr Alan Tilly (Transport Planning and Development Manager)
11.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* Apologies for absence were received from Councillor Adam Bennett with Councillor Reeta Chamdal substituting.
12.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* Councillor Philip Corthorne declared a non-pecuniary interest in item 7 (Haydon House) as he knew the applicant. Councillor Corthorne left the room prior to commencement of the discussion and did not vote on this item.
13.	**TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* In respect of the minutes dated 18 May 2023, an amendment was tabled in relation to item 8 – Hyatt Place – 2385/APP/2022/2952. It was confirmed that the Council wished to have some flexibility in the allocation and expenditure of the £160k contribution along the Uxbridge Road. A revised resolution was therefore proposed as follows: *RESOLVED: That the application be approved, further noting that the £160,000 as a financial contribution to be used towards Active Travel Zone improvements in the vicinity of the site.* The revised recommendation was moved, seconded and, when put to a vote unanimously agreed. **RESOLVED: That the minutes of the meeting dated 18 May 2023 be agreed as an accurate record, subject to the agreed amendment to the minute for item 8 – Hyatt Place – 2385/APP/2022/2952 to read '***RESOLVED: That the application be*

	approved, further noting that the £160,000 as a financial contribution to be used towards Active Travel Zone improvements in the vicinity of the site.'
14.	**TO RECEIVE THE MINUTES OF THE MEETING ON 11 MAY 2023 (AGM)** *(Agenda Item 4)* **RESOLVED: That the minutes of the meeting dated 11 May 2023 be agreed as an accurate record.**
15.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 5)* None.
16.	**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 6)* It was confirmed that all items were in Part I and would be considered in public.
17.	**HAYDON HOUSE, 296 JOEL STREET, EASTCOTE - 51321/APP/2023/24** *(Agenda Item 7)* **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).** Officers introduced the application and highlighted the additional information in the addendum. The application was recommended for refusal for ten reasons including the lack of family accommodation offered, the size and bulk of the proposed development which would harm the character of the area, including the Eastcote Conservation Area opposite, the lack of adequate parking, the flood risk, the unsatisfactory living conditions, the harm to neighbouring properties and the failure to provide contributions towards improved services and facilities as a consequence of the development. A petition had been received in objection to the proposal. A petitioner was in attendance and addressed the Committee. Key points highlighted included: • Residents of Deerings Place and surrounding roads were pleased to see that the application was recommended for refusal and thanked planning officers and Ward Councillor Nick Denys for their help and due diligence; • The proposed development would be oversized, would not be in keeping with the surrounding area and could set a precedent for the future; • Insufficient parking was proposed which would add to parking stress on local congested roads; • The safeguarding and wellbeing of existing residents had to be taken into consideration – the proposed roof gardens would present a safeguarding concern; • The proposed development lacked sufficient lighting and outside amenity space which would have a negative impact on the mental health of future occupants; • Flooding was a big concern – the nearby Eastcote Tennis Club had twice been

	flooded in recent years; • Repeated planning applications at the site were a worry and put a huge strain on local residents. Members sought clarification regarding the flooding events at Eastcote Tennis Club. It was confirmed that the courts had been destroyed by floods in June 2016. They had been revamped but had flooded again two years later – fortunately it had been possible to save them on the second occasion. Members noted the ten suggested reasons for refusal in the officers' report and expressed concern that the proposed development failed to comply with planning regulations. Concerns were raised regarding the lack of suitable access as set out in reason for refusal nine. Members sought further clarification regarding the air source heat pumps referenced on page 20 of the agenda pack. It was confirmed that these could be conditioned to ensure the noise levels generated were acceptable hence this would not constitute an additional reason for refusal. The Committee noted that there were no 4-storey buildings in the vicinity of the application site. In response to their questions, Councillors were informed that there were no 3-storey buildings in the immediate vicinity either – the nearest were in Eastcote High Street and in Northwood Hills. Members raised concerns regarding the lack of external amenity space proposed and its potential impact on the mental health of future occupants. The Committee enquired whether this could constitute an additional reason for refusal. It was confirmed that this was encompassed within reason for refusal six; however, it could be further clarified by making specific reference to a garden / balcony. Councillors observed that the proposed design was unacceptable and enquired whether this should be a reason for refusal. It was explained that bringing a number of factors together under one umbrella added weight to the argument - to separate this out would essentially dilute it and was therefore not recommended. Members commented that the application was entirely inappropriate. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED That: the application be refused subject to the addendum changes and an amendment to reason for refusal 6 to include the words balcony/garden.**
18.	**HEATHROW FLIGHTPATH NCP CAR PARK, BATH ROAD, SIPSON - 41632/APP/2022/2301** *(Agenda Item 8)* **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).** Officers introduced the application and highlighted the additional information in the addendum. Initial concerns had been raised by officers regarding the bulk and scale of the building and the proposed redundancy of the access bridge across the M4 spur road. In response to these concerns the applicant had submitted revised drawings which reduced the height of the building, introduced additional planting along the

	boundary with properties in Sipson Way and agreed to retain the use of the access bridge for employees. Members heard that the site was located within the Bath Road Employment Area. The site was considered appropriate for industrial use and the principle of the proposed development was deemed to be acceptable. Members welcomed the proposal which was consistent with planning policy. In response to their requests for clarification, it was confirmed that the application site was located under the flight path and next to a busy road hence it had been considered more appropriate to measure plant noise rather than background noise. Plant noise should not exceed certain prescribed levels and any breaches could be reported to the Council. With regard to the design of the proposal, Members were informed that this had been improved under the revised plans – the development would be built further from existing boundaries, the height had been reduced and the roof form amended. The Committee sought further clarification regarding the bridge and how this would be managed. It was explained that the applicant would be responsible for one section of the site, but the main part of the bridge was owned by Highways England. Key fob gates would be installed, and the bridge would be maintained by National Highways; however, maintenance of the gates would remain the responsibility of the landowner. It was agreed that this should be conditioned by way of a compliance condition. In terms of highways matters, Members were advised that the numbers of trips had been based on 2019 traffic surveys. It was recognised that there would be an uplift in these under the proposed scheme, but numbers would be insignificant. In response to further queries regarding construction times, Members heard that these would be set out in the construction management plan – approval would need to be sought to operate outside these times; this normally happened at the beginning of the process and only for a short period of time. Members raised no further objections and welcomed the employment opportunities the new development would bring. The officer's recommendation, subject to the addendum and an additional compliance condition relating to maintenance of the gates, was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED: That the application be approved subject to the addendum and the addition of a compliance condition to ensure the developer was responsible for the maintenance of the bridge gates.**
19.	**LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD - 10112/APP/2022/1474** *(Agenda Item 9)* **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.** Officers introduced the application and highlighted the additional information in the addendum. An amendment to the item description as set out at the start of the agenda pack was highlighted to refer to 13 rather than 15 flats. An amendment to the wording

in the addendum was also noted – the revised wording to read 'No development shall take place within three months…' rather than 'No further development….' Finally, it was noted that Condition 14 in relation to Dust (page 126 of the pack) should be a compliance condition and Condition 21 – fire strategy (page 128 of the pack) should not refer to 'revision' as the strategy had yet to be submitted.

Members heard that the current application was almost identical to a previously approved proposal to build a block of 15 flats – the only changes were to the internal layout and fenestration; parking and landscaping had remained unchanged.

It was confirmed that the previous scheme had included two discount market units whereas the current scheme offered no affordable housing. Whilst this was disappointing, it was recognised that it was difficult to find Registered Social Landlords willing to take on such a small number of units in a small scheme. However, it was noted that the current scheme would provide a generous in lieu Affordable Housing contribution which could be used to build affordable housing elsewhere in the Borough. The application was recommended for approval.

In response to their questions, Members heard that a financial viability appraisal had been submitted to a third-party independent expert who had concluded that, based on the benchmark land value, a £70,000 surplus could be secured. Officers had subsequently used the GLA formula to secure a higher sum of £320,000 as detailed in the report. This contribution included a Late Stage Review Mechanism whereby it would be reviewed again at a later stage and the sum could possibly increase if market conditions improved.

Members noted that 15 car parking spaces were planned for which exceeded the number of units to be built. However, it was confirmed that the Highways Engineer had raised no objections and it represented a very marginal increase to what was required. It was confirmed that, as set out in Condition 16, parking would be restricted to serve residents of the block only. Members were informed that the provision of car parking spaces for electrical vehicles remained the same as in the original application.

Members regretted the lack of affordable housing but welcomed the significant financial contribution which had been secured to build affordable housing elsewhere.

The Head of Legal Services informed the Committee that the lack of affordable housing did not constitute grounds for refusal. It was noted that a review mechanism was in place to ensure the maximum contribution was secured. It was agreed that said review would be carried out in consultation with the Chairman.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the application be approved subject to the addendum and the following amendments:

1. **Contamination condition to be updated to state 'within 3 months;'**
2. **Condition 21 – Fire Strategy – the word 'revised' to be removed from the Condition wording as the Fire Strategy had yet to be submitted;**
3. **Condition 14 – Dust – to be amended to a compliance condition; and**
4. **Late Stage review to be completed in consultation with the Chairman and Andrew Tebutt.**

	The meeting, which commenced at 7.00 pm, closed at 8.31 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on Email: 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.

Report of the Head of Development Management and Building Control

Address: NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD NORTHWOOD

Development: Variation of Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411 dated 11-09-2007 (Removal of existing building and construction of new early years centre and relocation of all-weather sports surface playing field (approved under planning application ref. 2082/APP/2003/1103) including details of design and layout) to change the permitted operating hours and use of the all-weather pitch.

LBH Ref Nos: 2082/APP/2023/516

Drawing Nos: 24405.PCR.01 Rev. A Noise Impact Assessment (Dated 1st December 2022)
School Travel Plan (Dated February 2023)
32404 Cover Letter (Dated 21st February 2023)
32404 Cover Letter - Appendix A and B (Dated 21st February 2023)
32404 Cover Letter - Appendix C (Dated 21st February 2023)
Response to Public Comments (Dated 25th May 2023)
Transport Statement Addendum (Dated July 2023)
398-SKD-22
398-SKD-11
398-SKD-12
398-SKD-16A
398-SKD-17A
398-SKD-18A
398-SKD-21
1575/PL03
398-SKD-08
398-SKD-07
398-SKD-00
398-SKD-27
398-SY-05
398-SY-09
398-SY-10A
398-SY-04
398-SKD-26
398-SKD-10A
398-SKD-15A

	398-SKD-20A		
Date Plans received:	22-02-2023	**Date(s) of Amendments(s):**	18-06-2007 25-05-2023
Date Application valid	22-02-2023		22-02-2023

1. SUMMARY

This is a section 73 application that seeks permission to vary Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411. The original consent is a historic permission that granted consent for the removal of the existing building and construction of new early years centre and the relocation of all-weather sports surface playing field.

The current s73 application seeks to amend the relevant conditions of planning permission ref. 2082/APP/2007/1411 to enable access by the community (alongside the school) within the following times:

- 09.00 to 21.00 Mondays to Fridays;
- 09.00 to 18.00 Saturdays;
- 10.00 to 16.00 Sundays; and
- No use on Bank Holidays.

The principle of the use of the all-weather sports surfaces in this location has already been established by grant of planning permission under application reference 2082/APP/2007/1411, the only difference being that the pitches would be used for extended hours and by members of the community as well as the school. Community use of such facilities would provide a public benefit and is supported by regional and local plan policies. The proposal is supported in principle.

The proposed increase in hours of possible operation is notable. The school is located in a predominantly residential area and is bounded by residential properties on all sides, albeit there is an existing road which provides some separation distance between the school and properties directly opposite. The impact of the use of the outdoor facilities until 21:00 at night, in addition to associated late vehicle and pedestrian activity as users depart the site at this time, in terms of noise and disturbance to neighbouring residents has been fully considered. It is highlighted that the current application does not propose floodlights and would deem use until 21:00 impractical in any case for a significant portion of the year. Officers emphasise that floodlighting cannot be considered under the current application. This would be considered in full as part of a separate application submission.

Officers are aware that the Council has allowed for hours of use beyond 21:00 in residential areas, including the nearby Northwood School, Potter Street, which allows for hours of use until 22:00 on weekdays and 19:00 on weekends. Under the current application submission, the Council's Noise Specialist has also advised that the proposed outside activity operating during the day has low noise nuisance risk. Notwithstanding, it is considered necessary and reasonable to secure a Noise Mitigation and Management Plan by condition prior to the use of the playing surfaces during evening hours. This should set out how organisers of sports at the school would operate in order to best reduce noise impacts during the evening hours. Subject to such a condition, the proposed extended hours of use would not be considered to pose an unacceptable impact on neighbouring residential amenity sufficient to support a robust reason for refusal in an appeal scenario.

A schedule of activities at the site has also been submitted as part of a Transport Statement Addendum document which accounts for all other activities that would take place on site, not just the activities that would take place in connection with the MUGAs / all-weather pitch. This includes the sports hall, swimming pool, tennis courts, sports field, fitness suite, dance studio and recital hall. Taking this into consideration, the Highway Authority conclude that the proposal, alongside other existing out of school hour uses, can be facilitated by the car parking provisions on site in combination with sustainable travel provisions. Any overspill onto the local highway network would be negligible. As such, the proposal is not considered have an unacceptable impact on highway safety or severe cumulative impact on the road network. Officers do not consider a reason for refusal based on highway safety impact or residual cumulative impacts on the road network to be reasonable, robust or defendable in an appeal scenario.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste and noise. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole.

Subject to planning conditions and legal agreement, this application is recommended for approval.

2. RECOMMENDATION

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

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

i) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

ii) Air Quality Contribution: A financial contribution equal to £12,222 shall be paid to the Council to address the air quality impacts of the proposed development.

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

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

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

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

the following reason:

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

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

1. NONSC **Compliance**

The development hereby permitted relates solely to the operation of the site. All works of previously approved under planning permission reference 2082/APP/2007/1411 (dated 11th September 2007) have now ceased and shall remain as such. This decision notice does not permit any further works from this site.

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

2. NONSC **Materials**

All material details were approved under application reference 2082/APP/2007/3110 (dated 8th December 2009) and shall be retained as such.

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

3. NONSC **Boundary Treatment**

All boundary details were approved under application reference 2082/APP/2007/3110 (dated 8th December 2009) and shall be retained as such.

REASON
To safeguard the visual amenities of the area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

4. NONSC **Parking for Wheelchair Disabled People**

Details relating to parking for wheelchair disabled people have been approved under application reference 2082/APP/2007/3245 (dated 7th December 2009) and shall be retained as such.

REASON
To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

5. COM10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged,

uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

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

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

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

6. NONSC **Landscape Scheme**

All landscape scheme details were approved under application reference 2082/APP/2007/3245 (dated 7th December 2009) and shall be retained as such.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with Policies DMHB 14 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7. NONSC **Early Years Centre Hours of Use**

The early years centre shall only be used between the hours of 08:00 to 21:00 on Mondays to Saturdays, and at no time on Sundays and Bank Holidays.

REASON
To safeguard the amenity of the surrounding area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

8. NONSC **All-Weather Pitch Hours of Use**

The all-weather playing surfaces shall only be used between the hours of:
- Monday to Friday: 09.00 - 21.00;
- Saturdays: 09.00 - 18:00;
- Sunday: 10.00 - 16.00; and
- No use on Bank Holidays.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

9. NONSC **All-Weather Pitch Use by Community**

The all-weather pitch shall be available for use by the wider community on a managed basis.

REASON
To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

10. NONSC **Control of Noise and Odour**

Details pertaining to the control of noise and odour emanating from the site were approved under application reference 2082/APP/2009/497 (dated 16th June 2009) and shall be retained as such.

REASON
To safeguard the amenity of the surrounding area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

11. ST1 **Renewable Energy**

10% of energy requirements for the development hereby approved shall be supplied from renewable sources and shall be retained as such.

REASON
To accord with the requirements secured under the original permission and to comply with the general principles of Policy SI 2 of the London Plan (2021).

12. ST1 **Staggered opening hours for the Early Years Centre**

The opening hours for the Early Years Centre shall be staggered by a minimum of 15 minutes from the college opening hours as detailed in the letter received from Dannatt, Johnson Architects dated 1/08/07.

REASON
To protect the amenity of surrounding areas in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

13. ST1 **Access to Early Years Centre**

The access to the Early Years Centre will be from Maxwell Road and no drop-off or pick-up will be permitted from Myrtleside Close. This condition shall not apply to access for fire or other emergency services.

REASON
To ensure that vehicle safety is not prejudiced and to protect the amenities of occupiers of residential properties in Myrtleside Close in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

14. NONSC **Community Use Agreement & Parking Management Scheme**

(i) Prior to operation of community use activities, a Community Use Agreement, prepared in consultation with Sport England, shall be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the indoor, outdoor and supporting facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The Community Use Agreement should allow community use of the facility during the following times:

- Monday to Friday: 09.00 - 21.00;
- Saturdays: 09.00 - 18:00;
- Sunday: 10.00 - 16.00; and
- No use on Bank Holidays.

(ii) Prior to operation of community use activities, a car parking management strategy which details how parking for community use of the facilities will be managed and catered for on site, shall be submitted to and agreed in writing by the Local Planning Authority.

The development shall not be used otherwise than in strict compliance with the approved documents.

REASON
To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy S5 of the London Plan (2021). Also, to ensure the community use of the facility does not result in an unacceptable impact on the local highway network through an unacceptable increase in demand for on-street parking, in compliance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

15. NONSC **Noise Mitigation and Management Plan**

Prior to the use of the all-weather playing surfaces during evening hours (6pm to 9pm), a Noise Mitigation and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the all-weather playing surfaces shall only ever be used during evening hours in accordance with these details for as long as the development remains in existence.

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

INFORMATIVES

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

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

2. 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.

3.

Please be advised that the application hereby approved does not permit any form of floodlighting.

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 3	Locally Listed Buildings
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 D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
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 T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling

LPP T6	(2021) Car parking
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF4	NPPF 2021 - Decision-Making
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

Northwood College occupies a 3.3 hectare irregularly shaped plot located on the north-western side of Maxwell Road. The main access to the school is from Maxwell Road. The site accommodates a number of buildings, which make up the lower and upper schools and the sixth form, in addition to playing fields, two Multi-Use Games Areas (MUGAs), car parking and ancillary facilities. The MUGA in western section of the school site forms the focus of this application, and adjoins residential properties located on Myrtleside Close to the west and The Glen to the north.

Despite its close proximity to Northwood Town Centre, it falls within a predominantly residential area and is bounded by residential properties to the north-east and south-west. To the north-west it is bounded by residential properties and garages and to the south-east residential properties lie on the opposite side of Maxwell Road.

The entire school site falls within the Green Lane Conservation Area as designated in the Hillingdon Local Plan. The buildings at the front (south-east) of the site, including the Old School, Sixth Form and Library, Wray Lodge and Vincent House, are locally listed. The tree belt along the Maxwell Road boundary (north end) is protected by TPO 491. All other trees are protected by virtue of their location within Northwood Town Centre Conservation Area.

Further to the south-west, there is the designated Haste Hill & Northwood Golf Courses & Northwood Cemetery Nature Conservation Site of Grade 2 importance. The Northwood West Air Quality Focus Area is located a short distance to the west (circa 60m) and the Northwood East Air Quality Focus Area is located further away to the east (circa 700m).

3.2 Proposed Scheme

This application proposes the variation of Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission 2082/APP/2007/1411 dated 11th September 2007, which granted consent for the 'Removal of existing building and construction of new early years centre and relocation of all-weather sports surface playing field (approved under planning application ref. 2082/APP/2003/1103) including details of design and layout)'.

At present, the all-weather playing surfaces are only permitted to be used by the school between the hours of 09:00 and 18:00 on Mondays to Saturdays, and at no time on Sundays and Bank Holidays. This application seeks permission to amend Condition 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) to enable access to the all-weather playing surfaces by the community, alongside the school, during the following times:

- 09.00 to 21.00 Mondays to Fridays;

- 09.00 to 18.00 Saturdays;
- 10.00 to 16.00 Sundays; and
- No use on Bank Holidays.

The original planning permission will continue to exist separate to the outcome of the application under section 73. Where relevant, decision notices for the grant of planning permission under section 73 should set out all of the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect.

Should the application be approved, it is recommended that a number of the original conditions are attached where they remain applicable, removed where they are no longer relevant or altered to ensure compliance with previously approved details.

3.3 Relevant Planning History

2082/APP/2007/1411 Northwood College Maxwell Road Northwood

REMOVAL OF AN EXISTING BUILDING AND CONSTRUCTION OF NEW EARLY YEARS CENTRE AND RELOCATION OF ALL-WEATHER SPORTS SURFACE PLAYING FIELD (APPROVED UNDER PLANNING APPLICATION REF. 2082/APP/2003/1103) INCLUDING DETAILS OF DESIGN AND LAYOUT.

Decision: 11-09-2007 Approved

2082/APP/2007/3110 Northwood College Maxwell Road Northwood

DETAILS IN COMPLIANCE WITH CONDITION 3 (MATERIALS), CONDITION 4 (BOUNDARY TREATMENT) AND CONDITION 18 (DEMOLITION AND CONSTRUCTION MANAGMENT PLAN) OF PERMISSION REF: 2082/APP/2007/1411 DATED 11/09/2007 'REMOVAL OF AN EXISTING BUILDING AND CONSTRUCTION OF NEW EARLY YEARS CENTRE AND RELOCATION OF ALL-WEATHER SPORTS SURFACE PLAYING FIELD (APPROVED UNDER PLANNING APPLICATION REF. 2082/APP/2003/1103) INCLUDING DETAILS OF DESIGN AND LAYOUT.'

Decision: 08-12-2009 Approved

2082/APP/2007/3245 Northwood College Maxwell Road Northwood

DETAILS IN COMPLIANCE WITH CONDITIONS 5 (DISABLED PARKING PROVISION), 7 (TREE PROTECTION), 8 (HARD & SOFT LANDSCAPING) AND 10 (LANDSCAPE MAINTENANCE) OF PLANNING PERMISSION REF: 2082/APP/2007/1411 DATED 11/09/2007 REMOVAL OF AN EXISTING BUILDING AND CONSTRUCTION OF A NEW EARLY YEARS CENTRE AND RELOCATION OF AN ALL WEATHER SPORTS SURFACE PLAYING FIELD'

Decision: 02-12-2009 Approved

2082/APP/2009/497 Northwood College Maxwell Road Northwood

DETAILS IN COMPLIANCE WITH CONDITION 16 (AIR EXTRACTION SYSTEM) AND CONDITION 22 (GREEN TRAVEL PLAN) OF PLANNING PERMISSION REF 2082/APP/2007/1411 DATED 11/09/2007: REMOVAL OF AN EXISTING BUILDING AND CONSTRUCTION OF NEW EARLY YEARS CENTRE AND RELOCATION OF ALL-WEATHER SPORTS SURFACE PLAYING

FIELD (APPROVED UNDER PLANNING APPLICATION REF. 2082/APP/2003/1103) INCLUDING DETAILS OF DESIGN AND LAYOUT.

Decision: 16-06-2009 Approved

2082/APP/2014/600 Northwood College Educational Foundation Maxwell Road Northwood

Demolition of existing storage sheds and construction of two storey building comprising 1,600 sqm of temporary classroom accommodation, for a period of 3 years from 4 September 2014 (excluding construction/deconstruction period).

Decision: 07-05-2014 Approved

2082/APP/2017/2086 Northwood College Educational Foundation Maxwell Road Northwood

Continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08-05-2014).

Decision: 12-09-2017 Approved

2082/APP/2018/981 Northwood College Educational Foundation Maxwell Road Northwood

Details pursuant to Condition 6 (community use agreement) of planning permission ref: 2082/APP/2017/2086, dated 14-09-17 (Continued use of temporary classroom accommodation, comprising a two storey building of 1,600 sq.m for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600, dated 08-05-2014))

Decision: 08-10-2018 Approved

2082/APP/2019/3720 Northwood College Educational Foundation Maxwell Road Northwood

Continued use of temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14 September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086)

Decision: 18-03-2020 Approved

Comment on Relevant Planning History

The current application is connected to planning application ref. 2082/APP/2007/1411 which granted permission for the removal of existing building and construction of a new early years centre and relocation of all-weather sports surface playing field (approved under planning application ref. 2082/APP/2003/1103) including details of design and layout.

Condition 12 attached to planning permission 2082/APP/2007/1411 states that:

The all-weather playing surfaces shall only be used between the hours of 09:00 and 18:00 on Mondays to Saturdays, and at no time on Sundays and Bank Holidays.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Condition 13 attached to planning permission 2082/APP/2007/1411 states that:

The all weather pitch shall be for the exclusive use of the school and shall not be hired out to outside organisations, which could attract additional trips during the evening peak.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with policy AM2 of the Hillingdon Unitary Development Plan.

Planning application ref. 2082/APP/2014/600 granted permission for the demolition of existing storage sheds and construction of two storey building comprising 1,600 sqm of temporary classroom accommodation, for a period of 3 years from 4 September 2014 (excluding construction/deconstruction period).

Subsequently, planning application ref. 2082/APP/2017/2086 permitted the continued use of temporary classroom accommodation, comprising a two storey building of 1,600sq.m, for a further temporary period of 3 years (as previously approved in planning permission ref: 2082/APP/2014/600 dated 08-05-2014). Condition 6 was attached to this permission, requiring the submission of a Community Use Agreement. This Condition was discharged under application ref. 2082/APP/2018/981 and confirmed that the grass pitch, multi-use games area, tennis courts, sports hall, climbing wall and swimming pool could be used by the community during the following times:

Term-time:
Mon-Fri 18:00 hrs to 21:00 hrs
Sat 09:00 hrs to 19:00 hrs
Sun 09:00 hrs to 12:00 hrs

School holidays:
Mon-Fri 09:00 hrs to 18:00 hrs
Sat 09:00 hrs to 18:00 hrs
Sun 09:00 hrs to 12:00 hrs

As the condition is connected to planning permission ref. 2082/APP/2017/2086, which was a temporary consent that expired on 14th September 2020, a permanent community use has not technically been established at the site.

A further application for the continued use of the temporary classroom accommodation comprising of a two storey building of 1,600sqm until 14th September 2023 (as previously approved in planning application reference 2082/APP/2014/600 and 2082/APP/2017/2086) was approved under application ref. 2082/APP/2019/3720 but a community use agreement condition was not replicated on the decision notice.

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.EM5 (2012) Sport and Leisure

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMCI 6 Indoor Sports and Leisure Facilities

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 9 Management of Flood Risk

DMHB 1 Heritage Assets

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 3 Locally Listed Buildings

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 D14 (2021) Noise

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 T4 (2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

NPPF4 NPPF 2021 - Decision-Making

NPPF8 NPPF 2021 - Promoting healthy and safe communities

NPPF9 NPPF 2021 - Promoting sustainable transport

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **21st April 2023**

5.2 Site Notice Expiry Date: **28th April 2023**

6. Consultations

External Consultees

A total of 890 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the

site and an advert was posted in the local paper. All forms of consultation expired on 28th April 2023.

A petition in objection to the scheme has been received with 25 signatories. The comments made as part of the petition are summarised as follows:

1) The proposal disrespects the human rights to have times of peace and quiet.
2) The proposal disregards ecology, including birds, hedgehogs and other animal life.
3) Sports should be situated outside towns.
4) Permission should not be granted.
5) Sunday should be free of noise.
6) If permission is granted, supervision should be on-site at all times.

A further 17 individual objections have been received and are summarised as follows:

1) Extended hours will cause more traffic and cause issues for parking.
2) Parents disregard all rules during school pick-up and drop-off.
3) The swimming pool is open to non-pupils at the weekend.
4) There is already a lot of noise from the school which impacts those who work from home or those that do night shifts.
5) The proposed constant noise is unfair to residents and would impact on quality of life.
6) Floodlighting is totally unacceptable.
7) The proposal changes the ethos of the school from an educational establishment to a commercial enterprise.
8) Use of the site up to 9pm and use on Sundays is not appropriate.
9) The proposal would affect the Conservation Area.
10) The proposal would create pollution.
11) The proposal would adversely affect the local ecosystem.
12) Sport events can require the use of PA systems, loudspeakers and megaphones which will adversely affect the noise environment.
13) There is an increase of non-residential parking on Hawkesworth Close, Dormans Close and Leaf Close which will get worse.
14) The proposal is for profit.
15) The Transport Statement only covers aspects of 2 netball playgrounds without covering other activities Northwood College host at the same time.
16) The Parking Permit Scheme should be extended to Hawkesworth Close and Dormans Close to have "Residential permit parking only" restrictions from 8:00 to 20:00 weekdays and from 8:00 to 16:00 weekends.

Planning Officer comment

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

Specifically, it should be clarified that the application would not include any new construction or floodlighting, rather it is an administrative change to the operation of the site outside of school hours.

A Transport Statement Addendum has been submitted to cover the cumulative impact of multiple activities occurring at one time.

Regarding an extension of the parking permit scheme on local residential roads, it is noted that residents will need to petition to implement such a scheme.

NORTHWOOD RESIDENTS ASSOCIATION

We object to the proposed times which includes Sunday.

SPORT ENGLAND

The application seeks to amend the conditions to allow the Multi-Use Games Area (MUGA) to be used on weekday evenings and during the weekend by the community. Sport England welcomes this application as allowing and extending the period when the facilities would be available provides local residents more opportunities to access sport facilities within their local area.

Sport England, however, would like to highlight that the peak time for community sport participation is weekday evenings until 10pm and during the day at the weekend so it would encourage that the condition reflects these times. It would also support revising/drafting a Community Use Agreement (CUA) so that sustainable long-term community use of the facility could be secured. Sport England has template CUA that can be forwarded on the request.

Sport England also have a free online resource called Use Our School that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. More detail can be found at www.sportengland.org/useourschool

Internal Consultees

PLANNING OFFICER COMMENT

Following comments raised by residents in respect of the cumulative impact of all activities on the school site, a Transport Statement Addendum document has been submitted for review. This is considered within the main body of the report and by the Highways Authority below.

HIGHWAYS AUTHORITY (Dated 11th July 2023)

Site Characteristics & Background

The site is situated in the far northern part of the borough in Northwood. The college fronts Maxwell Road and is in proximity of Rickmansworth Road. The former roadway is covered by a Controlled Parking Zone (CPZ) operating from Monday to Friday for one-hour per day increasing to an all-day Monday to Saturday coverage to the north-east of the site toward Northwood town centre. All of which further limits the availability of 'un-paid' for parking in the area during these periods.

It is proposed to extend the operational times of the existing Astro turf 'all-weather' pitch and to promote the sporting facility for extended community use purposes.

This proposal is specifically related to conditions 12 & 13 of permission - 2082/APP/2007/1411 relating to the construction of a new 'early years' centre and relocation of an all-weather sports pitch and reads as follows:

Condition 12 (Existing)

"The all-weather playing surfaces shall only be used between the hours of 9am and 6pm on Mondays to

Saturdays, and at no time on Sundays and Bank Holidays".

Condition 13 (Existing)

"The all-weather pitch shall be for the exclusive use of the school and shall not be hired out to outside organisations, which could attract additional trips during the evening peak".

Condition Variations (Proposed)

Condition 12

"The all-weather playing surfaces shall only be used between the hours of: Monday to Friday - 9am to 9pm; Saturday - 9am to 6pm & Sunday - 10am to 4pm with no use on Bank Holidays".

Condition 13

"The all-weather" pitch shall be used by the community on a managed basis as set out in condition 12".

Appraisal

In terms of highway/transport considerations, the two planning conditions are intrinsically linked. At a pre-application enquiry stage in 2021, the enquirer was encouraged to provide an assessment of the likely impacts of extra-curricular activities which should take into account the extended hours of opening during the working week and Sunday. This information has been provided.

It is noted that extracurricular activities would now be made available to the wider community for 7 days per week. The proposed extended hours of extracurricular activity from Monday to Friday (7 to 9pm) have been arranged so as not do overlap or interfere with normal weekday daytime school operations. In cumulative impact terms, this is welcomed for clear reason. Saturday periods of use are to remain as previously consented whilst Sunday use has been newly added.

There are in the region of 43/18 formal on-plot car parking/cycle spaces respectively available on-site for school related purposes and these would be made fully available for the proposed extracurricular activities which would measurably assist in limiting parking related impacts on the immediate local road network.

The applicant has provided information pertaining to the likely peak level of attendance related to the 2 proposed 'netball' pitches (14 players per pitch). It has been estimated by way of census data, that in terms of modal share, up to 50% of patrons ** would travel to and from the site via private motor transport generating in the region of a 14 'car' attendance plus several associated with referees/organisers and typically nominal viewing attendees when both pitches are active. This level of demand would be well within the available capacity of the on-site parking provision which totals 43 spaces and would usefully cater for 'consecutive hour' overlapping match attendee parking demand together with a high proportion of existing 'after-school' events. It is also noted that there is some realistic scope in a further reduction in predicated vehicle parking demand based on a 'not unreasonable' assumption that a proportion of after school activities are frequented by students of the school who are already in attendance which inherently cancels out arrival trips leaving only departures.

It should be noted that, reliance on what are in effect, 'third-party' parking provisions outside of the site envelope such as the availability of nearby off-street car parks for overspill (such as Green Lane Car Park), as suggested by the applicant, is not normally promoted. This is due to the fact that such spaces outside the site envelope cannot be guaranteed in perpetuity and conversely, measurable levels of occupation

generated by related site activities may impact detrimentally on the general parking availability for the rest of the general public (shoppers and/or restaurant patrons included) thereby potentially impacting on the viability and vitality of the local town centre. However, in fairness to the applicant, it is also accepted that, in reality, these facilities are physically available and can be used legitimately as and when required where capacity permits which thereby lessens potential demand on specific on-site parking provisions and the need to park on-street.

Notwithstanding this last point, an analysis of the accumulation of parking spaces on site indicates that demand would only be exceed the 43 on-site spaces available on a single occasion between the hours of 7pm and 8pm by 1 parking space given a likely demand of 44.

As a logical consequence of the above predicted demand, any significant untoward/displaced on-street parking within the local public roadways or local public car parks is therefore not anticipated thereby protecting residential amenity. This conclusion is also reflected when considering cumulative impacts of match events related to traffic generation which would be expected to be absorbable by the local road network without notable detriment to traffic congestion and road safety with no imposition on the most crucial and sensitive peak morning and late afternoon/early evening weekday traffic periods.

The applicant has accepted to manage and monitor these extracurricular activities by way of a 'Car Parking Management Plan' to assist matters and has also submitted an existing Community Use Agreement (CUA) for a previous separate permission (2082/APP/2017/2086) which is applicable to the existing community use. It would therefore be beneficial to update this agreement (including mitigations) to reflect the current proposal via planning condition.

An updated school travel plan based on one produced for the provision of a new science block (2082/APP/2019/4091 - condition 16) has also been submitted and takes into account the current proposal for the extended community use. The submission is considered broadly fit for purpose and securement via planning condition is recommended as this is considered as a 'live' document that should be open to enhancement/variation as and when required.

Conclusion
In summary, there is no 'in principle' objection to the proposal subject to the imposition of the above highlighted conditions.

** The percentage reduction factor is considered realistic as it also takes into account the likelihood of multiple car sharing, mini-bussing and attendance by sustainable means such as walking and use of public transport.

NOISE SPECIALIST (Dated 17th April 2023)

It is an outside activity area operating during specified times during the day. Despite the reference to IEMA guidance, evidence based guidance for this is sparse which makes assessment and regulation I would suggest rather unnecessary in the context of a low noise nuisance risk.

It is therefore considered that any noise management would if necessary be effected through operational control and this is typically how they would deal with complaints in the unlikely event they were to arise.

CONSERVATION OFFICER (Dated 20th April 2023)

I confirm that altering the opening hours of the all weather playing areas will have no impact on the Conservation Area.

AIR QUALITY OFFICER (Dated 25th May 2023)

1 Summary of Comments

The proposed development is located outside the LBH Air Quality Management Area and approximately 100m from the Northwood West Focus Area, with the potential of increasing pollutant traffic emissions in this sensitive area.

As per the London Plan (GLA, 2021) and the LBH Air Quality Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas (or in their vicinity if affecting them), contributing to the reduction of emissions in these sensitive locations. As per the plan, 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. 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.

The Mayor of London has implemented the requirements to reduce PM2.5 concentrations to achieve the WHO interim target of 10ug/m3 through the London Plan and has placed a requirement on Local Authorities to reduce PM2.5 concentrations in their areas (London LAQM Policy 2019 Guidance: para 5.11. reads "Boroughs are expected to work towards reducing emissions and concentrations of PM2.5 in their areas"). The current proposal will be increasing pollutant traffic emissions due to the additional trip generation associated with the operation of the site on Sundays.

The proposed development is in the catchment area of a LBH Focus Area and therefore an appropriate level of mitigation is calculated using the Damage Cost Approach. The level of mitigation required associated with the operation phase of the proposed development for both pollutants of concern: NOx and PM2.5 amounts to a S106 contribution required of £14,378.

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 total level of mitigation required to the proposed variation for traffic emissions is £14,378. Once all deductions were applied, the remaining value of mitigation due is £12,222. Flat rate deductions applied are as follow: Travel Plan (15%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (0%), totalling a reduction of £2,157.

Therefore, if no further quantifiable mitigation is offered by the applicant, a section 106 agreement with the LAP of £12,222 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.

ACCESS OFFICER (Dated 3rd July 2023)

I have considered the detail of this planning application and consider this proposal to have no impact on accessibility.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy S5 of the London Plan (2021) states:
B) Development proposals for sports and recreation facilities should:
1) increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling
2) maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities
3) support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community or biodiversity.

Policy CI2 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:
4) Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.
B) Proposals for the provision of new community facilities will be supported where they:
i) are located within the community or catchment that they are intended to serve;
ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
iv) make provision for community access to the facilities provided.

This application seeks permission for the variation of Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411 to enable access by the community (alongside the school) within the following times:
- 09.00 to 21.00 Mondays to Fridays;
- 09.00 to 18.00 Saturdays;
- 10.00 to 16.00 Sundays; and
- No use on Bank Holidays.

The principle of the use of the all-weather sports surfaces in these locations has already been established by grant of planning permission under application reference 2082/APP/2007/1411, the only difference being that the pitches would be used for extended hours and by members of the community as well as the school. Community use of such facilities would provide a public benefit and is supported by Policy S5 of the London Plan (2021), Policy CI2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMCI 2 of the Hillingdon Local Plan: Part 2 (2020), as well as being supported by Sport England. The principle of the proposal is considered acceptable, subject to the detailed

consideration of all other material planning considerations.

7.02 Density of the proposed development

Not applicable to the consideration of the application.

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

ARCHAEOLOGY AND AREA OF SPECIAL LOCAL CHARACTER

Not applicable to the consideration of the application.

CONSERVATION AREA AND LOCALLY LISTED BUILDINGS

The site is designated within Green Lane Conservation Area and the buildings at the front (south-east) of the site, including the Old School, Sixth Form and Library, Wray Lodge and Vincent House, are locally listed.

Policy DMHB 3 of the Hillingdon Local Plan: Part 2 (2020) states that there is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

The above policies are supported by the NPPF (2021), Policy HC1 of the London Plan and Policy HE1 of the Hillingdon Local Plan: Part 1 (2012).

This application seeks permission for the variation of conditions to enable access by the community, alongside the school, during extended hours of access. As such, no physical development is proposed as part of this application. The Council's Conservation Officer has been consulted and has confirmed that the application would not have an impact on the Conservation Area or Locally Listed Buildings.

7.04 Airport safeguarding

Not applicable to the consideration of the application.

7.05 Impact on the green belt

Not applicable to the consideration of the application.

7.06 Environmental Impact

Not applicable to the consideration of the application.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards

and, incorporate principles of good design.

Matters relating to impact on the character and appearance of the area have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.08 Impact on neighbours

Policy D14 of the London Plan (2021) states that development proposals should avoid significant adverse noise impacts on health and quality of life. It also requires development proposals to mitigate and minimise 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.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that all development should not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

At present, the all-weather playing surfaces are only permitted to be used by the school between the hours of 09:00 and 18:00 on Mondays to Saturdays, and at no time on Sundays and Bank Holidays. This application seeks permission to amend Condition 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) to enable access to the all-weather playing surfaces by the community, alongside the school, during the following times:

- 09.00 to 21.00 Mondays to Fridays;
- 09.00 to 18.00 Saturdays;
- 10.00 to 16.00 Sundays; and
- No use on Bank Holidays.

This is a notable increase in hours of possible operation over the existing restrictive condition. Furthermore, the use of the premises by external clubs/local residents would intensify the use of the outdoor game areas.

Whilst Sport England's desire for the facilities to be made available for longer hours is acknowledged, it must be noted that the school is located in a predominantly residential area and is bounded by residential properties on all sides, albeit for the road which provides some separation distance between the school and properties directly opposite. Use of the outdoor facilities until 21:00 at night, in addition to associated late vehicle and pedestrian activity as users depart the site at this time, could give rise to unreasonable levels of noise and disturbance, which could affect residential amenity. Accordingly, it is considered that an appropriate balance must be struck between maximising the sporting use of the site and safeguarding residential amenity.

It is also noted that, in reality, the absence of floodlights at the school site would deem use until 21:00 impractical in any case for a significant portion of the year. It is noted that the information submitted references the submission of a separate application for floodlighting but it should be emphasised that this does not form part of the current application submission. This is a matter which would be considered in full as part of a separate application submission.

Notably, the Council has allowed for hours of use beyond 21:00 in residential areas. At the nearby Northwood School, Potter Street, the community use permitted in connection with application references 12850/APP/2014/4469 and 12850/APP/2013/1810 allows for hours of use until 22:00 on weekdays and 19:00 on weekends. Under the current application submission, the Council's Noise

Specialist has also advised that the proposed outside activity operating during the day has low noise nuisance risk.

It is noted that residents have raised concerns with regard to the use of the all weather playing surfaces in the evening hours. Specifically, there are concerns over shouting, whistling and use of megaphones. Officers appreciate that these are noises which are an inevitable product of sports. The information submitted notes that all community users would have to agree to a written code of conduct before using the school facilities. Notwithstanding, it is considered necessary and reasonable to secure a Noise Mitigation and Management Plan by condition prior to the use of the playing surfaces during evening hours. This should set out how organisers of sports at the school would operate in order to best reduce noise impacts during the evening hours.

Given the above considerations, subject to necessary planning conditions, the proposed extended hours of use would not be considered to pose an unacceptable impact on neighbouring residential amenity sufficient to support a robust reason for refusal in an appeal scenario.

7.09 Living conditions for future occupiers

Not applicable to the consideration of the application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The site is located on Maxwell Road. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2. This indicates that access to public transport is low and that there is a dependency on the private car for trip making to and from the site.

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

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

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

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

This application seeks permission to vary Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411 to change the permitted operating hours and use of the all-weather pitch.

Car Parking:

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Northwood College currently provides 43 no. car parking spaces within the bounds of the school.

It is noted that extracurricular activities would now be made available to the wider community for 7 days per week. The proposed extended hours of extracurricular activity from Monday to Friday (17:00 to 21:00) have been arranged so as not to overlap or interfere with normal weekday daytime school operations. Saturday periods of use are to remain as previously consented (09.00 to 18.00) whilst Sunday use would be between 10.00 to 16.00.

The applicant has submitted that the likely peak level of attendance related to the netball pitches, this being the most intensive use of the pitches, would generate 14 players per pitch. It has been estimated by way of census data, that in terms of modal share, up to 50% of patrons would travel to and from the site via private motor transport generating in the region of a 14 car attendances plus several associated with referees/organisers and typically nominal viewing attendees when both pitches are active. This level of demand would be within the available capacity of the on-site parking provision which totals 43 spaces and would cater for consecutive hour overlapping match attendee parking demand.

The 50% modal share is considered to be robust by the Council's Highways Officer as it would take into account car sharing, trips made by mini-bus and attendance by sustainable means such as walking and use of public transport.

A schedule of activities at the site has also been submitted as part of a Transport Statement Addendum document which accounts for all other activities that would take place on site, not just the activities that would take place in connection with the MUGAs / all-weather pitches. This includes the sports hall, swimming pool, tennis courts, sports field, fitness suite, dance studio and recital hall.

By combining the existing and proposed numbers, based on the assumptions that 66% travel by car, 50% of which car share, on a weekday between the hours of 5pm and 11pm, it is likely that the accumulation of parking spaces on site would only exceed the 43 spaces available once between the hours of 7pm and 8pm. It is also understood that the exceedance would not be significant, estimated to be only 1 parking space.

Based on the above considerations, the Council's Highways Officer concludes that the proposal, alongside other existing out of school hour uses, can be facilitated by the car parking provisions on site in combination with sustainable travel provisions. Any overspill onto the local highway network would be negligible. As such, the proposal is not considered have an unacceptable impact on highway safety or severe cumulative impact on the road network. As per paragraph 111 of the NPPF (2021), development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Officers do not consider a reason for refusal based on highway safety impact or residual cumulative impacts on the road network to be reasonable, robust or defendable in an appeal scenario.

Cycle Parking:

The school currently provides 18 cycle parking spaces at the site. No additional cycle parking is

proposed as part of this application.

Community Use Agreement:

An existing Community Use Agreement (CUA) has been submitted for a previous separate permission (2082/APP/2017/2086) on the school site. If recommended for approval, an updated Community Use Agreement would be secured by planning condition which directly applies to the subject All-Weather pitches.

Travel Plan:

An updated school travel plan based on one produced for the provision of a new science block (2082/APP/2019/4091 - Condition 16) has been submitted and takes into account the current proposal for the extended community use. If recommended for approval, a final detailed travel plan shall be secured by a Section 106 legal agreement.

Pick-Up and Drop-Off Strategy:

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

Servicing and Delivery:

Servicing and delivery arrangements are to remain as existing.

Summary

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

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

SECURITY

Matters relating to security have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.12 Disabled access

Policy D5 of the London Plan (2021) requires development proposals should achieve the highest standards of accessible and inclusive design.

The physical arrangement of the site has already been established as acceptable in accessibility terms under the original planning permission (ref. 2082/APP/2007/1411). The school site provides accessible toilet facilities within the Sports Hall. Changing room facilities are provided for the swimming pool but these would not be accessible to users of the sports pitches. A total of 2 no.

accessible car parking spaces are also provided within the school car park. For these reasons, the proposal is not considered contrary to Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of the application.

7.14 Trees, Landscaping and Ecology

TREES AND LANDSCAPING

Matters relating to trees and landscaping have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

ECOLOGY

The Haste Hill & Northwood Golf Courses and Northwood Cemetery Nature Conservation Site of Grade 2 importance is designated circa 150m to the south-west.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (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.

A Preliminary Ecological Appraisal has been submitted as part of the application. The report identifies that the buildings and tree close to the sports pitches are suitable for birds and bats. Mitigation measures would be required if floodlighting was proposed. As previously noted, the current application does not include floodlighting and therefore does not form part of the consideration of this application.

With regard to noise impacts on local ecology, it is noted that the noise environment is already inclusive of the school operation which includes the regular use of the sports pitches. As such, the proposal to extend the access of the pitches to the local community and extend the hours of use to the early evening is not considered to have a detrimental impact with respect to local ecology.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection.

The Transport Statement submitted confirms that there will be no change to the existing servicing and refuse collection arrangement as a result of these proposals.

7.16 Renewable energy / Sustainability

Matters relating to energy have already been established by grant of original permission and there has been no material change in site circumstances to suggest that the previous assessment is no longer valid.

7.17 Flooding or Drainage Issues

Matters relating to flood and water management have already been established by grant of original

permission and there has been no material change in site circumstances to suggest that the previous assessment is no longer valid.

7.18 Noise or Air Quality Issues

NOISE

Please see Section 07.08 of the report.

AIR QUALITY

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

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

The Northwood West Air Quality Focus Area is located a short distance to the west (circa 60m) and the Northwood East Air Quality Focus Area is located further away to the east (circa 700m). These are areas that exceed the EU annual mean limit value for nitrogen dioxide (NO2), have high human exposure and current planned measures are insufficient to resolve the poor air quality issues.

As confirmed by the Council's Air Quality Officer, the proposed development would contribute to the production of unacceptable pollutant emissions in the Northwood West Air Quality Focus Area and the Northwood East Air Quality Focus Area. Calculations undertaken by the Council's Air Quality Officer indicate that the development is not air quality neutral. Further, the proposed development is not air quality positive and the measures proposed are not sufficient to mitigate the total emissions.

The damage cost is calculated to equal £14,378 and is discounted by 15% in view of the proposed travel plan, equalling £12,222. If recommended for approval, this contribution would be secured by a Section 106 legal agreement, ensuring compliance with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning Obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure

requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

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

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

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

i) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

ii) Air Quality Contribution: A financial contribution equal to £12,222 shall be paid to the Council to address the air quality impacts of the proposed development.

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

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

In addition development with additional floor area would represent Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

The proposals do not include any additional floor area and as such the proposals are not liable to CIL.

7.21 Expediency of enforcement action

Not applicable to the consideration of the application.

7.22 Other Issues

SECTION 73 CONDITIONS

The original planning permission will continue to exist separate to the outcome of the application under section 73. The conditions imposed on the original permission still have effect unless they have been discharged. In granting permission under section 73 the local planning authority may also impose new conditions - provided the conditions do not materially alter the development that was subject to the original permission and are conditions which could have been imposed on the earlier planning permission. Decision notices for the grant of planning permission under section 73 should should set out all of the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect.

A number of conditions have been restated and amended and a number of conditions have not been restated as they no longer continue to have an effect.

8. Observations of the Borough Solicitor

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

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

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

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

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

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The principle of the use of the all-weather sports surfaces in this location has already been established by grant of planning permission under application reference 2082/APP/2007/1411, the only difference being that the pitches would be used for extended hours and by members of the community as well as the school. Community use of such facilities would provide a public benefit and is supported by regional and local plan policies. The proposal is supported in principle.

Officers are aware that the Council has allowed for hours of use beyond 21:00 in residential areas, including the nearby Northwood School, Potter Street, which allows for hours of use until 22:00 on weekdays and 19:00 on weekends. Under the current application submission, the Council's Noise Specialist has also advised that the proposed outside activity operating during the day has low noise nuisance risk. Notwithstanding, it is considered necessary and reasonable to secure a Noise Mitigation and Management Plan by condition prior to the use of the playing surfaces during evening hours. This should set out how organisers of sports at the school would operate in order to best reduce noise impacts during the evening hours. Subject to such a condition, the proposed extended hours of use would not be considered to pose an unacceptable impact on neighbouring residential amenity sufficient to support a robust reason for refusal in an appeal scenario.

A schedule of activities at the site has also been submitted as part of a Transport Statement Addendum document which accounts for all other activities that would take place on site, not just the activities that would take place in connection with the MUGAs / all-weather pitch. This includes the sports hall, swimming pool, tennis courts, sports field, fitness suite, dance studio and recital hall. Taking this into consideration, the Highway Authority conclude that the proposal, alongside other existing out of school hour uses, can be facilitated by the car parking provisions on site in combination with sustainable travel provisions. Any overspill onto the local highway network would be

negligible. As such, the proposal is considered to have an acceptable highway safety and would not have a severe cumulative impact on the road network. Officers do not consider a reason for refusal based on highway safety impact or residual cumulative impacts on the road network to be reasonable, robust or defendable in an appeal scenario.

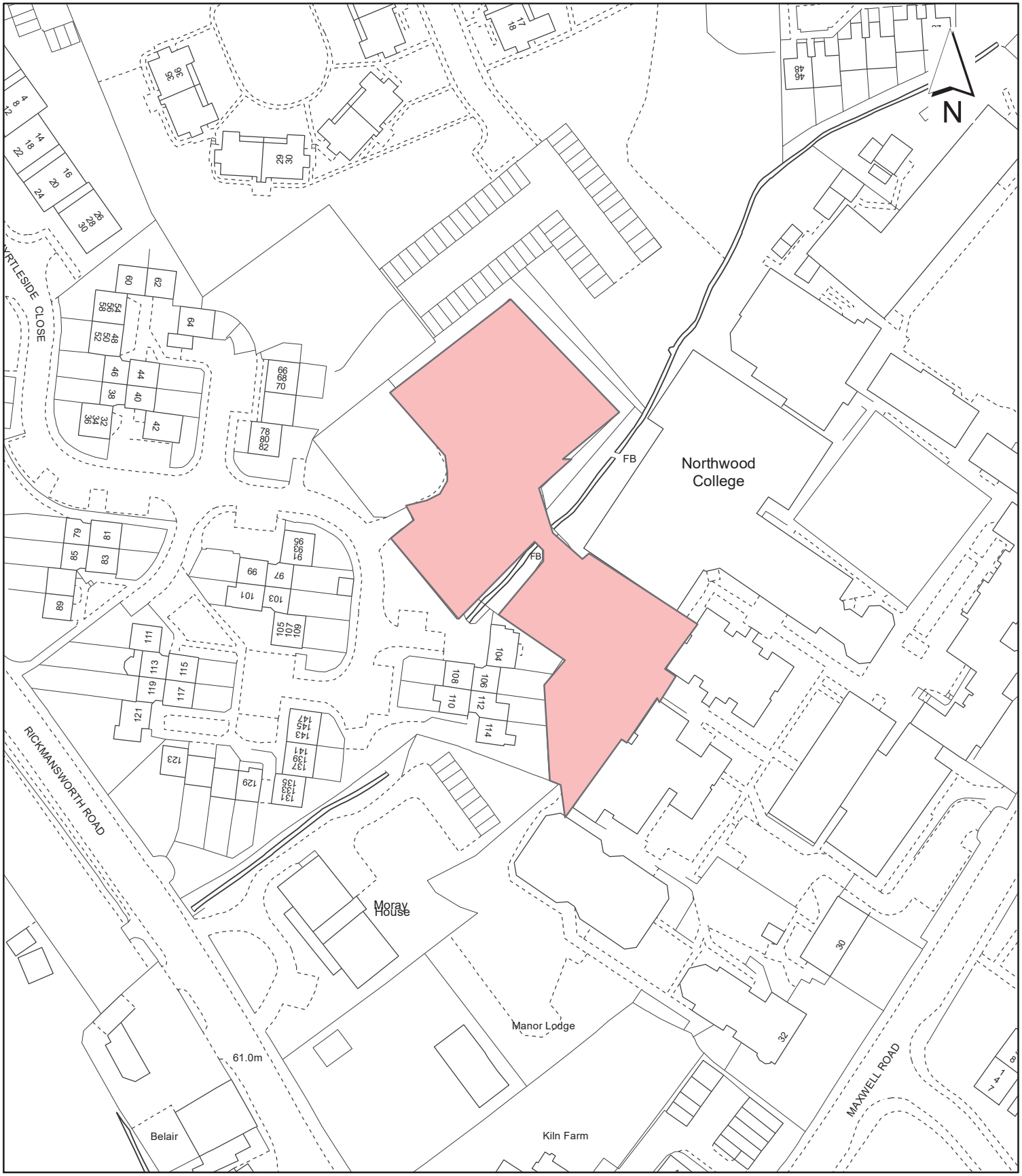
Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste and noise. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole.

Subject to planning conditions and legal agreement, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (July 2021)
The London Plan (March 2021)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)
London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)

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



Notes:

Site boundary

For identification purposes only.

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Site Address:

Northwood College Educational Foundation, Maxwell Road

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

Planning Application Ref:
2082/APP/2023/516

Scale:
1:1,250

Planning Committee:
Major

Date:
July 2023

HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:	BEACHES YARD HORTON ROAD YIEWSLEY
Development:	Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.
LBH Ref Nos:	75221/APP/2022/2968
Drawing Nos:	11361.S Rev. 1 Air Quality Assessment (Dated 23rd August 2022) CL-5845-RPT-003 V1.1 IFP Safeguarding (Dated 19th August 2022) BREEAM Report (Dated August 2022) Contextual Visualisation (Dated 22nd September 2022) Fire Statement Rev. 01 (Dated 21st September 2022) 11361 Noise Assessment (Dated 21st September 2022) 10459 Planning and Heritage Statement (Dated September 2022) Capacity Check Report (Dated 6th September 2022) 21.0228.0002.004.F0 Biodiversity Net Gain Assessment (Dated 23rd September 2022) 21.0228.0001.F1 Rev. 1 Ecological Impact Assessment (Dated 23rd September 2022) 21.0228.0002.006.F0 Urban Greening Factor Assessment (Dated 23rd September 2022) DA15689-00 Detailed Unexploded Ordnance (UXO) Risk Assessment (Dated 25th May 2022) PA15689-00 Preliminary UXO Risk Assessment (Dated 11th May 2022) P4398J2568 Appendix 1 to 5 (Dated July 2022) P4398J2568 Appendix 1 to 5 (Dated May 2022) P4398J2568/TE V1.1 Stage 1 - 4 Basement Impact Assessment Report (Dated 24th October 2022) 6969 Active Travel Zone Technical Note (Dated 25th November 2022) P4398J2568/te v1.3 Remedial Strategy and Verification Plan (Dated September 2022) P4398J2568/TE v1.1 Geo-environmental & Geotechnical Assessment Ground Investigation Report (Dated September 2022) P4398J2568/TE V1.1 Desk Study/Preliminary Risk Assessment Report (Dated 26th September 2022) Energy & Sustainability Statement V3 (Dated 12th January 2023) 002 Rev. 01 Existing Site Plan TH 3134 B Rev. B Arboricultural Impact Assessment Method Statement & Tree

Protection Plan (Submitted 24th March 2023)

P4398JJ2568 v4.0 Flood Risk Assessment and SuDS Strategy (Dated 18th April 2023)

008 Rev. 07 Proposed Basement Plan

005 Rev. 04 Proposed First Floor Plan

006 Rev. 04 Proposed Second Floor Plan

007 Rev. 05 Proposed Roof Plan

001 Rev. 04 Site Location Plan

003 Rev. 06 Site Layout Plan

004 Rev. 10 Proposed Ground Floor Plan

6969.001 Rev. I Proposed Access Arrangements

6969.002 Rev. J Autotrack Swept Path Analysis

6969.012 Rev. C Proposed Access Arrangements

6969/TAA Issue 07 Transport Assessment Addendum (Dated May 2023)

6969/TAA Issue 07 Transport Assessment Addendum Drawings (Dated May 2023)

6969/TAA Issue 07 Transport Assessment Addendum Appendices (Dated May 2023)

Response to Highway Consultee Note (Dated 6th June 2023)

101 Rev. 06 Proposed West and East Elevation

103 Rev. 02 Proposed Long Section

104 Rev. 02 Proposed Cross Section

102 Rev. 06 Proposed South and North Elevation

Date Plans received:	26-09-2022	**Date(s) of Amendments(s):**	02-11-2022
			08-06-2023
Date Application valid	10-10-2022		26-09-2022
			24-10-2022

1. SUMMARY

This application seeks permission for the redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). This assessment identified three existing yards within the borough, including the application site, and modest need for new yards. This is based on the existence of three yards and the assumption that the households/individuals want to remain within the borough. The application provides updated information to suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has

reduced since 2017. Noting this, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan. On this basis, the loss of the site for Travelling Showpeople use is accepted.

The proposed warehouse facility is an appropriate use within a Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The proposed office floorspace will be ancillary to the primary use and is therefore considered acceptable in principle.

Paragraph 81 of the National Planning Policy Framework (2021) states that significant weight should be placed on the need to support economic growth and productivity. The information submitted indicates that the proposal would generate 40 full time jobs. Although not specifically addressed in the submission, it is also understood that the development would generate construction jobs and additional income through business rates.

Amendments have been secured in respect of the design of the building, landscaping and width of the road to provide access to the site. As a consequence, the proposal is considered to sufficiently harmonise with the character of the area and provide sureties that any larger HGV arriving to or departing from the site would not compromise the safety of highway users.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on the character of the area, neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the Development Plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Section 106 legal agreement.

2. RECOMMENDATION

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

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

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 10 shall form a cash in lieu contribution to the Council in accordance with Policy SI2 of the London Plan (2021) at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. .

ii) Air Quality Contribution: A financial contribution amounting to £330,038 shall be paid to address the air quality impacts of the proposed development.

iii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iv) Servicing and Delivery Plan: A £64,000 contribution for the Council to employ an Officer to actively monitor the Delivery and Servicing Plan (secured by Condition 19) to ensure compliance and report non-compliance to the Council's Planning Enforcement Team.

v) Active Travel Zone Improvement Works Contribution: A financial contribution amounting to £159,315 shall be paid to the Council for the implementation of active travel zone improvement works.

vi) Highways Works: Section 278 agreement to secure highway works, including alterations to the junction between the unadopted road and Horton Road, adjoining Beaches Yard.

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

viii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resultant agreement.

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

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

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

'The applicant has failed to secure Section 106 planning obligations required as a consequence of demands created by the proposed development (in respect of carbon offsetting, air quality mitigation, travel planning, servicing and delivery, highways improvements for mitigation, S278 highways works, employment strategy, construction training, project management and monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 54-57 of the National Planning Policy Framework (2021).'

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

1. COM3 **Time Limit**

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

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

2. COM4 **Accordance with Approved Plans**

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

003 Rev. 06 Site Layout Plan;
008 Rev. 07 Proposed Basement Plan;
004 Rev. 10 Proposed Ground Floor Plan;
005 Rev. 04 Proposed First Floor Plan;
006 Rev. 04 Proposed Second Floor Plan;
007 Rev. 05 Proposed Roof Plan;
101 Rev. 06 Proposed West & East Elevation;
102 Rev. 06 Proposed South and North Elevation;
103 Rev. 02 Proposed Long Section;
104 Rev. 02 Proposed Cross Section;

and shall thereafter be retained/maintained for as long as the development remains in existence.

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

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

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

6969/TAA Issue 07 Transport Assessment Addendum Appendices (Dated May 2023);
6969/TAA Issue 07 Transport Assessment Addendum Drawings (Dated May 2023);
6969/TAA Issue 07 Transport Assessment Addendum (Dated May 2023);
Energy & Sustainability Statement V3 (Dated 12th January 2023);
P4398J2568/TE V1.1 Desk Study/Preliminary Risk Assessment Report (Dated 26th September 2022);
P4398J2568/TE v1.1 Geo-environmental & Geotechnical Assessment Ground Investigation Report (Dated September 2022);
P4398J2568/te v1.3 Remedial Strategy and Verification Plan (Dated September 2022);
11361 Noise Assessment (Dated 21st September 2022); and
P4398JJ2568 v4.0 Flood Risk Assessment and SuDS Strategy (Dated 18th April 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 **Restrict Enlargement of B8 Use Buildings**

Notwithstanding the provisions of Part 7, Schedule 2 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 shall not be extended.

REASON
To enable the Local Planning Authority to assess all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

5. NONSC **Restrict Addition of Internal Floorspace**

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

6. NONSC **Use Class Restriction - Data Centre Prohibited**

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development hereby approved shall not be used as a data centre.

REASON
To enable the Local Planning Authority to assess all the implications of the development and to ensure compliance with the Development Plan, including any impact on carbon emissions and air quality, to accord with Policies SI 1 and SI 2 of the London Plan (2021) and Policies DMEI 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).

7. NONSC **Ancillary Office Floorspace**

The second floor office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the warehouse facility.

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development and to avoid triggering paragraph 87 of the National Planning Policy Framework (2021) to apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.

8. NONSC **Noise Levels**

For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

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

9. NONSC **Construction Management and Logistics Plan**

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

The CLP and 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) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
(ix) 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. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).
(x) 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;
(xi) 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;
(xii) 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/;
(xiii) an asbestos survey and management plan
(xiv) the arrangement for monitoring and responding to complaints relating to demolition and construction; and
(xv) details of cranes and other tall construction equipment (including the details of obstacle lighting).

and, for the avoidance of doubt:

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

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

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

10. NONSC **Energy Monitoring, Recording and Reporting**

Prior to commencement of development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (Policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the 102.2% saving in CO2 emissions from the regulated energy load in accordance with the energy strategy (Energy & Sustainability Statement V3 (Dated 12th January 2023)).

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

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

11. NONSC **Materials**

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

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

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

12. NONSC **Electric Vehicle Charging Provision**

Prior to commencement of basement works, details of the basement car park and ground floor loading bays shall be submitted to and approved in writing by the Local Planning Authority. This shall include details to confirm that:-
- 8 no. car parking spaces are served by active fast charging infrastructure; and
- All 4 no. loading bays are served by rapid vehicle charging points for freight vehicles.

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

REASON
To ensure that the development secures appropriate provision for electric or other Ultra-Low Emission vehicles, in accordance with Policies T6, T6.2 and T7 of the London Plan (2021).

13. COM9 **Landscape Scheme**

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

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

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Means of enclosure/boundary treatments
2.c Car Parking Layouts
2.d Hard Surfacing Materials
2.e External Lighting
2.f Other structures including accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

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

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

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

7. Other
7.a Existing and proposed functional services above and below ground
7.b Proposed finishing levels or contours

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

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

14. NONSC **Ecological Enhancement Plan**

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

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

15. NONSC **Bird Hazard Management Plan**

Prior to the commencement of above ground works, a robust results-based Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence and Heathrow Airport Limited. The BHMP should contain but not be limited to:
- Procedures and a schedule intended to ensure that breeding gulls are not supported by or attracted to the site and that any successful breeding is prevented.
- An assessment of bird strike risk at the site, to include species data and numbers.
- A monitoring schedule which includes details of means of access to all roofs.

- A checklist of measures that would be taken to address problems that may arise.

The site shall be managed strictly in accordance with the details set out in the Bird Hazard Management Plan for the life of the development.

REASON
In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

16. NONSC **Sustainable Drainage Scheme Details**

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design shall be submitted to and approved in writing by the Local Planning Authority. This shall include drawings and supporting calculations, in accordance with document reference 'P4398JJ2568 v4.0 Flood Risk Assessment and SuDS Strategy (Dated 18th April 2023)' 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.

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

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

17. NONSC **Sustainable Drainage Scheme Verification**

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

18. NONSC **Cycle Parking Details**

Prior to first operation of the development, details of the cycle parking to provide space for 38 no. bicycles shall be submitted to and approved in writing by the Local Planning Authority. This detail should be ensure that cycle parking is designed in line with the standards identified within London Cycle Design Standards (LCDS).

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

REASON
To ensure that the development secures appropriate cycle parking provision, in accordance with Policy T5 of the London Plan (2021).

19. NONSC **Delivery and Servicing Plan**

Prior to the first operation of the development, a final comprehensive Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan should demonstrate:-
i) That arrival and departure of HGVs to and from the site shall not take place at the same time to avoid conflict and highway safety issues;
ii) That arrival and departure of HGVs to and from the site shall not take place at the same time as arrival and departure of highway users associated with football events taking place at Uxbridge Football Club;
iii) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
iv) ensure there is provision of adequate loading facilities;
v) ensure that the delivery space and time is actively controlled through a site booking plan;
vi) Provide details of measures which will be implemented to reduce neighbourhood impacts; and
vii) Accordance with Transport for London's Delivery and Servicing Plan Guidance.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

Thereafter the development shall be operated in full accordance with the approved details.

REASON
To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020) and Policy T7 of the London Plan (2021).

20. NONSC **Parking Management Plan**

Prior to the first operation of the development, a Parking Management Plan which details the parking management control measures on the western side of the access road shall be submitted to and approved in writing by the Local Planning Authority. The details should demonstrate that parking should not readily occur on the western side of the access road and that there are effective and enforceable management processes to prevent such parking if it does occur.

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

REASON
To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T4 of the London Plan (2021).

21. NONSC **Fire Statement**

Prior to above ground level works, a Fire Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Fire Strategy shall include any necessary design changes to provide the required protected access to the firefighting shaft. The development shall thereafter be completed in accordance with the approved Fire Strategy.

REASON
To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

22. NONSC **Secured by Design**

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

REASON
In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

23. NONSC **Low Emission Strategy**

Prior to the first operation of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

i) Compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.

ii) Implementation of a fast electric vehicle charging bay for cars, and rapid charging provisions for freight vehicles.

iii) Update the proposed Travel Plan to make it more 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.

iv) Avoid, whenever possible, urban areas including Air Quality Focus Areas.

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 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

24. NONSC **Non-Road Mobile Machinery**

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

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

25. NONSC **Contaminated Land**

(i) All works which form part of the approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping 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 results of this testing shall be submitted 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.

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. 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.

3. I72 **Section 106 Agreement**

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

4. I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

5.

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

6. 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.

7.

Groundwater:

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

Surface Water Drainage:

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 the Thames Water website.

8.

Bird Hazard Management Plan:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be

necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

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

Airside_Works_Approvals@heathrow.com

9.

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

10.

If possible, it is advised that the applicant explores options to remove the on-street car parking on the western side of the unadopted road adjoining the site and accessed off Horton Road. If it is purchased by the applicant, the on-street parking can be removed and any unlawful parking can be enforced against privately. This would increase the area of useable road for vehicles accessing the site.

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination

DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP 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 G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure

LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a rectangular plot of land sited to the north and east of Horton Road, at the northern edge of and within the Strategic Industrial Location (SIL) near Hayes Town Centre, and to the south-west of Stockley Park Golf Club, which is a Grade II Listed Registered Park and Garden and forms part of the Green Belt. Immediately to the north and east of the site is an area of tall and established trees, which form a visual buffer between the open landscape of the golf course to the north and the built-up areas, including the SIL, to the south. There are numerous structures of various sizes in the surrounding area, mostly consistent with the SIL designation consisting of industrial uses, however it is noted that there are some residential properties nearby to the south-west on the norrth side of Horton Road.

The site itself has been apportioned into two parcels, which function as separate units, with the northern half used for the storage of vehicles and the southern half used as a yard and place of residence for travelling showpeople. The southern half includes some single-storey permanent structures, static homes and caravans, whilst the northern half appears to consist of open hardstanding.

3.2 Proposed Scheme

This application seeks permission for the redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) with ancillary office space, to total 7,071m2 gross internal area (GIA). The development would include 4 no. HGV loading and servicing bays, 45 no. car parking spaces, 38 no. cycle parking spaces, access arrangements, landscaping and associated infrastructure.

3.3 Relevant Planning History

Comment on Relevant Planning History

It is understood that planning permission was approved in 1984 for: "Erection of a 4,000 sq.ft workshop in connection with use of site for repair, maintenance and breaking of motor, fairground equipment and standing of five residential caravans". The first part of this permission (erection of a workshop) was not implemented. The northern part of the site is currently used for the parking of vehicles associated with a courier service company. The second part of this consent has been implemented and establishes a residential use at the site.

4. Planning Policies and Standards

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

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

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

The National Planning Policy Framework (NPPF) (2021), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations, discussed below.

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.E1 (2012) Managing the Supply of Employment Land

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMCI 7 Planning Obligations and Community Infrastructure Levy

DME 1 Employment Uses in Designated Sites

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMEI 10 Water Management, Efficiency and Quality

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

DMEI 2 Reducing Carbon Emissions

DMEI 6 Development in Green Edge Locations

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMHB 1 Heritage Assets

DMHB 10 High Buildings and Structures

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 4 Conservation Areas

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP D11 (2021) Safety, security and resilience to emergency

LPP D12 (2021) Fire safety

LPP D13 (2021) Agent of change

LPP D14 (2021) Noise

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D8 (2021) Public realm

LPP D9 (2021) Tall buildings

LPP E4 (2021) Land for industry, logistics and services to support London's economic function

LPP E5 (2021) Strategic Industrial Locations (SIL)

LPP E7 (2021) Industrial intensification, co-location and substitution

LPP 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 G7 (2021) Trees and woodlands

LPP HC1 (2021) Heritage conservation and growth

LPP SI1 (2021) Improving air quality

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP SI3 (2021) Energy infrastructure

LPP SI4 (2021) Managing heat risk

LPP SI5 (2021) Water infrastructure

LPP SI6 (2021) Digital connectivity infrastructure

LPP T1 (2021) Strategic approach to transport

LPP T2 (2021) Healthy Streets

LPP T3 (2021) Transport capacity, connectivity and safeguarding

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.2 (2021) Office parking

LPP T6.5 (2021) Non-residential disabled persons parking

LPP T7 (2021) Deliveries, servicing and construction

LPP T8 (2021) Aviation

LPP T9 (2021) Funding transport infrastructure through planning

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF13 NPPF 2021 - Protecting Green Belt Land

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

NPPF2 NPPF 2021 - Achieving sustainable development

NPPF4 NPPF 2021 - Decision-Making

NPPF6 NPPF 2021 - Building a strong, competitive economy

NPPF9 NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **16th November 2022**

5.2 Site Notice Expiry Date: **7th November 2022**

6. Consultations

External Consultees

A total of 44 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 16th November 2022. No comments from residents have been received.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

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

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

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.

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.

HEATHROW AIRPORT LTD

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan
Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information
The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

We would also make the following observation:

Cranes
Given the nature of the proposed development it is possible that a crane may be required during its

construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

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

Airside_Works_Approvals@heathrow.com

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

The site is not within an Archaeological Priority Area and is on infilled quarry land.

No further assessment or conditions are therefore necessary.

MINISTRY OF DEFENCE (MoD)

This is a full application for redevelopment of the site to provide a flexible warehouse facility approx. 16m in height. The development will also include landscaping such as, a solar and low maintenance green roof, biodiverse planting, and green wall.

The application site occupies the statutory safeguarding zones surrounding RAF Northolt. In particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome and is approx. 5.3km from the centre of the airfield at RAF Northolt.

Aerodrome Height
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.

There are no aerodrome height safeguarding objections with the proposals.

Birdstrike

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

The development proposes a sawtooth solar roof and a green roof, with a green wall and biodiverse planting. This has the potential to attract and support hazardous breeding large gulls which is a risk to aviation safety.

After reviewing the application documents provided, the MOD maintains, subject to the inclusion of the conditions set out below in any consent issued, no objection to the proposal.

No development shall take place until a robust results-based Bird Hazard Management Plan (BHMP) has

been submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MOD). The BHMP should contain but not be limited to:
- An assessment of bird strike risk at the site, to include species data and numbers.
- A monitoring schedule which includes details of means of access to all roofs.
- A checklist of measures that would be taken to address problem species including large gulls breeding.

Reason
To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's documents titled 'Design and Access Statement', 'Landscape Plan' and 'Roof Layout' dated September 2022. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

It is important that the conditions requested in this response are included in any planning permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas, if Hillingdon Borough Council decides to grant planning permission contrary to our advice, then we must be notified 28 days prior to a decision being made.

TRANSPORT FOR LONDON (Dated 9th November 2022):

TfL have reviewed the submitted material, and have the following comments to make on the application:

Healthy Streets and Vision Zero

All developments should deliver against the Mayor's Healthy Streets criteria, in line with Policy T2 of the London Plan. The submitted Transport Assessment does not provide any detail on how the proposed development will deliver against the Mayor's Healthy Streets criteria.

The Mayor's Transport Strategy (MTS) sets out the aim, which is then echoed in Policy T1 of the London Plan, that 80 per cent of all journeys will be made by walking, cycling or public transport. The MTS also sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's Transport network. The modal split presented in the submitted Transport Assessment is not in line with the Mayor's strategic mode shift target, indicating that the majority of journeys will be made by car. The applicant should focus on measures that they can implemented to support achieving a modal shift at this site, in line with Policy T1.

To support achieving a strategic modal shift, it should be ensured that routes to key trip attractors, such as the bus stop(s) and railway stations, are of a high quality and attractive at all times of the day. It is noted that the applicant has undertaken a Healthy Streets Active Travel Zone (ATZ) assessment. Although it is not entirely in line with TfL's guidance, it is noted that the applicant has identified areas of improvements which can be made along these routes. Noting the industrial nature of the area, a night-time ATZ would be appropriate, particularly should the site be operating shift patterns. Further conversations with the relevant highway authority should take place about intended mitigation.

Please could additional information be provided on the operation and function of the proposed

development. From the information provided, it appears that the main focus of the proposal is on HGV movement to and from the site. HGVs carry greater road safety risks, and as highlighted in the Mayor's Freight Action Plan, vans and HGVs are responsible for a large proportion of road transport emission. Policy T7 of the London Plan states that 'Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and

1. Reduce road danger, noise and emissions from freight trips
2. Enable sustainable last-mile movements, including by cycle and electric vehicle
3. Deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services)

Further information, and where appropriate changes and/or mitigation measures secured, to ensured that the proposed development complies with Policy T7 and the objectives of the Mayor's Freight and Servicing Action Plan.

The Mayor's Vision Zero Strategy, which is at the forefront of the Mayor's Transport Strategy, sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. As highlighted in the Mayor's Freight and Servicing Action Plan, the greatest number of collisions involving good vehicles in London is among people walking, followed by people cycling and riding a motorcycle. The submitted Transport Assessment identified that there was a road accident in front of the site on Horton Road. Consideration should be given to the measures that could be implemented to improve road safety in this location, noting the increase in HGV movement.

Noting the sites proximity to Uxbridge Football Club, what measures will be implemented to ensure that there is no conflict between the different modes that would access the Football Club, particularly on match day?

Noting the proposed HGV use of the site, the applicant should ensure that they are aware of, and adhere to the Direct Vision Standard. More detail on the Direct Vision Standard can be found on the following webpage: https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles

Development Impact

The applicant has provided a multi-modal trip generation assessment. There is a concern that a robust assessment has not been undertaken, in line with Policy T4, and that the impact of the proposed development is being underestimated. Within the submitted Transport Assessment, it appears that two TRICS assessments have been undertaken - one of sites within London and then one for sites within the South East, with the surveys being taken from 2014-2018. It is not clear why the two assessments were undertaken, and how they link to the trip rates figures presented in Table 5.1. Clarity on the trip generation methodology is therefore required. In addition, can clarity be provided on the operational hours of the proposed development. Further comments on this matter will follow once clarifications on the aforementioned points has been provided.

Subject to this revised assessment, contributions towards mitigating the impact of the proposed development may be required in line with Policy T4 of the London Plan.

Parking

Cycle

34 cycle parking spaces is proposed. 28 of these spaces are located within the basement, and four within the public realm adjoining the site's pedestrian entrance. Whilst the quantum of long-stay cycle parking is in line with the minimum standards identified with Policy T5, at least eight short stay cycle parking should be provided.
Ensuring high-quality cycle parking provision is key to supporting an uptake in this mode and supporting the Mayor's strategic modal shift, as referenced within Policy T1 of the London Plan. Policy T5 makes reference to London Cycle Design Standards (LCDS), however based on the information is does not appear that these standards are being achieved at this site. Key areas of non-compliance can be summarised as:

- It does not appear that any provision is being made for larger and adapted cycles.

- There is a concern that some of the cycle parking will be inaccessible, particularly if a car is occupying the parking spaces.

- From the plans provided, it appears that all cycle parking takes the form of Sheffield stands, which is welcomed. The spacing between the Sheffield stands is 0.6m. As identified within LCDS, Sheffield Stands at standard spacing should be 1.2m (preferred) or 1.0m (minimum).

- It is understood that cycle parking is accessed via the one lift? What happens when this lift breaks down? Furthermore, it must be ensured that at the lift dimensions are in line with LCDS which states that to accommodate all types of cycle, lifts should have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm.

The applicant should ensure that end of user facilities - such as changing rooms, lockers and shower facilities - are provided. It is also recommended that cycle repair facilities are provided on site.

Car

The applicant is proposing 30 vehicle parking spaces (including four disabled person parking spaces), located in the basement of the proposed building. It is understood that there will be separate lifts for vehicles leaving and entering the site.

As identified in Policy T6.2, car parking provision at Use Classes Order B2 (general industrial) and B8 (storage and distribution) employment uses should have regard to the office parking standards identified in Table 10.4. With this in mind and noting that the site is within an Outer London Opportunity Area, in line with Policy T6 of the London Plan the maximum quantum of parking that should be provided at this site is 12 spaces. As such, a reduction in the quantum of parking is required.

The applicant is proposing to provide four disabled person parking spaces, all of which are located within the basement. In line with Policy T6.5, 5 per cent of total parking provision should be disabled person parking space, with a further five per cent being enlarged bays.

Please can the applicant provide further information on how the proposed car lifts will work for those with disabilities? In addition, what is the contingency should the car lifts break down?

Four HGV loading bays is proposed. Please could the applicant identify how this quantum was arrived at?

Delivery and Servicing

It is understood that delivery and servicing for the proposed development will take place on-site, which is in line with Policy T7 of the London Plan. It is understood that there will be a turn table provided within the proposed HGV loading bay, which will mean that developments will be able to enter and exit the site in a forward gear.

A framework Delivery and Servicing Plan has been submitted to support this application. It is noted that within this document, the applicant has stated that 'each occupant will be encouraged to ensure that the deliveries made to their unit are undertaken using vehicles registered at FORS'. TfL would encourage a stronger commitment to FORS.

In line with Policy T7, a full Delivery and Servicing Plan should be secured through condition.

Construction

TfL will need assurances that the construction of the proposed development will not be impact on bus services operating along Horton road, in line with Policy T3 of the London Plan. In line with Policy T7, a full Construction Logistics Plan (CLP) should be secured through condition.

Travel Plan

A framework Travel Plan has been submitted to support this application. The mode shift targets presented in the Travel Plan do not align with the Mayor's strategic mode shift target, as such should be revised. Additional measures to support achieving these targets are likely to be required.

A full Travel Plan should be secured through the appropriate mechanism.

To conclude, the quantum of car parking at this site does not accord with the standards identified within Policy T6 and should be reduced. An increase in the quantum of short-stay cycle parking, and improvements to the quality of cycle parking is also required in line with Policy T5. There is a concern that the presented trip generation assessment is resulting in an underestimation of the impact that the proposed development is having on the surrounding transport network. The applicant should demonstrate how the proposed development is in line with Policy T7.

TRANSPORT FOR LONDON (Dated 10th January 2023):

Healthy Streets and Vision Zero

The applicant has undertaken an Active Travel Zone (ATZ) assessment which is welcomed. Within the ATZ, a number of improvements have been identified including providing street lighting, street planting and landscaping. A contribution towards delivering the improvements, such as the provision of street lighting, identified within the submitted ATZ should be secured through the appropriate mechanism.

In TfL's previous comments, a request was made for further information to be provided on the operation and function of the proposed development to enable an assessment against Policy T7. From the information provided, it is still not clear how the development fully complies with Policy T7.

The applicant is seeking to formalise access to the site into access, from the private access road, which is to be used by HGVs. Cars and pedestrians/cyclists will use the separate access. They are also seeking to provide double yellow lines on both sides of the private access road and indicated that they are willing to negotiate with relevant bodies to provide street lighting along the private access road. It has been considered by the applicant that these measures will improve safety and ensure that the development is in

line with both of the Mayor's Healthy Street and Vision Zero requirements.

Consideration should also be given to implementing measures such as ensuring that vehicles only accessing this site achieve a particular safety rating i.e. FORS Gold or 5* DVS. As highlighted in the Mayor's Freight Action Plan, HGV movement carry greater road safety risk and are responsible for a large proportion of road transport emission, and this development will generate a higher level of HGV movement to and from this site.

The swept path analysis included within the Appendix of the updated Transport Assessment provided for the site shows that HGVs will encroach on the other side of the road when entering and exiting. There is a concern that there could be conflict between two vehicles. What will happen should there be another vehicle located on this side of the road waiting to leave?

The swept path analysis also indicates that there will be encroachment on the footpath, as shown in the below diagram.

Conflict between different modes is contrary to the Mayor's Vision Zero approach. Further thought on this matter, with appropriate design and management measures implemented, is required.

From the information provided, it is not clear how the proposed development will be enabling sustainable last-mile movements as required by Policy T7, including by cycle and electric vehicles. Further detail should be provided on this.

Development Impact

The applicant has provided an updated multi-modal trip generation assessment. This assessment concludes that the proposed development will generate a total of 284 vehicle trips per day, which is a net increase in 92 trips. The Council, as highway authority for the surrounding roads, should determine whether this will cause an adverse impact on the highway network. It is, however, considered that the proposed development will not cause an adverse impact on the strategic highway network.

Parking

Cycling

28 long-stay cycle parking spaces and 8 short-stay cycle parking spaces are proposed. This quantum complies with the minimum standards identified within Policy T5.

It is noted that cycle parking is now located within their own store, accessed directly off of the private road, rather than within the car parking area as previously presented.

Four of the proposed cycle parking spaces appear to be suitable to accommodate larger and adapted cycles. The spacing of the other Sheffield stands appears to be at 1.2m, which is welcomed. It should be ensured that the access aisle width is in line with the minimum width identified in Figure 8.1 of Chapter 8 of LCDS, which for ease of reference has been copied below:

It is noted that the applicant has stated that the lift to the basement will be provided in line with London Cycle Design Standards (LCDS).

The applicant has identified a bicycle repair area on the updated plans and stated that a changing room and showers will be made accessible. The provision of such facilities are welcomed, and should be

secured through the appropriate mechanism.

Car Parking

It is understood that 29 car parking spaces are now proposed, which represents a reduction of one space from the previously proposed quantum of 30. Whilst the reduction is welcomed, the quantum of parking provision at this site is still contrary to Policy T6.2 which indicates that a maximum of 12 parking spaces should be provided.

The applicant themselves have identified that the site is ideally located for access via public transport, walking or cycling. As such, the focus for workers at this site should be on active travel rather that of private vehicle.

The modal split indicates that 54% of trips to and from this site will be via private vehicle. This modal split does not accord with the Mayor's strategic mode shift target, as detailed in Policy T1 of the London Plan. A reduction in the quantum of car parking, with users of the site accessing it via means of sustainable and active travel, can support in achieving a modal shift at this site and the targets identified within the submitted Travel Plan.

It is noted that the applicant has stated that should one of the vehicle lifts not be operational, the operational lift will be used for both in and out movements. Vehicle movement will also be overseen by employees of the site.

Electric vehicle charging provision should be provided in line with London Plan standards.

Delivery and Servicing

An amended Delivery and Servicing Plan (DSP) has been submitted. Delivery and servicing is to take place on site, which is in line with Policy T7. Refuse collection will take place at the rear of the site near to the loading bay. Delivery and Servicing activity must not impact on the safety and function of the adjoining bus stop.

TfL still encourages a stronger commitment to FORS from this development. As highlighted above, consideration should be given to implementing measures such as ensuring that vehicles only accessing this site achieve a particular safety rating i.e. FORS Gold or 5* DVS.

A full DSP should be secured through condition in line with Policy T7.

Construction

A Construction Logistics Plan (CLP) should be secured through condition. This must detail how the function and operations of the adjoining bus stop, and safe and convenient access to it, will be retained throughout the construction period in line with Policy T3.

Travel Plan

An amended Travel Plan has been submitted. It must be ensured that the targets contained within the Travel Plan support the delivery of the Mayor's strategic mode shift target, as detailed in Policy T1. It is noted that five years following the implementation of the development the applicant is seeking to reduce the number of trips made by private vehicle from 63% to 32%. Whilst this reduction is welcomed, further measures and targets will be required to ensure that the Mayor's strategic mode shift target is achieved at

this site.

TRANSPORT FOR LONDON (Dated 23rd March 2023):

Healthy Streets and Vision Zero

As highlighted previously, a contribution towards delivering improvements to the active travel environment should be secured through the appropriate mechanism, in line with Policy T2. It is understood that Hillingdon Highways has requested a contribution towards delivering highway improvements identified within the submitted ATZ assessment.

Whilst it is noted that the applicant has stated that they have undertaken amendments to the site access to facilitate HGV access at this site, the swept path analysis provided within the updated Transport Assessment and Addendum still shows that there could be conflict should two HGVs be seeking to enter and exit the site at the same time. The applicant should ensure that appropriate management measures, detailed within the DSP and/or Operational Management Plan, are implemented to avoid this situation. The swept path analysis for the 7.5t Box Van also looks tight in certain locations.

It is also noted that the applicant has stated that they will be provided signage, speed ramps on the exit vehicle ramp, and that bollards will be provided to ensure that cars do not mount the kerb and ensure HGVs stay within the access.

As highlighted in a previous response, the proposed development site is in close proximity to a football club. It appears that private road accessed off of Horton Road forms part of the main access to this club - do pedestrians use this access to access the football ground on match days? Should pedestrians use this access, it is recommended that as part of the operational management plan and/or delivery and servicing plan a condition is included which ensures that there is no vehicle movement at this site during matches/events at the football club, including one hour before and one hour after final whistle (and equivalent to non-football mass events).

Car Parking

The updated Transport Assessment indicates that the proposed development will be providing 45 parking spaces. This is a significant increase that the previous proposal, which only had 29 parking spaces. Even then, TfL was still seeking a reduction in the quantum of parking to comply with Policy T6.2, which indicates that the maximum provision at this site is 12 parking spaces. TfL does not support the increase in the quantum of vehicle parking at this site, as it is contrary to Policy T6. Furthermore, this increase will not support achieving a strategic modal shift in line with Policy T1 of the London Plan. As highlighted in our previous comments, the modal shift at this site was for 54% of trips to be made by private vehicles. This is not in line with the Mayor's strategic mode shift target, detailed in Policy T1 of the London Plan. A reduction in the quantum of car parking at this site can support facilitating a strategic modal shift and the targets that the applicant has identified within their Travel Plan.

A reduction in the quantum of car parking at this site is required, in line with Policy T1 and T6. Electric vehicle charging provision should be provided in line with London Plan standards. Is there any Electric Vehicle Charging provision being provided for the loading bays?

Cycle Parking

38 cycle parking spaces are to be provided. As highlighted previous, this quantum of cycle parking is in line with the minimum standards identified in Policy T5. It should be ensured that cycle parking is designed in

line with the standards identified within London Cycle Design Standards (LCDS), referred to in Policy T5. It is noted that the cycle parking is now accessed via a ramp. As highlighted in LCDS Chapter 8, ramps should be of a shallow gradient.

The provision of a bicycle maintenance station and shower and changing facilities is welcomed, and should be secured through the appropriate mechanism.

Delivery and Servicing

It is noted that the applicant has provided an updated Delivery and Servicing Plan (DSP). As highlighted in previous applications, a full Delivery and Servicing Plan (DSP) should be secured through condition, in line with Policy T7. It is noted that delivery and servicing of the proposed development is to take place on site, with deliveries being made from a dedicated loading bay within the site and refuse collection taking place at the rear of the site near to the loading bay.

It is noted that there is a reference to FORS included within the Delivery and Servicing Plan. As per previous comments, consideration should be given to implementing measures such as ensuring that vehicles only accessing this site achieve a particular safety rating i.e. FORS Gold or 5* DVS.

As highlighted in previous responses, the proposed development should ensure that they comply with all aspects of Policy T7. Policy T7(f) states that development proposals for new consolidation and distribution facilities should seek to support sustainable and active freight, reduce road danger, noise and emission from freight trips. From the information provided, it is not clear whether the applicant is seeking to provide electric vehicle charging infrastructure for HGVs and other vehicles at this site beyond those provided in the general parking area. It is also considered that the applicant could also implement further measures to support achieving Policy T7. These include, but not limited to, the use of electric vehicles where possible, the implementation of a cargo bike strategy and the provision of facilities to support this use for the site, and re-timing of delivering to minimise the impact on congestion and noise pollution.

Travel Plan

As highlighted in TfL's previous comments, a Travel Plan should be secured through condition. It is noted that the applicant has provided an updated Travel Plan, however it not clear what additional measures have been identified to support achieving a strategic modal shift.

THE GARDEN TRUST

I write for and on behalf of the Planning and Conservation Working Group of the above named organisation. This application has had the sound advice of the LA and has been appropriately revised recognising the proximity of and impact on the neighbouring Grade II listed park and gardens areas. Providing that the mitigations planned for in the application are adopted and management of the same are implemented and sustained over time, we offer a no comment response.

HISTORIC ENGLAND

Thanks for getting in touch about this case. I can't see any reference to us being consulted on our casework system, but this is probably because the proposals are not technically consultable to us (and we don't register 'no need to consult' responses on our system). The proposed development would need to affect a Grade I or II* Registered Park and Garden (RPG) to be consultable to us.

However, I've had a quick chat with our Landscape Architect, Chris Laine, about the proposed tree removal

within the RPG. Chris has explained that the mature Leyland cypress hedge and one individual Leyland cypress tree recommended for removal occupy positions on the RPG boundary that relate more to the application site than the significance of the RPG itself. He concluded that the removal of these c22 trees would have negligible impacts on the RPG's historic interest, overall significance or conservation, and has raised no concerns about these proposals.

I hope this informal advice is helpful. We suggest you also get a view from your newly appointed conservation advisor, and seek the views of the London Gardens Trust - office@londongardenstrust.org.

LONDON FIRE BRIGADE

The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (as amended) in London.

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have the following observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.

The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

Internal Consultees

PLANNING POLICY OFFICER

Loss of Travelling Showpeople Accommodation

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). This forms part of the evidence base for the Development Plan. This is broadly consistent with the certificate of lawfulness that was approved in 1984 and the applicant's Planning Statement, which outlines that the southern part of the site is occupied by an authorised travelling showpeople yard with 4no. residential pitches situated in an ad-hoc arrangement. The northern part of the Site comprises a large parking yard. There is a slight discrepancy between the assessment and permission which states fives pitches and the Planning Statement which indicates that there is now only four. However, I have no reason to believe the Planning Statement is inaccurate.

The applicant has submitted evidence as part of the proposal to suggest that the existing users of the yard are moving out of the London Borough of Hillingdon. This includes a signed declaration from Robert, George and Frank Peters that they have or are about to retire and relocate closer to their families. It is also noted that, at the time of writing, there had not been any public consultation responses contrary to the above. Therefore, there is no information to suggest that the application would lead to showmen being displaced against their wishes.

The London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) identified three existing yards within the borough, which includes the Beaches, Horton Road. The projected need during the plan period arising from these three yards from those who met the planning definition was six plots. This was increased to seven plots if extended to 2032. This was predominantly made up of concealed households or adults, as well as one household moving to the study area and two from new household formation.

Whilst the 2017 assessment identified a modest need for new yards, this is ultimately based on the existence of three yards and the assumption that the households/individuals want to remain within the borough. The application provides updated information to suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has reduced since 2017. As outlined within the assessment (Para 4.3), the majority of Travelling Showpeople yards are privately owned and managed. Noting this and the modest projected need, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan.

On the basis of the above, there is not considered to be an objection on this matter.

It should be noted that the Mayor of London has recently initiated a new London-wide gypsy and traveller accommodation needs assessment. However, at the time of writing these comments, this study has not yet been published and therefore does not form part of this assessment.

Strategic Industrial Location

The site is located as a Strategic Industrial Location (SIL) within the Development Plan. SIL is the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. They can accommodate activities which - by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements - can raise tensions with other land uses and particularly residential development. The intensification of the site for the optimisation of SIL compliant uses is therefore supported.

ACCESS OFFICER

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

NOISE SPECIALIST:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise, including a noise impact assessment report. It is recommended that no objection is made on noise grounds subject to the inclusion of a suitable condition which should be met based on the design information provided and considering measurement and prediction uncertainty. Hence:
For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

WASTE STRATEGY OFFICER

Please ensure that the pull distance from the bin store to where the collection can safely stop is no more than 10 metres. Containers should be accessible from 6am for collection.

CONTAMINATED LAND OFFICER

The submitted documents, comprising a Phase 1 desk study/Preliminary Risk Assessment, a Phase 2 geo-environmental site investigation and a remedial strategy with verification plan details, are each suitable and sufficient and thereby acceptable for approval, which I now recommend accordingly.

However, notwithstanding all details and recommendations within the above mentioned documents, I recommend the following conditions should be imposed if planning consent is awarded:

(i) All works which form part of the approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping 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 results of this testing shall be submitted 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.

FLOOD AND WATER MANAGEMENT SPECIALIST

I can confirm that I have removed the remaining objection on this application.

Therefore I can confirm approval with the following conditions:

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 FLOOD RISK ASSESSMENT and SUDS STRATEGY (18/04/2023) 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.

HIGHWAYS OFFICER

Site Details

An application has been received seeking planning permission to redevelop an existing site on the northern side of Horton Road, Yiewsley to provide a flexible warehouse facility (Use Class B2/B8), ancillary office space together with an associated Heavy Goods Vehicle (HGV) loading and servicing bays. The site would have a total gross floor space of 3,791.6 sqm. Access to the site would be via an unadopted private road leading off Horton Road, along much of this access road parking is unrestricted though there are sections of double yellow lines, how this is enforced is not known at this stage. The applicant reports that many of the cars parked on-street are in connection to the site in its existing use.

Plans show provision for 45no. on-site basement parking spaces including 4no. disabled person parking bays and 8no. bays fitted with active electric vehicle charge points. The basement car park would be accessed via a ramp with one lane for entry and another lane for exit. There would be 38no. on-site stacker cycle parking spaces directly accessible from Horton Road. Pedestrians would be able to access the basement car park from the private access road via a lift and stairwell. The development would see c.40no. full-time staff employed when completed though the shift patterns or rotas is not known at this stage. The 4no. loading/service bays would be large enough to host 16.5 meter articulated six axle vehicles. A turning head would be provided to allow articulated vehicles to enter and leave the site in a forward gear. Swept path drawings have been provided that demonstrate a 16.5 meter long 2.55 meter wide articulated vehicle can enter and leave the site from Horton Road. The Highway Authority notes that whilst the plans show this is possible the space available to do this is limited - two articulated vehicles would occupy a space 5.1

meters wide, the carriage way would be 6.0 meters wide. The applicant reports that a Delivery and Service would be adopted and implemented to ensure that there are no more than 4no. deliveries and collections taking place at any one time, this is to ensure that HGVs can drive straight into the site without needing to wait on the access road or the nearby road network until a space becomes free. Deliveries running late will be instructed to phone ahead allowing a revised delivery time to be arranged.

The proposal site has a PTAL rating of 2 indicating that its access to public transport is moderate compared to London as a whole suggesting that there would be reliance on the private car for trip-making to and from the site. The site is some distance from West Drayton Station around 15-minutes walking distance away. Nevertheless, the bus trip would only take c.10-minute and a bicycle ride c.4 minutes. Regardless the development would only be supported by the 350-bus route which operates a c.20-minute service.

The Proposal

The site would have 2no. points of access with both being taken from the access road. The first access would be c.29 meters back from Horton Road. At its narrowest point the access road has a width of only c.6.2 metres, this access road also provides access to land used by a taxi operator for parking and Uxbridge Football Club's football ground. The football club car park is used by a coach company for parking.

To cater for the development the applicant proposes to widen the access road. The revised layout would provide a footway 1.6 meters wide and parking bays 2.5 meters wide on the western side. The main carriageway would be 6.0 meters wide, on the eastern side would be a new footway 1.4 meters wide. These works would include widening the bellmouth junction at Horton Road from c.16 meters to c.20 meters.

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 advises that Use Classes Order B2 (general industrial) and B8 storage and distribution) employment uses should have regard to the office parking standards and take account of the significantly lower employment densities at such developments.

For this proposal in an area with a PTAL ranking of 2 the maximum number of car parking spaces the London Plan 2021 would allow is up 1 space per 100 sqm which would be 38no. spaces by contrast the Local Plan 2020 would allow 2no. spaces plus a range of between 1 per 50 sqm and 1 per 100 sqm of gross floor space which would be 40no. and 78no. spaces respectively. Taking both of these standards into account the 45no. proposed is found to be satisfactory. This is because the development has a low PTAL ranking indicating it does not have convenient access to public transport services.

There is a requirement for the development to provide electric vehicle charging points for HGVs visiting site, these would need to be installed at all of the loading bays. However, the proposal has made no mention of providing any charging points for HGVs. This contradicts the published London Plan 2021, Policy T7 Deliveries, Servicing and Construction which states to 'support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported'. Policy T6.2 Office Parking further supports this by stating that 'operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces'.

The Highway Authority would expect a development of this type to accord with the London Plan 2021 Policy T5 Cycle for Use Class B2-B8 long-stay this would be 1no. space per 500 sqm and short-stay 1no. short-stay space per 1000 sqm, which equates to 8no. long-stay and 4no. short-stay. The 38no. cycle spaces that has been proposed by the applicant is satisfactory though how the bicycles would be stacked is unclear from the submitted plans. This needs to be clarified to be in accordance with the published London Plan 2021 Policy T5 Cycle which requires to developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'.

As already stated, the development would see the provision 8no. electric vehicle charging points. The published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 states that 'parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets'. The Highway Authority finds the provision of 8no. active car charging points provides a higher amount of provision which would be accepted for this site. To be in accordance with the Local Plan 2no. spaces should be provided with passive provision.

Trip Generation

To calculate forecast trip generation the applicate has referred to the TRICS database. Three sites have been selected all of which are in London and can be accepted as being valid references. The results of TRICS show that in AM peak, when the network is busiest, there would be 4no. two-way goods vehicle movements, in addition to this would be 14no. private car arrivals and 1no. departure. It should be borne in mind that this access road also provides access to the other commercial uses and mentioned above.

Discussion

The Highway Authority has no objections to this proposal subject to the following planning conditions. The Highway Authority has taken into account the limited space available on the access road for 2no. articulated vehicles to pass but finds the proposal acceptable given that swept path drawings show access to the site by 16.5 meter articulated vehicles is achievable and that a trip generation analysis has shown that there would be just 4no. two-way movements in the AM Peak. Furthermore, there would a Delivery and Service Plan, as such the likelihood of 2no. vehicles arriving and leaving at the same time would be low. Given the importance of this Delivery and Service Plan to the safe and efficient operation of the site and surrounding road network Highway Authority require that the applicant provides a financial contribution to fund the monitoring of the plan. The Council's term consultants Project Centre Ltd have provided a proposal for undertaking this work. Following the site coming into use it would be surveyed each month for six months and then quarterly thereafter. The site visits would involve:-

1. A review of the number and times of vehicles arriving and departing the site verified against any restriction on times of vehicle movements. This would involve accessing reports drawn from the scheme's Delivery Management System.

2. Review of the scheme's use of loading bays during the site visit - this includes ensuring it is being used for the correct purpose e.g. the loading and unloading of materials as opposed for example to storage or parking.

3. Documenting where drivers have parked.

4. Review the vehicle types and the fuel used by the vehicles (e.g. ULEZ compliant / EV's and fuel types). In the case of articulated lorries (>7.5 t) there should also be a requirement to be compliant with FORS

Gold (Fleet Operator Recognition Scheme) and 5* Direct Vision standard.

5. Review of any delays or vehicles waiting outside the site on the public highway or in any other spaces not designated for that vehicle. Also review measures put in place by the scheme to mitigate vehicles waiting outside of the site or on the highway.

6. Review of types of goods delivered and ensure these are in accordance with the overall scheme Plan (including size and numbers of goods / packages delivered).

7. Review of the routes taken to the site using data derived from supplier or site manager.

8. Review of any on-plot safety measures such as the use of Banksmen and their qualifications.

Conditions

1. Prior to occupation the Highway Authority require an Active Travel Zone contribution of £159,315 secured through a 1990 Town and Country Planning Act s.106 agreement. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should "demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance".

2. Prior to occupation the applicant will enter a 1990 Town and Country Planning Act s.106 agreement with the Council obliging them to pay the Council the sum of £64,000 to fund the monitoring of the Delivery and Service Plan for a period of 5 years.

3. Prior to occupation the applicant shall enter a 1990 Town and Country Planning Act s.106 agreement with the Council obliging them to enter a 1980 Highways Act .s.278 legal agreement with the Council thereby permitting to carryout works on the Council's highway.

4. The cost of all highway works including Traffic Order making shall be borne by the applicant.

5.Prior to works commencing on-site the Highway Authority requires that a Construction Logistics Plan is submitted for approval.

6. Prior to works commencing on-site the Highway Authority requires that a Delivery and Service Plan is submitted for approval.

7. Prior to occupation the Highway Authority requires that full details of the electric vehicle charge points to be provided is submitted for approval.

8. Prior to occupation the applicant shall provide details to the Highway Authority outlining how the on-street parking proposed on the western side of the access road would be managed. This is 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".

9. Prior to occupation the applicant will provide details of the stacker bicycle parking proposed.

AIR QUALITY OFFICER

Summary of Comments

The proposed development is located within the LBH Air Quality Management Area and 818m from the Hillingdon Hospital Focus Area, 881m from the West Drayton Focus Area and 1,810m from the Hayes Focus Area bringing additional traffic emissions which will add to current likely exceedances. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities need to be mitigated.

The proposed development is not air quality neutral for B8 use and not air quality positive.

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.

Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The undiscounted level of mitigation required to the proposed development for traffic emissions is £471,483. Once all deductions were applied, the remaining value of mitigation due is £330,038. 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) (15%), totalling a reduction of £141,445.

Therefore, a section 106 agreement with the LAP of £330,038 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

Observations

In addition, Air Quality conditions are required to reduce operational emissions 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 for cars, LGVs and HGVs. This is to be implemented above the minimum number of charging points required in the London Plan.
3) Update the proposed Travel Plan to make it more 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.
4) avoid, whenever possible, urban areas including LBH Focus Areas.

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.

PLANNING OFFICER

Following discussion with the Air Quality Team, confirming the request by the Highways Authority for £159,315 towards active travel zone measures, the financial contribution towards air quality mitigation measures has been discounted further by 15%, to total 30% discount. This equals £330,038.

BUILDING CONTROL

With respect to the Fire Statement, no adverse comments.

There are concerns regarding the vehicular lift arrangement but occupants are able to exit via the staircase. So an empty car may have to be left in the basement in case of fire but all occupants can escape via the stair.

URBAN DESIGN OFFICER

1. Design Comments Summary

The combination of the building height beyond the prevailing height of the surrounding buildings and developing almost to the boundary edge on three sides of the site is considered to impact the setting of the Registered Park, the Green Belt and accordingly contrary to DMHB 8.

The proposed scheme needs to be revised to eliminate impacts on the trees within the Registered Park. Reducing the tree cover and or detrimentally affecting existing trees within the Registered Park is a key consideration in the determination of this planning applications.

2. Introduction

The Beaches site is located within a Strategic Industrial Location: Sites located near Hayes Town Centre and along the boundary of the Green Belt and Stockley Park Registered Park and Garden Grade II listed to north and east.

3. Height, massing and site layout

The building footprint is located approximately 1.5m from the site boundary along the north, east and southern edge. This locates the building almost directly on the edge of the Stockley Park Registered Park and the Green Belt. Accordingly, Policy DMHB 8 applies which states;

Development within, or adjacent to a registered or historic park, garden or landscape, must respect its special character, environmental quality, important views and vistas.

The height of the building is 18m, the highest within the industrial area to the west of which it forms a part. Broadly, this industrial area is made up of large single storey warehousing. It is acknowledged that there are marginally larger buildings to southeast. However, the reduction in height from the pre-app height of 21m is not considered enough to satisfy this issue.

A building of amplified height compared with the rest of the industrial estate on the edge of the Registered Park and Green Belt is not an appropriate response to the context. The building should broadly reflect the prevailing height of the other buildings within the industrial estate of which it is part. The proposed height lacks a convincing justification for the amplified height particularly as the proposed height delivers a 12m floor to ceiling height internally. The building will be visually evident from close views shown in the Design and Access statement View J - The Stockley Park Public Football Field, View L from the football club car park and View G along Horton Road looking east especially with the removal of the tree on the corner.

It is considered that the second floor office could be accommodated within the 12m warehouse space reducing the height of the building. Additionally, the footprint of the building impact on trees within the Register Park and Green Belt which is covered in the next section of the comments.

4. Impact on trees

The building location, almost to the edge of the site boundary necessitates the removal are a line of

Leyland Cypresses outside the red line boundary. Confirmation is sought on whether the landowner of the adjacent property has given permission for the removal of these trees.

While it is acknowledged these trees have limited arboreal or amenity value this approach reduces the tree cover within the designated landscape to east. Mitigation measures are sought and should be provided at this full application stage rather than conditioned as it is considered that without allowing more space between the building and the site edge there is insufficient space for mitigation tree planting.

Further, the proximity of the building to the existing trees along the north will likely reduce the light to a degree that would be detrimental to their long-term health. Accordingly, it is considered that the building envelope needs to be pulled away from the site boundaries to maximise opportunities for soft landscaping/trees and biodiversity improvements so that the building blends into the natural landscape to the north and west to comply with Policy DMHB 8.

Information should be provide showing:
- the construction of the building's foundation to show how far it will extend;
- agreement with the adjacent landowner that the trees can be removed;
- impact on the light to the remaining trees that potentially will impact the tree's long term viability;
- a tree trench detail for the Liquidamber styraciflua 'Slender Silhouette' along the southern boundary.

5. Facade Treatment

The pedestrian entrance to the building is currently proposed along the building's western facade which involves pedestrians crossing the vehicle entrance to the lower ground floor car park. This entrance location should be revised to accommodate the pedestrian entrance from the higher quality green wall facade along the Horton Road active frontage. This would deliver a more direct route for pedestrians with better legibility and overcome the issue of pedestrian crossing the vehicular entrance to the building.

Removing the entrance from the western facade has the added advantage of allowing the long windows that create the distinctive western elevation to only interrupted by the vehicular entrance. The entrances currently fail to align with the long narrow windows along the west elevation which disturbs the clarity of the design rational for this elevation.

The green wall exoskeleton to the building should be arranged as columns of green to line up with the structure column behind and allow views from the windows directly behind to designing out the plinth and triangular tips of the green wall shown on the CGIs. This approach echoes the linear windows along the other western facade and limits the area for the climbing plants which are unlikely to colonise the extent shown. More information is required to explain the material the climbers will be trained on and the materiality of the facade behind.

URBAN DESIGN OFFICER FOLLOW-UP

Plot coverage and building height.

Further to the applicant's rebuttal comments to the Urban Design comments, I maintain the view that the proposals introduce a building of a mass and scale not currently present within the business park to the west. It is acknowledged that there are buildings of similar height directly south of the golf course further along Horton Road. And this intensification of the site is consistent with Policy E7 of the London Plan.

The height of the building is increased, in part, due to the 1.95m FFL above grade along the frontage. This raised FFL has dictated the entrance being located along the western edge to avoid considerable ramping

required to deliver access to the building from the frontage.

Facade treatment

The pedestrian entrance would conform to best urban design principles were it re-located along the quality green wall facade along the Horton Road frontage. This would create an active frontage along the primary road. The western entrance has been delivered due to the finish floor level along the frontage as 1.95m above the ground level as discussed above.

It is appreciated that at this late stage of the design process to re-locate the entrance would require revision of the FFL which would likely necessitate the re-location the car ramp to the basement. However, if the FFL aligned with the level along the building frontage this would reduce the building height and provided access from Horton Road.

The climbing green wall is supported as this provides a green edge treatment to the Green Belt.

Details of the materials are requested to confirm the facade treatment behind the green wall. It is shown as a uniform cladding treatment is some of the elevations, see attached. While in plan indicated as a window or other treatment.

Trees

Clarification has been provided by the applicant that the trees for removal along the eastern side of the building are within the site boundary and not as previously show within the Register Park and Garden.

Further, the tree officer is satisfied that the trees along the northern boundary will not be affected by the building with sufficient space provided for mitigation tree planting.

URBAN DESIGN OFFICER FOLLOW-UP

The revision to increase the set back along Horton Road delivers a more generous landscape strip to the building frontage. This approach adds greening to the road edge and forms a continuum of similar planting seen to the building frontage south of the Golf Course further east along Horton Road. The increased space also allows the trees to reach maturity.

TREES OFFICER

The root protection area (pink/purple circle line) overlaps with the southern edge of the building. The information states that these trees are to be retained (green circles) but given the overlap with the root protection areas, would these trees survive the development?:
- Some incursion into the Root Protection Area of a tree is acceptable and should be accompanied by a method statement.

Relative to the ground level of the northern edge of the development, the building would measure 12.8m in height. The information states that these trees are to be retained (green circles) but would the shading of these trees from the sun threaten these trees in the long term?:
- This shouldn't have too much of an effect on the trees

Is there sufficient space to propose trees (which will survive etc) to the front of the application site (south and west boundary)?:
- Yes there is scope for new trees in the areas. If you are minded to approve this application could you add

a condition for them to provide a more in depth landscape plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

TRAVELLING SHOWPEOPLE ACCOMMODATION

Policy DMH 9 of the Hillingdon Local Plan: Part 2 (2020) outlines the criteria for supporting the provision of sites to meet the needs of Gypsies, Travellers and Travelling Show-persons.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). This assessment identified three existing yards within the borough, including the application site, and modest need for new yards. This is based on the existence of three yards and the assumption that the households/individuals want to remain within the borough. The application provides updated information to suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has reduced since 2017. Noting this, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan. On this basis, the loss of the Travelling Showpeople is accepted.

STRATEGIC INDUSTRIAL LOCATION

The site is located within the designated Strategic Industrial Location (SIL) near Hayes Town Centre. SIL is the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. The proposed B2/B8 facility falls within the industrial-type activities set out in Policy E4, Part A, of the London Plan (2021).

Policy E7, Part D (1), of the London Plan (2021) requires that industrial uses within SILs are intensified to deliver an increase in capacity in terms of floorspace. Accordingly, the proposed development would include a significant uplift in floorspace. The proposed intensification in industrial capacity would be supported from a strategic perspective. This is considered to be a positive benefit of the scheme given the ongoing demand for industrial floorspace within the borough and the need to optimise the capacity of existing brownfield sites.

Policy E7, Part D (2), of the London Plan (2021) also requires that the industrial and related activities on-site and in surrounding parts of the SIL are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements. Policy E5 also states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis. This is considered in more detail within relevant sections of the report.

OFFICE FLOORSPACE

Approximately 525m2 GIA of office floorspace is proposed on the second floor of the warehouse building. When compared to the floorspace of the entire building (7,071m2), this office element would equate to circa 7% of the total internal floor area.

The principle of office floorspace within a SIL is generally not supported by the London Plan (2021). The only new office floorspace that would typically be permitted within a SIL is that deemed to be ancillary to the land uses established within Policy E4 Part A. Based on the application submission, it is agreed that the office floorspace proposed is wholly ancillary to the main flexible warehouse use. If recommended for approval, this would also be secured by planning condition and subject to such a condition, this element of the proposal would be considered acceptable in principle.

ECONOMY AND EMPLOYMENT

The information submitted indicates that the proposal would generate 40 full time jobs. Although not specifically addressed in the submission, it is also understood that the development would generate construction jobs and additional income through business rates.

Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. If recommended for approval, an employment strategy and construction training scheme is recommended to be secured by a Section 106 legal agreement.

INFRASTRUCTURE

Policy D2 of the London Plan (2021) states:
A) The density of development proposals should:
1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels
2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services).
B) Where there is currently insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time. This may mean that if the development is contingent on the provision of new infrastructure, including public transport services, it will be appropriate that the development is phased accordingly.
C) When a proposed development is acceptable in terms of use, scale and massing, given the surrounding built form, uses and character, but it exceeds the capacity identified in a site allocation or the site is not allocated, and the borough considers the planned infrastructure capacity will be exceeded, additional infrastructure proportionate to the development should be delivered through the development. This will be identified through an infrastructure assessment during the planning application process, which will have regard to the local infrastructure delivery plan or programme, and the CIL contribution that the development will make. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

7.02 Density of the proposed development

Not applicable to the consideration of 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 (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

GLAAS have been consulted as part of the application process and have confirmed that proposal is unlikely to have a significant effect on heritage assets of archaeological interest. All necessary processes have been followed and the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AND HERITAGE

The site does not contain a heritage asset and does not form part of a designated Conservation Area. It does, however, adjoin the Grade II Listed Stockley Park Registered Park and Garden, which borders the eastern boundary of the site.

Policy DMHB 8 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development within, or adjacent to a registered or historic park, garden or landscape, must respect its special character, environmental quality, important views and vistas.
B) Development proposals should make provision (based on detailed research) for the restoration and long term management of the park, garden or landscape.
C) Applications which impact detrimentally on the significance of a registered park or garden will normally be refused.

The application site is adjoins the Grade II Listed Stockley Park Registered Park and Garden, which borders the eastern boundary of the site. The proposed building footprint is set approximately 1m from the northern and eastern boundary which forms part of the designated Registered Park and Garden. The main body of the proposed building would measure 14.9m in height, with an additional ancillary office element increasing the maximum height of the building to 18m. It is understood that this design would sit below the adjoining tree line and as such would not have a detrimental impact on the views experienced within the Registered Park and Garden or its overall significance as a designated heritage asset. This is demonstrated as part of the views outlined within the Contextual Visualisation document submitted. The development is therefore not considered to be contrary to Policy DMHB 8 of the Hillingdon Local Plan: Part 2 (2020).

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

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

National Air Traffic Services (NATS), the Ministry of Defence and Heathrow Airport Safeguarding have been consulted and have confirmed either no comment or no safeguarding objection to the proposed development. As the proposed development creates new habitats which may attract and support populations of large and / or flocking birds close to aerodromes, a Bird Hazard Management Plan is required. If recommended for approval, this would be secured by planning condition.

Subject to such a condition, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Although the site itself does not form part of designated Green Belt land, it does in fact border the Green Belt. Any adverse impact on the openness or visual harm to these areas would be afforded significant weight, noting that Chapter 13 of the NPPF defines the essential characteristics of the Green Belt as its openness and permanence. Policy EM2 of the Hillingdon Local Plan Part 1 (2012) states that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, MOL and Green Chains, whilst Policy DMEI 6 of the Hillingdon Local Plan: Part 2 (2020) sets out that new development adjacent to the Green Belt should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

There is no definition of "openness", but it is generally agreed that the main component of open land is its undeveloped nature, generally free of buildings or structures, and noting that the application site falls fully outside of the Green Belt boundary, the proposed openness of the Green Belt (i.e. the amount of built form within the Green Belt) would be unaffected by the proposal.

It is recognised that there would be some impact on visual amenity from within the Green Belt, as the proposal would increase the amount of built form near its edge, however in the context a golf course which is sited next to an established SIL, this is considered to have a minimal effect on the Green Belt's key characteristics.

The proposed building would cover the majority of the plot, measuring approximately 0.35 hectares in area, following the irregular rectangular shape of the plot, equating to approximately 81% plot coverage. As a result, the building is only set 1m in from the northern and eastern site boundaries, these being the boundaries which adjoin the Green Belt land. Compensatory tree planting is proposed on the western and southern boundaries, a green wall is proposed on the southern elevation and the facing material is proposed to be green in colour. Overall, it is considered that the development would assimilate sufficiently with the adjoining Green Belt land.

7.07 Impact on the character & appearance of the area

TALL BUILDING

Paragraph 3.9.3 of the London Plan (2021) states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. It outlines that Boroughs should define what is a 'tall building' for specific localities, however this definition should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Paragraph 5.32 of the Local Plan: Part 2 (2020) also outlines that for the purposes of Policy DMHB 10, high buildings and structures are those that are substantially taller than their surroundings and cause a significant change to the skyline. The terms tall and high building appear to be treated synonymously within these sections of the Development Plan.

Although the building would measure circa 18m in height at its highest point when measured from the lower ground floor level, it would only measure 13m in height when measured from the ground floor level to the floor level of the uppermost storey operated as an office space. The proposed building would not therefore meet this minimum height requirements in order to be defined as a tall building.

It is not necessary to analyse whether the development would meet the subsequent parts of the definitions held within the Development Plan, but for completeness, the development would not be considered to be substantially taller than the surroundings and would not cause a significant change to the skyline.

DESIGN

Policy D3 of the London Plan (2021) sets out the policy for optimising site capacity through the design-led approach. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site, this being a Strategic Industrial Location where intensification of industrial capacity is encouraged.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All development will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential.
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External

bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The above policies are supported by Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012).

The site comprises an irregular shaped rectangular plot of land measuring circa 0.43 hectares in area. The land slopes up from the south of the site to the north of site, creating a level difference of approximately 1.95m.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). The southern part of the site is occupied by an authorised travelling showpeople yard with 4no. residential pitches situated in an ad-hoc arrangement. The northern part of the Site comprises a large parking yard. As such, all development on site is low-rise.

The site forms part of a Strategic Industrial Location, as designated under the Local Plan. Within the context of the site, there is Units 1-4 of the Prologis Park West Development (formerly Stockley Park Phase 3), which are four large industrial buildings with maximum heights of approximately 16m, located on the southern side of Horton Road, approximately 20 metres south-east of the application site (approved under application reference: 37977/APP/2018/2417). To the south, Space Station Uxbridge (200 Horton Road) is a self-storage facility with heights measuring between 11m and 12.5m, which faces the application site on the southern side of Horton Road (extension approved under application reference: 7766/APP/2007/2920). To the west, Innovation Stockley Ltd (241 Horton Road) sits circa 12m from the site, measuring 12m in height. To the north, Addison Lee (Units 1-2 Horton Road) are located approximately 14m away from the site, measuring 8m in height.

Following amendments to the scheme, the proposed building would cover the majority of the plot, measuring approximately 0.35 hectares in area, following the irregular rectangular shape of the plot, equating to approximately 81% plot coverage. As the site has changing levels, the building would measure 16m at its highest point measured from the higher ground level at the northern end of the site and 18m at its highest point when measured from the lower ground level at the southern end of the site. The building also measures circa 100m in length and 41m in depth.

It is highlighted that the building would comprise a basement level for car parking, ground floor level for a loading bay and warehouse storage, a two storey height first floor level for warehouse storage and second floor level for ancillary office space. The main building would comprise the basement, ground and first floor levels and the third floor office element would be ancillary in design and use, being set in from the northern, eastern and southern roof edges. In the main, the building would appear to be 12.8m high measured from the higher ground level at the northern end of the site and 14.9m high when measured from the lower ground level at the southern end of the site.

Hence, when comparing the main building mass to the surrounding buildings, it is noted that the main building would be shorter in height than Units 1-4 of the Prologis Park West Development, but would be comparable when including the more ancillary office space at second floor level. The building would exceed the heights of all other neighbouring buildings located to the north, south and west.

The Contextual Visualisation document submitted under the application sets out a number of views within the surrounding context, using wirelines to indicate the impact of the development on those views. The scope of the views appears to be appropriate and indicates that many views would be

limited by the existing tree coverage and buildings in the area.

The most intrusive view that the development would impact would be from Horton Road, to the south leading up the Beaches Yard site (View G in the Contextual Visualisation document). The development would infill the gap between the Space Station building and Innovation Stockley Ltd building, blocking views through to the Registered Park and Garden. The existing view is not, however, considered to be particularly sensitive, with views through to the Registered Park and Garden already being limited as existing.

The proposed southern elevation would have a green wall designed with rectangular design panels and windows sitting behind. The remainder of the building would use the same rectangular design language, with green cladding panels and glazing at ground level to provide an activated base to the building. The proposed external materials are considered to be representative of its proposed use and the wider industrial estate, which is characterised by large shed-type warehouses and industrial units. If recommended for approval, the detail of materials would be secured by planning condition.

Tree planting is proposed on the southern and western boundaries of the site, softening the appearance of the building. The detail of these areas would be secured by planning condition in order to make sure that they successfully contribute to the design of the scheme.

In view of the above considerations, and subject to planning conditions, the proposed development is considered to accord with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.08 Impact on neighbours

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

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

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

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

Numbers 201 to 239 Horton Road are the closest residential receptors to the proposed development, located circa 75m to the South-West. Please see Section 07.18 of the report for consideration of the impact of the noise environment. In all other respects, the proposal is not considered to have a detrimental impact on neighbour amenity due to the location of the site a significant distance away from any neighbouring residential properties.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on North Hyde Road. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2 (low).

The following planning policies are considered:

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

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

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

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

CAR PARKING

Following consultation with the Council's Highways Officer, it is not considered appropriate to apply the Outer London Opportunity Area car parking standards. As such, the Outer London parking standards are cited below.

Policy T6.2, Table 10.4, of the London Plan (2021) states that parking for B2 and B8 uses in Outer London should provide up to 1 space per 100 square metres (GIA). Based on the proposal for 6,847m2 GIA, the proposal should be providing up to 69 car parking spaces.

Following revision to the development, the scheme is confirmed as proposing 45 no. car parking spaces. This is considered acceptable by the Highways Officer.

DISABLED PERSONS CAR PARKING

Policy T6.5, Table 10.6, of the London Plan (2021) requires that 5% car parking spaces are provided as designated disabled persons parking bays and 5% are provided as enlarged bays. This would equate to 2 no. disabled persons bays and 2 no. enlarged bays.

The development proposes 4 no. disabled persons parking bays and is considered to be acceptable.

ELECTRIC VEHICLE CHARGING POINTS FOR STANDARD SPACES

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Appendix C of the Hillingdon Local Plan: Part 2 (2020) also requires that a minimum of 5% of car parking spaces should be provided with active electric vehicle charging points and a minimum of 5% of car parking spaces should be provided with passive electric vehicle charging infrastructure.

The proposed development would provide 8 no. fast electric vehicle charging spaces within the proposed basement car park. This would accord with planning policy requirements and is considered acceptable. If recommended for approval, this provision would be secured by planning condition.

ELECTRIC VEHICLE CHARGING POINTS FOR FREIGHT VEHICLES

Policy T7 of the London Plan (2021) states under point (B)(3) that development should provide rapid charging points for freight vehicles. In support of this, Policy T6.2 of the London Plan (2021) states under point (F) that all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles. The London Plan defines Operation parking as parking for vehicles which are required for the function of a building or the activities within it. This can include spaces for fleet vehicles, taxis or loading bays, but does not include parking for personal travel such as commuting.

Based on the information submitted, electric charging points are not explicitly proposed for the freight vehicles. If recommended for approval, the provision of electric charging for all four bays would be secured by planning condition.

CYCLE PARKING

Policy T5, Table 10.2, of the London Plan (2021) requires 1 no. long-stay cycle space per 500m2 (GEA) and 1 short-stay cycle space per 1000m2 (GEA). This would equate to 14 long-stay and 7 short-stay spaces.

The proposed development would provide an internal cycle store with capacity for 38 no. bicycles. Based on the plans, this would be provided in the form of Sheffield cycle stands. This is considered to be acceptable. If recommended for approval, details of the cycle storage would be secured by planning condition.

ACTIVE TRAVEL ZONE IMPROVEMENTS

Policy T4, part C, of the London Plan (2021) states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

The proposed development would increase the density of commercial use on site. As such, the Highways Officer has conducted an Active Travel Zone Assessment, concluding that a £159,315 contribution is necessary to delivery off-site highway improvement works, including the provision of tactile paving, street furniture and tree planting along key local routes. Such works would encourage more sustainable forms of travel, hence mitigating in part the adverse transport impacts identified.

If recommended for approval, a financial contribution amounting to £159,315 shall be secured for local highway improvement works.

ACCESS

The proposal would result in a road which is 8.5m wide, which is considered sufficiently wide enough for a car to be parked on the western side of the road and for two articulated HGVs (measuring up to 2.6m in width) to pass side-by-side.

The information submitted indicates the proposal of double yellow lines on the eastern side of the unadopted road which would be enforced by a private management company. It is noted that double yellow lines cannot be implemented on the western side of the unadopted road as it is Council owned land which would need to be adopted. Officers understand that the Council have no plans to adopt this road.

Following amendments to the scheme, the proposal of a turntable to facilitate the access of vehicles into the loading yard has been removed. This is considered to resolve any highways safety issues which would arise from the use of a turntable which could fail and make the site inaccessible without performing reverse manoeuvres, which would be detrimental to highway safety.

DELIVERY AND SERVICING

To calculate forecast trip generation the applicant has referred to the TRICS database. Three sites have been selected all of which are in London and can be accepted as being valid references. The results of TRICS show that the proposal would result in 227 two-way daily trips. In the AM peak, when the network is busiest, there would be 4no. two-way goods vehicle movements, in addition to this would be 13no. private car arrivals and 1no. departure.

Although the swept path drawings show that the proposed widened road would allow sufficient space for two HGVs to pass on the road, there would only be a certain point on the road at which this could happen, meaning that there are a number of points on the road where the HGVs could not pass and could therefore hold up traffic and cause highway safety concerns. In order to avoid a scenario where large HGVs would be both entering and leaving the site at the same time, the Council need to secure a Delivery and Servicing Plan by planning condition to prohibit this.

Transport for London have also raised concerns regarding potential conflict between HGV arrivals and departures to and from the site with road users accessing Uxbridge Football Club, located to the north and accessed on the same road, in connection with football events which take place. A Delivery and Servicing Plan is also required to avoid such conflict between highway users.

To ensure that a Delivery and Servicing Plan is robustly secured, it is requested that the applicant contributes a financial fee towards the active monitoring of this plan. If recommended for approval, this fee would be secured by a Section 106 legal agreement. In the event the plan is not complied with, the non-compliance would be reported to the Planning Enforcement Team as a breach of the

planning permission and the necessary planning enforcement processes would follow.

TRAVEL PLAN

If recommended for approval, a Travel Plan would be secured by legal agreement.

CONSTRUCTION LOGISTICS PLAN

If recommended for approval, a Construction Logistics Plan would be secured by planning condition.

SUMMARY

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

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

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

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

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

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:
1) be designed taking into account London's diverse population;

2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
4) be able to be entered, used and exited safely, easily and with dignity for all; and
5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

The proposed development would include disabled persons parking bays and lift access to all floors. The lift would also be arranged as an evacuation lift. The Council's Access Officer has considered the detail of the proposal and has raised no objection. As such, the proposal is considered to accord with Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

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

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

The proposed development would require the removal of a line of maturing Leyland Cypresses on the southwestern boundary and a Leyland Cypress from the southern boundary, totalling 23 no. trees to be removed. Following correspondence with the Applicant Team, it has been confirmed that these trees are contained within the red line of the boundary, within the Applicant's ownership. Further, the trees have been assessed as being in poor condition and suffering from Coryneum Canker, a fungus which spreads between trees and can cause branch die-back of Leyland Cypress and Western Red Cedar.

The amended plans submitted show that 8 no. trees and associated hedging is proposed to the front of the site, on the western and southern boundaries. The Council's Trees Officer has confirmed that there is sufficient space and conditions for these trees to be successful.

Concerns had been raised in respect of overshadowing trees to the north and incursion into root protection areas of adjoining off-site trees. The Council's Trees Officer has, however, confirmed that this is acceptable subject to detail being secured by planning condition, including a method statement.

If recommended for approval, the final details of the landscape scheme and method statement would be secured by planning condition. Subject to such conditions, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:
A) Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.
B) The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

The Urban Greening Factor Assessment (Dated 23rd September 2022) confirms that an Urban Greening Factor score of 0.2 is achieved through the provision of a green wall and green roof, alongside the proposed planting on the western and southern boundaries. This does not meet the target score of 0.3 for commercial development but Policy G5 does technically exclude B2 and B8 uses, which in this case is applicable. The final details would be secured by planning condition if recommended for approval.

ECOLOGY

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

The site is not subject to any statutory or non-statutory nature conservation designations. There is, however, a Nature Conservation Site of Borough Grade II or Local Importance designated circa 100m to the North-East of the site.

The site is assessed as having low suitability for foraging and commuting bats and suitability for breeding birds. The proposed removal of 23 no. trees would result in the loss of bird nesting habitat. The Ecological Impact Assessment (Dated 23rd September 2022) submitted indicates that the green wall and green roof would mitigate such an impact on ecology.

If recommended for approval, the final details of an Ecological Enhancement Scheme demonstrating net gains in biodiversity value for the development shall be secured by planning condition. Subject to such a condition, the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

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

Internal bin storage is proposed at the ground floor level between the loading bay area and warehouse area. A Waste Management Plan (Dated 2nd December 2022) has also been submitted and notes that a waste management company will be appointed to ensure that there will be regular scheduled collection of waste generated by the development. Vehicle swept paths have been submitted to demonstrate that refuse vehicles can access the site without needing the vehicle turntable. The details submitted are considered to be sufficient and acceptable in respect of waste management.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states that:
A. Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
1) be lean: use less energy and manage demand during operation
2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4) be seen: monitor, verify and report on energy performance.

B. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
1) through a cash in lieu contribution to the borough's carbon offset fund, or
2) off-site provided that an alternative proposal is identified and delivery is certain.

E. Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

The Energy Statement states that the development would achieve 102.2% savings on-site, exceeding the minimum planning policy requirement of 35%. This is achieved through the use of air source heat pumps for DHW and the main heating/cooling systems, with heat recovery for the office areas, supplemented by a 36kWp PV array. Hence, there is no requirement to secure a financial contribution in order to achieve net zero-carbon. Despite this, it is proposed that a planning condition secures monitoring of the emission performance of the building and that financial contributions are secured via a S106 legal agreement, in accordance with the London Plan (2021) calculation, in the event that the development does not achieve net zero-carbon.

Subject to a condition and requisite clause within the Section 106 legal agreement, the proposal would accord with Policy SI 2 of the London Plan (2021).

OVERHEATING

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

The details submitted confirms the following with respect to each point above:

1) Insulation is proposed and would reduce heat losses in the winter as well as preventing heat travelling through the build fabric during the summer. The use of LED lighting further reduces internal gains and the potential overheating risk.

2) The office accommodation is located at the upper floor with a north/south glazing arrangement. The design incorporates a significant overhang to protect the glazing from the peak summer sun. Glazing specification has been considered as part of the overheating risk and the specified glazing will achieve a low g-value in order to assist in reducing excessive solar gain.

3) The main structure it expected to be a clad steel fame with cast in-situ concrete floors offering significant thermal mass able to absorb heat during the summer months, which can then be ventilated during the evening or overnight.

4) All office glazing is designed to have opening areas to introduce high levels of natural "purge" ventilation to further assist in the reduction of overheating risks. Cross ventilation is also designed into the office space to maximise the potential for natural ventilation and the associated cooling impact.

5) Due to the high occupancy levels in the office spaces and the activity levels/internal gains within, mechanical ventilation is proposed to ensure a high quality indoor climate. The system will utilise heat recovery to enhance the developments energy efficiency, as well as make use of 'free cooling' via a summer bypass where the outside air temperature is below that in the building during summer months. It is proposed that all other areas will be naturally ventilated.

6) An active cooling system is not proposed.

The details submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design, in accordance with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

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

The scheme has been reviewed by the Council's Flood and Water Management Specialist who has confirmed no objection to the scheme subject to planning conditions securing the detailed drainage strategy and evidence that it has been implemented in accordance with the details approved. Subject to conditions, the proposal is considered to accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The Noise Impact Assessment (Dated May 2022) has been reviewed in detail by the Council's Noise Specialist who concludes that sufficient information has been provided and that no objection is raised subject to conditions which control the operation noise level conditions in perpetuity. Subject to such

conditions, the development is considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policies D13 and D14 of the London Plan (2021).

AIR QUALITY

Paragraph 186 of the National Planning Policy Framework (2021) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Policy SI 1 of the London Plan (2021) supports the above.

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

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

The application site is located within the Hillingdon Air Quality Management Area and is surrounded on all sides by the Hillingdon Hospital Air Quality Focus Area, West Drayton/Yiewsley Focus Area, M4 Corridor Focus Area and Hayes Focus Area. Although the area surrounding the site is predominantly industrial, residential development is sited a short distance to the west along Horton Road.

The proposed development is not Air Quality Neutral and needs to be Air Quality positive, requiring that the emissions of additional traffic generated by the operation of the proposed development is mitigated. The Council's Air Quality Officer has calculated the level of mitigation required as equal to £471,483. Flat rate deductions equal to 30% have been applied for the Travel Plan, green measures and active travel zone contribution requested by the Highways Authority, leaving £330,038.

If recommended for approval, the above sum would be secured by a Section 106 legal agreement alongside conditions for a Low Emission Strategy and compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Subject to such planning obligations and conditions, the proposal would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2021).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

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

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

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

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

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

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 10 shall form a cash in lieu contribution to the Council in accordance with Policy SI2 of the London Plan (2021) at a rate of £95/tCO2 annualised for not more than 30 years beginning on the commencement of development. .

ii) Air Quality Contribution: A financial contribution amounting to £330,038 shall be paid to address the air quality impacts of the proposed development.

iii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iv) Servicing and Delivery Plan: A £64,000 contribution for the Council to employ an Officer to actively monitor the Delivery and Servicing Plan (secured by Condition 19) to ensure compliance and report

non-compliance to the Council's Planning Enforcement Team.

v) Active Travel Zone Improvement Works Contribution: A financial contribution amounting to £159,315 shall be paid to the Council for the implementation of active travel zone improvement works.

vi) Highways Works: Section 278 agreement to secure highway works, including alterations to the junction between the unadopted road and Horton Road, adjoining Beaches Yard.

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

viii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resultant agreement.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

The liability payable is as follows:
Mayoral CIL: £426,831.27
Hillingdon CIL: £49,526.84

Total: £476,358.11

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to

commencement of development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

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

FIRE SAFETY

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

A final fire strategy will be secured by condition if recommended for approval and will need to be assessed by a suitably qualified Fire Safety Specialist. The discharge of condition application should be accompanied by a Building Control application. Subject to such a condition, the proposal would accord with Policy D12 of the London Plan (2021).

8. Observations of the Borough Solicitor

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

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

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

contained in Probity in Planning, 2009.

Planning Conditions
Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

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

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposed redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) is an appropriate use within a Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The economic and employment benefits of the proposal also weigh in favour of the application.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). The application provides updated information to

suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has reduced since 2017. Noting this, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan. On this basis, the loss of the Travelling Showpeople is accepted.

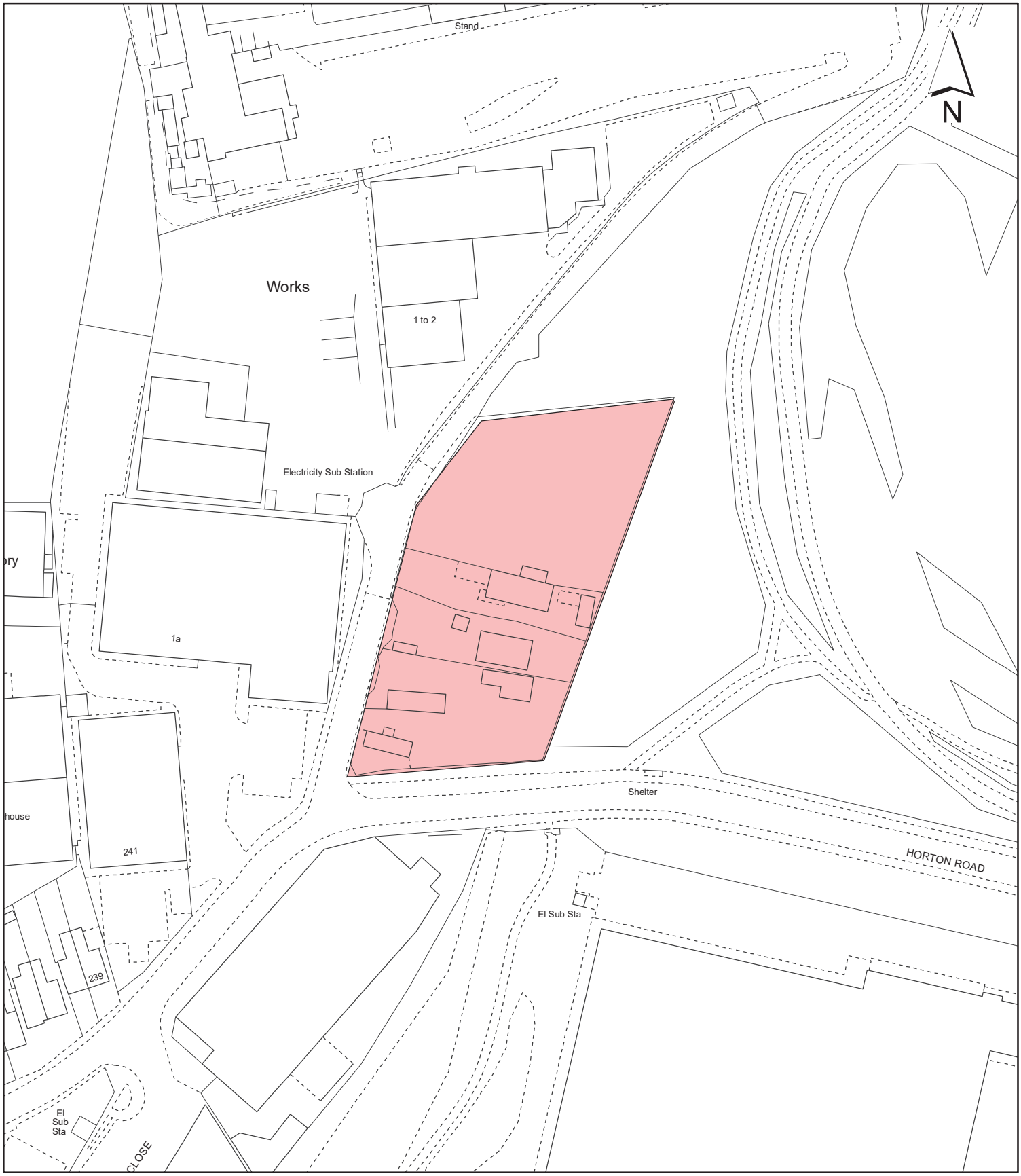
Amendments have been secured in respect of the design of the building, landscaping and width of the road to provide access to the site. As a consequence, the proposal is considered to sufficiently harmonise with the character of the area and provide sureties that any larger HGV arriving to or departing from the site would not compromise the safety of highway users.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on impact on the character of the area, neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Section 106 legal agreement.

11. Reference Documents

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

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



Notes:

Site boundary

For identification purposes only.

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Site Address:

Beaches Yard

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

Planning Application Ref:
75221/APP/2022/2968

Scale:
1:1,250

Planning Committee:
Major

Date:
July 2023

HILLINGDON
LONDON

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Report of the Head of Development Management and Building Control

Address:	UXBRIDGE FOOTBALL CLUB HORTON ROAD YIEWSLEY
Development:	Conversion of the stadia pitch to a 3G Artificial Grass Pitch (AGP) with a 1.1 metre high fence and replacement 158 seater stand to the eastern elevation of the stadia pitch
LBH Ref Nos:	49914/APP/2023/1017
Drawing Nos:	SSL2475 02 Rev 01 VS306-01-B SSL2475 04 Rev 00 SSL2475 01 SSL2475 08 Rev 00 SSL2475 09 Rev 00 SSL2475 06 Rev 00 SSL2475 07 Rev 00 SSL2475 05 Rev 00 Uxbridge FC Construction Method Statement 11-07-23 SSL2475A 28/03/23 Proposed AGP Materials and Appearance Appendix A Drainage Strategy 29/03/23 STQ4386-G01 Land contamination assessment ground testing R-STQ4386-G01 Rev01 Full Contaminated Land Assessment SSL2475 10 Rev 00 SSL2475 03 Rev 00
Date Plans received:	05-04-2023
Date(s) of Amendments(s):	06-07-2023 05-04-2023
Date Application valid	28-04-2023

1. SUMMARY

The application proposed the replacement of the Uxbridge Football Club stadium grass pitch with an artificial grass pitch, replacement of the timber boundary fence which segregates the spectator areas from the playing pitch and the replacement of one of the existing stands.

The entire site is located within the designated Green Belt therefore the applicant must demonstrate that the application proposes appropriate development or that very special circumstances would exist. The replacement of the turf pitch and fencing which segregates the spectating area from the pitch are a like for like replacement in terms of scale. The proposed replacement of the east stand would result in a marginally taller structure in this location (0.6m), however it is clear that the existing stand has come to the end of its life span and the design is likely to have contributed to it's degradation. The

pitched roof of the new stand is a more appropriate design and would increase the lifespan of the structure and the minimal increase in height is not considered to result in a reduction in openness. As such the proposal is considered to comply with Para 149 exception b) of the NPPF 2021 and is therefore by definition, appropriate development within the Green Belt.

With regards to playing pitch provision, the proposal would result in the loss of a turf pitch, therefore the applicant must demonstrate that the pitch is being replaced with one which would be of a higher quality and benefit in accordance with the Development Plan and Sport England's requirements. Sport England have been consulted and raised no objection to the replacement of the pitch with an artificial surface, subject to a condition pertaining to the submission of a Community Use Agreement. If Committee are minded to approve the application then a condition is recommended to be attached to the decision notice to ensure an appropriate Community Use Agreement is secured.

The proposal would not appear over-dominant and would integrate well within its setting. Given the significant separation distance between the site and the nearest residential properties, no concerns are raised regarding the impact upon the amenities of neigbouring occupants.

It should be noted that the area proposed for development is less than the 1.ha threshold which classes the scale of development as a major application. In order to comply with the validation requirements the applicant is required to submit a location plan indicating the site for development within a red line boundary that connects to the main public highway. It is due to the extent of the long access road which extends from the main public highway around Beaches Yard and into the football club car park, that the site area surpasses the threshold for major scale planning applications. Taking this into consideration the Local Planning Authority does not consider all of the supporting documents for a major application to be necessary given the scale of development proposed.

The proposal is supported by a drainage strategy which provides adequate information to demonstrate the development would not result in an increase in potential flood risk. Furthermore the development would not result in a significant increase in trip generation and therefore no objection has been raised by the Councils Highway Officer.

Taking the above points into consideration and the assessment of the material planning considerations set out within this report, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 **Time Limit**

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

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

2. COM4 **Accordance with Approved Plans**

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

SSL2475 03 Rev 00
SSL2475 05 Rev 00
SSL2475 08 Rev 00
SSL2475 09 Rev 00
SSL2475 06 Rev 00
SSL2475 07 Rev 00

and shall thereafter be retained/maintained for as long as the development remains in existence.

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

3. COM5 **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:

Uxbridge FC Construction Method Statement 11-07-23
Full Contaminated Land Assessment R-STQ4386-G01 Rev01
Uxbridge FC Site Setup & Logistics Plan VS306-01-B
Design and Access Statement SSL2475A 28/03/23
Proposed AGP Materials and Appearance Appendix A
Drainage Strategy 29/03/23
Land Contamination Assessment Ground Testing STQ4386-G01

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 **Community Use Agreement**

Prior to the use of the development, a Community Use Agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to Artificial Grass Pitch and ancillary facilities and include details of pricing policy, hours of use, access by non-club members, management responsibilities and a mechanism for review. The development shall not be used other than in strict compliance with the approved agreement.

REASON
To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy S5 of the London Plan (2021) and Paragraph 99 of the NPPF (2021).

5. NONSC **Imported Soils**

No contaminated soils or other materials shall be imported to the site. All imported soils for engineering and/or landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to the Local Planning Authority for approval.

REASON
To ensure that the occupants of the development are not subject to any risks from soil contamination 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.

6. COM22 **Operating Hours**

The consented pitch hereby approved shall not be used except between the hours of:-
10:00 to 22:30 Monday - Sunday.

REASON
To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. NONSC **Construction logistics and management**

The construction of the development shall be carried out in strict accordance with the details contained within the approved Construction Method Statement (reference VS306-01-B, dated 11-07-23).

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

INFORMATIVES

1.

It is likely there may be contaminating substances present in the ground at the site. We have some information on the ground conditions. We would advise persons working on site to take basic precautions in relation to contamination they encounter. Precautions should also be taken to minimise the mixing of any excavated material with any clean shallow soils that are to remain on site.

You are advised that based on available data and other information this development is on an area of former landfilled materials. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete to minimise risk

to the users and/or occupants of the site.

2.

Guidance on preparing Community Use Agreements is available from Sport England. http://www.sportengland.org/planningapplications/

For artificial grass pitches it is recommended that you seek guidance from the Football Association/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

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

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

4. I15 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

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

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

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

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

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

5. 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).

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

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

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

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

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

7. I47A **Damage to Verge - 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.

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LLP D1	(2021) London's form character and capacity for growth
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP G2	(2021) London's Green Belt
LPP S5	(2021) Sports and recreation facilities
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T2	(2021) Healthy Streets
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development

3. CONSIDERATIONS

3.1 Site and Locality

The site is located in the West Drayton area and is occupied by Uxbridge Football Club. The site comprises two grass football pitches, a clubhouse, car parking and stands. The site is accessed off Horton Road, which contains a mix of industrial and commercial uses to the south of the site. Stockley Park public recreation ground is to the west, Stockley Country Park is to the North and Stockley Park Golf Course is to the East. The site was quarried for sand and gravel between c1914 and c1938.

The topography local to the site is relatively level with a gently slope downwards to the south with the site some 3m above the land to the west and 2m above the adjoining site to the south.

Centrally the grass surfaced first team pitch and run off area are surrounded by a concrete post and timber fence (1m in height) and concrete footpath around the perimeter of the pitch. Four stands and dug out are also located around the perimeter of the pitch. The stands are concrete with corrugated metal roofing. Lighting columns are also present around the perimeter of the pitch. Levels across the existing grass surfaced pitch undulate noticeably.

The eastern portion of the site is occupied by the training pitch which is a grass surfaced pitch with no physical border defined except on the southern boundary which is marked with Heras type fencing.

The western area of the site is a series of small grassed areas with concrete footpaths that front the changing rooms and bar. Fencing 1.5m to 2m in height separates the larger area into three smaller areas with gates present to allow access.

3.2 Proposed Scheme

The application seeks planning consent for the conversion of the stadium natural turf pitch will enable a better-quality playing surface for the first team and other users, with the expectation that games will no longer be called off due to adverse weather conditions. The nature of the ground conditions of the old quarry creates issues with the ongoing state of the playing surface, inconsistent grass growth and movement of the playing surface that are proposed to be eradicated from by the re-engineering works

of the base to serve the 3G pitch surface and significantly improve sporting play and characteristics of the Uxbridge FC teams.

In addition to the replacement of the existing turf pitch, the replacement of the east stand is proposed as the existing stand is in poor condition and the replacement of the existing timber fence which segregates the main playing pitch and the spectator viewing areas with a metal ball stop fence of a similar scale. The application applies to use the proposed new pitch between the hours of 10:00-22:30 Monday - Sunday.

The application submission proposes that the development will dramatically benefit the club, partner organisations and sports clubs in the surrounding area.

The stadium pitch will be marked out for 11 a side football and used for competitive matches and training only.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site has no planning history relevant to the current proposals.

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:

Part 2 Policies:

NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
LPP D4	(2021) Delivering good design
LLP D1	(2021) London's form character and capacity for growth
LPP D5	(2021) Inclusive design
LPP G2	(2021) London's Green Belt
LPP S5	(2021) Sports and recreation facilities
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T2	(2021) Healthy Streets
DMHB 11	Design of New Development
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 9	Management of Flood Risk
DMAV 1	Safe Operation of Airports

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **8th June 2023**

5.2 Site Notice Expiry Date: **15th June 2023**

6. Consultations

External Consultees

Letters were sent to 3 adjoining land owners and a site notice was displayed at the site for a period of 21 days. The application was also advertised within the local press. All methods of consultation expired 08-06-23, no objections were received.

SPORT ENGLAND

Thank you for consulting Sport England on the planning application affecting the above site.

Sport England - Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (in particular Para. 99), and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

all or any part of a playing field, or
land which has been used as a playing field and remains undeveloped, or
land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

The Proposal and Impact on Playing Field

The application seeks to replace the natural turf football pitch with a 3G Artificial Grass Pitch (AGP). A fence and replacement stand are also proposed.

Assessment against Sport England Policy

Artificial Grass Pitch

The Council do not have a Playing Pitch Strategy therefore the local need for an AGP is not fully known. However, the Local Football Facility Plan has identified that the area requires an AGP and identifies the

adjacent Stockley Park as a potential location. This, though, has not been delivered therefore it could be argued that there is still a potential requirement for an AGP in the area. The Football Foundation have confirmed this and are supportive of the proposed AGP that could also be available for community use. The Design and Access Statement highlights that the club feel that the AGP would improve the play and characteristics of the clubs' teams.

The Design and Access Statement also indicates that there will be community use of the facilities. Community access to the proposed AGP, especially given that there could be considered a local community need for such a facility, would be beneficial to sport and should be secured for the long-term through a Community Use Agreement (CUA). Sport England would have no objection if any permission were conditional upon the submission of a CUA.

In relation to design, the Football Foundation have confirmed that the proposed AGP conforms to the FA guide to 3G Football Turf Pitches and would be permitted for play at Step 4 of the Football Pyramid.

On the basis of the above, Sport England is satisfied that the proposed AGP would be of sufficient benefit to the development of sport to outweigh the detriment caused by the loss of the area of natural playing field, consequently the AGP would meet Exception 5 of Sport England's Playing Field Policy.

Fencing and Replacement Stand

Sport England is satisfied that the proposed fencing and replacement stand meets Exception 2 of our Playing Field Policy in that they are ancillary facilities supporting the principal use of the site as a playing field and do not affect the playing pitch or otherwise adversely affect its use. It would, however, like to highlight that the Football Foundation, whilst noting that the proposed stand appears to be a 'like for like' replacement, have advised that the club would need to ensure the stand complies with ground grading requirements.

Conclusions and Recommendation

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to meet Exceptions 2 and 5 of its Playing Field Policy. The absence of an objection is subject to the following condition being attached to the decision notice should the local planning authority be minded to approve the application:

- Use of the development shall not commence until a Community Use Agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to Artificial Grass Pitch and ancillary facilities and include details of pricing policy, hours of use, access by non-club members, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason
To secure well managed safe community access to the sports facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

Informative: Guidance on preparing Community Use Agreements is available from Sport England. http://www.sportengland.org/planningapplications/ For artificial grass pitches it is recommended that you seek guidance from the Football Association/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Internal Consultees

HIGHWAY OFFICER

An application has been received seeking planning permission for the conversion of the stadia pitch to a 3G Artificial Grass Pitch (AGP) together with a 1.1 metre high pitch perimeter fence and a replacement 158no. seater stand. The application site is located at the far northern end of Honeycroft which is a private road c.250m in length that leads off Horton Road, West Drayton. The southern half of this private road provides access to various commercial uses most notably the Addison Lee taxi company and is subject to on-street parking. Public Right of Way Y3 follows the route of the southern half of the road. Further north the road narrows to c.5.7m wide and is bordered by fencing and vegetation, there are no footways on either side of the road nor any street lighting. Access to the site by larger lorries is therefore restricted, however, the applicant mentions that there are places for on-coming drivers to pass one another.

The conversion of the natural turf pitch to AGP will prevent football matches being called off due to adverse weather conditions. The stadium pitch will be marked out just for 11-a-side football and used for competitive matches only.

The applicant reports that the purposes for how the site is used will remain as existing, however the frequency of use would increase given to the enhanced durability of the 3G artificial grass playing surface. Existing floodlighting allows the pitches to be used all year round in the evenings, the applicant requests that the opening hours are extended from 10:00 to 22:30h Monday to Sunday - there are no highway objects to this change. The applicant highlights that whilst the proposal involves a new stand, it a replacement stand, as such the proposal is not expected to result in an intensification of the site in terms of numbers attending the site at peak times.

The site currently provides 131no. standard car parking places and 4no. disabled persons spaces. There is also parking for 1no. mini-bus. None of these car parking spaces have electric vehicle charge points, similarly there is no cycle parking though there are 20no. motorcycle parking spaces.

In accordance with the published London Plan 2021 Policy T7 Deliveries, Servicing and Construction a Construction Logistics Plan titled 'Site Setup and Logistics Plan' and a 'Construction Method Statement' has been provided. Overall, these are considered satisfactory though the Highway Authority is concerned that deliveries could take place in the peak hours when the road network is busiest. The Highway Authority requires that these documents are amended, there shall be no deliveries between 08:00 and 09:00h and 15:00 and 18:00h.

There are no Highway objections to this proposal subject to a planning condition that requires the applicant to submit to the Council for approval revised a 'Site Setup and Logistics Plan' and a 'Construction Method Statement' that confirms that there will be no deliveries between 08:00 and 09:00h and 15:00 and 18:00h to ensure the proposal is in accordance with the published London Plan 2021 Policy T4.

Case Officer comment:

The applicant has agreed to the construction times suggested by the Highway Officer in his comment. A revised Construction Logistics Plan has been submitted confirming the suggested construction times are agreed. As such no condition is required. With regards to the hours of use, the application seeks to confirm

the permitted hours of use for the proposed new pitch rather than an extension to the hours of use. If committee are minded to approve the application the a condition restricting the hours of use will be added to the decision notice.

CONTAMINATED LAND OFFICER

I have conducted a further review of the following report:

Title: Ground Investigation Report (Revision 01 -August 2018); Ref: STQ4386-GO1 (Rev 01); Dated: August 2018; Prepared by: Soiltechnics Ltd.

The report provides detailed information regarding potential and confirmed land conditions from a phase I desk top study and a phase II site investigation conducted at the Uxbridge Football Club.

I understand, from new information provided (see email below), this application focuses on a first phase of development, which the email correspondence dated 06/06/2023 informs us "is just for the change of the grass pitch to an artificial sports pitch that has the capacity to avoid any issues and cap off the potential risks that are being referred to"

Therefore, I am satisfied the information within the report provides suitable and sufficient information for a recommendation to the LPA to consider the application on this occasion without requirement to impose other land contamination conditions.

This recommendation is subject to strict adherence, throughout planning operations and site works, to the details outlined within the submitted report as mentioned above.

However, I do recommend the following imported soil condition and informative are imposed only for this particular change of the grass pitch to an artificial pitch.

Imported Materials Condition:
No contaminated soils or other materials shall be imported to the site. All imported soils for engineering and/or landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to the Local Planning Authority for approval.

Reason: To ensure that the occupants of the development are not subject to any risks from soil contamination 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.

Contamination Informative:
It is likely there may be contaminating substances present in the ground at the site. We have some information on the ground conditions. We would advise persons working on site to take basic precautions in relation to contamination they encounter. Precautions should also be taken to minimise the mixing of any excavated material with any clean shallow soils that are to remain on site.

You are advised that based on available data and other information this development is on an area of former landfilled materials. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete to minimise risk to the users and/or occupants of the site.

In the meantime, If/when further development phases are introduced at the site, then I recommend a new

consultation should be forwarded to me for various and appropriate new conditions to be imposed accordingly.

NOISE OFFICER

A qualitative noise assessment has been provided, assuring that noise effects would be not significant given separation distances and operating hours, the latter being 1000-2230. This is considered sufficient.

URBAN DESIGN AND CONSERVATION OFFICER

Assuming the proposed replacement stand is the same size as the previous stand there are no comments on this application from an Urban Design/Landscape perspective.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site accommodates an established outdoor stadia sports pitch used only for football by Uxbridge Football Club. The entire site falls within the Green Belt as designated in the Hillingdon Local Plan. Accordingly, the issues pertaining to the principle of development relate to the impact of the development on the openness of the Green Belt and the loss of the grass pitch.

GREEN BELT

London Plan (2021) policy G2 and the NPPF (2021) confirm that the strongest protection should be given to the green belt and that inappropriate development should be refused, except in very special circumstances.

Policy EM2 of the Local Plan: Part 1 (2012) confirms that any proposals for development within the Green Belt will be assessed against national and London Plan polices, including the very special circumstances test.

Policy DMEI 4 of the Hillingdon Plan : Part 2 - Development Management Policies (2020) states:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.
B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:
i) the height and bulk of the existing building on the site;
ii) the proportion of the site that is already developed;
iii) the footprint, distribution and character of the existing buildings on the site;
iv) the relationship of the proposal with any development on the site that is to be retained; and

The NPPF (2021) sets out the national planning policy approach to development in the Green Belt. It states that planning authorities should continue to consider the construction of new buildings in the green belt as "inappropriate". However the NPPF notes that certain forms of development can be considered as being 'not inappropriate' provided they preserve its openness and do not conflict with

the purposes of including land within it.

Paragraph 149 lists these exceptions. Of relevance to the proposed development, this includes:

a) buildings for agriculture and forestry;
b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
e) limited infilling in villages;
f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Having regard for the above policies, the applicant has submitted a planning and design and access statement which supports why this development should be considered acceptable within its Green Belt location. The document states "In terms of the impact on the Green Belt the proposal will provide improved, replacement facilities for outdoor sport and recreation on an existing outdoor sports facility, therefore conforming in principle to paragraph 149 of the NPPF 2021". It is clear that the proposal for a replacement of the grass pitch with an AGP would be used for outdoor sports and would therefore meet exception b) of paragraph 149, the fencing around the perimeter of the pitch would not have an additional impact upon the openness of the Green Belt given that it is replacing an existing timber ball stop fence and the site is enclosed by a boundary treatment which extends around the whole site, therefore the ball stop fence would not be visible except from within the stadia. The proposed replacement stand would be marginally taller (0.6m) than the existing stand which would not give rise to a reduction in openness. As such the proposal is considered to be appropriate development within the Green Belt and therefore the applicant is not required to demonstrate Very Special Circumstances.

IMPACT ON THE PLAYING FIELDS AND PROVISION OF ENHANCED SPORTS FACILITIES AND COMMUNITY BENEFITS

The proposed development would result in alterations to the layout of the site, which would affect playing field provision. Paragraph 99 of the NPPF (2021) states that:

"a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use."

Policy S5 of the draft London Plan (2019) seeks to retain existing playing fields unless (among other criteria) the loss resulting from the proposed development would be replaced by equivalent or other better provision in terms of quantity and quality in a suitable location or the development is for an alternative sports and recreational provision and the benefits of which clearly outweigh the loss of current and former use.

Further to the above, the 'Playing Fields Policy' states that 'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field, unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

The five specific exceptions are identified as follows:
1. A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
2. The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
3. The proposed development affects only land incapable of forming part of a playing pitch and does not:
· reduce the size of any playing pitch;
· result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
· reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
· result in the loss of other sporting provision or ancillary facilities on the site; or
· prejudice the use of any part of a playing field and any of its playing pitches.
4. The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
· of equivalent or better quality, and
· of equivalent or greater quantity, and
· in a suitable location, and
· subject to equivalent or better accessibility and management arrangements.
5. The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

The proposed development would result in the loss of a grass playing pitch by its replacement with an artificial grass pitch therefore Sport England are required to be consulted. The London Borough of Hillingdon does not have a Playing Pitch Strategy which would be referred to in order to determine whether there is a surplus in the availability of turf pitches within the borough which could be used. Furthermore there is no specific data which would allow officers to assess the usability of the turf pitches across each year over specific period which would be useful in determine whether there is a need for artificial grass pitches to increase the level of all year round outdoor sports provision. However as noted by Sport England, the Local Football Facility Plan has identified that the area requires an AGP and identifies the adjacent Stockley Park as a potential location. This, though, has not been delivered therefore it could be argued that there is still a potential requirement for an AGP in the area.

It is noted that both Sport England and the Football Foundation support the scheme, with the former recognising that the club feel that the AGP would improve the play and characteristics of the clubs teams.

In summary the replacement of the existing turf pitch with an AGP is considered to be an upgrade to the sports facility which would be of benefit to the football club in terms of its usability all year round and the wider community. Sport England support the scheme as indicated within their comments on the application subject to a condition pertaining to the submission and approval of a Community Use Agreement. As such the development is considered to be acceptable.

7.02 Density of the proposed development

Not applicable to this application.

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

The application site is not located within an archaeological priority zone, a conservation area, an area of special local character and nor does it accommodate a listed building.

7.04 Airport safeguarding

The National Planning Policy Framework requires that planning decisions promote public safety and take into account wider security and defence requirements by:

a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

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

The application site is located within a reasonable proximity to Heathrow Airport, however the proposal would only marginally increase the height of the stand in comparison with existing buildings and would be approximately equivalent to 1 or 2 stories. The construction would not require a crane, which could raise concerns regarding aircraft/airport safety. As such the proposal would comply with the above policies.

7.05 Impact on the green belt

This consideration has been partly addressed in Section 7.01 of the report.

The application site comprises of an existing turf football pitch. The site is bound to the north east and west by greenbelt open land fields, with a grass training pitch owned by the football club immediately to the east. To the south of the site is the access road which extends to the public highway and serves the Beaches Yard industrial site which is also located to the south.

In terms of visual impact, the existing site is located in the centre of Green Belt open land, however as explained in Section 7.01 of this report the pitch itself is obscured from views outside of the stadia, the ball stop fencing would replace an existing timber fence of a similar height and the proposed new stand is slightly taller taller (0.6m) than the existing stand. It should be noted that the new stand features a slightly pitched roof in order to provide better rainwater run off than the existing stand, which appears to have been damaged over a number of years. The roof on the existing stand is clearly dilapidated and this will not have been helped by the roof design which has weathered poorly resulting in a undulating roof line. The additional height would allow for the same volume of spectators to benefit from covered seating and provide the club with a stand which has a better life span. The benefits would clearly outweigh the potential harm if identified in this respect.

The proposed replacement of the pitch, ball stop fencing and the replacement of the stand would not result in a potential impact upon openness, as such the proposal is considered to be appropriate development within the Green Belt. The application therefore complies with para 149 exception b) of the NPPF (2021), Policy S5 of the London Plan (2021) and Policy DMEI 4 of the Hillingdon Plan : Part 2 - Development Management Policies (2020), Policy EM2 of the Local Plan: Part 1 (2012).

7.07 Impact on the character & appearance of the area

Policy D1 of the London Plan (2021) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The 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.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by;
A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure;
B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space;
C) safeguarding the development potential of adjoining sites and
D) making adequate provision for refuse and recycling storage.

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

The application site is located within an area characterised by Green Belt open land and industrial buildings to the south. The development would be contained within the stadium itself and would largely be obscured by the 2 metre boundary walls which surround the site. The tip of the pitched roof

would be visible from outside of the site but given its minor scale and the remote location of the site the proposed new stand would not appear over-dominant within its setting and would in fact integrate well with its surroundings. As such the proposal complies with Policy D1 of the London Plan (2021) and Policies DMHB 11 & DMHB 12 of the Hillingdon Local Plan: Part Two (2020).

7.08 Impact on neighbours

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

The application site is not bounded by residential properties, the nearest property is located approximately 200 meters north west in Willow Avenue. As such the development would not result in a loss of outlook, daylight and sunlight to surrounding residential properties. With regards to noise, the proposal would not result in an intensification of the use of the pitches other than what would be secured as part of the Community Use Agreement. Given the distance between the stadium and the nearest residential properties any additional noise generated by the development would not give rise to concerns regarding noise pollution as the level of noise would not exceed that of a match day. Moreover the proposal has been reviewed by the Councils Noise Officer who has raised no objection. As such the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020).

7.09 Living conditions for future occupiers

Not relevant to the assessment of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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 6 of the Local Plan: Part Two (2020) sets maximum car parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

Policy T2 Healthy Streets of the London Plan (2021) outlines that development proposals should:
- Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance;
- Reduce the dominance of vehicles on London's streets whether stationary or moving; and
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

The proposed replacement of the turf pitch would not give rise to additional vehicle movements, however the inclusion of a condition pertaining to the submission of a Community Use Agreement (CUA) at the request of Sport England could result in additional trips. It is noted that the trip generation would not exceed the trips associated with a club training sessions and would be below that of a matchday. The community use would not take place on a matchday therefore the additional trips generated by the CUA would not give rise to highway safety concerns. No changes are proposed to the existing parking provision or layout.

The application has been reviewed by the Councils Highway Officer who has raised no objection to the proposal subject to a planning condition requiring a revised Construction Logistics Plan that confirms that there will be no deliveries between 08:00 and 09:00h and 15:00 and 18:00h. The

applicant has submitted a revised Construction Logistics Plan (ref. VS306-01-B) confirming the suggested construction times are agreed. Therefore no such condition is required.

Taking the above into consideration the proposed development is considered to comply with DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies and T2 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Comments relating to Urban Design are covered within Sections 7.01 and 7.05 of this report.

7.12 Disabled access

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:
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;
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;
vii) deliver proposals which incorporate the principles of inclusive design.

The main works proposed as part of the application are relevant to the pitch replacement to improve the playing environment for the club and its members. A concrete path is located around the outer edge of the pitch wide enough for wheelchair access and this would be unaffected by the development. The proposal does not impact the car parking layout which includes the provision of 4 disabled compliant spaces.

7.13 Provision of affordable & special needs housing

Not relevant to the assessment of this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

There are no TPO's or Conservation Area designations affecting the site and there is no vegetation, other than that which bounds the training pitch and behind the fence of the northern stand. The proposed site plan indicates where the existing trees surrounding the site are located and demonstrates that none would be affected by this development. As such the proposal complies with DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020).

With regards to ecology the existing grass pitch would provide little to no ecological value given it's use and frequency of use. It would also be closely mown throughout the year. As stated above no trees or foliage would be affected by the development. As such the proposal is considered to be acceptable from an ecology perspective.

7.15 Sustainable waste management

The proposal does not affect the existing refuse and recycling arrangements.

7.16 Renewable energy / Sustainability

Not relevant to the assessment of this application.

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 Government's Flood Risk for Planning map shows the site is located within Flood Zone 1, indicating a low risk of flooding. The applicant has submitted a drainage strategy which states that the site is at no risk of flooding from rivers or sea, and very low risk of flooding from surface water.

FIFA's Quality Concept for Football Turf (Handbook of Requirements January 2015 Edition) requires a 3G artificial turf to provide water permeability (for outdoor uses) >180mm/hr and advises that to ensure adequate drainage of a field, all individual elements of the football turf should satisfy this requirement.

The designed surface water drainage solution should be based upon the following criteria, to maintain satisfactory system performance:
- Provide adequate functionality over a period of twenty years.
- Prevent the risk of uncontrolled flooding elsewhere (to land adjacent to the development).
- Comply with all applicable Sustainable Urban Drainage System (SUDS) requirements with attenuated flows (containment within the granular pitch subbase)
incorporated wherever necessary, without affecting the performance of the pitch.

This is achieved through the surface water being attenuated / stored within the construction and make up of the artificial turf pitch, which has 37% void space acting as the surface water drainage for the calculated volume of storage to meet a 1 in 100 year storm event + 40% climate change, which is 417m3. The attenuation calculated within the base of the pitch and proposed drainage system allows the controlled storage onsite to be up to 497m3, as detailed within SSL2475 09 - Proposed AGP Drainage Strategy.

The proposed development and associated surface drainage strategy from this site is such that the surface water will be managed and disposed of within the existing surface water drainage, thus complying with relevant policy requirements.

7.18 Noise or Air Quality Issues

AIR QUALITY

As the proposed development is of a minor scale and is not expected to result in a significant increase in trip generation the proposal would not give rise to air quality concerns. As such a full air quality assessment is not deemed to be required.

NOISE

Noise considerations are assessed within Section 7.8 of this report.

7.19 Comments on Public Consultations

No comments have been received.

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.

Due to the minor nature of the proposed development it is considered that no planning obligations are required.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

CONTAMINATED LAND

Paragraph 183 of the NPPF (2021) states that planning policies and decisions should ensure that:
a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Paragraph 184 of the NPPF (2021) states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will expect proposals for development on contaminated land to provide mitigation strategies that 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.

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.

Policy DMEI 13 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) Development proposals that include the importation of waste material (inert or otherwise) must be accompanied by a monitoring plan that includes:
i) the amount and types of material to be imported;
ii) the timetable for disposal;
iii) onsite precautions to be taken to ensure only authorised vehicles and waste will be allowed on to site; and
iv) methods for reviewing and reporting on the progress of the disposal to the Local Planning Authority.
B) On commencement of the disposal operation the applicant will provide a written report in accordance with A) iv) above that provides details of:
i) the types and quantities of waste that have been imported, including carrier notices where appropriate;
ii) the source of the waste imported to the site;
iii) appropriate details of the company/companies importing the material; and
iv) updates in accordance with A) iv) pertaining to the progress of material importation and disposal in compliance with the approved plans.
C) Where assurances cannot be given that the appropriate protection and safeguards can be implemented, then the Council will expect the applicant to provide contingency plans including providing security bonds (through legal agreements) to ensure any subsequent harm can be remediated and the site made good.
D) Proposals that include the importation of waste materials (inert or otherwise) that are not accompanied by the appropriate level of controls or safeguards will not be supported.

The Council's Contamination Officer has reviewed the submitted details and confirmed that they consider that the proposal is acceptable subject to a planning condition ensuring no contaminated soils are introduced onto the site. This condition, with a supporting informative, is recommended to be attached 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

In conclusion, the application proposed the replacement of the Uxbridge Football Club stadium grass pitch with an artificial grass pitch, replacement of the timber boundary fence which segregates the spectator areas from the playing pitch and the replacement of one of the existing stands.

The entire site is located within the designated Green Belt therefore the applicant must demonstrate that the application proposes appropriate development or that very special circumstances would exist. The replacement of the turf pitch and fencing which segregates the spectating area from the pitch are a like for like replacement in terms of scale. The proposed replacement of the east stand would result in a marginally taller structure in this location (0.6m), however it is clear that the existing stand has come to the end of its life span and the design is likely to have contributed to it's degradation. The pitched roof of the new stand is a more appropriate design and would increase the lifespan of the structure and the minimal increase in height is not considered to result in a reduction in openness. As such the proposal is considered to comply with Para 149 exception b) of the NPPF 2021 and is therefore by definition, appropriate development within the Green Belt.

With regards to playing pitch provision, the proposal would result in the loss of a turf pitch, therefore the applicant must demonstrate that the pitch is being replaced with one which would be of a higher quality and benefit in accordance with the Development Plan and Sport England's requirements. Sport England have been consulted and raised no objection to the replacement of the pitch with an artificial surface, subject to a condition pertaining to the submission of a Community Use Agreement. If Committee are minded to approve the application then a condition is recommended to be attached to the decision notice to ensure an appropriate Community Use Agreement is secured.

The proposal would not appear over-dominant and would integrate well within its setting. Given the significant separation distance between the site and the nearest residential properties, no concerns are raised regarding the impact upon the amenities of neigbouring occupants.

It should be noted that the area proposed for development is less than the 1.ha threshold which classes the scale of development as a major application. In order to comply with the validation requirements the applicant is required to submit a location plan indicating the site for development within a red line boundary that connects to the main public highway. It is due to the extent of the long access road which extends from the main public highway around Beaches Yard and into the football club car park, that the site area surpasses the threshold for major scale planning applications. Taking this into consideration the Local Planning Authority does not consider all of the supporting documents for a major application to be necessary given the scale of development proposed.

The proposal is supported by a drainage strategy which provides adequate information to demonstrate the development would not result in an increase in potential flood risk. Furthermore the development would not result in a significant increase in trip generation and therefore no objection

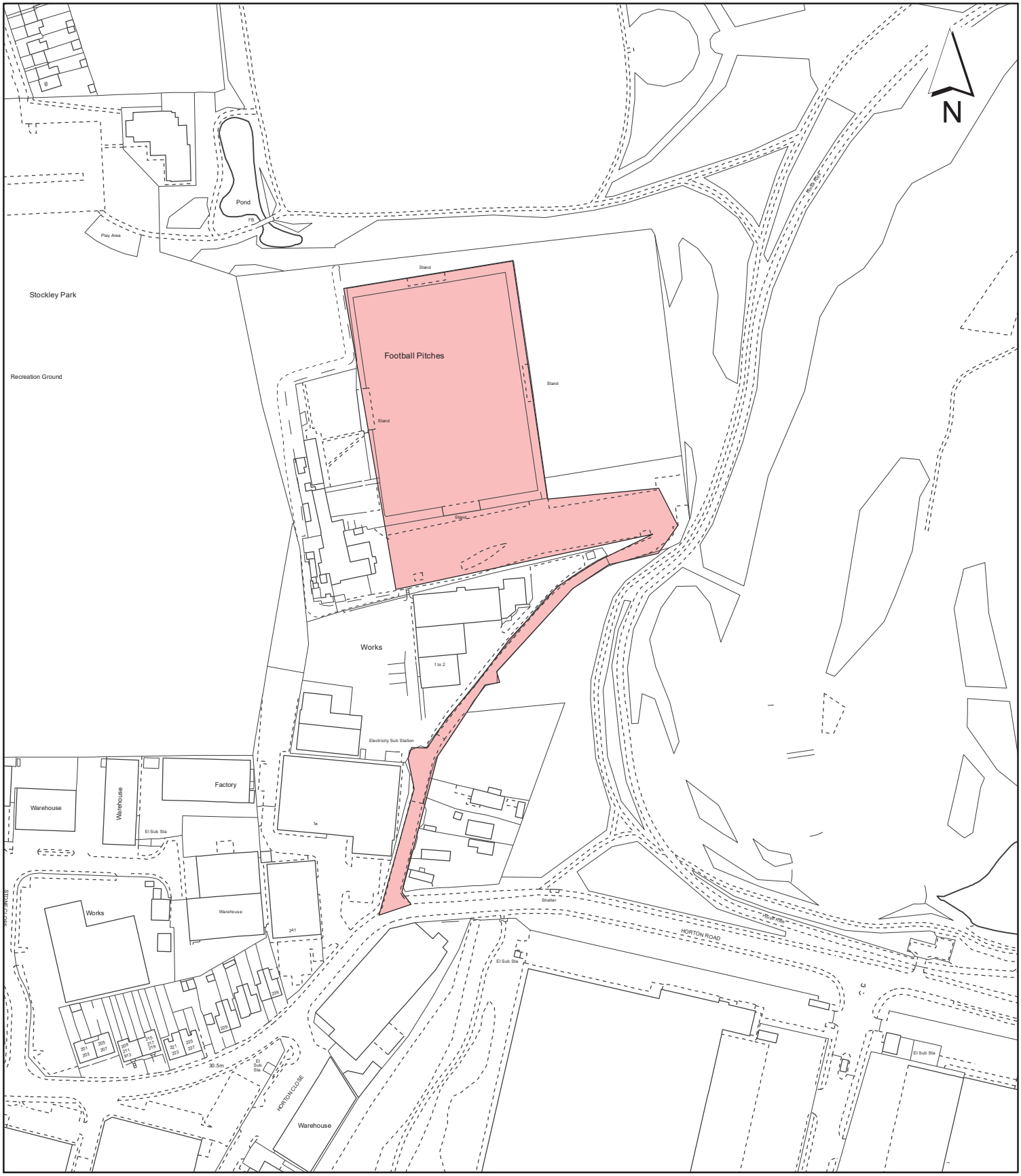
has been raised by the Councils Highway Officer.

Taking the above points into consideration and the assessment of the material planning considerations set out within this report, the application 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:

Uxbridge Football Club
Horton Road
Yiewsley

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

Planning Application Ref:
49914/APP/2023/1017

Scale:
1:2,500

Planning Committee:
Major

Date:
July 2023

HILLINGDON
LONDON

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Report of the Head of Development Management and Building Control

Address: THE SQUIRRELS TRADING ESTATE VIVEASH CLOSE HAYES

Development: Redevelopment of the site to erect a part 11 storey, part 10 storey mixed use building comprising 121 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of Green Super Highway with associated landscaping, access, and parking following demolition of existing buildings.

LBH Ref Nos: 77214/APP/2022/3382

Drawing Nos: Energy Assessment July 2023
Squirrels Trading Estate - Cost Plan Rev 1
AY Updated FVA Appraisal July 2023
Unit Mix 22.75% AH Offer
Squirrels Trading Estate - Cost Plan Rev 1
Planning Statement October 2022
Statement of community involvement October 2022
STE-PPC-00-XX-RP-G-0012
Overheating Report - Rev A
Air Quality Assessment October 2022
Arboricultural Impact Assessment
Flood Risk Assessment October 2022
Preliminary Ecological Assessment Report Aug 2022
Sustainability appraisal October 2022
Infrastructure and Utilities Statement October 2022
Marketing Report October 2022
Townscape and Visual Appraisal GL Hearn November 2022
2223-EXA-00-GF-DR-L-00100 PL101
2223-EXA-00-10-DR-L-00101 PL101
15489-A-PL-(72) - 110A Rev 07
15489-A-PL-(72) - 110B Rev 011
2111056- TK03F
15489-EX-PL-(02)-100 Rev 04
15489-A-PL-(03) - 099 Rev 012
15489-EX-PL-(03)-001 Rev 01
15489-D-PL-(03)-002 Rev 01
Noise impact assessment October 2022
Circular Economy Statement December 2022
22-8770 October 2022

Whole carbon life cycle revised
15489 N01-000 12
P15489 N01-005_05
15489-A-PL-(03) - 012 Rev 02
15489-A-PL-(03) - 100 Rev 018
15489-A-PL-(03) - 101 Rev 011
15489-A-PL-(03) - 103 Rev 011
15489-A-PL-(03) - 104 Rev 09
15489-A-PL-(03) - 110 Rev 016
15489-A-PL-(03) - 111 Rev 010
15489-A-PL-(04) - 400 Rev 05
15489-A-PL-(04) - 402 Rev 00
15489-A-PL-(05) - 501 Rev 012
15489-A-PL-(05) - 502 Rev 012
15489-A-PL-(21) - 100 Rev 00.
15489-A-PL-(21) - 102 Rev 00
15489-A-PL-(21) - 103 Rev 00
15489-A-PL-(72) - 101A Rev 012
15489-A-PL-(72) - 101B Rev 013
15489-A-PL-(72) - 103A Rev 08
15489-A-PL-(72) - 104B Rev 06
15489-A-PL-(72) - 105B Rev 02
JCH01762 May 2023
Daylight and Sunlight Report Revised 08 June 2023
Revised Transport Assessment Rev C 09/06/23
Revised Framework Residential Travel Plan
Revised Framework Delivery and Servicing Management Plan
Revised Framework Construction Traffic Management Plan
Appendix 9 Drainage Map
Revised Gateway 1 Form 22/06/23
Revised Stage 3 Fire Strategy June 2023
15489-A-PL-(04) - 401 Rev 08
15489-A-PL-(05) - 500 Rev 011
A-PL-(21) - 104 Rev 00
15489_L11_007_02
SQU-PPC-00-XX-DR-C-0200 P2
SQU-PPC-00-XX-DR-C-0299 P0
SQU-PPC-00-XX-RP-C-0005 Rev 1
2223-EXA-00-ZZ-RP-L-00900

Fire Statement drainage and water plan
21-8770 P3

Date Plans received:	04-11-2022	**Date(s) of Amendments(s):**	13-07-2023
			12-07-2023
Date Application valid	14-12-2022		07-11-2022
			26-01-2022
			04-11-2022
			10-07-2023

1. SUMMARY

Full planning permission is sought for the redevelopment of the site to erect a part 11 storey, part 10 storey mixed use building comprising 121 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of green superhighway with associated landscaping, access, and parking following demolition of existing buildings.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

The proposed development would provide 15 social rent units and 14 shared ownership units intermediate tenure units, equating to an overall offer of 22.75% affordable housing by habitable room. Although this does not meet the 50% affordable housing target set for former industrial sites, stated under Policy H5 of the London Plan (2021), it would positively contribute to meeting the Council's affordable housing needs and is notably supported by the Council's Housing Team. It is also agreed that this affordable housing offer is the maximum viable, affordable housing provision possible. If approved, this would be secured by the Section 106 legal agreement, alongside an Early and Late Stage Viability Review.

Regarding the agent of change principle, it is noted that the nearest commercial units to the site are at the neighbouring site (4 Viveash Close). The applicant has submitted a Noise Impact Assessment, demonstrating to the satisfaction of the Council's Noise Specialist that the proposals will provide an acceptable living environment. This is subject to conditions relating to the restriction on noise levels measured internally.

The proposed part 10-storey, part-11-storey building blocks are viewed within the context of an urban/suburban area, which comprises a mix of characteristics, including buildings of a similar bulk, scale and massing. Based on the immediate surrounding context, the scale and mass of the proposed development are acceptable.

Based on a proposed housing mix, the development would require approximately 2775 square metres of private amenity space to accord with relevant policies. The submitted plans provide the following:
- 321 square metres of private amenity space via balconies;
- 285 square metres will be provided via a residential courtyard to the south at ground level, the rooftop amenity space on the 10th floor and the running track to the north of the building.

The above provisions total 606 sqm of amenity space, resulting in a shortfall of amenity space for the proposals. However, the applicant has agreed to a £115,685 contribution towards Cranford Park improvements to mitigate this under provision and is providing 1834.70 sqm (approximately 60% of the site area) as public open space in order to deliver a key piece of the area masterplan and Green Superhighway. It should be noted that additional amenity space could be provided if the applicant were to propose a scheme which extended the built form further into the area proposed as public open space, but this would be to the detriment of the delivery of the Green Superhighway. Significant weight is afforded to the delivery of the masterplan and therefore the benefits of delivering this key piece of public open space and the Green Superhighway outweigh the potential harm resultant of the shortfall in amenity space.

The proposed development would provide 4 accessible parking spaces and is therefore considered to be a car-free development. The application site has a PTAL rating of 4 and is about 600 metres (9 min walk) from Hayes and Harlington Station with 4 bus stops within a 400-metre radius. The application site is therefore well-connected. If recommended for approval, planning obligations would be secured by Section 106 legal agreement and would contribute to mitigating any impacts that may arise from the proposed use. This includes a Travel Plan, Parking Permit restriction and Active Travel Zone improvements. Subject to securing these measures, the proposal is considered acceptable concerning its impact on the local highway network.

The proposed development would provide 4 no. disabled parking bays which accords with the immediate 3% required to be delivered by policy. Policy also requires the delivery of a further 7% should there be demand, however there is insufficient space within the application site to deliver these spaces unless the Green Superhighway public realm is lost. Significant weight is afforded to delivering the objectives of the masterplan and part of this includes the Green Superhighway. The Councils Highways Officer has confirmed that the accessibility of disabled spaces within the immediate vicinity is noted and the level of parking proposed is acceptable given the importance of delivering the Green Superhighway and the sustainable transport benefits it will provide.

Taking all relevant material planning considerations into account, the proposed development is considered acceptable regarding its impact on neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

In summary, the proposed development is considered a suitable use of the site that meets the site allocation requirements and integrates with surrounding redevelopment proposals. Although the proposed development would technically conflict with local plan private amenity space standards and accessible parking standards, the conflict is minor. It would be outweighed by the planning gain secured as part of a recommendation for approval. Material considerations, therefore, indicate that the scheme's benefits outweigh the minor policy conflict concerning private amenity space and accessible parking. On balance, taking these factors into account, it is recommended that the scheme is granted planning permission.

The application is therefore recommended for approval, subject to recommended planning conditions, a Section 106 legal agreement and Stage 2 Mayoral referral.

2. RECOMMENDATION

That delegated powers be given to the Director for Planning, Regeneration and Environment to GRANT planning permission subject to the following:

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

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

1. Section 278 Highway Agreement for works needed to facilitate highway improvements works along Viveash Close.

2. Air Quality contribution of £57,050.

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

4. TFL Bulls Bridge contribution of £77,403.

5. Active Travel Zone contribution of £92,640.

6. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

7. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded scheme.

8. £115,685 Contribution towards Cranford Park improvements

9. London Healthy Urban Development Unit (HUDU) contribution of £48,938.

10. Affordable Housing: Planning obligation for an on-site provision of 14 Shared Ownership units comprising of 6 x 1 bed, 6 x 2 bed and 2 x 3 bed, plus 15 Social Rented units comprising of 7 x 1 bed and 8 x 2 bed. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).

11. Carbon off-set contribution of £385,652.

12. Implementation of a new landscaping treatment agreed between the Owner of this application site and the land owner of the former Nestle Site (Blocks D and E) and the removal of the closed boarded fence between the two sites, or otherwise agreed with the local planning authority.

13. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the legal agreement and any abortive work as a result of the agreement not being completed.

D) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement

and conditions of approval and any changes requested by the GLA.

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

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development in terms of s278 works, Air Quality, Employment Strategy and Construction Training, Bulls Bridge contribution, Public Realm/ATZ Improvements, Residential Travel Plan, Parking Permits, Cranford Park, HUDU Contribution, Affordable Housing, Carbon Offset Contributions and Project Management & Monitoring Fee). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policy DF1 of the London Plan (2021); and paragraphs 54-57 of the National Planning Policy Framework (July 2021).'

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

1. RES3 **Time Limit**

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

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

2. RES4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:
EX-PL-(02)-100 Rev 04
15489-D-PL-(03)-002 Rev 01
15489-A-PL-(03) - 099 Rev 012
15489-A-PL-(03) - 100 Rev 018
15489-A-PL-(03) - 101 Rev 011
15489-A-PL-(03) - 103 Rev 011
15489-A-PL-(03) - 104 Rev 09
15489-A-PL-(03) - 110 Rev 016
15489-A-PL-(03) - 111 Rev 010
15489-A-PL-(04) - 400 Rev 05
15489-A-PL-(04) - 402 Rev 00
15489-A-PL-(05) - 501 Rev 12
15489-A-PL-(05) - 502 Rev 012
15489-A-PL-(72) - 101A Rev 012
15489-A-PL-(72) - 101B Rev 013
15489-A-PL-(72) - 103A Rev 08
15489-A-PL-(72) - 104B Rev 06
15489-A-PL-(72) - 105B Rev 02

15489-A-PL-(72) - 110A Rev 07
15489-A-PL-(72) - 110B Rev 011
2111056- TK03F
15489-A-PL-(04) - 401 Rev 08
15489-A-PL-(05) - 500 Rev 011
A-PL-(21) - 104 Rev 00
15489-A-PL-(72) - 100 Rev 06
2223-EXA-00-10-DR-L-00101 PL101
2223-EXA-00-GF-DR-L-00100 PL101; 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), Hillingdon Local Plan: Part Two - Development Management Policies (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:
Noise Impact Assessment October 2022
Circular Economy Statement December 2022
Whole Carbon Life Cycle 26-01-2023
Apartment Schedule Revised 15489 N01-005 Rev 05
Area Schedule Revised 15489 N01-000 Rev 12
Built Heritage Statement Revised JCH01762 May 2023
Daylight and Sunlight Report 08 June 2023
Revised Transport Assessment Rev C 09/06/23
Revised Framework Residential Travel Plan Rev A 09/06/202
Revised Framework Delivery and Servicing Management Plan Rev B 09/06/23
Revised Framework Construction Traffic Management Plan Rev B 09/06/2023
Appendix 9 Drainage Map 29-06-2023
Revised Gateway 1 Form 22/06/23
Revised Stage 3 Fire Strategy June 2023
Design and Access Statement Addendum Revised 15489_L11_007_02
Drainage Strategy Revised SQU-PPC-00-XX-DR-C-0200 Rev P2
Overland Flow Exceedance Plan SQU-PPC-00-XX-DR-C-0299 Rev P0
Drainage Technical Note Revised SQU-PPC-00-XX-RP-C-0005 Rev 1
Energy Assessment July 2023
AY Updated FVA Appraisal July 2023
Landscaping Design and Access Statement 2223-EXA-00-ZZ-RP-L-00900
Planning Statement October 2022
Preliminary Basement Impact Assessment STE-PPC-00-XX-RP-G-0012 May 2022
Overheating Report - Rev A
Air Quality Assessment October 2022
Arboricultural Impact Assessment 2
Flood Risk Assessment October 2022
Preliminary Ecological Assessment Aug 2022
Sustainability Appraisal October 2022
Infrastructure and Utilities Statement October 2022
Marketing Report October 2022

Townscape and Visual Appraisal November 2022

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

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2021).

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

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

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants, including pollution absorbing plants, giving species, plant sizes and proposed numbers/densities where appropriate.

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage for 211 long stay and 3 short stay spaces for the residential units, plus 1 long stay and 3 short stay spaces for the commercial unit.
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts for 4 accessible spaces (including demonstration that 1 parking space shall be served by an active electrical charging points and the remaining passive)
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures including accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

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

4. Details of Landscape Maintenance
4.a Landscape Maintenance Schedule for a minimum period of 5 years.
4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the

landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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

7. Other
7.a Existing and proposed functional services above and below ground
7.b Proposed finishing levels or contours
Thereafter the development shall be carried out and maintained in full accordance with the approved details.

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

5. NONSC **Facade Improvements**

No development shall take place above ground level until the following details are submitted :
- A revised ground and first floor facade design to incorporate space for an improvement to the entrance signage for the blocks/cores/commercial unit
- Detailing of balcony and bay windows
- Detailing of the metal screening to be used at ground floor level
- Final bay elevations

Details should include information relating to make, product/type, colour and photographs/images.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

6. RES7 **Materials (Submission)**

No development shall take place above ground level until details of all materials and external surfaces, including details of balconies, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7. NONSC **Bird Hazard Management**

Prior to the commencement of above ground works, a robust results-based Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence and Heathrow Airport Limited. The BHMP should contain but not be limited to:
- Procedures and a schedule intended to ensure that breeding gulls are not supported by or attracted to the site and that any successful breeding is prevented.
- An assessment of bird strike risk at the site, to include species data and numbers.
- A monitoring schedule which includes details of means of access to all roofs.
- A checklist of measures that would be taken to address problems that may arise.

The site shall be managed strictly in accordance with the details set out in the Bird Hazard Management Plan for the life of the development.

REASON
In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

8. NONSC **Piling Method Statement**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON
To ensure that the proposed works, in close proximity to underground sewerage utility infrastructure, will not adversely impact / cause failure of local underground sewerage utility infrastructure in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

9. NONSC **Fire Safety**

Prior to above ground level works, an updated Fire Strategy shall be submitted to and approved in writing by the Local Planning Authority. The updated Fire Strategy shall include any necessary design changes to provide the required protected access to the firefighting shaft. The development shall thereafter be completed in accordance with the approved updated Fire Strategy.

REASON
To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

10. NONSC **Noise**

The development shall not be occupied until full and final details are provided to and approved by the Local Planning Authority of the sound insulation scheme(s), and any other control measures, such that ambient sound levels are no higher than the relevant internal targets within the current version of the ProPG: Planning & Noise accounting for both ventilation and overheating conditions, and to

minimise levels within external amenity areas as far as practicable. The measures shall take into account the ventilation and overheating control strategy/strategies, with any sound generated within the development by associated plant controlled to not exceed relevant targets, such as those within the current version of the Acoustics, Ventilation and Overheating Residential Design Guide.

REASON
To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

11. NONSC **Contaminated Land**

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

a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase (as required) will be verified shall be agreed in writing with the LPA prior to commencement of each phase (as required), 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 for each phase (as required), 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 for each phase (as required) and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

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

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other

offsite receptors in accordance with Policies - DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

12. NONSC **Servicing and Delivery Plan**

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall:
i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
ii) ensure there is provision of adequate loading facilities;
iii) ensure that the delivery space and time is actively controlled through a site booking plan; and
iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

REASON
To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020) and Policy T7 of the London Plan (2021).

13. NONSC **Construction Logistics**

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

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

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

(ix) 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. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).
(x) 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;
(xi) 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;
(xii) 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/;
(xiii) an asbestos survey and management plan; and
(xiv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

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

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

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

14. NONSC **Accessible Units 1**

All Wheelchair Accessible Standard M4(3)(2)(b) and Wheelchair Adaptable Standard M4(3)(2)(a) units shall each be allocated an accessible parking space, capable of accommodating a high sided vehicle, designed to accord with the specifications set out in BS 8300:2018 which shall remain in place in perpetuity.

REASON
To ensure compliance of the development with the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021).

15. NONSC **Accessible Units 2**

The dwellings hereby approved shall, as a minimum standard, be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON
To ensure compliance of the development with the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021).

16. NONSC **Accessible Units 3**

Prior to the commencement of the development a floor plan at no less than 1:100 should be submitted to and approved by the Local Planning Authority for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.

REASON
To ensure compliance of the development with the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021).

17. 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 Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D11 of the London Plan (2021).

18. NONSC **Waste Management Plan**

Prior to occupation of the development a Waste Management Plan shall be submitted and approved in writing by the Local Planning Authority. The Waste Management Plan shall demonstrate how the refuse and recycling will be managed within the building and placed within an area to be collected within the described distances within the Development Plan.

REASON
To ensure that waste generated from the development can be held within the building and collected without obstruction in accordance with Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

19. NONSC **Overheating Strategy**

Prior to the occupation of the development a revised Overheating and Ventilation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the

agreement to provide each occupant with a handover pack, which includes information on how to mitigate overheating.

REASON
In order to reduce the potential for internal overheating and reliance on air conditioning systems, in accordance with Policy SI 4 of the London Plan (2021).

20. NONSC **Drainage Strategy**

(i) Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a revised drainage strategy which includes the following:
- Demonstrates the location of the water butts in the Drainage Strategy drawing.
- Clearly states the greenfield and existing runoff rates for the 1 in 1-year, 1 in 30-year and 1 in 100-year rainfall events; these should be clearly evidenced in the drainage calculations.
- Provides the existing runoff volume, evidenced with drainage calculations.
- Demonstrates where the remaining 450m2 of the site area is discharging to if not into the positive drainage system.

(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 ensure the development does not increase the risk of flooding in accordance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), and Policies SI12 and SI13 of the London Plan (2021).

21. NONSC **Ecological Enhancement Plan**

The development hereby approved shall be carried out in accordance with the Biodiversity Enhancement Strategy "Preliminary Ecological Assessment Report August 2022", to achieve biodiversity net gain on-site.

The development shall thereafter be 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 - Development Management Policies (2020).

22. NONSC **Fire Evacuation Plan**

The development hereby approved shall accord with London Plan Policies D5 and D12 to include a minimum of one fire evacuation lift per core designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The required evacuation lifts shall serve all floors, including the roof garden/terrace and remain in place for the life of the development.

REASON
To ensure the development provides reliable, convenient and dignified means of escape for all

building uses in accordance with Policies D5 and D12 of the London Plan (2021).

23. NONSC **No External Lighting**

No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning.

REASON
In the interests of the protection of the biodiversity of the Blue Ribbon Network in accordance with Policy EM7 of the Hillingdon Local Plan Part 1 and Policies DMEI 7 and DMEI 8 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

24. NONSC **Crane Operation Plan**

Prior to the commencement of the development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Limited. The submitted plan shall include details of;

- cranes and other tall construction equipment (including the details of obstacle lighting)

The approved Crane Operation Plan (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON
In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

25. NONSC **Energy Assessment**

Prior to above ground works, an updated energy assessment shall be submitted to and approved by the Local Planning Authority. The assessment shall detail the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy (Synergy Energy Strategy Report 22-8770 July 2023), GLA's Carbon Emission Reporting spreadsheet, example Be Lean and Be Green DER/TER worksheets and full Be Lean/Be Green BRUKL worksheets. The details shall include type, size and location of the heat pumps including an appraisal of the associated noise and vibration. The scheme shall detail the type and size of PV panels including their pitch and orientation. The assessment shall then ensure there is a comprehensive presentation of the reduction in carbon associated with the 'be lean', 'be clean' and 'be green' including making a clear allowance for the electricity demand of the air source heat pumps. The revised assessment should demonstrate that the minimum on-site London Plan target has been met for Part L 2021. The development must proceed in accordance with the approved plans and specification.

REASON
To ensure the development achieves zero carbon in accordance with Policy SI2 of the London Plan (2021).

26. NONSC **Energy Monitoring**

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON
To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy S12 of the London Plan (2021).

27. NONSC **Overheating**

The development shall be constructed in accordance with the BRUKL output document for both the domestic and the non-domestic element and ensure that overall compliance with both CO2 emission criteria and the primary energy criteria.

REASON
To ensure the development contributes to a reduction in overheating and CO2 emissions in accordance with Policy SI4 of the London Plan (2021)

INFORMATIVES

1. 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.

2.

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

3. I72 **Section 106 Agreement**

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

4. 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).

5.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Landscaping
The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

6.

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

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

Airside_Works_Approvals@heathrow.com

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan 2021 and national planning guidance.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding

DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing

LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The site lies approximately a third of the way along Nestles Avenue, close to Hayes town centre and Hayes and Harlington Railway station. It is a part of a larger industrial zone located to the south of the railway line and the Grand Union Canal, bordered by Nestles Avenue. Further south of Nestles Avenue lies mainly two storey suburban housing.

At the western end of the industrial zone is a cluster of separate units of which the site is one. The west of the site borders Viveash Close. The north of the site has its boundary with 4 Viveash Close.

The site is bordered to the east by the former Nestle Factory site which is currently under development for a mixed use scheme comprising over 1,300 homes and substantial industrial/distribution space. The former factory site includes a number of locally listed buildings and structures. Currently, two blocks adjacent to to the site are under construction.

The site forms part of Site B within site allocation 5 of the Local Plan Part 2 - Site Allocations Policies (2020). A number of relative permissions have been granted on adjacent sites within the Site B parcel of the site allocation such as the construction of a part 11, part 10 storey building comprising of 127 units and a residents lounge on the 3 Viveash Close site which is to the north. Stanford House which is No.9 Viveash Close benefits from recent permission for an 11 storey building comprising of 103 residential units. In addition the Nestle site is being widely redeveloped with most of the parcels to the east at a significant point of construction if not occupied already.

3.2 Proposed Scheme

Redevelopment of the site to erect a part 11 storey, part 10 storey mixed use building comprising 121 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of Green Super Highway with associated landscaping, access, and parking following demolition of existing buildings.

Proposed Unit Mix
The application proposes 48 x 1-Bedroom units, 54 x 2-bedroom units and 19 x 3-bedroom units. This would result in a housing mix of:
·1-bedroom units - 37.1%
·2-bedroom units - 47.4%
·3-bedroom units - 15.5%

Affordable Housing
The application proposes a 22.75% by habitable room affordable housing offer at a 50/50 split tenure mix. This equates to the following:

. 14 shared ownership units comprising of 6 x 1 bed, 6 x 2 bed and 2 x 3 bed
. 15 social rent units 7 x 1 bed and 8 x 2 bed

Amenity Space
The submitted plans provide the following:
- 321 square metres of private amenity space via balconies;
- 285 square metres will the rooftop amenity space on the 10th floor and the running track to the north of the building.

Public Open Space
The development would provide 1834.70 sqm which is significantly more than any of the neighbouring sites. As set out within the main body of this report, the applicant is committed to delivering a key piece of public open space which equates to approximately 60% of the site area. The landscaping details submitted illustrate the provision of a good quality space which would increase permeability across the Nestle site.

Vehicle and Cycle Parking

The proposal would provide 4 Accessible spaces located within the undercroft at ground floor level. Whilst not strictly in accordance with the London Plan requirements, the scheme delivers the initial 3% required to be delivered at day 1, the site is in sustainable location where car free schemes should be promoted and significant weight is afforded to the delivery of the masterplan which requires this site to provide 60% of the site area as public open space.

Cycle Storage for 211 long stay and 3 short stay spaces for the residential units, 1 long stay and 3 short stay spaces for the commercial unit.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site does not have any planning history relevant to the current proposals.

4. Planning Policies and Standards

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

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

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

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

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.H1 (2012) Housing Growth

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11 (2012) Sustainable Waste Management

PT1.EM4 (2012) Open Space and Informal Recreation

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.H2 (2012) Affordable Housing

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMEI 10 Water Management, Efficiency and Quality

DMCI 4 Open Spaces in New Development

DMEI 12 Development of Land Affected by Contamination

DMCI 5 Childrens Play Area

DMEI 14 Air Quality

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DME 2 Employment Uses Outside of Designated Sites

DMEI 9 Management of Flood Risk

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMH 2 Housing Mix

DMHB 4 Conservation Areas

DMHB 11 Design of New Development

DMHB 14 Trees and Landscaping

DMEI 2 Reducing Carbon Emissions

DMHB 15 Planning for Safer Places

DMEI 7 Biodiversity Protection and Enhancement

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

DMH 7 Provision of Affordable Housing

DMT 1 Managing Transport Impacts

DMHB 1 Heritage Assets

DMT 2 Highways Impacts

DMHB 10 High Buildings and Structures

DMT 6 Vehicle Parking

LPP D11 (2021) Safety, security and resilience to emergency

DMHB 12 Streets and Public Realm

LPP D14 (2021) Noise

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

DMHB 17 Residential Density

LPP D7 (2021) Accessible housing

LPP DF1 (2021) Delivery of the Plan and Planning Obligations

DMHB 19 Play Space

LPP G6 (2021) Biodiversity and access to nature

DMHB 2 Listed Buildings

LPP G7 (2021) Trees and woodlands

DMHB 3 Locally Listed Buildings

LPP H1 (2021) Increasing housing supply

LPP H10 (2021) Housing size mix

LPP HC1 (2021) Heritage conservation and growth

LPP SI1	(2021) Improving air quality
DMT 3	Road Safeguarding
LPP SI12	(2021) Flood risk management
DMT 4	Public Transport
LPP SI13	(2021) Sustainable drainage
DMT 5	Pedestrians and Cyclists
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP D12	(2021) Fire safety
LPP H2	(2021) Small sites
LPP T6.5	(2021) Non-residential disabled persons parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D13	(2021) Agent of change
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
LPP GG1	(2021) Building strong and inclusive communities
LPP GG4	(2021) Delivering the homes Londoners needs
LPP SI2	(2021) Minimising greenhouse gas emissions
NPPF11	NPPF 2021 - Making effective use of land
LPP D9	(2021) Tall buildings
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP E11	(2021) Skills and opportunities for all
NPPF2	NPPF 2021 - Achieving sustainable development
LPP E2	(2021) Providing suitable business space

NPPF4	NPPF 2021 - Decision-Making
LPP E3	(2021) Affordable workspace
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
NPPF9	NPPF 2021 - Promoting sustainable transport
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP S4	(2021) Play and informal recreation
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T6.2	(2021) Office parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation

LPP T9 (2021) Funding transport infrastructure through planning

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding

NPPF8 NPPF 2021 - Promoting healthy and safe communities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **19th January 2023**

5.2 Site Notice Expiry Date: **6th July 2023**

6. Consultations

External Consultees

Letters were sent to 834 neighbouring properties, a site notice was displayed outside of the site for 21 days and the application was advertised in the local press. An additional consultation was carried out upon the submission of revised plans and a change in the description of development, all consultation expired 06-07-23.

One letter of objection was received that raised the following concerns:

- Agent of change
- Noise impact upon future occupants of the development from the existing industrial buildings
- Health risk to future occupants due to dust emanating from neighbouring industrial buildings
- Increased traffic
- Pedestrian safety

Case Officer comment:

Concerning the comments received with respect to the Agent of Change, further discussion on this matter is set out in the body of this report. However, in summary, the proposed development is not deemed contrary to policy.

The first part of the objection alleges the applicant's submission has yet to consider the Agent of Change principle in the submission or the Noise & Vibration Assessment. The applicant's Noise and Vibration Assessment has regarded the existing noise sources via onsite noise survey.

To summarise, Planning Practice Guidance (Para 6) states that reliance on closed windows to mitigate noise levels is acceptable, assuming that the impact on internal living conditions is considered (e.g. ventilation and cooling for overheating). This has been taken into account for the development in line with good acoustic practice, as demonstrated in the report by Syntegra.

Objections raise the dust collector explosion relief panels sited at Paramount Powders (4 Viveash Close) and facing the proposed development site. This was not considered to be an concern which prevented the approval of the application to redevelop the 3 Viveash site which is currently in the process of validation for a stage 2 referral to the GLA.

The existing building on site is more than 25 metres from the side elevation of 4 Viveash and is separated by a large piece of open space. This is a much greater distance than the approx. 15 m measurement considered acceptable from the proposed building at 3 Viveash. As with the the objection received for the development application at 3 Viveash where there were claims for a potential for explosions, the effect or likelihood of occurrence has not been quantified but given the presence of the existing building for a period of over ten years, which is within blast range of the dust collectors, and no such incidents have occurred, it could be assumed that the future situation represents less risk due to the further distance of the building.

GREATER LONDON AUTHORITY (GLA)

Summary of conclusions

Land use principles: The redevelopment of this brownfield site, with excellent public transport accessibility, for the purposes of a residential-led, mixed-use development is acceptable in land use terms.

Affordable housing: The proposed development includes 0% affordable housing which is entirely unacceptable at this stage. GLA officers are robustly interrogating the Financial Viability Appraisal (FVA) with a view to increasing the amount of affordable housing. Affordability and eligibility criteria and early and late-stage reviews should be
secured.

Urban Design: The development layout is strongly interlinked to the wider masterplan and desire to establish a green superhighway. As such, the proposed layout is supported. The height and massing would be generally consistent with the developing area however, in relation to height, the proposals do not comply with Part B of Policy D9 and further assessment against the criteria in Part C of D9 will be carried out at Stage 2. The proposal would not result in harm to the significance of the adjoining Conservation Area. Further information is required in order to demonstrate the highest standards of fire safety in accordance with Policy D12. Other issues on transport, sustainable development and environment also require resolution prior to the Mayor's decision-making stage.

Recommendation
That Hillingdon Council be advised that the application does not comply with the London Plan for the reasons set out in paragraph 96. Possible remedies set out in this report could address these deficiencies.

Case Officer comment:
The GLA identifies the following material considerations need to be addressed:
- Updated Fire Statement is required confirming that the proposal generally complies with the proposed Building Regulation amendments
- Respond to transport matters raised by TFL
- Prepare a response to all energy, WLC and Circular Economy spreadsheets (including updated energy/WLC/CE statements to accompany these spreadsheets)
- Provide surface water drainage details.
- Affordable Housing

The applicant has provided an updated Fire Safety Strategy, however it is agreed that further amendments are required to satisfy the HSE comments relating to the fire safety shaft and have accepted a condition pertaining to the submission of a revised strategy which will incorporate these comments. With regards to energy, the applicant has submitted a revised Energy Report which is in line with the 2022 Part L requirements. The document has been reviewed by the Council's Energy Officer who has raised no objection subject to conditions. The applicant has also submitted further drainage information which has

been reviewed by the Council's Flood Risk Consultant who has not raised an in principle objection however further information is required there for an appropriately worded condition is suggested. Finally, in response to the TFL comments, no objection is raised however it is noted that they have requested further information to demonstrate the provision of an additional 7% DA spaces upon demand and the provision of both a CLP and Servicing & Delivery Plan. With regards to the additional 7% DA spaces, a response to this is provided in more detail in section 7.1, in summary the scheme delivers a high quality piece of public open space required to deliver the objectives of the masterplan. The applicant could deliver additional spaces however this would compromise the design, a reduction in open space and the delivery of the masterplan. As such an on-balance view has been taken in favour of delivery a well design and required piece of public open space. Both a servicing and delivery and CMP condition have been suggested.

Finally, in regard to affordable housing, the applicant has agreed to a 22.75% by habitable room affordable housing offer with an tenure mix split of 50:50. This offer has been supported by a revised FVA which has been tested by the Councils Viability Consultant who considers the offer to be robust and the maximum reasonable on this site.

TRANSPORT FOR LONDON (TfL)

TfL hold significant concerns regarding the proposal. In particular regarding the following:
- Lack of improvements to Viveash Close: Given the extremely poor quality of the environment, particularly at night significant improvements are required such as upgraded streetlighting, CCTV, an improved street cleansing regime and improved footway conditions. A contribution and/or delivery of these works should be secured through the appropriate mechanism. The site is part of a wider masterplan and that development of the neighbouring sites will lead to a positive transformation of Viveash Close in the long-term. However, the planning status and timing of construction and occupation of the other masterplan sites is unknown, which could mean a long gap between occupation of this development and the neighbouring sites, and the risk that the development could be built and occupied for a considerable period of time before conditions in Viveash Close are fitting for residents of the development. It is noted that improvements have been secured via neighbouring sites, but consideration should be given to the delivery of such improvements if this development should come forward before their delivery.

It is imperative that improvements to the walking environment are made prior to occupation in line with London Plan Policies T2 and T5.

- A312 Healthy Streets Scheme: In line with ALL other developments in Hayes, TfL requests a contribution of £77,403 is secured to mitigate the cumulative impact of development in the area on active travel modes, bus journey times and general traffic.

Other issues where alterations are needed:

- Cycle parking design - Although the quantum of parking now meets London Plan standards, the quality of the parking undermines its usability. This should be redesigned to ensure LCDS are met. In addition, access to the store should be from the pedestrianised area rather than through the servicing area to minimise the potential for conflict between vehicles and cyclists. This request is made in line with the Mayor's Vision Zero approach.
- Car Parking - Details required on EVCP. A Car Parking Design Management Plan should be secured.
- Construction - A CLP should be secured through the appropriate mechanism. This should include the opportunity to co-ordinate with any development sites coming forward in proximity to this site with appropriate measures identified to reduce the cumulative impact and the CLP should be prepared in line with TfL Guidance.
- Deliveries and Servicing - DSP should be secured through appropriate mechanism. This should

demonstrate how conflicts between vehicles and active modes will be minimised, information regarding smaller deliveries (Amazon, Uber etc.). This document should be prepared in line with TfL guidance
- Travel Plan needs to be secured. This should include mode share targets for the residential and commercial elements ensuring they meet the targets in the London Plan as identified in Policy T1.

Case Officer comment:

In regard to the lack of improvements to Viveash Close, as set out in the comments by the Councils Highways Officer, a contribution of approximately £132,000 towards a suite of enhancement works are proposed and will be secured via the s106. The application site is 1 of at least 4 sites along the eastern side of Viveash Close which will be required to contribute towards the enhancements of the public highway. The 3 Viveash Close application secured £196,000 towards enhancements and both No7 and No4 would be expected to provide contributions when development applications come forward for them. Furthermore the scheme will deliver a public open space and public realm enhancement which is a £500,000 investment according to the submitted FVA. Taking both of these points into consideration, the contribution requested and agreed is considered to be acceptable. The Healthy Streets contribution is proposed to be secured in the s106 legal agreement and the details set out in the "other issues" part of the TfL comments are to be resolved by condition.

GREATER LONDON ARCHAEOLOGY ADVISORY SERVICE (GLAAS)

Recommend No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The planning application is not in an Archaeological Priority Area. The application would not affect any known assets of archaeological interest and previous studies of the adjacent former Nestle factory site indicated generally low potential for significant remains.

No further assessment or conditions are therefore necessary.

NETWORK RAIL

Network Rail has no objection in principle to the proposals. Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.

MINISTRY OF DEFENCE (MoD)

I can confirm that the MOD maintains no safeguarding objection to this application subject to the inclusion of the following conditions:

Condition 1:
Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason
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.

Condition 2:
No development shall take place until such time as a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MOD). The Bird Hazard Management Plan should contain, but not be limited to:
·- Procedures and a schedule intended to ensure that breeding gulls are not supported by or attracted to the site and that any successful breeding is prevented;
The site shall be managed strictly in accordance with the details set out in the Bird Hazard Management Plan for the life of the development.

Reason
To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety

HEATHROW SAFEGUARDING

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan
Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information
The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be

monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

We would also make the following observations:

Landscaping
The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

Cranes
Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

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

Airside_Works_Approvals@heathrow.com

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

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

If any changes are proposed to the information supplied to NATS in regard to this application which

become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

THAMES WATER

Waste Comments
The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. 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.

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.

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.

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.

HEALTH AND SAFETY EXECUTIVE (HSE)

Scope of consultation
It is noted that the above application relates to a development containing one residential block of 12-storeys (basement and 11 upper floors) comprising cores A and B and having an upper most floor height of 30.8m. Both cores are proposed to be firefighting shafts that include a protected staircase and a firefighting lift.

Section 6 of the fire statement states that the residential accommodation has been designed using Approved Document B volume 1 ('ADBv1') and the 'flexible use' areas have been designed using Approved Document B volume 2 ('ADBv2'). It is noted that
BS9991 has been used to design the open plan flats, as 'ADBv1' does not provide guidance on this element of design. HSE has assessed the application accordingly.

Following a review of the information provided in the planning application, HSE has identified the fire safety concerns described below.
Fire service access and facilities

The ground floor plan shows fire service access to core B is via a 47.2m² entrance lobby. Fire safety standards state that; "entry to a fire-fighting shaft at fire and rescue service access level should be available either by directly from the open air or by way of a protected corridor not exceeding 18m in length. The corridor is deemed to be part of the fire-fighting shaft, and any access to it from the accommodation should be by way of protected lobbies."

Design changes to provide the required protected access to the firefighting shaft will affect land use planning considerations regarding design, layout and appearance of the building.

Supplementary information
The following information does not contribute to HSE's substantive response and should not be used for the purposes of decision making by the local planning authority.

Qualitative Design Review

Section 7 of the fire statement states that "the residential cores contain travel distances within the common corridors that are within the recommendations of Approved Document B." However, the 'Stage 3 Fire Strategy' document, available on the planning register, states that "the travel distances of the residential cores are not as per the recommendations within ADB, however they are justified using a mechanical smoke extraction system."

Section 7 of the fire statement also states that "a fire curtain is provided to separate the furnished entrance lobby from the escape route of Core A" (proposed installation between the main entrance lobby of core A and the firefighting shaft).

HSE acknowledges that section 7 of fire statement confirms that Computational Fluid Dynamics (CFD) assessment will be required at a later design stage. However, the fire statement does not provide

information relating to the completion of a qualitative design review ('QDR') in support of the reliance on fire engineered solutions.

A QDR should assess the implications of fire safety systems failure or foreseeable events. Fire safety design guidance on the QDR process includes the provision of a 'what if' study; and advises that an assessment of 'what if' events should be made to identify system failures or foreseeable events that might have a significant influence on the outcome of the study. This may include fire safety system failures, management failures, workmanship failures, or the potential for fire conditions to deteriorate, thereby requiring immediate building evacuation concurrently with firefighting operations.

Additionally, BS7974 (5.5.1) states that "in developing trial designs, the QDR team should not just look at adding additional fire protection systems but should also review the potential for reducing or eliminating some of the hazards by amending the construction or layout of the building. When practical, reducing any hazards inherent in the design of a building is often preferable to adding additional fire protection measures."

Approved Document B Volume 1: Dwellings', states that 'if alternative methods are adopted, the overall level of safety should not be lower than the approved document provides. It is the responsibility of those undertaking the work to demonstrate compliance.'

Accordingly, where alternative approaches are proposed, HSE considers that the level of fire safety should not be lower than the prescriptive document provides. The proposed alternatives should demonstrate that an equivalent level of safety to fire standards has been achieved and should provide explanatory information to support the planning application, evidence from the 'QDR' should demonstrate how the proposed fire engineered solution provides an equivalent level of safety.

HSE advises that where a fire engineered solution is proposed, this should be identified on a fire statement form along with suitable explanatory text and justification demonstrating why a fire engineered solution, as opposed to construction amendments, is the only viable option. A helpful approach would be to append a benchmarking schedule that provides an explanation demonstrating the alternatives proposed against fire safety standards, as a result of a 'QDR'. Where necessary, cross reference to more detailed explanations and evidence in the 'QDR' can be included.

HSE also advises that the outcome of a 'QDR' may require subsequent design changes which could affect land use planning considerations such as design, layout and appearance of the proposed development.

Means of escape
Section 7 of the fire statement confirms the proposed flat layouts are open plan. The floor plans do not show the proposed flat layouts. Fire safety standards state that "the kitchen should be enclosed in open-plan flats having an area exceeding 8m and 4m. Cooking appliances in open-plan flats having an area smaller than 8m and 4m should not be adjacent to the entrance of the flat." Cooking facilities should be located at the most remote part of the flat to protect the means of escape. Any design changes necessary will not affect land use planning in this instance but will be subject to later regulatory consideration.

It is advisable to consider the risk to fire safety due to the presence of electric vehicles (EV) as they contain lithium-ion batteries. Guidance on this matter is provided in Approved Document S: 'infrastructure for charging electric vehicles'. Lithium-ion batteries may suffer thermal runaway and cell rupture, releasing large quantities of toxic gases, heat and smoke before catching fire, as well as post-ignition. When they burn, a large amount of water is required to flow on the batteries, however, fire keeps flaring up even after it appears to have been extinguished. Furthermore, there is a danger of electrical shock to firefighters whilst tackling a fire due to the high voltage used in EVs. Any subsequent design changes may affect land

use planning considerations relating to car parking provision in the development.

Where the installation of photovoltaic panels (PV panels) are proposed on the roof of core A, it should be noted that fire safety standards require suitable support of cabling to avoid obstruction of escape routes and firefighting access due to the failure of fixings and consideration should be given to ensure that all power supplies, electrical wiring and control equipment is provided with appropriate levels of protection against fire.

Internal Consultees

POLICY OFFICER

Site Allocation
The application proposes 116 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of Green Super Highway. The application site is allocated in the Local Plan: Part 2 under Site Allocation 5. The site is referenced Site B within the allocation. The allocation states that proposals should for example provide pedestrian links to Hayes Town Centre and key transport nodes as well adopt a complementary set of scale, massing, layout and design principles that take account of surrounding land uses and existing suburban context. Given the site allocation and the context of the proposed scheme, including residential units, commercial units and pedestrian connections in form of the Green Super Highway, it is considered that the proposal is acceptable in principle.

Housing Mix
The application proposes 43 x 1-Bedroom units, 55 x 2-bedroom units and 18 x 3-bedroom units. This would result in a housing mix of:
1-bedroom units - 37.1%
2-bedroom units - 47.4%
3-bedroom units - 15.5%

The applicant states in their Planning Statement that the proposal would manage to provide 73 family dwellings (62.9%), however, this calculation is based on the number of 2-bedroom and 3-bedroom units provided and as set out in the London Plan that family sized units should comprise of 3-bedrooms or more, as such the statement provided by the applicant is considered incorrect, and the proposal would only provide 15.5% of family units. It is noted that the proposal does not mirror the borough-wide need for family housing. However, Paragraph A.6 of Policy H10 of the London Plan states that "the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity". In this regard it is noted that the that the application site has a high PTAL rating and is located in close proximity to Hayes & Harlington Station, and given the constrained nature of the site, including the need to provide new public open space is also considered to restrict the capacity for a high proportion of family units. As such it is considered that on balance the proposed housing mix would be acceptable.

Affordable housing
The baseline for the application is to provide 50% affordable housing. Policy DMH7 of the Local Plan: Part two requires a tenure mix is 70% Affordable Rent and 30% Intermediate housing. This will be the parameters for the threshold approach to affordable housing, however it is noted that a viability assessment has been provided which sets out that the application is unable to provide any affordable housing, this information should be reviewed by a third-party consultant.

ADDITIONAL POLICY OFFICER COMMENT

The previous housing mix proposed was 43 x 1-Bedroom units, 55 x 2-bedroom units and 18 x 3-bedroom units. The revised proposal would result in a housing mix of: 48 x 1-bedroom units, 54 x 2-bedroom units and 19 x 3-bedroom units. Overall it is considered that the proposed housing mix would remain to be acceptable, given the specific constraints of the application site.

NOISE 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. 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 whilst achieving acceptable internal living conditions with respect to ventilation and temperature. This has regard to the guidance set out in British Standard 8233: 2014'

CONTAMINATED LAND OFFICER

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

Title: Phase 1 Site Appraisal; Ref: STE-PPC-00-XX-RP-G-0001; Date: May 2022; Prepared by: PPCP T/A Patrick Parsons

The report provides an initial conceptual site model and preliminary risk assessment based on findings from desk study research concerning the site.

The Phase 1 study indicates there is a low to moderate risk of significant contamination being present at the site, the report also concludes further works will be required to confirm land conditions accordingly.

I recommend the standard contamination condition should be imposed if planning consent is awarded.

HIGHWAYS

A planning application has been received seeking permission to redevelopment land on the eastern side of Viveash Close, Hayes to provide 121no. residential dwellings (Class C3) and ground level commercial premises (Class E). The site forms part of the wider Nestles Avenue development for which a Master Plan has been produced; it is one of 5no. individual sites leading off Viveash Close. The unit mix would be 48no. one-bed, 54no. two-bed and 19no. three-bed. The site would be car-free save for 4no. disabled parking spaces, one of these parking spaces would be provided with an active electric vehicle charge point with the remained all having passive provision. These disabled persons parking spaces would be situated on-plot within a single-storey under croft. The access would operate with vehicles entering the site having priority and vehicles exiting being required to 'Give Way'.

The application site is on the edge of Hayes town centre which offers convenient access to a wide range of shops, services and facilities as well as walking, cycling and public transport travel opportunities. The site currently hosts two separate 2-storey industrial buildings which are further subdivided into 7no. individual commercial units. The existing buildings provide c.1,268.7sqm of floorspace. To the south Viveash Close intersects with Nestles Avenue and to the north by 4 Viveash Close. To the east is the former Nestles Factory development and to the south 7 & 9 Nestles Avenue. Viveash Close provides vehicular access to numerous small/medium enterprises as well as Hayes and Harlington Railway Station car park. The road exhibits on-street parking stress evident by many vehicles parking on/off the footway and on the forecourts of premises even though they do not have formal vehicle crossovers. Viveash Close is an adopted highway

with footways on either side of the road and street lighting.

On its northern boundary the site would abut the proposed 'Green Superhighway', this is a corridor of linear open space traversing the Nestle Avenue development. This provides a seamless off-road facility for pedestrians and cyclists to use when moving between the site and Hayes and Harlington Station and Hayes town centre.

For the residential component of the proposal there would be 211no. long-stay and 3no. short-stay cycle parking spaces, for the commercial element 1no. long stay staff cycle parking space and 3no. short stay visitor cycle parking spaces would be provided. This standard of provision is in accordance with the London Plan (2021).

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 4 indicating access to public transport is good compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The London Plan (2021) Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type in an area ranked PTAL 4 the London Plan would allow 0.5 to 0.75 car parking spaces per unit in total, the maximum number of car parking spaces that could be provided would be 87no. (116no. units x 0.75=87no.). However, Policy T6 Car parking also states that car-free development should be the starting point for 'all development proposals in places that are (or planned to be) well connected by public transport'. As mentioned above the development would be car-free save 4no. disabled persons parking spaces.

Policy T6.1 of the London Plan (2021) requires that disabled persons parking should be provided for new residential developments delivering 10no. or more units. As a minimum the London Plan requires that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset. However, Policy T6.1 also requires that new developments demonstrate as part of the Parking Design and Management Plan how an additional 7% of dwellings could be provided with 1no. designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. For the 121no. units proposed this standard would require 4no. disabled parking bays from the outset with capacity to provide a further 8no. in response to demand.

Whilst the 4no. disabled parking bays are shown on the submitted plans, the 8no. disabled car parking spaces to be provided in response to demand are not. The applicant has highlighted the development could provide a further 8no. disabled car parking spaces but this would require land being taken from the 'Green Superhighway', as mentioned above this facility is a key transport component of the wider Nestle development and the Highway Authority would not want parts of it being used for car parking.

However, there is still scope for providing further disabled parking in response to demand. The wider Nestles Avenue Master Plan shows the location of the disabled car parking that would serve the 5no. sites leading off Viveash Close. This provides an opportunity for the provision of further disabled parking in response to demand without detriment to the 'Green Superhighway'.

In accordance with Transport for London guidance the applicant has undertaken an Active Travel Zone (ATZ) assessment of the site. This involved mapping all key destinations such as bus stops, railway

stations, town centres, parks, schools/colleges, hospitals/doctors and place of worship and then assessing the routes to them against the ten Healthy Street indicators. The purpose of the ATZ is to identify locations where the Healthy Streets indicators are not met and suggest ways that these could be overcome.

The Highway Authority has reviewed the ATZ provided by the applicant and carried out a 'high level' assessment of its own, this has identified further locations where Healthy Streets indicators have not been met and identified ways that this could be overcome.

If the application is recommended for approval, the Highway Authority require that the applicant enter a s.106 legal agreement of the 1990 Town and Country Planning Act that commits the developer to delivering the improvements identified in the ATZ. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets which states that development proposals should "demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance". This investment would broaden residents travel choice thereby reducing their reliance on the private car for trip making. If this investment is not provided resident may resort to owning a car and in the absence of parking on-plot they may park injudiciously on-street leading to parking stress, an increased risk to road safety and hinder the free flow of traffic.

Tactile paving with dropped kerbs 9no. locations £59,400
12no. Street benches £7,200
Speed table Viveash Close £22,200
10no. Street trees £3,840
Total £92,640

There are no highway objections to this proposal subject to the above requirements, that a Construction Logistics Plan and Delivery and Servicing Plan be secured by condition and that the s106 agreement prohibits future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site.

AIR QUALITY OFFICER

The proposed development is located within the LBH Air Quality Management Area and Hayes Focus Area, bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and LBH requires new developments located in Focus Areas to be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, Policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (Part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area.

The proposed 116-unit residential development is anticipated to generate 124 daily residential vehicle trips and 34 flexible use E vehicle trips per day, plus 13 servicing vehicles daily. The proposed variation is not air quality neutral as required by the London Plan and not air quality positive, as required by the LBH Local Action Plan.

Damage Cost and Mitigation Measures

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

Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The total level of mitigation required to the proposed development for traffic emissions is £71,313.

Once all deductions were applied, the remaining value of mitigation due is £57,050. Flat rate deductions applied are as follow: Travel Plan (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (0%), totalling a reduction of £14,263.

Therefore, a section 106 agreement with the LAP of £57,050 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 to secure:
1. Low Emission Strategy
2. Reducing Emissions from Demolition and Construction; and
3. Non-Road Mobile Machinery (NRMM); are required to manage operation and construction emissions as required by the Mayor of London.

ACCESS OFFICER

This proposal is for a mixed-use residential development comprising a part 10, part 11 storey building comprising 116 dwellings consisting of 1 bed (37%), 2 bed (47%) and 3 bed (16%), and 97m2 of commercial space.

60% of the site is understood to be allocated to the Green Superhighway public realm with each apartment having private amenity space. An external roof garden terrace is shown on the tenth floor to include play space.

The Green Superhighway would be a designated mix of flexible recreation space with a variety of plant types acting as a woodland habitat space serving as a series of green links between the new residential buildings and green amenities outside the site. The facility would provide a footpath, a play lawn, and rain gardens with pathway.

The site has been designed to be fully accessible with step free access via the principal private entrance, and all other points of entry and exit. Four accessible parking spaces are allocated in the undercroft. Each core comprises of two lifts providing level access to all floors and the 10th floor terrace. One lift per core will be a designated fire evacuation lift in accordance with London Plan (2021) Policies D12 and D5. New corridors, doorways and lobbies will be designed in accordance with Approved Document M to the building regulations.

A development of this size and scale would be subject to compliance with London Plan (2021) Policies D1, D5, D7, D12, S4 and T6.1. The following accessibility observations should be observed and addressed prior to any approval:

1. Access from the carpark into cores A and B is straightforward via an entrance lobby leading to a lift lobby, however, the number of accessible parking bays should be increased to ensure an accessible parking bay can be provided for every M4(3) unit.

N.B: Standard 18 as set out in the Mayor of London Housing Supplementary Planning Guidance (March 2016) states that, "each designated wheelchair accessible dwelling should have a car parking space that complies with Part M4(3)." Please also refer to the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted 2017).

https://www.london.gov.uk/sites/default/files/housing_spg_final.pdf

https://www.hillingdon.gov.uk/media/3297/Accessible-Hillingdon-SPD---September-2017/pdf/Accessible_Hillingdon_SPD_2017_Published_1.pdf?m=1598976226033

2. A convenient drop off point should be shown on plan for door to door transport services such as Dial a Ride, taxis, and hospital transport. Plans should be amended.

3. 10% of this redevelopment would need to meet the standards for M4(3) Category 3 - wheelchair user dwelling. The units should be interspersed throughout the development, to include all typologies and tenures.

4. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit.

5. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.

6. The kitchen/dining/living areas within the required M4(3) units must meet the technical specifications set out in Table 3.2 and 3.4, as prescribed in Approved Document M to the Building Regulations (2015 edition). The kitchen design should be capable of providing a section of 'rise and fall' worktop to accommodate a sink and hob unit installed side by side. Plans should demonstrate a user-friendly wheelchair accessible layout within the kitchen.

7. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.

8. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.

9. Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

10. The Design and Access statement should be broadened to explain how accessibility and inclusive

design have influenced the design from the stage of project inception through to the current design as proposed.

Further details and/or a discussion are requested prior to any approval.

Case Office Comment:

A more detailed response to the above accessibility queries is provided in Section 7.12 of this report. In summary the revised plans respond positively to points 3, 4 & 5 which are the key requirements to recommend approval. Points 6,7, 8 and 9 are proposed to be resolved with appropriate conditions. With regards to the DA parking provision, the proposal delivers the day-one 3% required, the additional 7% is based on demand and it should be noted that this is a heavily constrained site. The applicant is delivering a large area of public open space, this area could have been utilised to provide additional parking, however this would have been at the detriment of the public open space, the Green Superhighway and the delivery of the masterplan. Significant weight is afforded to the delivery of this key piece of public open space to link developments east to west and provide permeability through the Nestle site. The Council's Highways Officer has confirmed that additional accessible parking will be available within the immediate locality should demand increase. A pick up and drop off point is provided within the main vehicular access area to the rear of the building.

DAYLIGHT AND SUNLIGHT

The site has been analysed based on two scenarios, namely:
1. Existing vs Proposed on the Squirrels Estate site with consented/under-construction/ recently completed schemes in the surrounding context (drawings 2845-03-01 to -03-03).
2. Existing vs Proposed on the Squirrels Estate site with all outline massings/consented/under construction/recently completed schemes in the surrounding context (drawings 2845-03-04 to -03-06).

Option 1 has less massing on site and is analysed with existing warehouses to the north and south of the site. Option 2 has assumed massing of the warehouse sites.

Daylight
The following buildings have been assessed within the report:
· 233-236 Nestles Avenue Block B
· Catimor House
· Rasina Court
· 3 Viveash Close
· 62 Nestles Avenue
· 1 Black Rod Close
· 233-236 Nestles Avenue Block D
· 9 Nestles Avenue

Windows and rooms at 62 Nestles Avenue and 1 Black Road Close all pass the daylight and sunlight testing and have not been discussed in the report.

With regards to 233-236 Nestles Avenue Block B, with option 1, 7 windows fall short of the target values. With option 2, this increases to 13 windows. All rooms pass the No Sky Line (NSL) analysis in option 1, but 2 rooms fall short in option 2.

At Catimor House, all 217 windows tested achieved the target values, 1 room from 187 fell short of NSL test in option 1. With option 2, all windows and rooms passed.

The results at Rasina House, of the 114 windows analysed, 35 windows fell short in option 1. Of the 112 rooms analysed, 67 rooms failed to meet the target values. With option 2, 31 windows and 45 rooms did not achieve the target values.

Looking at 3 Viveash Close, in option 1 of the 491 windows tested, 2 failed to meet the target values. Of the 379 rooms analysed, 11 rooms fell short. With option 2, 4 windows and 23 rooms fell short of the target values.

At 233-236 Nestles Avenue Block D, of the 140 windows tested 22 windows failed to meet the target values and of the 88 rooms analysed 4 fell short in option 1. With option 2, 35 windows and 12 rooms failed to meet the criteria.

Lastly, at 9 Nestles Avenue of the 106 windows tested 21 fell short of target values and of the 102 rooms tasted, 10 failed to meet the target values with option 1. With option 2, 31 windows and 28 rooms fell short of target values.

Balconies
A number of surrounding building have balconies, these balconies, as accepted by BRE, have an impact on the windows and rooms below these. The developer has assessed daylight with the balconies removed. The revised results show:

With regards to 233-236 Nestles Avenue Block B, under option 1&2, 2 windows fall short of the target values. All rooms pass the NSL analysis in option 1&2.

At Catimor House, all 217 windows tested achieved the target values in option 1&2. There was 1 room in option 1 that fell short of NSL analysis, but all met the values in option 2.

The results at Rasina House, 20 windows fell short in option 1 and 18 in option 2. With NSL analysis 42 rooms failed to meet the target values. With option 2, 43 rooms did not achieve the target values.

At 3 Viveash Close, all windows meet the target values in options 1&2. With NSL, 11 rooms fell short in option 1 and 25 rooms option 2.

At 233-236 Nestles Avenue Block D, 7 windows failed to meet the target values in option 1 and 21 in option 2. With NSL all rooms pass in option 1 and 26 rooms failed to meet the criteria in option 2.

At 9 Nestles Avenue, 16 windows fell short of target values in option 1 and 22 windows in option 2. With NSL 7 rooms fell short of target values in option 1 and 26 in option 2.

Undeveloped sites
Two properties, currently not built, 4 Viveash Close and 7 Nestles Avenue, the developer has undertaken facade analysis.

Whilst the actual massing, room uses, window sizes and positions for these properties are unknow, the analysis shows the following:

At 4 Viveash Close, the levels of Vertical Sky Component (VSC) are between 15% VSC and 18% on the ground to third floors, and between 20% and 27% on the floors above.

At 7 Nestles Avenue the VSC levels are between 10% and 15% at low level, rising to 22% on the higher

floors.

Overshadowing
Overshadowing analysis has been undertaken to 2 surrounding amenity areas. Both of the amenity areas pass the overshadowing analysis.

Proposed Accommodation

Daylight
With regards to internal daylight, in option 1, 217 out of 323 (67%) rooms tested will meet target values. In option 2, this drops to 142 (44%). With regards to sunlight, in option 1, 64 from 116 (55%) of units will have at least one room which will receive at least 1.5 hours of sunlight on 21 March. In option 2, 57 (49%) of units will have at least one room which will receive at least 1.5 hours of sunlight on 21 March.

There are a lot of balconies serving the units, as discussed above, these balconies have an impact on daylight and sunlight to those rooms below.

Conclusion
As to be expected, on a congested site, there are a number of windows and rooms that fail to meet the target values. The developer has used two different options in the analysis, one with two sites not developed (with warehouses) and the other with assumed massing for those sites. Option 1 does fair better, as you would expect.

Balconies to the neighbouring properties do have an impact on daylight and sunlight. The analysis with the balconies removed, does improve the daylight situation and the number of windows that fail to meet target values reduces.

Sunlight fares better, with 23 windows falling short in option 1 and 27 in option 2. When the balconies are removed, there are just 4 windows that fall short in option 2.

Both amenity areas analysed for overshadowing meet the requirements.

With regards to internal daylight and sunlight there are a large number of rooms that do not meet the target values. The primary reason for this is balconies serving the units. Without the balconies, daylight and sunlight would improve, but the external amenity area would be lost.

HOUSING OFFICER

This is an exceptional site due to the amount of open space that must be retained to link to master plan for the area. If both the applicants and the Council's FVA Consultants agree 22.75% Affordable Housing is an acceptable offer I support the proposed mix and welcome the change to traditional housing tenures.

WASTE MANAGEMENT OFFICER

Please provide details for how bulk bins will be stored/held on collection day as the 2 x temporary storage spaces are not adequate.

Case Officer comment:

This is addressed in Section 7.15 of the report.

ENERGY OFFICER

The energy assessment appears to have been set against 2013 Building Regulations whereas it should now be set against Part L 2021. Zero carbon requirements are still a necessity.

Can you ask the applicant to revise the assessment in line with the energy guidance of the GLA - https://www.london.gov.uk/programmes-strategies/planning/planning-applications-and-decisions/pre-planning-application-meeting-service/energy-planning-guidance

Case Officer comment:

The applicant has submitted a revised Energy Assessment which includes the 2021 Part L requirements and this is addressed in Section 7.16 of the report.

FLOODING OFFICER

Review Summary:
This application has changed from the previous application submitted in the following way(s):
- Types of conveyance / attenuation features: The applicant has confirmed that no raingardens or attenuation tanks are being proposed within the development.
- Runoff rate restriction (l/s): The greenfield runoff rates have been provided and show that the 1 in 100yr greenfield runoff rate is being achieved by the proposed runoff rate of 5l/s.
- Runoff rate restriction per hectare (l/s/ha): N/A
- Runoff attenuation volume (m3): N/A
- Maintenance plan: The applicant has provided a maintenance plan for the proposed drainage features and has stated the maintenance owner.

Recommendations and requests:
We object to the application for the following reasons:
- The water butts have not been included in the Drainage Strategy drawing.
- The greenfield and existing runoff rates for the 1 in 1, 1 in 30, and 1 in 100 year rainfall events are unclear in the calculations.
- The existing runoff volume has not been provided.
- It is unclear where the remaining 450m2 of the site area is discharging to if not into the positive drainage system.

To address the above, please can the applicant submit information which:
- Demonstrates the location of the water butts in the Drainage Strategy drawing.
- Clearly states the greenfield and existing runoff rates for the 1 in 1-year, 1 in 30-year and 1 in 100-year rainfall events; these should be clearly evidenced in the drainage calculations.
- Provides the existing runoff volume, evidenced with drainage calculations.
- Demonstrates where the remaining 450m2 of the site area is discharging to if not into the positive drainage system.

The following matter is to be conditioned once the above information has been provided:

The LLFA accept the proposed runoff rate of 5l/s for the development site, on the condition that this is also approved by Thames Water following submission by the applicant.

Case Officer comment:

The principle of the flood mitigation measures are considered acceptable, the additional information requested by the Flooding Consultant will form an appropriately worded condition.

FVA CONSULTANT

Whilst the appraisal shows the maximum reasonable provision that the scheme can support is 22.75% affordable housing, we remain of the view that the land evidence suggests there could be further uplift in this figure. We recognise however the market challenges at the present time and the fact that in isolation, the land evidence route represents a riskier route for the Council. On this basis the offer represents the maximum reasonable as we have sensitised the profit margin to reflect the underlying tone of the land evidence to reach our conclusions. As per GLA policy an early and late-stage review should be included within the S.106 agreement to ensure that a proportion of the potential uplift realised by the Council.

URBAN DESIGN

The application has been subject to discussions to improve the design of the development on this heavily constrained site. It should be noted that the scale, bulk and massing of the building is considered to be acceptable by both the LPA and the GLA. The Council's Urban Design Officer has been involved in these discussions which has resulted in the submission of a revised scheme. The revised design is considered to improve the standard of accommodation and the building's integration with surrounding developments, however further improvements are required. As such a condition pertaining to facade improvements is suggested and if committee are minded to approve the application it would be attached to the decision notice.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy SA 5 allocates the area for mixed-use development. Parcel B of site allocation SA5 includes the application site, 7 and 9 Nestles Avenue, Squirrels Industrial Estate and no. 4 Viveash Close. The allocation policy sets out the requirement to provide 300 residential units and the provision of appropriate community infrastructure to support the overall quantum of development, including educational use where necessary.

The application site was formerly designated as a Strategic Industrial Location. However, as part of the current Local Plan, the council released 16 hectares of industrial land, including the application site. However, a key principle of site allocation Policy SA5 is that there is a mix of residential and employment-generating uses, including office (Class E), light industrial (Class B2), and storage and distribution (Class B8) uses that would be compatible with the residential elements of the scheme.

The application site is viewed as a key parcel in the delivery of the masterplan. The masterplan includes the provision of the "Green Superhighway" which is a pedestrian and cyclist access route extended east to west through the entire site allocation. This site abuts Viveash Close therefore the delivery of the proposed development would assist with connecting the residential development to the west of Viveash Close with the development to the east. A commercial element which fronts Viveash Close has been secured within the ground floor eastern corner of the block and this will provide an active street frontage in a key are of the Green Superhighway.

Policy SA 5 also requires the provision of pedestrian links to Hayes town centre and key transport

nodes. Before constructing the central east-to-west pedestrian access through SA5, the northern part of this site is an essential pedestrian link for those occupying the northern part of the site allocation (Parcel A) and Hayes and Harlington Station.

Comprehensive Development

Policy DMHB 11 of the Local Plan: Part 2 (2020) outlines that development will be required to ensure the design safeguards the satisfactory redevelopment of any adjoining sites with development potential. As Policy SA5 seeks to bring forward a comprehensive development across a large area, the policy explains that complementary design principles and resulting infrastructure requirements associated with the planned levels of growth should be integrated into proposals. Consequently, it must be demonstrated that the redevelopment of a parcel within the site allocation does not prejudice another. The applicant has provided an indicative masterplan showing how the proposed development would integrate with the redevelopment of the neighbouring sites.

Provision of Housing

Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners, those involved in planning and development must:
- ensure that more homes are delivered.
- support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- identify and allocate a range of sites, including small sites, to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.
- establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value

Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan.

As stated above, the site allocation details dictate that the principle of developing the site for residential use is acceptable and as such accords with local and regional planning policies. In addition, the introduction of residential accommodation at this location is considered appropriate in light of the character of the site's surrounding area. No objection is therefore raised to the principle of redevelopment of the site with a residential scheme, subject to compliance with other policies in the development plan.

Unit 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 Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide

requirement for larger affordable and private market units, particularly three-bedroom properties.

Family housing is defined within the glossary of the London Plan (2021) and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021).

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

The proposed housing size mix of the 121 units is as follows:

The revised proposal would result in a housing mix of:
1-bedroom units - 48 - 37.1%,
2-bedroom units - 54 - 47.4%,
3-bedroom units - 19 - 15.5%

The proposal represents a range of unit sizes, which does not have an over dominance of one size. Whilst the housing size mix does not mirror the borough-wide requirement for larger affordable and private market units, it is necessary to consider site specific factors, including the proximity to the town centre and train station, the high PTAL rating and constrained nature of the site. It is considered that, when the housing size mix policies are read as a whole, the proportions conform with the relevant development plan policies.

7.02 Density of the proposed development

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

Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas near town centres, are suburban in character and will lean heavily towards the applications of lower to mid-range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (March 2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and offers no density matrix figures. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure, and amenities by public transport, walking and cycling.

The PTAL score for the site is 4, which identifies the area as having a low level of public transport accessibility. Table 5.2 indicates that sites within 4-6 rating areas are considered Central locations and should provide between 495 - 1,100 habitable rooms per hectare and between 165 - 405 units per hectare if the scheme proposes a housing type of flatted accommodation.

The area surrounding the site is mixed in character. As a former industrial site, there are several industrial sheds remaining. However, the broader site allocation is largely under redevelopment, with occupants now accommodated in many of the residential buildings within the former Nestle Factory site. As such, the character is changing from industrial to a more urban residential / mixed-use.

The proposed development would provide 334 habitable rooms between 121 new units.

The scheme, as proposed, results in a density of approximately 1113 habitable rooms per hectare or 403 units per hectare. However, the proposed number of units is higher than the guidance within Policy DMHB 17, given that the scale, bulk, and massing of the development are considered acceptable and the location of the site within the Hayes Opportunity Area. Furthermore, the density matrix should not be applied mechanistically, enabling account to be taken of other factors relevant to the local context and all other material planning policy requirements.

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

ARCHAEOLOGY

Policy HC1 of the London Plan (2021) and Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure that areas which are identified as being of archaeological interest are protected. The application site is not located within an area of archaeological priority or interest and notably Historic England (GLAAS) have raised no objections to the current proposals. As such the application is considered acceptable.

HERITAGE

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should 'should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' and in relation to conservation areas, special attention must be paid to 'the desirability of preserving or enhancing the character or appearance of that area'.

The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

London Plan Policy HC1 states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early in the design process.

The application site is not situated within a Conservation Area and does not contain any listed buildings. Notwithstanding this, the application site abuts the Nestles Conservation Area to the east. A TVIA has been submitted which has been reviewed by Officers and is not considered to introduce an element of change to the character and appearance of the area which would result in detrimental harm to the adjacent Conservation Area.

The proposal is for a staggered building. The tallest element of the proposal is 11-storeys with a plant enclosure at roof level. The profile of the building then steps down at 1 interval, however the design of the rooftop amenity spaces reduces some of the height, mass, and scale further.

In terms of its height, mass and scale, the proposed development is very similar to the recently approved Stanford House, 3 Viveash Close schemes and other developments which bound the site such as Block E which is located to the east of the site. Although clearly this is a building of a reasonable height which would change the industrial nature of the existing character of the area, given the wider redevelopment of the former Nestle Factory it is considered that the building would relate to the scale bulk and massing of the surrounding development which is now part of the character of the Conservation Area. As such the proposed development would not result in harm to the setting of the Conservation Area and therefore complies with Policies DMHB 1, DMHB 4, DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy HC1 of the London Plan (2021) and paragraphs 202, 203 and 207 of the NPPF (2021).nts.

7.04 Airport safeguarding

The National Planning Policy Framework requires that planning decisions promote public safety and consider wider security and defence requirements by:
a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
b) recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

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

Given the heights of the proposed building (10-11 stories) National Air Traffic Services (NATS), Heathrow Airport Safeguarding and the Ministry of Defence (MoD) have been consulted on the proposals. NATS have confirmed that the scale of the development does not give rise to concerns with their radar detection equipment. Heathrow Airport Safeguarding and the MoD have raised no

objection, subject to standard conditions pertaining to the submission of a Crane Management Plan and Bird Hazard Management Plan.

Subject to the agreement of the above conditions the application is considered to comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.05 Impact on the green belt

Not applicable to the consideration of this application as the application site is not within, or close to, Green Belt land.

7.07 Impact on the character & appearance of the area

Policies D1-D3 of the London Plan (2021) requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites. The policies set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming, and legible movement routes and the importance of designing out crime by, in particular, maximising the provision of active frontages and minimising inactive frontages and improving permeability and overlooking.

Policy D8 of the London Plan (2021) requires development proposals to ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Paragraph D in particular, expects development proposals demonstrate an understanding of how people use the public realm, and the types, location and relationship between public spaces in an area, identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists.

Policy D9 of the London Plan (2021) requires that development proposals, where tall buildings are being provided, should buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality, and not cause disturbance or inconvenience to surrounding public realm and that entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas.

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment 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 4 of the Hillingdon Local Plan : Part 2- Development Management Policies (2020) states new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. To achieve this, the Council will:
A) Require proposals for new development, including any signage or advertisement, to be of a high-quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

Policy DMHB 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) be of a height, form, massing, and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

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

The proposal is for a staggered building. The tallest element of the proposal is 11-storeys with a plant enclosure at the roof level. The profile of the building then steps down at one interval. However, the design of the rooftop amenity spaces reduces some of the height, mass, and scale further. The building is formed by a linear block which enables the site to be redeveloped whilst delivering a high-quality piece of public realm which will contribute towards delivering the Green Superhighway, a key piece of the Nestle masterplan.

The applicant has submitted a Townscape Visual Impact Assessment, which incorporates verified views, enabling Officers to assess the impact the development could have on the local townscape. This document has been reviewed by Officers who consider the bulk scale and massing of the building to be comparable to more recent development applications such as 3 Viveash. As such proposed building would not appear over dominant within its immediate or wider context.

The massing is divided into three distinct blocks to reduce the scale and create variation along all facades. This gives definition to the elevation along the Green Superhighway and breaks down the extent of the long facades. The ground floor and first floor facade design has been designed to introduce a double height space on the two outer blocks delivering an appropriate scale at street level. The chamfer to the building softens the building edge at the point in which the Green Superhighway turns. This cut back produces a marker point along the pedestrian route and provides space at ground level for gathering and activity around the entrance to the commercial space.

At ground floor the plan is split into two distinct sides housing each core with an open under croft between, used for accessible parking and cycle storage. Views through this space to proposed green courtyards in the neighbouring scheme to the south are maintained through a folded pattern metal screen. The plan form at ground level, aligns with the three massing blocks expressed in the elevation. The principal entrances to each core are on the long northeast facade, directly off the Green Superhighway. The building's northwest elevation fronts on to Viveash Close. On the ground floor, a commercial space occupies this principal facade. Wrapping around the west core to the south are service and access areas for the substation and bin store. Vehicle access to the central under croft is via a double height colonnade at the southern boundary of the building reach via Viveash

Close.

Based on the improved design and comprehensive masterplan approach to the application site and the wider Parcel B, the development proposal is acceptable in terms of its impact on the character and appearance of this regeneration area, in accordance with the Hillingdon Local Plan, the London Plan (2021) and the NPPF.

TALL BUILDINGS

Paragraph 3.9.3 of the London Plan (2021) states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. It outlines that Boroughs should define what is a 'tall building' for specific localities, however this definition should not be less than 6 storeys, or 18 metres measured from ground to the floor level of the uppermost storey. Paragraph 5.32 of the Local Plan: Part 2 (2020) also outlines that for the purposes of Policy DMHB 10, high buildings and structures are those that are substantially taller than their surroundings, causing a significant change to the skyline. The terms tall and high building appear to be treated synonymously within these sections of the Development Plan.

As buildings within the proposal are taller than 6 storeys or 18 metres, it is necessary to analyse whether they meet the subsequent parts of the definitions held within the Development Plan, namely if the buildings are substantially taller than their surroundings and whether they cause a significant change to the skyline.

The development proposal comprises of buildings of 10 to 11 storeys, which result in similar height ratios with existing buildings within 150m of the site, that range from 2 to 11 storeys. Despite the presence of a notable proportion (approximately 50%) of two storey residential buildings within 150m of the site, it is considered that the taller existing non-residential buildings form the more prominent immediate surroundings, due to their proximity to the site and the separation created by Dawley Road and North Hyde Road in particular. The agreed design for Keith House (27189/ APP/2020/2181) will also result in the inclusion of a 9-storey residential building nearby, which will further increase the height of surrounding buildings as well as the recent scheme for a 10-11 storey building at 3 Viveash Close which was determined for approval by Major Application's Planning Committee and is awaiting the completion of the GLA stage 2 referral. It is therefore not considered that the proposed buildings are substantially taller than their surroundings and cannot be considered a tall building in line with the definitions within the Development Plan.

Further analysis was undertaken into the potential for the proposal to cause a significant change to the skyline. It was determined that from mid-range views the proposal would have a strong impact on the skyline and from long-range views the impact would be moderate. Therefore, the scheme would create a significant change to the skyline. However, this change is not deemed to be unacceptable, as it would add variation to the skyline and not dominate the surrounding context.

As such the proposals are considered not to conflict with Section 16 of the NPPF (2021), or with Policies D1-D3, D8, D9 and HC1 of the London Plan (2021), Policy HE1 of the Local Plan Part 1 (2012) and Policies DMHB10, DMHB 11 and DMHB 4 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

The NPPF includes as a core planning principle that planning should always seek to secure a high-quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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

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

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

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

The application is supported by a masterplan which includes the proposed building within the context of the existing buildings which have been constructed, those which have been granted consent but are yet to be built out and an indication of how the remaining parcels which are yet to come forward would be designed. As such the applicant has taken into consideration Policy DMHB 11 and the site allocation which set out the requirements for comprehensive redevelopment.

The development would also be located adjacent to the site to the west, known as 7 and 9 Nestles Avenue. 9 Nestles Avenue is also referred to as Stanford House which benefits from permission for the redevelopment of the site to provide 103 units within an 11-storey building. The proposed building would be located approximately 10 metres from No.7 and approximately 6 metres from No.9 Nestles Avenue. Both No.7 and No.9 Nestles Avenue will feature blank elevations facing the rear elevation of the proposed building as such there would be no concerns raised regarding privacy or overlooking. Given the design of the consented schemes is a blank facade, it is appreciated that this proposal would not prejudice these sites but instead respond to the masterplan.

A Daylight, Sunlight and Overshadowing Assessment has been submitted which includes an assessment of the following sites:

- 233-236 Nestles Avenue
- Catimore House
- Rasina Court

- 3 Viveash Close
- Stanford House (9 Nestles Avenue)
- 7 Nestles Avenue

The daylight and sunlight assessment has been reviewed by an independent specialist procured by the LPA. As stated within the internal comments section (Section 6.2) of this report, whilst the development would result in a potential reduction of daylight/sunlight and natural light levels for some of the neighbouring residential units, the impact is limited and is common within an urban area of dense residential development. Furthermore, like the 3 Viveash application, the applicant has undertaken an alternative assessment whereby the units are tested both with and without balconies. The document concludes that the removal of the balconies associated to the units for the neighbouring sites would increase light levels for the units which fail to meet the BRE guidance therefore the failure is not solely attributed to the proposed development. Taking into consideration the comments raised by the Daylight and Sunlight specialist, the development would not result in significant reduction in light levels for surrounding developments. As such the proposed is deemed to be acceptable.

7.09 Living conditions for future occupiers

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey 1-bed 1 person unit should provide a minimum of 39 square metres Gross Internal Area (GIA) with a bathroom (or 37 square metres with shower room);
- One storey 1-bed 2 person unit should provide a minimum of 50 square metres GIA;
- One storey 2-bed 3 person unit should provide a minimum of 61 square metres GIA;
- One storey 2-bed 4 person unit should provide a minimum of 70 square metres GIA;
- One storey 3-bed 4 person unit should provide a minimum of 74 square metres GIA; and
- One storey 3-bed 5 person unit should provide a minimum of 86 square metres GIA.

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all of the proposed units meet the minimum space requirements and are provided with adequate outlook from all habitable rooms.

A Daylight Sunlight and Overshadowing Assessment was submitted in accordance with the 2022 BRE guidance.

As confirmed by the Council's Daylight and Sunlight Consultant, not all rooms achieve adequate daylight and sunlight, but it is not considered that the extent of failures warrant a reason for refusal given the urban context of the site. Subject to conditions, the council's Noise Consultant also confirms that a satisfactory noise environment can be achieved for the proposed habitable rooms.

Given the above, the proposed development complies with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that studio and 1-bedroom flats should provide a minimum of 20 square metres of amenity space, 2-bedroom flats should provide a minimum of 25 square metres of amenity space and 3+ bedroom flats should provide a minimum of 30 square metres of amenity space.

Based on a proposal for 48 x 1 bed units, 54 x 2 bed units and 19 x 3 bed units, the proposed development would require approximately 2880 square metres of private amenity space.

Based on the submitted plans, the proposed development would provide the following:
- 321 square metres of private amenity space via balconies;
- 285 is to be provided via the roof top amenity space on the 10th floor

The above provisions total 606 sqm square metres of amenity space which results in a shortfall of approximately 2274 sqm. However, consideration should be given to the provision of a large amount of public open space to the front of the site to deliver a vital piece of the Green Superhighway and masterplan which will link the development from the east of Viveash Close with those to the west. The delivery of this key piece of open space is considered to be a high public benefit which would partially outweigh the shortfall in private amenity space.

Furthermore, in determining the planning appeal on the 3 Viveash Close site (reference APP/R5510/W/18/321884), the planning inspector did not support the Council's reason for refusal relating to the lack of policy-compliant levels of amenity space. Para 13 and 14 of the inspector's decision concluded that the quality of the spaces, combined with an offsite contribution for local park improvements, would be acceptable.

In order to mitigate the shortfall, a financial contribution is required towards improvement works to Cranford Park, which is the closest public park to the application site, with a pedestrian access into Cranford Park located off North Hyde Road. A financial contribution of £115,685 has been agreed by the applicant towards the Cranford Park improvements.

PLAY SPACE

Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:
a) provides a stimulating environment

b) can be accessed safely from the street by children and young people independently
c) forms an integral part of the surrounding neighbourhood
d) incorporates trees and/or other forms of greenery
e) is overlooked to enable passive surveillance
f) is not segregated by tenure

This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m2 of usable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:
A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.
B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.
C) The Council will resist the loss of existing play spaces unless:
i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and
ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.

Paragraph 5.79 of the Hillingdon Local Plan: Part 2 (2020) states that the Council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance. Specifically, Wallis Gardens which is part of the Nestle Factory redevelopment is located approximately 230 metres from the site, and Pinkwell Park is located over 600 metres to the west of the site. Whilst Hillingdon contains approximately 100 equipped playgrounds within parks and other areas of open space, there are areas of deficiency in relation to the accessibility standard.

Based on the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', play space requirements is divided into 3 categories;
-age 0-4; door step play/within 100m;
-age 5-11 years; play within 400m of site;
-age 12+ years; play within 800m of site.

Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following numbers would be yielded from the proposed development:
- 19.1 no. children under the age of 5 years old;
- 13.2 no. children aged 5 to 11 years old; and
- 6.3 no. children aged 12 to 17 years old.

This yields a total of 38.6 children, requiring 323 m2 of play space where only the 0-4 age group and 5-11 age group must be provided on site or within 400 metres of the site.

Based on the plans submitted, it can be identified that approximately 75 m2 would be provided between the ground floor area to the south of the building and the roof garden. Whilst the scheme fails to provide a policy compliant level of play space, it is clear that the ground floor level public open

space would also provide natural space to play for children and adults. Wallis Gardens is located within 230 metres and Pinkwell Park just over 600 metres from the site and is able to serve the remaining 12-17 years age group. Whilst a financial contribution would normally be applicable where there is a shortfall in on-site provision, the applicant has agreed a £115,685 contribution towards off site enhancements to Cranford Park and it should be noted that a new play area is proposed within Cranford Park. This contribution is in addition to the on-site public open space provision. As such a further contribution towards play space is not considered to be required. Taking these points into consideration the proposal on-balance would not be considered contrary to Policy S4 of the London Plan (2021) and Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020).

PUBLIC OPEN SPACE

Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible.

Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.
B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.
C) Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted.

The development would provide 1834.70 sqm of publicly accessible open space, approximately 60% of the site area. This is significantly more than most of the sites within the boundaries of the entire site allocation. Considerable weight is afforded to the quality of the landscaping proposal and the delivery of a key piece of the masterplan on a site where a considerable area within the site boundary is being provided as open space rather than accommodating further built form.

The proposal is therefore deemed to accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Viveash Close. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 4 however as noted in the Highway Officer's comments in section 6,2 of this report, it is likely

that the PTAL rating will be increased to 5 when the Elizbeth Line is open fully.

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (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.

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

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.

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

RESIDENTIAL CAR PARKING PROVISION

The proposed development would effectively be car-free apart from the 4 accessible spaces. Given that the PTAL rating is likely to rise to 5 together with the site's constraints, including the requirement to devote a proportion of the land within the site towards the green superhighway, a car-free development is considered acceptable.

The proposed development should be viewed in the context of Table 10.3, attached to Policy T6.1 of the London Plan (2021), which states that Outer London sites with a PTAL rating of 4 and moving towards 5 should not exceed a maximum car parking provision of 0.5 spaces per dwelling. The site is located within an area with a PTAL rating of 4, circa 500 metres (8 min walk) from Hayes and Harlington Station with 4 bus stops within a 400-metre radius. The application site is well-connected and therefore the principle of a car-free development is acceptable.

CYCLE PARKING PROVISION

Cycle Storage for 211 long stay and 3 short stay spaces for the residential units, 1 long stay and 3 short stay spaces for the commercial unit. The proposed quantum of cycle parking is Policy compliant.

MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

The Active Travel Zone Assessment submitted identifies a number of areas along key routes which do not fulfil the healthy streets criteria. In connection with this, the following improvements are to be secured by a Section 106 legal agreement if recommended for approval:

- Financial contribution of £132,640 for improvement works to improve the public highway on Viveash

Close. These works would include tactile paving with dropped kerbs, street benches, provision of a speed table, enhancements to cycle facilities and new street trees.

ACCESSIBLE PARKING

Policy T6.1 of the London Plan (2021) states:
G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
1) ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2) demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

The proposed development would provide 4 no. designated disabled persons parking bays which accords with the immediate 3% required to be delivered to accord with the above policy. The requirement to deliver a further 7% upon demand is noted, however significant weight is afforded to delivering the objectives of the masterplan and part of this includes the Green Superhighway. The application is providing approximately 60% of the site area as public open space, additional parking could be provided but this would be to the detriment of the delivery of the Green Superhighway. A day three scenario indicative plan was submitted as part of the application approved for the neighbouring site 3 Viveash Close which illustrated where within Site B accessible spaces would be located. This illustrated that up to 44 spaces could be provided across the entire of Site B. The Councils Highways Officer has confirmed that the accessibility of disabled spaces within the immediate vicinity is noted and the level of parking proposed is acceptable given the importance of delivering the Green Superhighway and the sustainable transport benefits it will provide.

To summarise, whilst the additional 7% is required to accord with the London Plan standards, the benefits of delivering a high quality and key piece of public realm, which would also improve pedestrian and cyclist's environment and permeability, would outweigh the potential harm. As such, on balance the parking provision is acceptable.

ELECTRICAL VEHICLE CHARGING POINTS

Policy T6.1 of the of the London Plan (2021) states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. As only 4 spaces are proposed then 1 space would have active provision and the remaining 3 spaces would have passive provision. If recommended for approval, this would be secured by condition.

SERVICING AND DELIVERY

The proposed development includes the provision of an on-site loading bay on the southern side of the building. Whilst vehicles accessing to the on-site loading bay will be required to reverse across the footway to enter the site, the benefit of this arrangement is that servicing vehicles, including refuse vehicles, will stop on-site and off the public highway when undertaking loading activity. As such, goods being unloaded or waste bins being collection, will not need to be wheeled/moved across the public highway and this activity can be undertaken entirely on-site. It is considered that this arrangement, which minimising the need for goods and bins to be wheeled across the public realm

and pedestrian/cycle route, is appropriate and assist in minimising conflict between loading activity and pedestrians/cyclists on Viveash Close

TfL has requested that further detail be provided to demonstrate how the green super highway will be managed to protect it from being utilised by smaller delivery vehicles such as Amazon deliveries. It is highlighted that bollards will be positioned at the entrance to the green super highway from Viveash Close. Detail of the bollards is included on the Landscape Masterplan and the Landscaping Design & Access Statement, submitted alongside the planning application. The bollards would be telescopic bollards while can be lowered for emergency vehicle access, but would prevent other vehicles such as delivery vehicles entering the green super highway.

Whilst a concern was raised regarding the location of the access to the cycle stores from the servicing areas, allowing access to them from the public open space at the front of the building would raise secure by design concerns.

If recommended for approval, a finalised Servicing and Delivery Plan would be secured by condition.

CONSTRUCTION AND LOGISTICS

If recommended for approval, a finalised Construction Logistics Plan would be secured by condition.

SUMMARY

If recommended for approval, a number of planning obligations would be secured by Section 106 legal agreement and would contribute to the mitigation of impacts that may arise from the proposed use. This includes the following:
- Highways Works: Section 278 agreement to secure highway works.
- Highways Improvements: A financial contribution amounting to £92,640 shall be paid to the Council for the local highway improvements.
- Parking Permit Restrictions: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.
- TfL contribution
- Travel Plan: A full Residential Travel Plan is to be secured.

Subject to the planning obligations and conditions noted above, the proposed development would accord with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020), Policies T4 and T6 of the London Plan (2021) and the NPPF (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

SECURITY

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

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

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

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

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:
1) be designed taking into account London's diverse population;
2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
4) be able to be entered, used and exited safely, easily and with dignity for all; and
5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Policy D7 of the London Plan (2021) states:
A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The comments raised by the Councils Access Officer have been shared with the applicant and the revised plans indicate 10% of units would meet the standards for M4(3) category 3 and 10% of the affordable units meet M4(3) standards. Furthermore, the affordable units have been designed to be suitable for 'day one' occupation by a wheelchair user. Notwithstanding this point a condition pertaining to the submission of detailed floor plans demonstrating compliance of all kitchen/dining/living areas with approved document M standards is recommended to be attached to any grant of planning consent. Two further conditions are also recommended that will secure all remaining units to be designed to the standards for category 2 M4(2) and the submission of accessible play equipment.

Due to the requirement to deliver a good quality and large area of public open space in accordance with the masterplan this is a very constrained site. This makes finding adequate space for the additional 7% accessible spaces on site extremely difficult. It is important to note that the additional

7% would only need to be provided upon demand and the application secures the 3% required to serve the development at day one. Significant weight should be afforded to the accordance with the masterplan and the benefits of providing the public open space to deliver the Green Superhighway linking development east of Viveash Close with the developments to the west of Viveash Close.

In addition, it is considered that the main vehicular access area to the rear of the building can be used for pickup and drop off as requested by the Council's Accessibility Officer.

Therefore, subject to the conditions noted above, the proposal is considered to be acceptable on-balance.

7.13 Provision of affordable & special needs housing

Policy H5 of the London Plan (2021) requires a minimum of 50% affordable housing where the application is to redevelop a former industrial site. To follow the fast-track route and not be required to submit a financial viability assessment, applicants must meet the following criteria:
- Meet or exceed the relevant threshold level of affordable housing on site (50%) without public subsidy
- Be consistent with the relevant tenure split (70/30 social rent/intermediate).

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units, to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Local Plan: Part Two (2020) requires major residential developments to maximise the delivery of affordable housing on site. A minimum of 35% of all new homes should be delivered as affordable housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate.

The Financial Viability Appraisal submitted has been independently assessed by the Council's external consultants and following negotiations with the applicant, parameters have been agreed to allow the LPA to understand the viability of the proposed development and the associated number of affordable housing units which can be provided on-site.

Consequently, an affordable housing offer of 22.75% by habitable room with a tenure mix of 50% shared ownership and 50% social rent consisting of 15 social rent units and 14 shared ownership units. An independent review of the scheme's viability has been undertaken and led to the satisfaction of officers that this is the maximum viable, affordable housing provision that the scheme can deliver on-site with the tenure that best meets the needs of the Borough. The Council's Housing Team notably supports this. Whilst the Council's viability consultant indicates that an additional surplus could be used to provide a slightly higher contribution, they also agree that the market conditions may have shifted. Therefore, an early and late-stage review mechanism is an appropriate method for capturing any additional surplus post-determination of the application.

In addition, the proposed affordable housing would be built to the same standards as private housing. The affordable housing would also share the same communal amenity spaces.

If recommended for approval, the affordable housing provision proposed would be secured by a Section 106 legal agreement with an Early and Late-Stage Viability Review mechanism imposed to secure further affordable housing units if the viability of the scheme improves. As such, the proposed development accords with Policy H5 of the London Plan (2021), Policy H2 of the Hillingdon Local

Plan: Part 1 (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 (2020).

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

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

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

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

This application is supported by a Landscaping Design and Access statement which sets out the landscaping strategy for this development and a Tree Survey which indicates that 7 on site trees are to be removed and are all C grade or less. No objection is raised to the removal of these trees to facilitate the development. As mentioned above the proposal is delivering a key piece of the masterplan by proposing a large section of public open space which will connect development to the east with that to the west of Viveash Close. The submitted landscaping scheme sets out three key objectives for a multi-functional landscape which aims to strengthen the Green Superhighway, create a community hub and provide multi-generational amenity space which caters for explorative and informal play and amenity spaces for human interaction.

The submission of the masterplan is welcomed as it indicates how the development would be integrated within the wider context of the site allocation and beyond. At ground level hard and soft landscaped space is provided. The hardscaped surface is necessary to permit emergency vehicle access to the site, however a day 2 scenario has been proposed whereby southern corner of the ground floor public space would be amended to permit access for emergency vehicles to cross the neighbouring site to either enter of egress from the site. The illustrative landscaping plan shows the planting of at least 50 trees and other soft planting at ground level. A communal garden on the tenth floor is proposed with a proportion illustrated as being covered. A planting schedule indicating the type of planting to be provided has been submitted along with details of a number of trees to also be planted. Full landscaping details are recommended to be secured by an appropriate condition.

URBAN GREENING FACTOR

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

The proposal would deliver a landscaping scheme which achieves a UGF score of 0.45, this is above the policy requirement and as such the proposal complies with 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 re-development of the site would not result in any indirect ecological impacts that would be considered significant. The report does suggest the requirement for further nesting bird survey which would need to take place between March and August. Various enhancements are proposed which include, bird boxes, native trees, and future fencing to have hedgehog gates. These enhancements are considered to be acceptable and to ensure they are delivered the ecological appraisal will be included within the approved documents conditions. As such the the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

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

Refuse collection will be undertaken from this loading area created within the under-croft access on the building frontage on Viveash Close. Swept path analysis appended to the Transport Assessment illustrate how this can be carried out appropriately.

Dedicated bin stores are provided within the curtilage of the building. Waste will be trolleyed directly from the westernmost bin store to the refuse vehicle stopped on site. Waste stored within the easternmost bin stores will be transferred to the western bin store, by building management, on the

day of collection and waste collection operatives will collect these bins from the western bin store. Site management will be responsible for transferring these bins back to the eastern bin store after collection. A framework servicing and delivery plan has been submitted which gives a brief understanding of how servicing and delivery will be undertaken, refuse collection forms part of this. A more substantial document will be required including a management plan which demonstrates the responsibility for transferring bins from one refuse store to the other and ensuring that waste is not in an area where it could obstruct collection. Subject to the aforementioned condition the proposal is considered to be acceptable in terms of waste management.

7.16 Renewable energy / Sustainability

ENERGY

Policy SI 2 of the London Plan (2021) requires major developments to be net zero-carbon. Major development proposals are expected to include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided that an alternative proposal is identified, and delivery is certain.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2021).

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

The applicant has submitted an energy assessment which demonstrates that the proposed development does not meet the zero carbon energy requirements on site. The proposals only include an onsite saving of at least 35% which meets the London Plan requirements. This leaves a shortfall of 135.32 CO2. This equates to an offsite contribution requirement of £385,652 based on the carbon cost of £95/tCO2 annualised over 30 years.

The offsite contribution will be secured through a Section 106. In addition, further information relating to the submission of energy performance reporting and the submission of a more detailed energy assessment which provides detailed plans for the specification of the be clean and be green solutions set out within the assessment is required and this is recommended to be secured by condition should the application be determined for approval.

OVERHEATING ASSESSMENT

Policy SI 4 of the London Plan (2021) states:
A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.
The energy assessment contains details relating to overheating.

An overheating assessment has been submitted has been undertaken in line with the cooling hierarchy. The assessment considers both natural and mechanical ventilation measures to address the potential for unacceptable levels of overheating. According to the report a large proportion of units fail marginally if natural ventilation were to be used only. As such mechanical ventilation will be required. The report suggests that active cooling loads could be avoided if external louvres are adopted in all the occupied spaces. However, cooling will be required in order for all habitable spaces to achieve comfortable internal temperatures in future climate weather scenarios. The revised design results in improvements in terms of natural cooling and ventilation through a number of ways. There are more dual aspect units that would benefit from passive ventilation/cooling. Also, it is noted that the units on the southern side which are more susceptible to overheating have the benefit of being mostly set back beyond balconies which means that the terrace above provides shade to these openings, acting somewhat similarly to louvres.

Subject to a condition to secure full details of the mechanical ventilation requirements, the proposal would accord with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 13 of the London Plan (2021) requires development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy.

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

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

The application site is not identified as being at risk of flooding, however due to the scale of the development an FRA and Drainage Strategy have been submitted.

The submitted Drainage Strategy indicates sustainable mitigation is to be used to deal with water generated by the site within the site boundary. Whilst the flood and water management consultants

objection is noted, the principle of the flood mitigation measures is recognised by them as acceptable and the additional information can be secured by way of an appropriately worded condition.

The submitted information is considered to be acceptable subject to a condition pertaining to the submission of a revised Drainage Strategy to include the additional information required. Subject to such a condition, the proposed development is considered to comply with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

With regard to the agent of change principle, it is noted that the nearest commercial units to the site are at the neighbouring site (4 Viveash Close). These are not considered to generate noise levels which will significantly impact the site. Whilst the noise generated by the remaining commercial units needs to be factored into the assessment of this application, the site is an allocated site for residential development (with commercial elements within), and appropriate weight needs to be given to this. The applicant has submitted a Noise Impact Assessment, which has been reviewed by the Council's Noise Officer and they have confirmed that they consider the document to be robust.

An objection has been received which is centred around the agent of change principle. The objection is supported by a review of the applicant's Noise Impact Assessment that concludes that occupants of

the new development could raise concerns with the noise generated by the neighbouring commercial uses and in the opinion of the noise consultant who reviewed the document, would have adequate reasons to justify a noise abatement notice being served. The site is located next to a busy train station which accommodates various train lines that generate a significant amount of noise. In addition the application includes a commercial unit and plant equipment which would also generate noise.

The first part of the objection is a legal letter that focusses on the Agent of Change principle and alleges that it has not been considered within the Noise Impact Assessment. Whilst the Agent of Change text is missing from the NPPF and Planning Practice Guidance sections of the Noise Impact Assessment, it is incorrect that the Agent of Change principle has not been considered as the existing noise sources identified by Syntegra during the noise survey (including existing plant from 4 Viveash Close) are considered.

Moreover, it is a reasonable assumption to consider the opening of a window is directly related to the desire for natural ventilation. However, it is common with urbanised sites which are subject to large scale masterplan redevelopment to require mechanical ventilation thus reducing the requirement for natural ventilation (opening of windows). Given the requirement for mechanical ventilation, which is to be secured by condition, it is reasonable to consider the requirement to open a window for cooling or natural ventilation less likely.

It is noted that is set out very clearly in the Planning Practice Guidance (Para 6) that reliance on closed windows to mitigate noise levels is acceptable, assuming that the impact on internal living conditions is taken into account (e.g. ventilation and cooling for overheating). This has been taken into account for the development in line with normal good acoustic practice, and the approach taken by Syntegra is the same as for the 3 Viveash Close site.

Noisy plant is located primarily on the northern facade of 4 Viveash Close, as evidenced by the focus on that part of the site in the Quantum Acoustics report appended to the objection letter.

The closest existing building at Squirrels Estate are located at approximately 2.5m from 4 Viveash Close. The proposed development is located at a distance of approximately 25m from 4 Viveash Close. The immediate issue would therefore appear to be the impact on the existing situation, regardless of the frequency of occupation.

It is noted that a similar objection was raised during the assessment of the application recently determined for approval by Planning Committee for the redevelopment of the 3 Viveash Close site (northern side of 4 Viveash). The objection was centred around the impact of dust/pollution and health concerns as opposed to noise. The principle of the agent of change and the LPA's response to this has not been a cause for concern by the GLA during the Stage 1 comments and Stage 2 discussion for application reference 36678/APP/2021/3370 (3 Vivesh Close) and has not been raised as a concern in the Stage 1 GLA comments for this application.

As stated above the applicant is supported by a Noise Impact Assessment which has been reviewed by the Council's Noise Officer and they have raised no objection to the proposed development, subject to conditions pertaining to the restriction of noise levels. Subject to the aforementioned conditions, the proposal would therefore accord with Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.19 Comments on Public Consultations

One letter of objection was recieved raising the following concerns.
- Agent of change
- Noise impact upon future occupants of the development from the existing industrial buildings
- Health risk to future occupants due to dust emanating from neighbouring industrial buildings
- Increased traffic
- Pedestrian safety

These comments are addressed within the main body of this committee report.

7.20 Planning obligations

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

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

i.necessary to make the development acceptable in planning terms
ii.directly related to the development, and
iii.fairly and reasonable related in scale and kind to the development

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

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

1. Section 278 Highway Agreement for works needed to facilitate highway improvements works along Viveash Close.

2. Air Quality contribution of £57,050.

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

4. TFL Bulls Bridge contribution of £77,403.

5. Active Travel Zone contribution of £92,640.

6. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

7. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded scheme.

8. £115,685 Contribution towards Cranford Park improvements.

9. London Healthy Urban Development Unit (HUDU) contribution of £48,938.

10. Affordable Housing: Planning obligation for an on-site provision of 14 Shared Ownership units comprising of 6 x 1 bed, 6 x 2 bed and 2 x 3 bed, plus 15 Social Rented units comprising of 7 x 1 bed and 8 x 2 bed. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).

11. Carbon off-set contribution of £385,652.

12. Implementation of a new landscaping treatment agreed between the Owner of this application site and the land owner of the former Nestle Site (Blocks D and E) and the removal of the closed boarded fence between the two sites, or otherwise agreed with the local planning authority.

13. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

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

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy (Hillingdon CIL), which came into effect on 1st August 2014. The liability payable is equal to £95 (plus indexation) per square metre for residential development (Use Class C3).

The CIL liability is estimated as follows:

Hillingdon CIL: £763,864.14
Mayoral CIL: £346,480.00

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.

An Environmental Study report has been submitted and sets out a conceptual site model and preliminary assessment based on a desktop study. The report identified a number of contaminants thus monitored mitigation work will need to be carried out. The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 (Fire Safety) of the London Plan (2021) says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard an Outline Fire Strategy has been submitted as part of the application. It is considered that a condition should be added to any permission to secure the submission, agreement and implementation of a detailed Fire Strategy for all parts of the development in accordance with Policy D12 (Fire safety) of the London Plan (2021).

Further information is required in relation to the products and materials to be used in the building's construction and the ongoing management of the development in terms of fire safety. The fire statement must therefore be revised to ensure it meets the requirements of London Plan Policy D12. This shall be secured by condition and discharged in conjunction with the London Fire Brigade and the Council's Building Control Team.

HEALTH

Paragraph 92 of the NPPF (2021) states that planning decisions should aim to achieve healthy, inclusive and safe places which:
c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Paragraph 93 of the NPPF (2021) states that planning decisions should:
b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:
a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities
b) assess the potential impacts of development proposals and Development Plans on the mental and

physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities
c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population

Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

The floorspace occupied by affordable housing is not liable to Community Infrastructure Levy. Accordingly, the London Healthy Urban Development Unit (HUDU) Planning Contributions Model has been used to assess the health service requirements and cost impacts of the development. A financial contribution amounting to £48,938 has been calculated and would be secured as part of the Section 106 legal agreement if recommended for approval.

INFRASTRUCTURE ASSESSMENT

Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development. This can only be identified through an infrastructure assessment during the planning application process.

An Infrastructure Impact Assessment was submitted by the applicant during the application process. In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

8. Observations of the Borough Solicitor

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

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

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

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

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

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

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

In conclusion, the proposed redevelopment of the site to provide a residential development comprising 121 no. residential units (Use Class C3) is considered acceptable in principle.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

The proposed development would provide 15 social rent units and 14 shared ownership units intermediate tenure units, equating to an overall offer of 22.75% affordable housing by habitable room. Although this does not meet the 50% affordable housing target set for former industrial sites, stated under Policy H5 of the London Plan (2021), it would positively contribute to meeting the Council's affordable housing needs and is notably supported by the Council's Housing Team. It is also agreed that this affordable housing offer is the maximum viable, affordable housing provision

possible. If approved, this would be secured by the Section 106 legal agreement, alongside an Early and Late Stage Viability Review.

Regarding the agent of change principle, it is noted that the nearest commercial units to the site are at the neighbouring site (4 Viveash Close). The applicant has submitted a Noise Impact Assessment, demonstrating to the satisfaction of the Council's Noise Specialist that the proposals will provide an acceptable living environment. This is subject to conditions relating to the restriction on noise levels measured internally.

The proposed part 10-storey, part-11-storey building blocks are viewed within the context of an urban/suburban area, which comprises a mix of characteristics, including buildings of a similar bulk, scale and massing. Based on the immediate surrounding context, the scale and mass of the proposed development are acceptable.

Based on a proposed housing mix, the development would require approximately 2775 square metres of private amenity space to accord with relevant policies. The submitted plans provide the following:
- 321 square metres of private amenity space via balconies;
- 285 square metres will be provided via a residential courtyard to the south at ground level, the rooftop amenity space on the 10th floor and the running track to the north of the building.

The above provisions total 606 sqm of amenity space, resulting in a shortfall of amenity space for the proposals. However, the applicant has agreed to a £115,685 contribution towards Cranford Park improvements to mitigate this under provision and is providing 1834.70 sqm (approximately 60% of the site area) as public open space in order to deliver a key piece of the area masterplan and Green Superhighway. It should be noted that additional amenity space could be provided if the applicant were to propose a scheme which extended the built form further into the area proposed as public open space, but this would be to the detriment of the delivery of the Green Superhighway. Significant weight is afforded to the delivery of the masterplan and therefore the benefits of delivering this key piece of public open space and the Green Superhighway outweigh the potential harm resultant of the shortfall in amenity space.

The proposed development would provide 4 accessible parking spaces and is therefore considered to be a car-free development. The application site has a PTAL rating of 4 and is about 600 metres (9 min walk) from Hayes and Harlington Station with 4 bus stops within a 400-metre radius. The application site is therefore well-connected. If recommended for approval, planning obligations would be secured by Section 106 legal agreement and would contribute to mitigating any impacts that may arise from the proposed use. This includes a Travel Plan, Parking Permit restriction and Active Travel Zone improvements. Subject to securing these measures, the proposal is considered acceptable concerning its impact on the local highway network.

The proposed development would provide 4 no. disabled parking bays which accords with the immediate 3% required to be delivered by policy. Policy also requires the delivery of a further 7% should there be demand, however there is insufficient space within the application site to deliver these spaces unless the Green Superhighway public realm is lost. Significant weight is afforded to delivering the objectives of the masterplan and part of this includes the Green Superhighway. The Councils Highways Officer has confirmed that the accessibility of disabled spaces within the immediate vicinity is noted and the level of parking proposed is acceptable given the importance of delivering the Green Superhighway and the sustainable transport benefits it will provide.

Taking all relevant material planning considerations into account, the proposed development is considered acceptable regarding its impact on neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

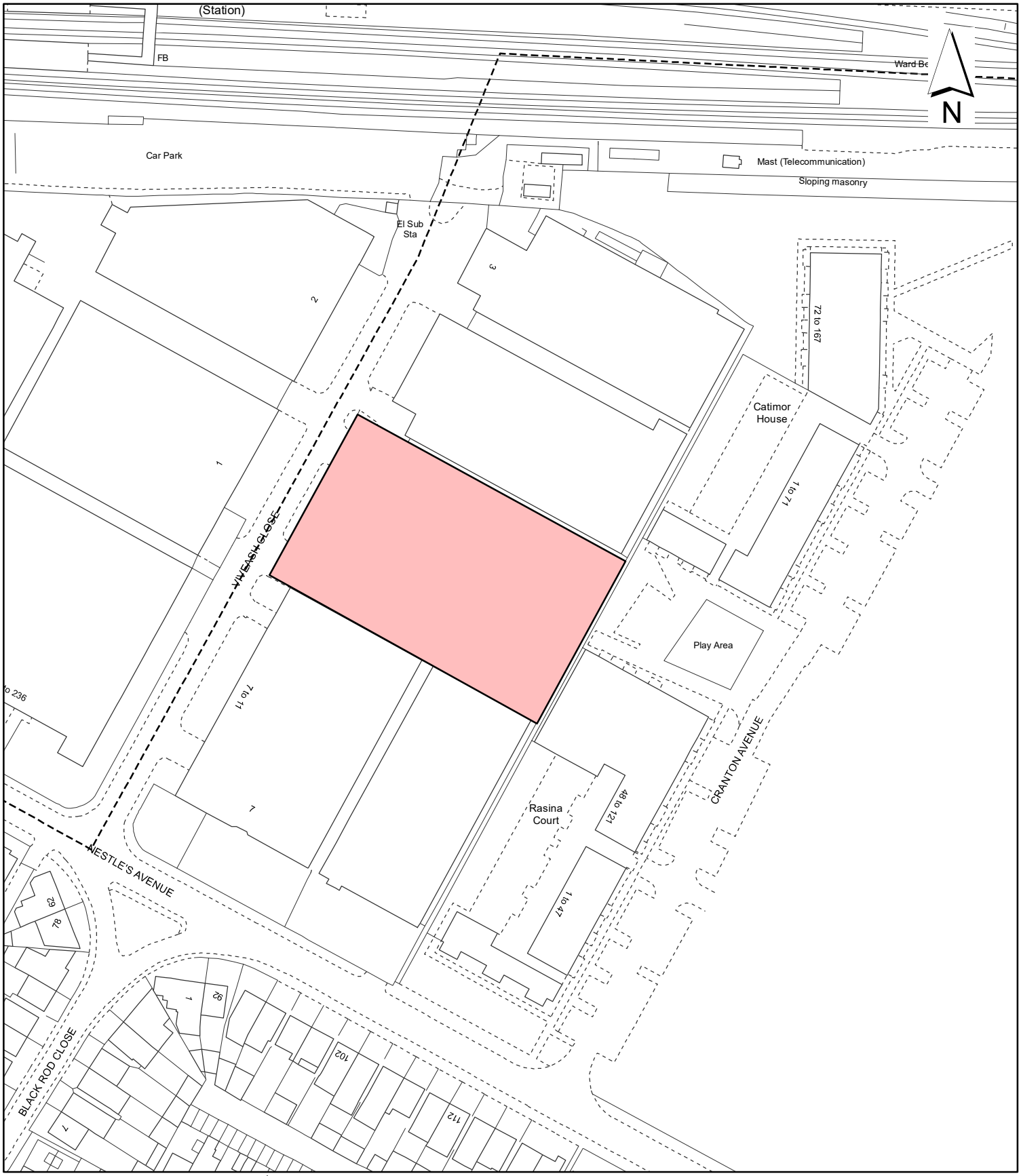
In summary, the proposed development is considered a suitable use of the site that meets the site allocation requirements and integrates with surrounding redevelopment proposals. Although the proposed development would technically conflict with local plan private amenity space standards and accessible parking standards, the conflict is minor. It would be outweighed by the planning gain secured as part of a recommendation for approval. Material considerations, therefore, indicate that the scheme's benefits outweigh the minor policy conflict concerning private amenity space and accessible parking. On balance, taking these factors into account, it is recommended that the scheme is granted planning permission.

The application is therefore recommended for approval, subject to recommended planning conditions, a Section 106 legal agreement and Stage 2 Mayoral referral.

11. Reference Documents

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

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



Notes:

Site boundary

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Site Address:

The Squirrels Trading Estate, Viveash Close, Hayes

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

Planning Application Ref:
77214/APP/2022/3382

Scale:
1:1,250

Planning Committee:
Major Page 214

Date:
July 2023

HILLINGDON
LONDON

Plans for Major Applications Planning Committee

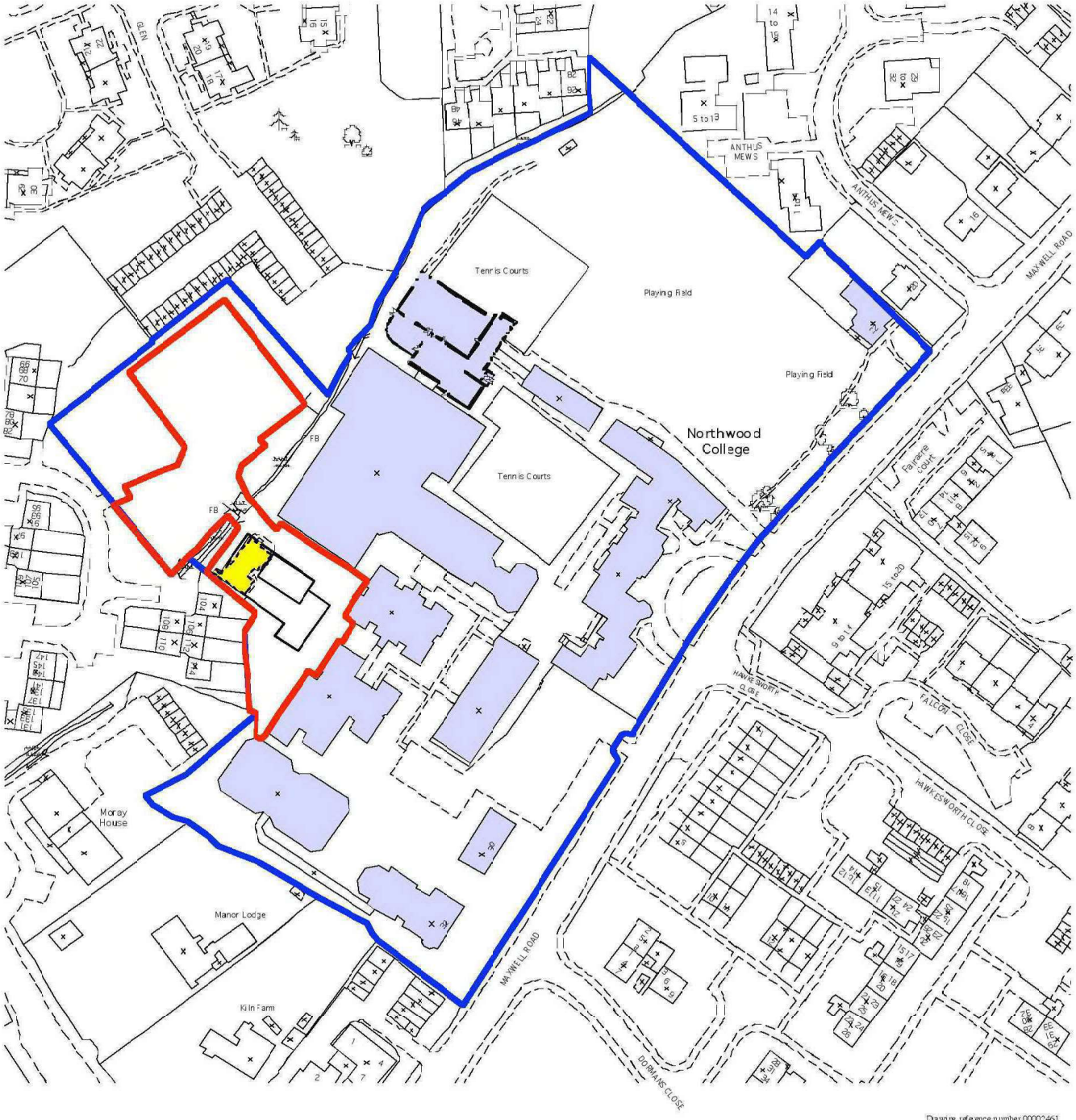
Wednesday 26th July 2023

HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address:	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION MAXWELL ROAD NORTHWOOD
Development:	Variation of Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411 dated 11-09-2007 (Removal of existing building and construction of new early years centre and relocation of all-weather sports surface playing field (approved under planning application ref. 2082/APP/2003/1103) including details of design and layout) to change the permitted operating hours and use of the all-weather pitch.
LBH Ref Nos:	2082/APP/2023/516



Drawing reference number 00002461
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N

Area of whole site owned by the School

Area of development site including landscaping

Existing Building

Northwood College

Early Years Centre

Dannatt, Johnson Architects
52c Borough High Street, London, SE1 1XN
Telephone (020) 7357 7100 Fax (020) 7357 7200

Title

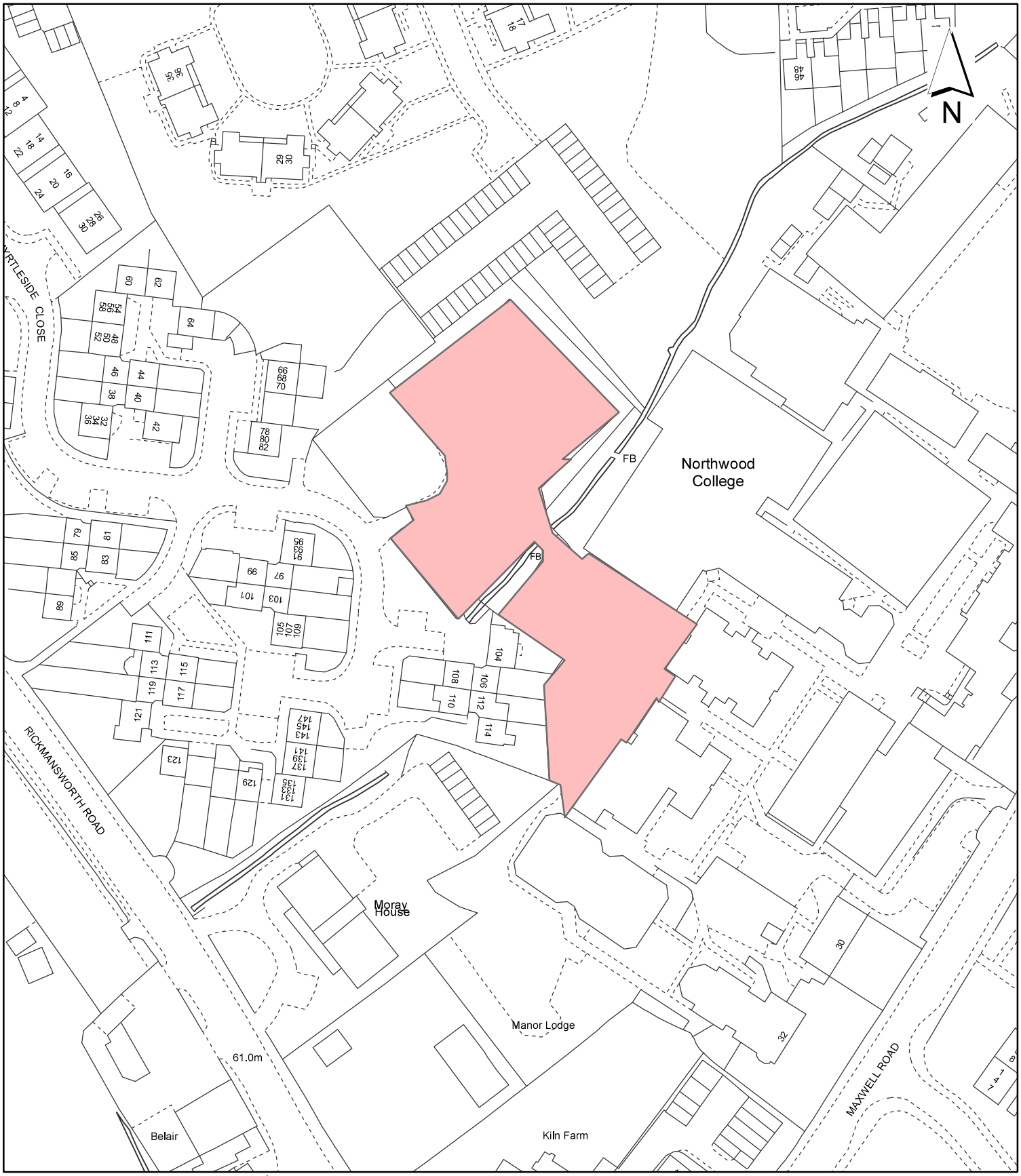
Site Plan

Drawing Number

398 SKD 00

Drawn	Checked	Scale	Date	Revision
J.N	J.P	1:1250 @ A3	Feb 2007	

Art, Science &
Technology Centre
Lower School
The Manor
Sports Complex
FFL 63.10
FFL 63.85
PLANNING
Survey taken from J.M Storey & Partners LLP
July 2006
Early Years Centre
NORTHWOOD COLLEGE
Dannatt, Johnson Architects
Early Years Landscape Plan
398 SKD 8



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Site Address:

Northwood College Educational Foundation, Maxwell Road

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

Planning Application Ref:
2082/APP/2023/516

Scale:
1:1,250

Planning Committee:
Major

Date:
July 2023

HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:	BEACHES YARD HORTON ROAD YIEWSLEY
Development:	Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.
LBH Ref Nos:	75221/APP/2022/2968

Nick Willson Architects

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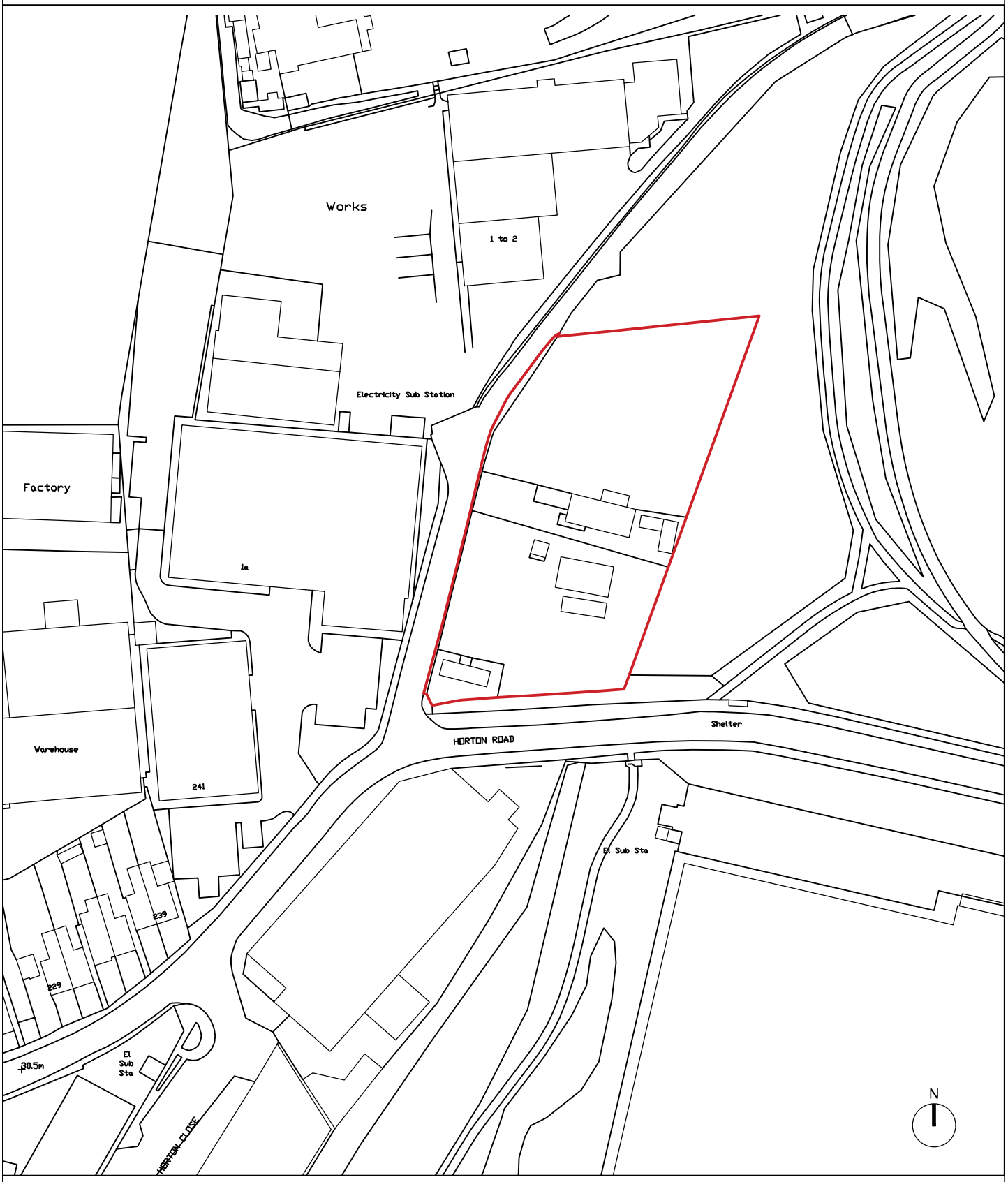


PROJECT
BEACHES YARD WAREHOUSE

Scale
0 10 20 50m

PROJECT No.
0203

DRAWING No.
001

DRAWING TITLE
SITE LOCATION PLAN

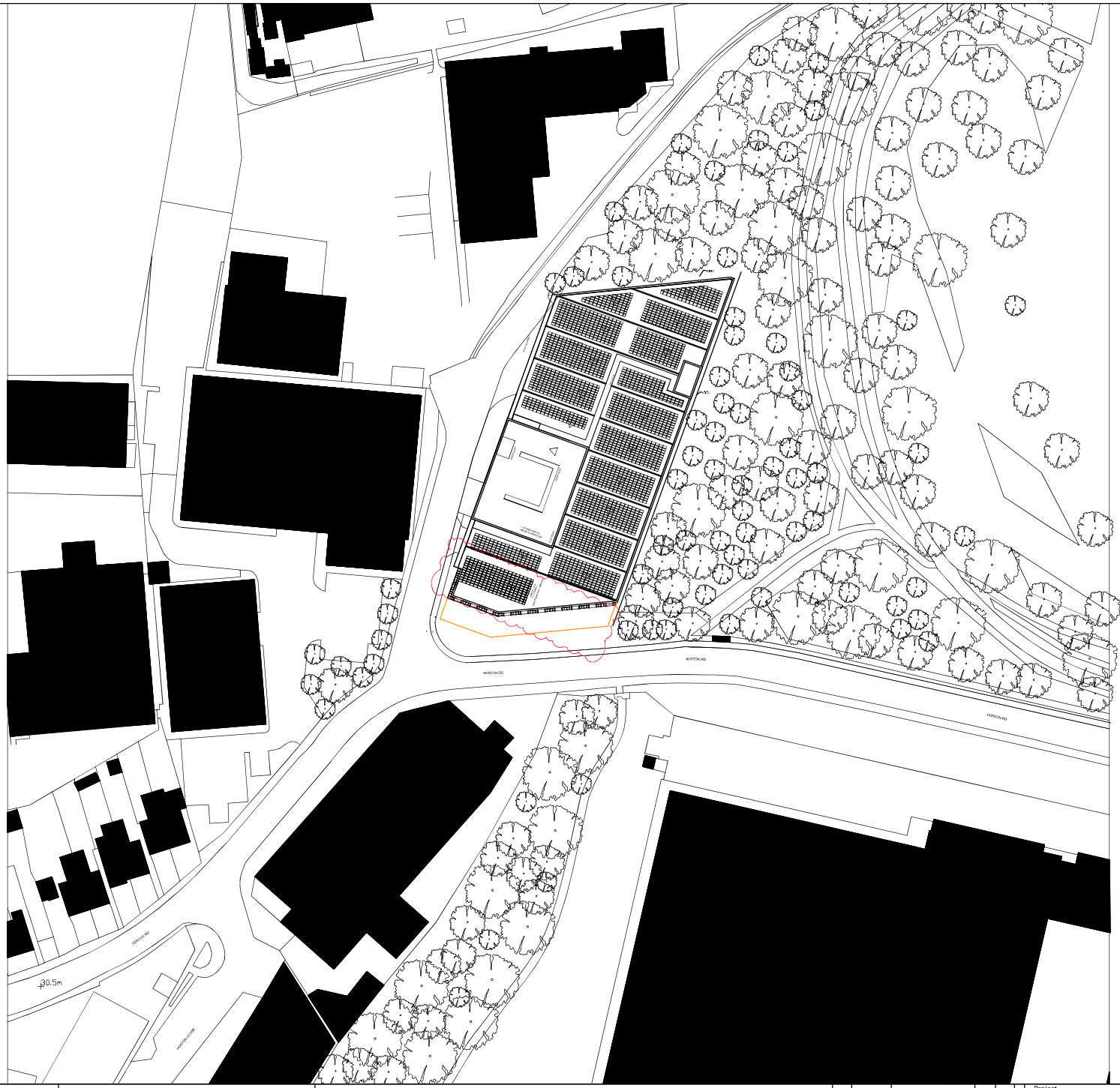
REVISION
Site boundary 01
Site boundary 02
Site boundary 03
Site boundary 04

DATE
22/09/12

SCALE
1:1250

DRAWN BY
NW

CHECKED BY
NW



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London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects.com

Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

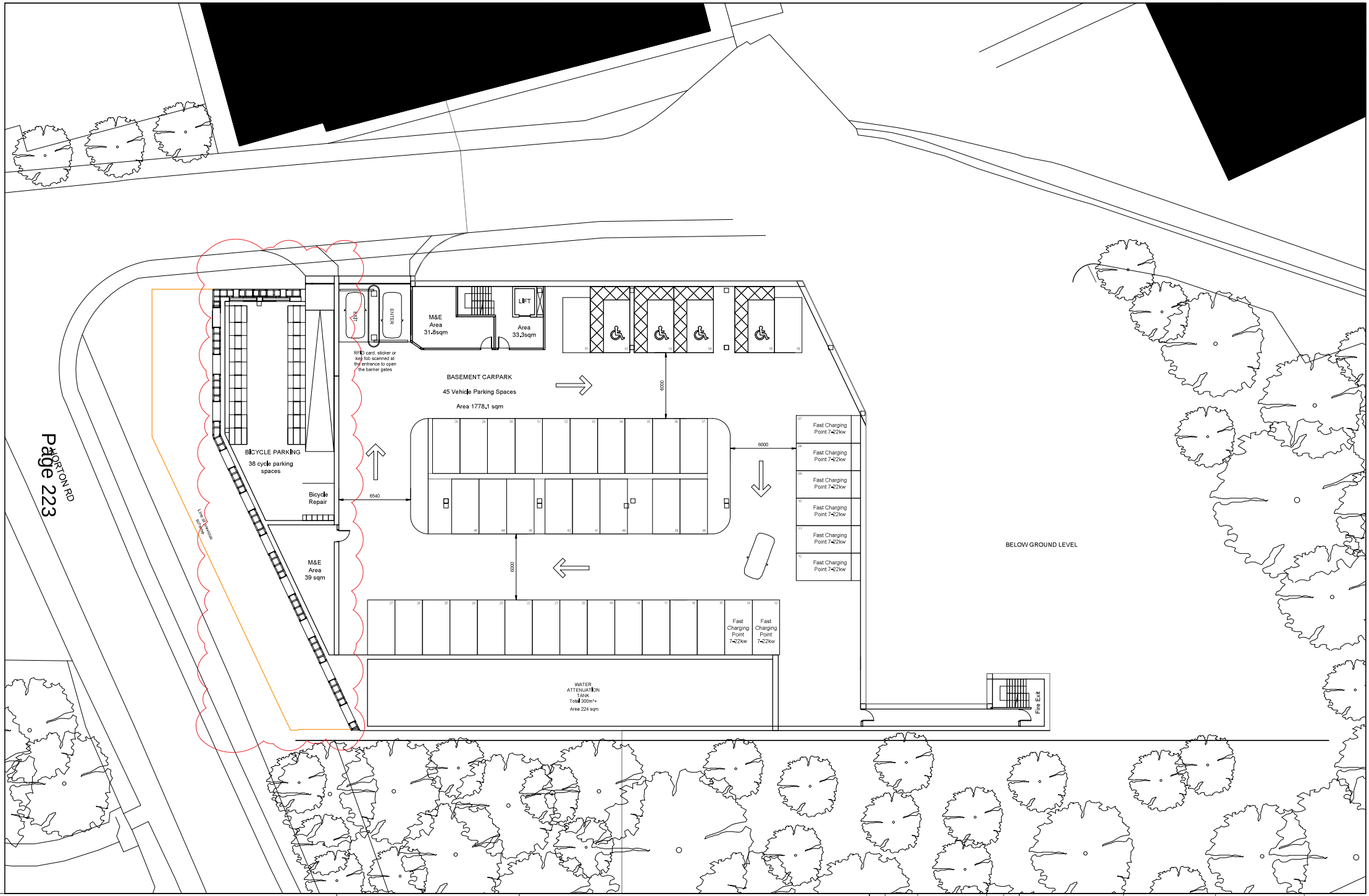
Scale 1:500

0 10 50 100m

N

Rev	Date	Description	By	NW
06	23/05/12	South facade set back	cad	NW
04	23/03/23	Site boundary	cad	NW
03	23/03/10	Site boundary	cad	NW
02	23/01/24	Site boundary/entrance	cad	NW

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:500@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Site Layout Plan	Planning	003	06



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Notes:

Scaling for planning purposes only

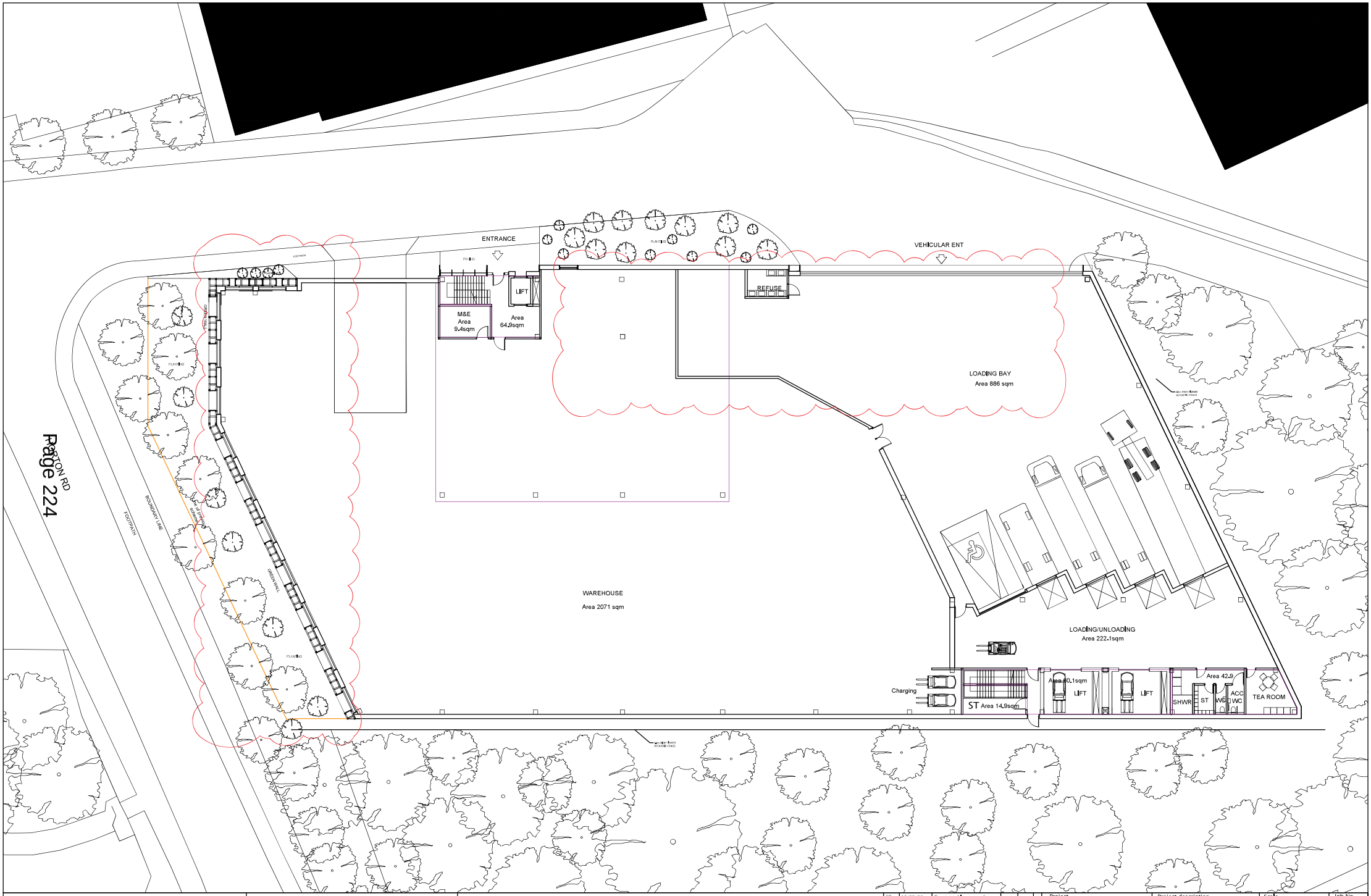
Scale:

0 10 20m

N

Rev	Date	Description	By
07	10/05/23	Southern edge set back	NW
05	23/03/23	Boundary line	
04	23/02/22	Basement layout	
03	23/01/19	Basement layout	
02	22/12/21	cycle parking	
01	22/07/27	Parking layout	

Project: Beaches Yard	Project description: Warehouse	Stage: Planning	Job N: 0203
Title: BASEMENT CARPARK	Scale: 1:150@A1	Drawing No: 008	Rev: 07



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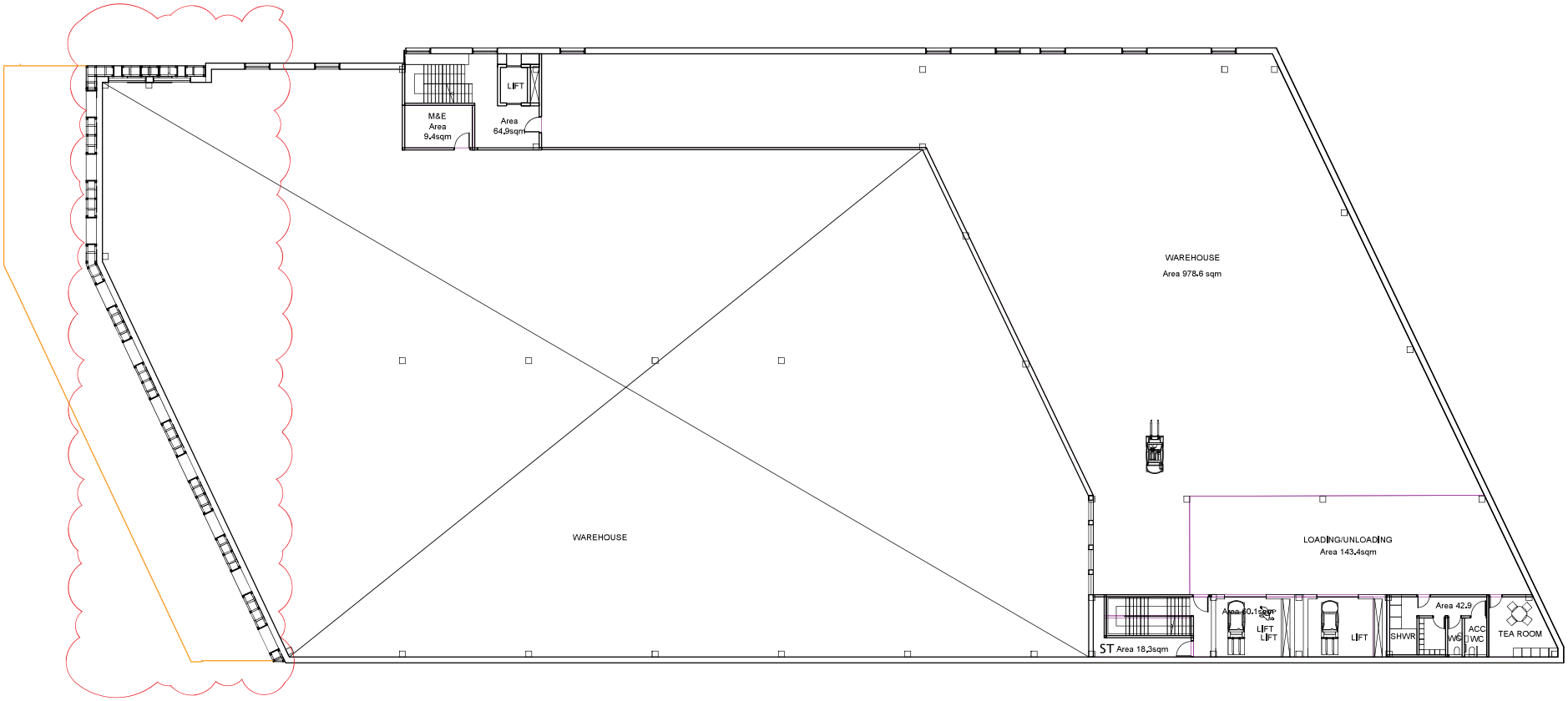
Scale 1:50

0 10 20 40m

N

Rev	Date	Description	By
10	19/05/23	Turning table removed	NW
09	12/05/23	Southern facade set back	
08	10/05/23	Turning circle dim	
07	27/04/23	Turning circle dim	
06	19/04/23	Road and pavement	
05	22/03/23	Truck turning/Boundary line	
04	23/02/22	Footpath & vegetation	
03	23/02/21	Footpath	

Project: Beaches Yard	Project description: Warehouse	Scale: 1:50@A1 1:150@A3	Job No: 0203
Title: Ground Floor Plan	Stage: Planning	Drawing No: 004	Rev: 10



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Scale 1:50

0 10 20 40m

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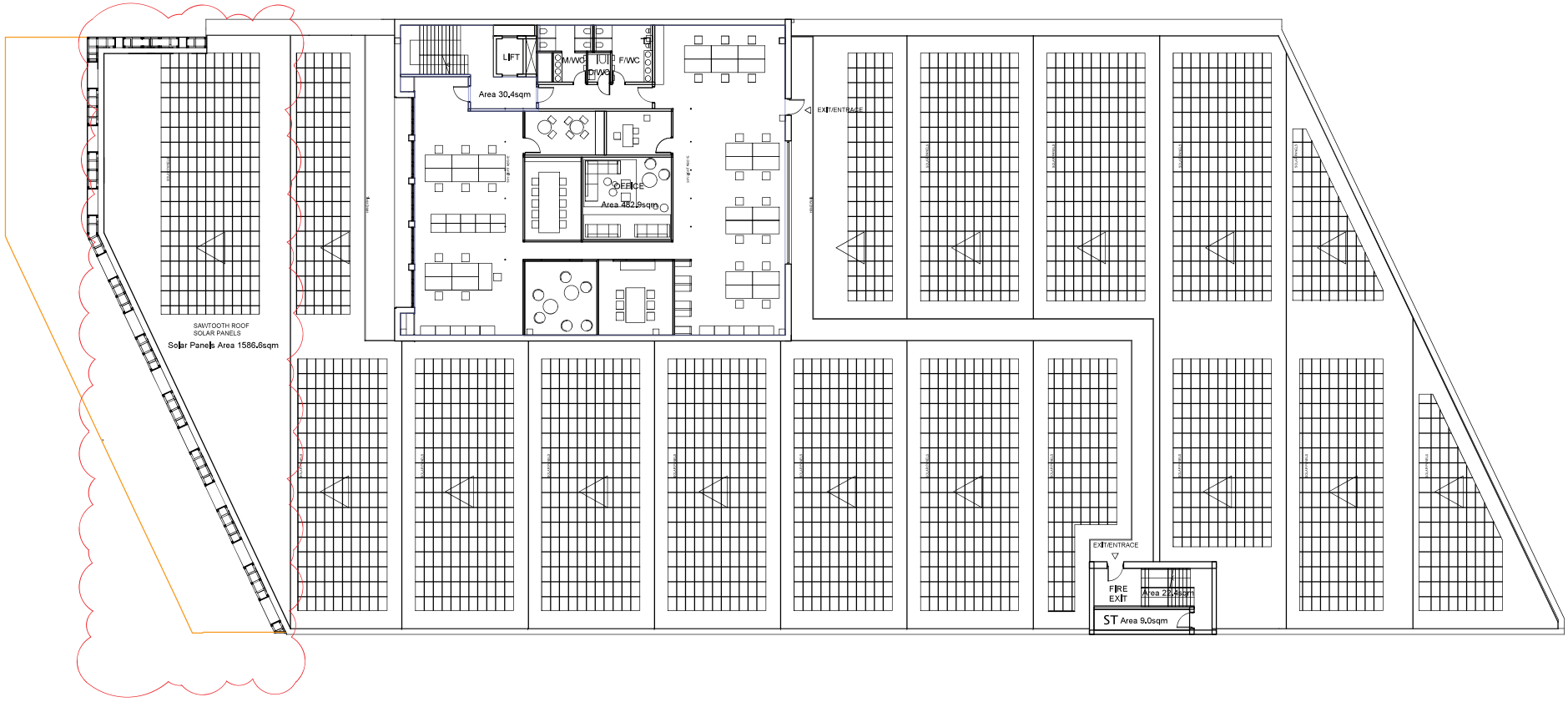
Rev	Date	Description	By	chk
04	12/05/23	Set back southern facade		NW
02	23/03/23	Boundary rev		NW
01	23/01/19	Core revision		NW

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:100@A3	
Title	**Stage**	**Drawing No**	**Rev**
First Floor Plan	Planning	005	04



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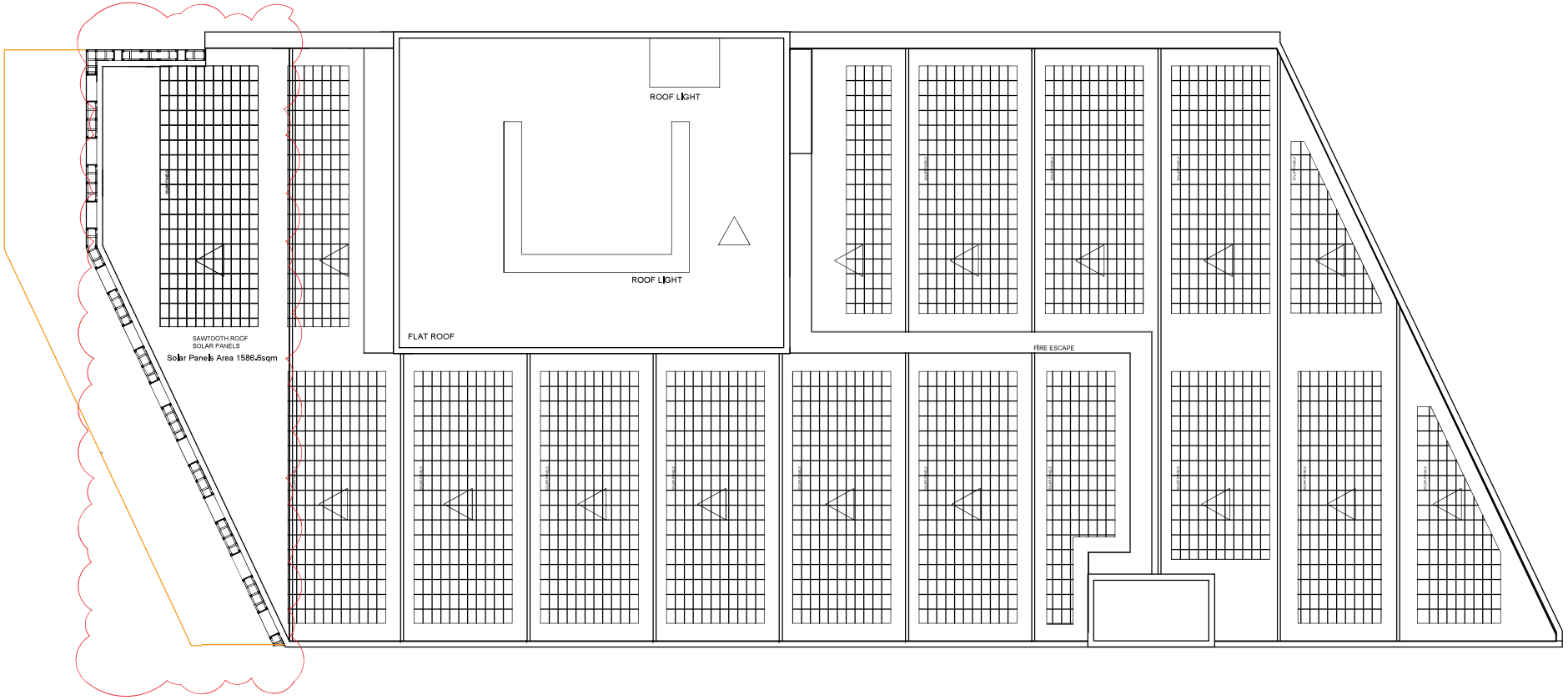
Scale 1:50

0 10 20 40m

Rev	Date	Description	By
04	12/05/23	Southern facade set back	NW
03	23/03/23	Boundary line	
02	23/01/19	Entrance core moved south	

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:100@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Second Floor Plan	Planning	006	04



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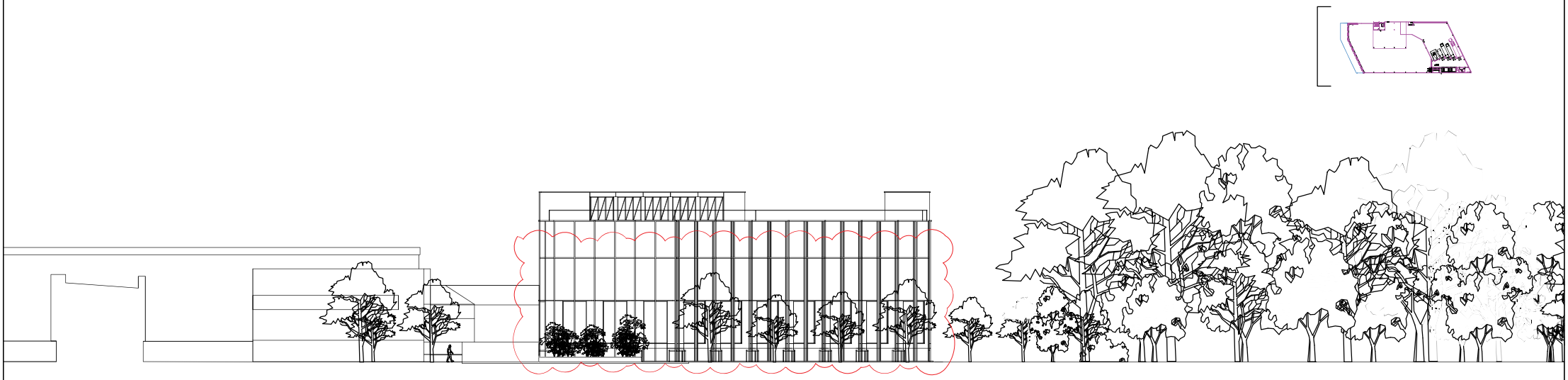
Scale 1:50

0 10 20 40m

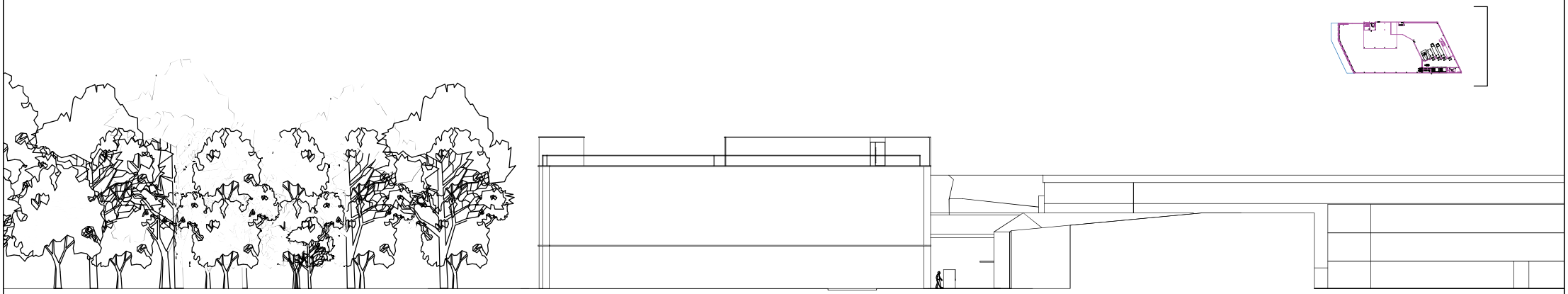
N

Rev	Date	Description	By
05	12/05/23	Southern facade set back	NW
03	23/03/10	Site boundary	
02	23/01/26	Site boundary/PV	
01	23/01/12	solar panel area increase	

Project: Beaches Yard	Project description: Warehouse	Scale: 1:50@A1 1:100@A3	Job No: 0203
Title: Roof Plan	Stage: Planning	Drawing No: 007	Rev: 05



SOUTH ELEVATION



NORTH ELEVATION

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N

Notes:

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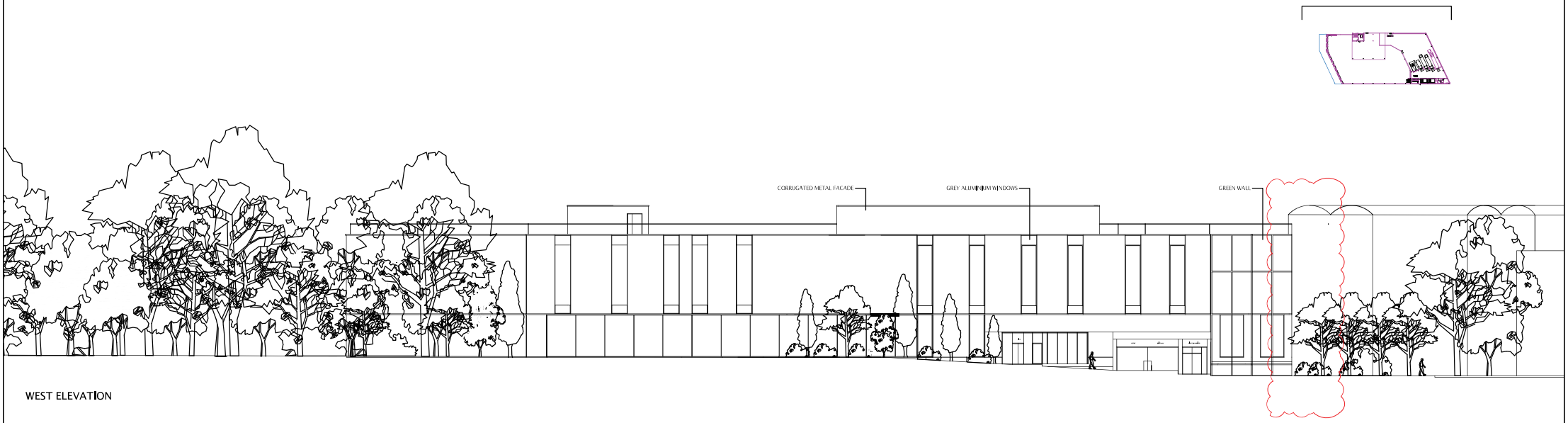
Scale:

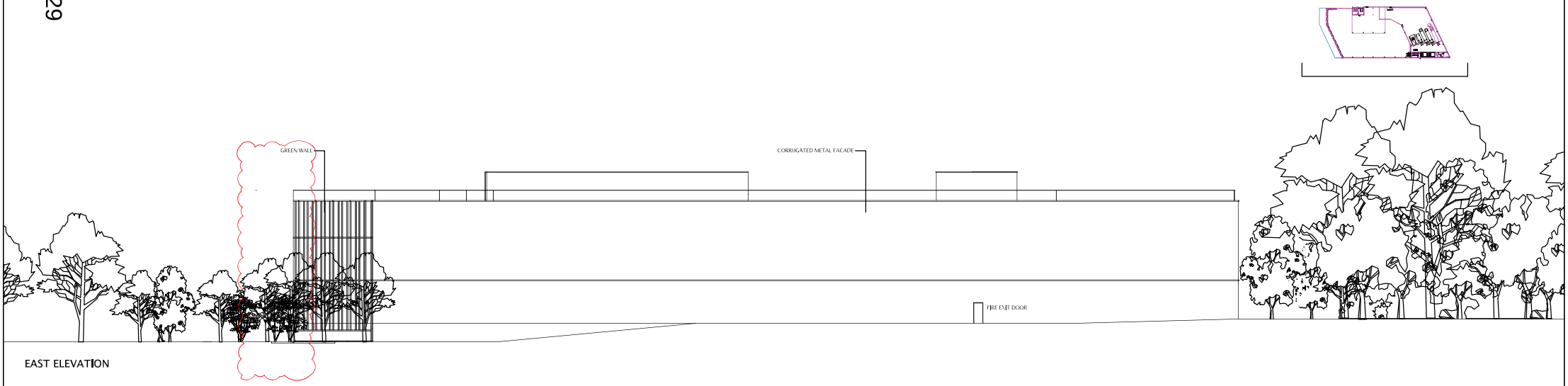
0 5 10 20

Rev	Date	Description	By
06	23/06/26	Key plan revision	NW
05	23/05/12	Southern facade set back	
03	23/03/28	Green wall	
02	22/08/18	office shift	
01	22/08/01		

Project: Beaches Yard	Project description: Warehouse	Stage: Planning	Job N: 0203
Title: Proposed South & North Elevation	Scale: 1:200@A1	Drawing No: 102	Rev: 06



WEST ELEVATION



EAST ELEVATION

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Notes:

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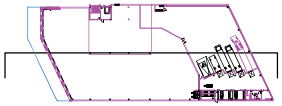
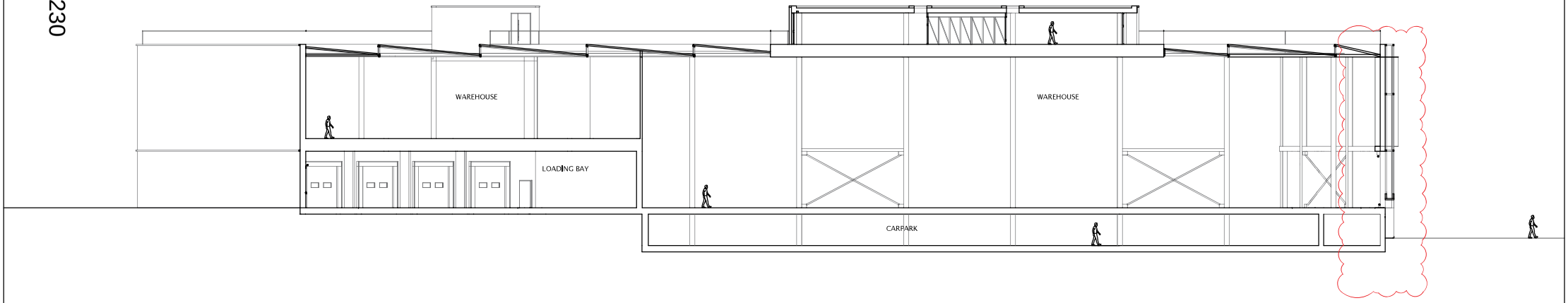
Scale:

0 5 10 20

Rev	Date	Description	By	
06	230627	Key plan revision	cad	NW
05	230512	Southern facade set back	cad	NW
03	230220	Green wall rev	cad	NW
02	230119	Car entrance rev	cad	NW
01	230108	Cycle entrance rev	cad	NW

Project: Beaches Yard	Project description: Warehouse	Stage: Planning	Job N: 0203
Title: Proposed West & East Elevation	Scale: 1:200@A1	Drawing No: 101	Rev: 06





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128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects.com

Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

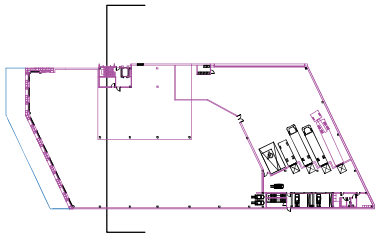
Scale 1:50

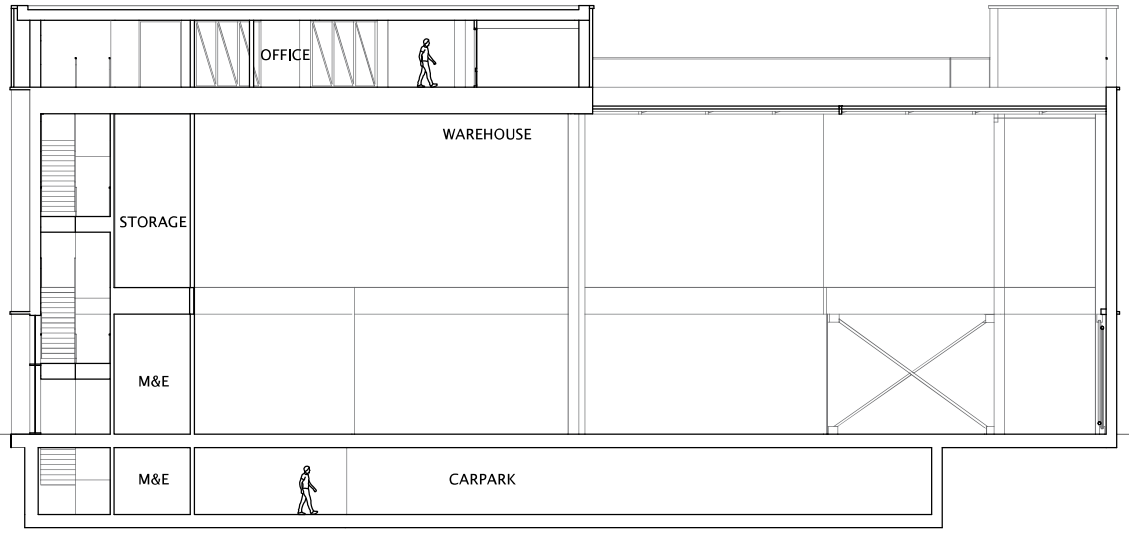
0 10 20 40m

N

Rev	Date	Description	By	
02	230627	Key plan rev	cad	NW
01	230512	Southern facade set back	cad	NW

Project: Beaches Yard	Project description: Warehouse	Scale: 1:50@A1 1:100@A3	Job No: 0203
Title: Long Section	Stage: Planning	Drawing No: 103	Rev: 02





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128 Hoxton Street
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Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

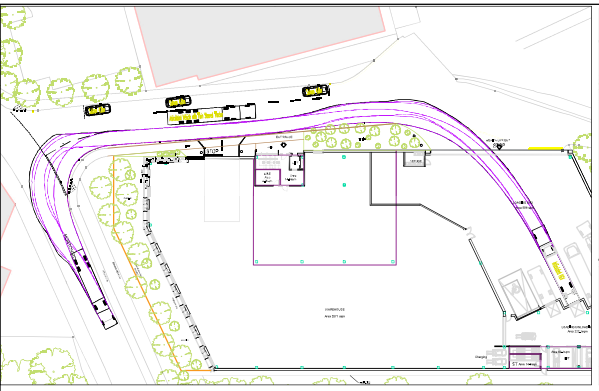
Scale 1:50

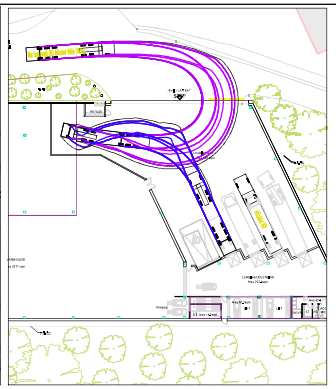
0 10 30m

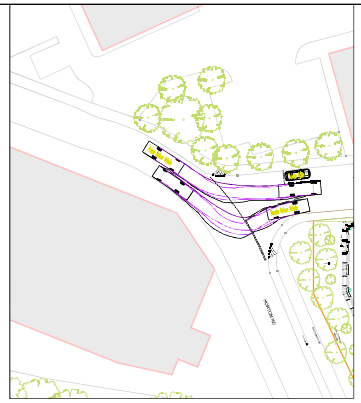
N

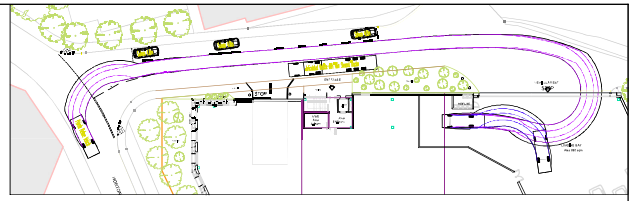
Rev	Date	Description	By	
02	230627	key plan rev	cad	NW
01	230119	core rev	cad	NW

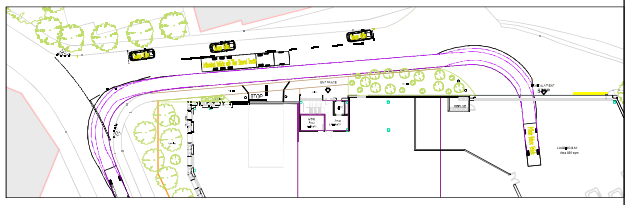
Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:100@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Cross Section	Planning	104	02

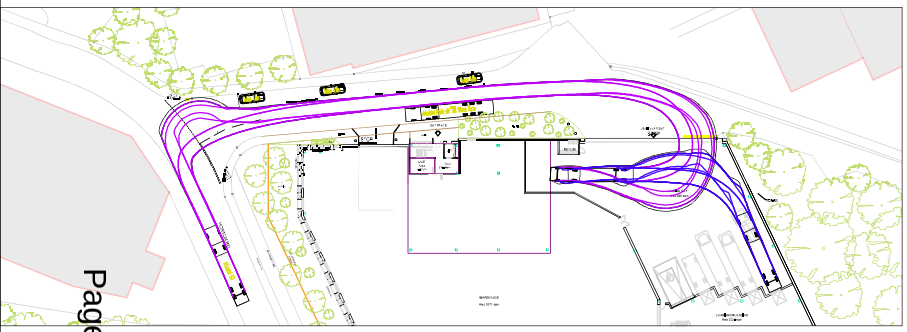


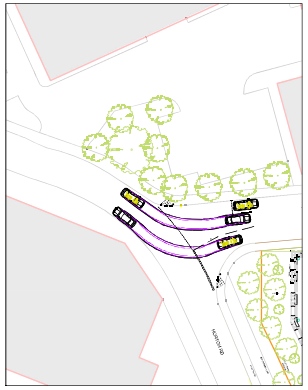


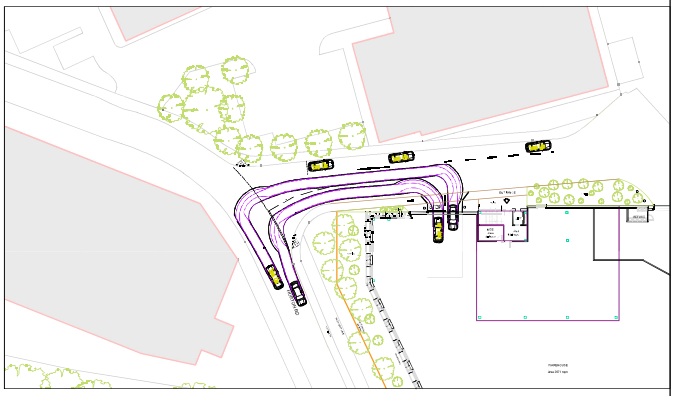


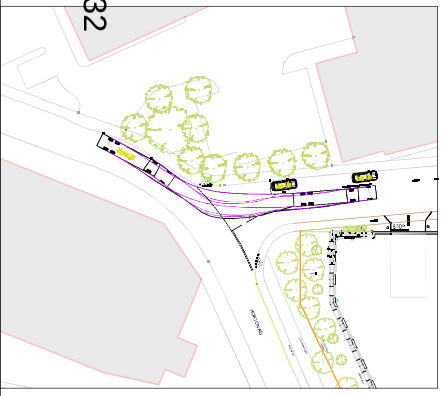


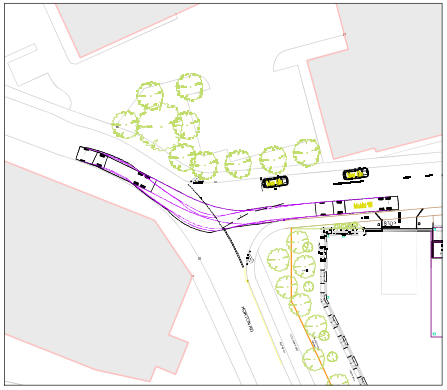


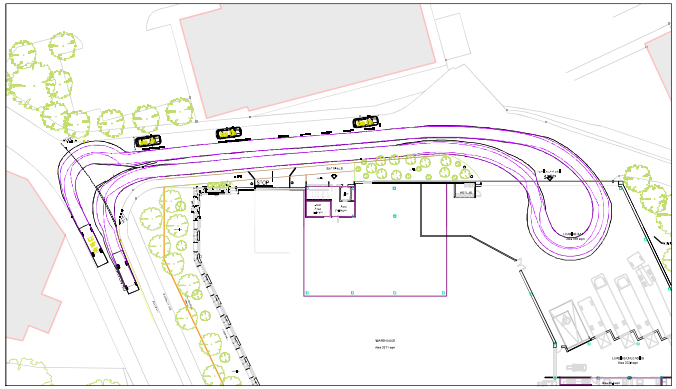


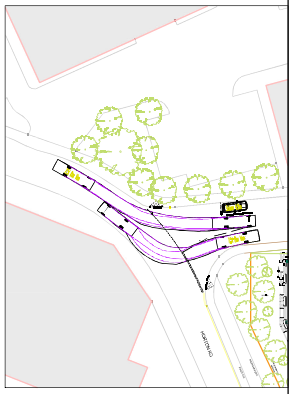


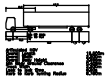












J	LAYOUT AND TRACKING UPDATED	JGP	DLW	19.05.23
I	HGV SWEPT PATH ADDED	JGP	DLW	27.04.23
H	REVISED AS PER OFFICER COMMENTS	RD	RD	21.04.23
G	LAYOUT UPDATED	RD	RD	15.03.23
F	LAYOUT UPDATED	RD	DLW	21.02.23
E	LAYOUT UPDATED	RD	DLW	21.02.23
D	LAYOUT AND SWEPT PATHS UPDATED	RD	JGP	23.01.23
C	REVISED AS PER OFFICER COMMENTS	RD	JGP	03.01.23
B	LAYOUT UPDATED	RD	JGP	02.12.22
A	LAYOUT UPDATED	RD	DLW	13.09.22
Rev	Description	Drn	Chk	Date

REVISIONS

Preliminary Issue		Submitted for S104	
Planning Issue		Issued for Tender	
Submitted for S38		Issued for Construction	
Submitted for S278		As Built	

DRAWING STATUS

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JOB TITLE
BEACHES YARD, HORTON ROAD, WEST DRAYTON

DRAWING TITLE
AUTOTRACK SWEPT PATH ANALYSIS

DATE	DRAWN	CHECKED	SIGNED CHECKED
AUG 22	RD	DLW	
DRAWING No.	REV	SCALE	@ A1
6969.002	J	1:500	

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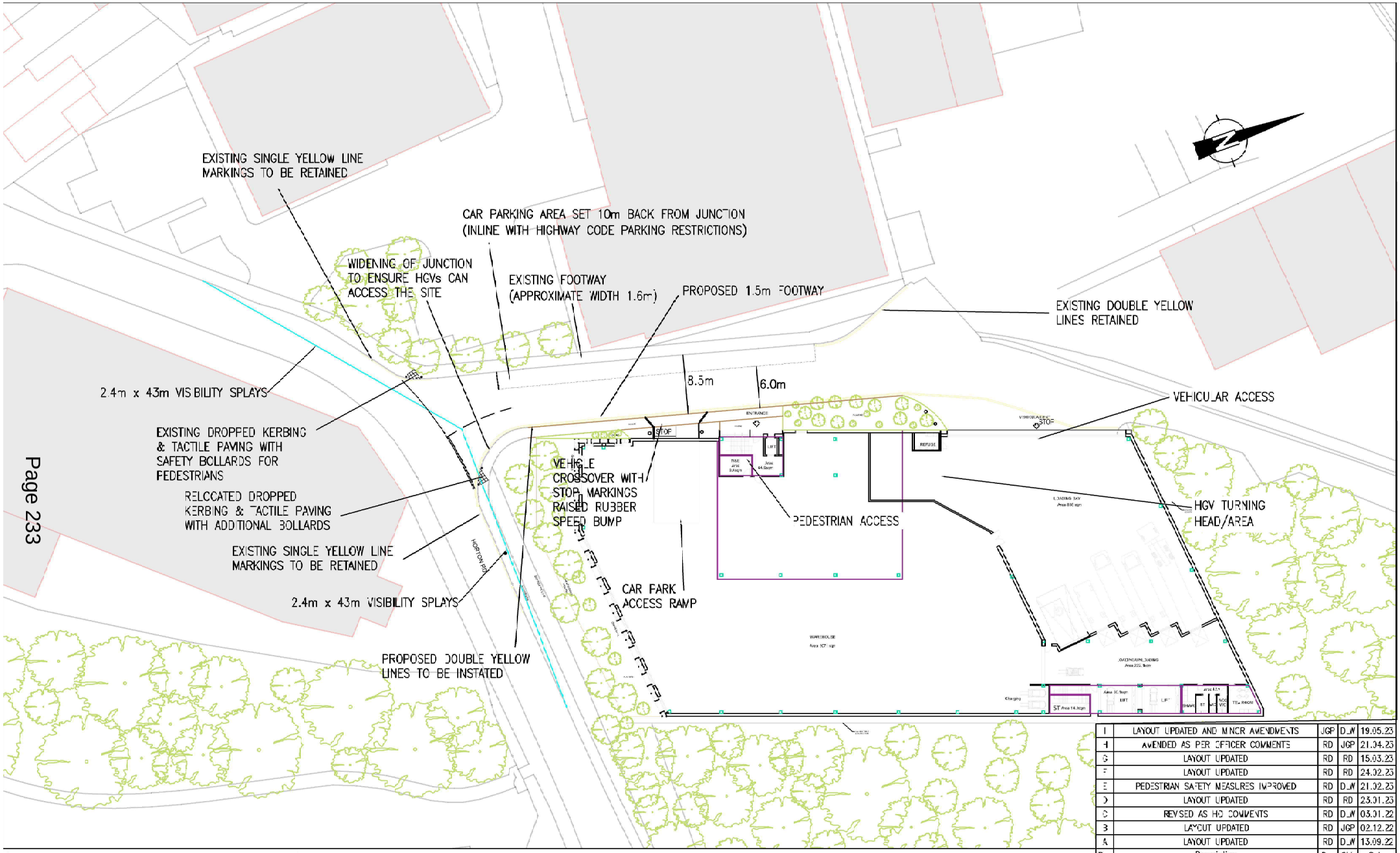
Constructionline



Rev	Description	Drn	Chk	Date
I	LAYOUT UPDATED AND MINOR AMENDMENTS	JGP	DJW	19.05.23
H	AMENDED AS PER OFFICER COMMENTS	RD	JGP	21.04.23
G	LAYOUT UPDATED	RD	RD	15.03.23
F	LAYOUT UPDATED	RD	RD	24.02.23
E	PEDESTRIAN SAFETY MEASURES IMPROVED	RD	DJW	21.02.23
D	LAYOUT UPDATED	RD	RD	25.01.23
C	REVISED AS HO COMMENTS	RD	DJW	03.01.22
B	LAYOUT UPDATED	RD	JGP	02.12.22
A	LAYOUT UPDATED	RD	DJW	13.09.22

REVISIONS

Preliminary		Approval	Tender	Const.	

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JOB TITLE
BEACHES YARD, HORTON ROAD, WEST DRAYTON

DRAWING TITLE
PROPOSED ACCESS ARRANGEMENTS

DATE	DRAWN	CHECKED	ISSUE CHECKED
AUG 22	RD	DLW	

DRAWING No.	REV	SCALE	
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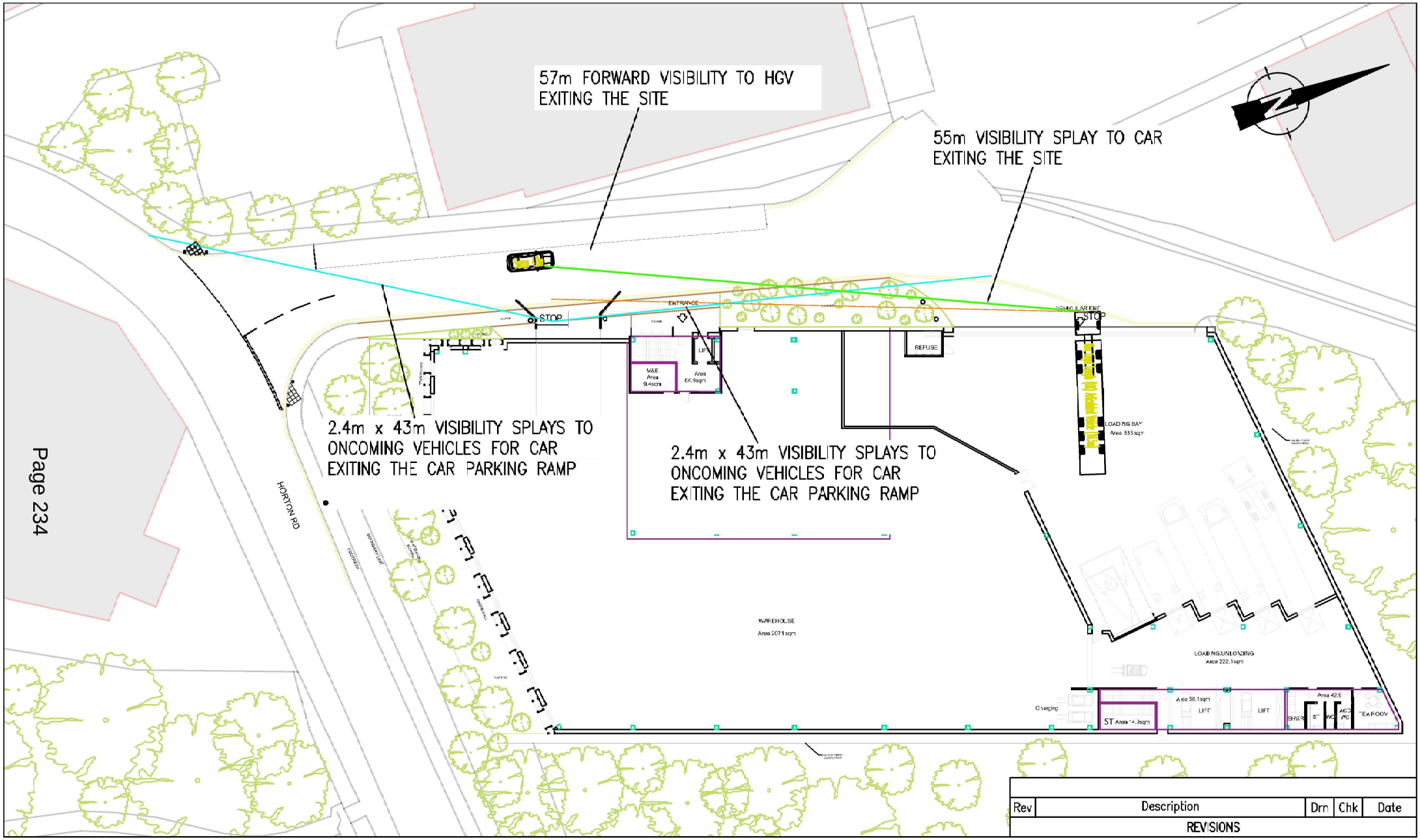

Rev	Description	Drn	Chk	Date
REVISIONS				

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
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JOB TITLE
BEACHES YARD, HORTON ROAD, WEST DRAYTON

DRAWING TITLE
PROPOSED ACCESS ARRANGEMENTS

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
FEB 23	RD	JGP	

DRAWING No.	REV.	SCALE	
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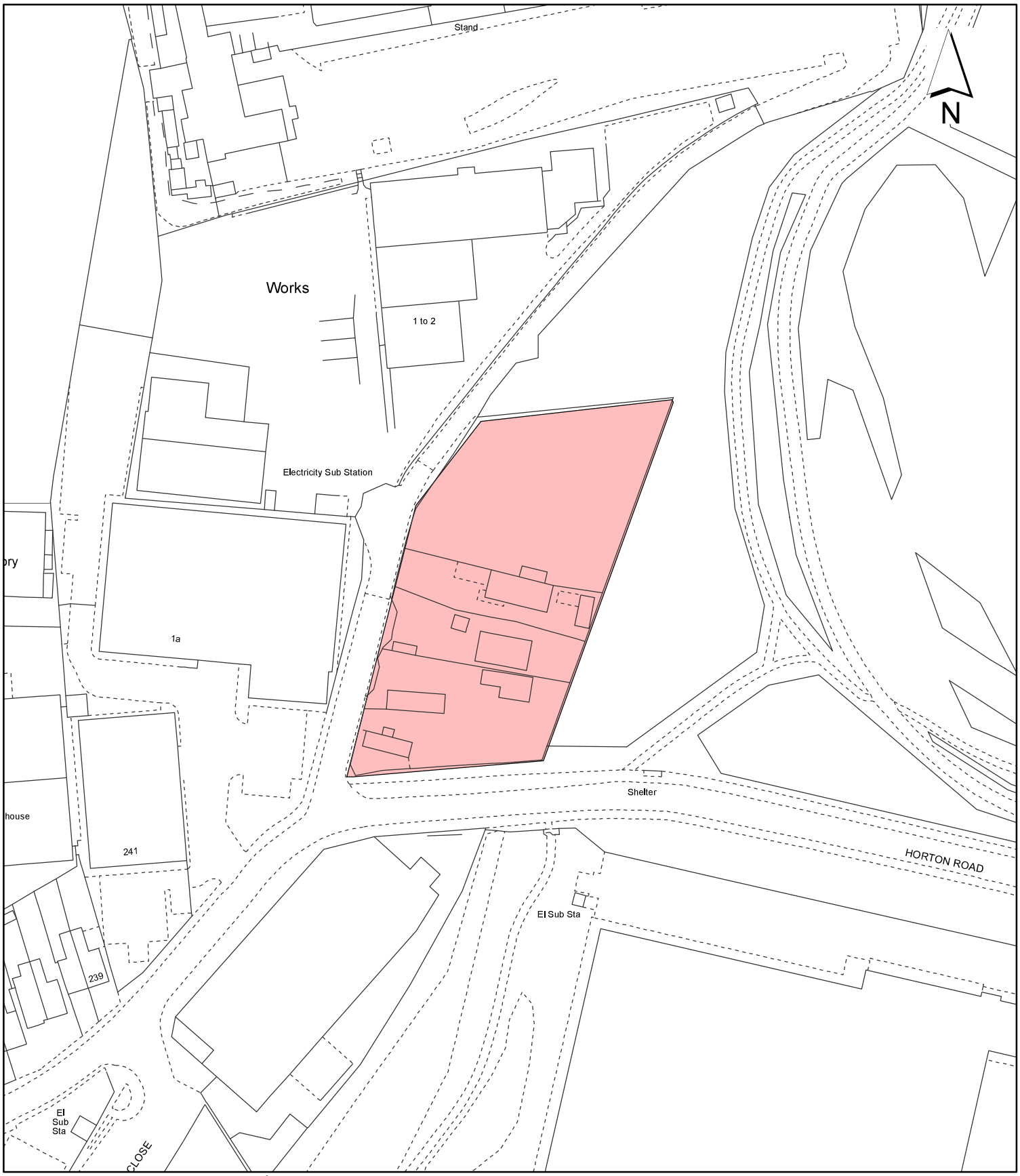

Notes:

Site boundary

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Site Address:

Beaches Yard

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

Planning Application Ref:
75221/APP/2022/2968

Scale:
1:1,250

Planning Committee:
Major

Date:
July 2023

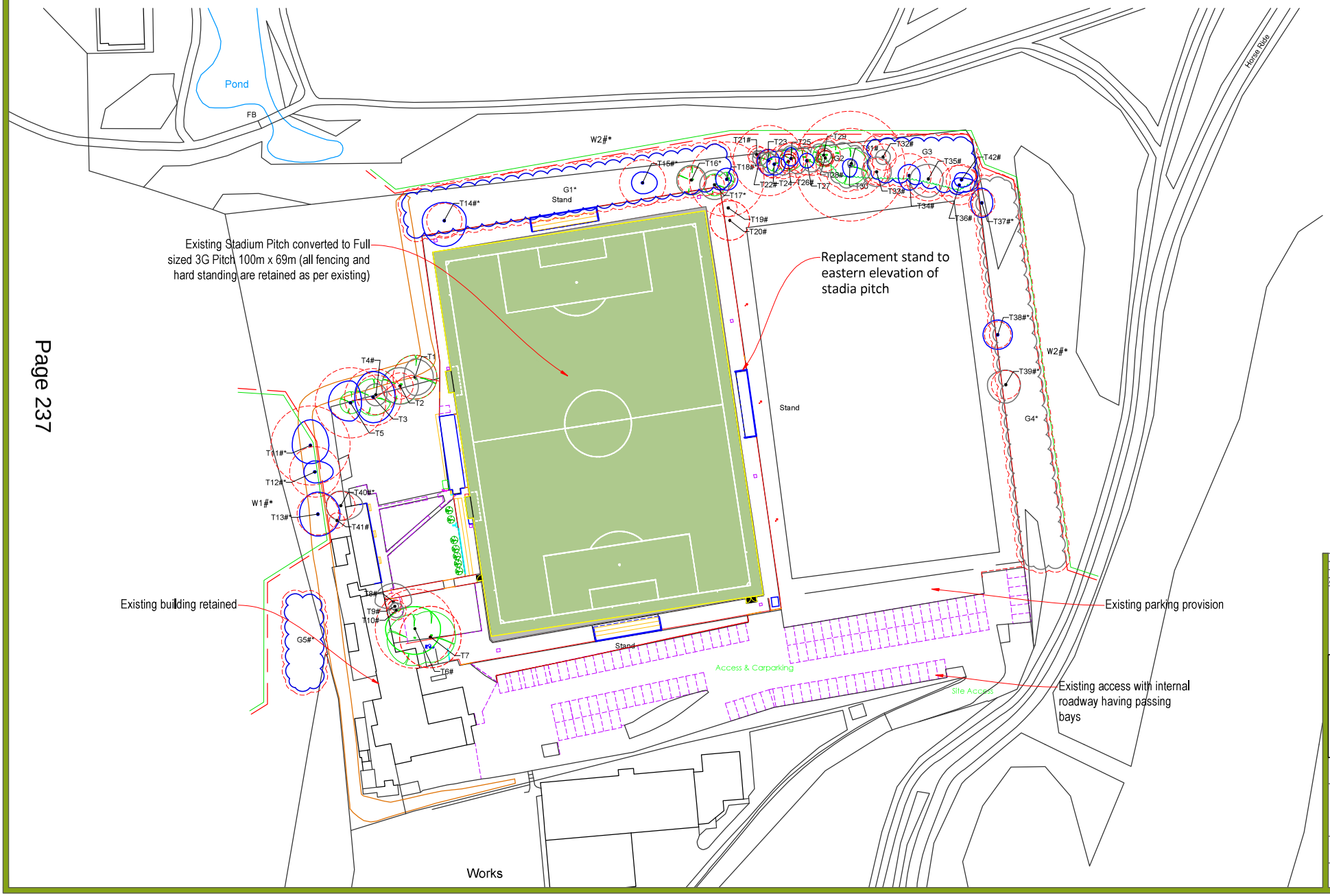
HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:	UXBRIDGE FOOTBALL CLUB HORTON ROAD YIEWSLEY
Development:	Conversion of the stadia pitch to a 3G Artificial Grass Pitch (AGP) with a 1.1 metre high fence and replacement 158 seater stand to the eastern elevation of the stadia pitch
LBH Ref Nos:	49914/APP/2023/1017

Uxbridge FC

Artificial Turf Pitch



Page 237

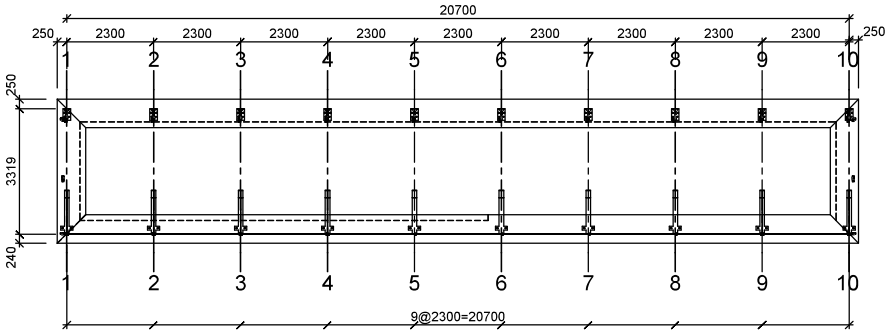
REV	DESCRIPTION	REV	CK	DATE
00	PLANNING ISSUE	ME	WB	29.03.23

Surfacing Standards Limited
SPORTS PITCH CONSULTANTS

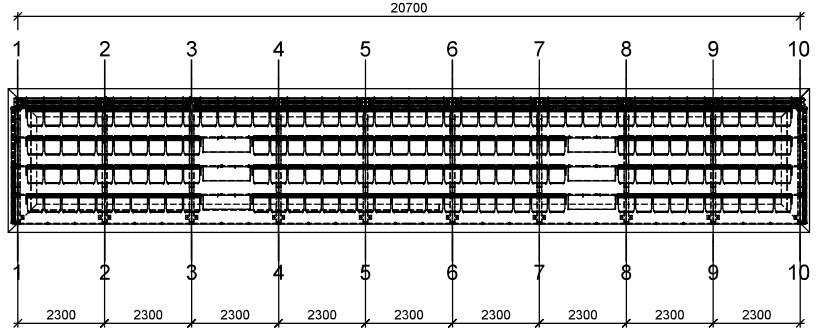
AUTHOR
ME

TITLE
Uxbridge FC
Artificial Turf Pitch
Proposed Site Plan

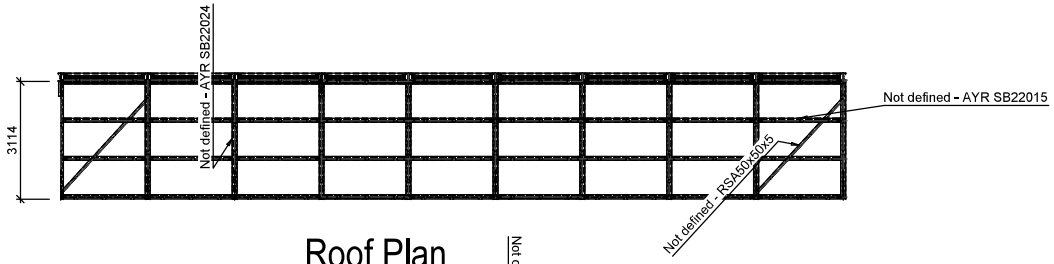
PROJECT	SCALE	SIZE
SSL2475	1:500	A1
DRAWING No		REVISION
03		00



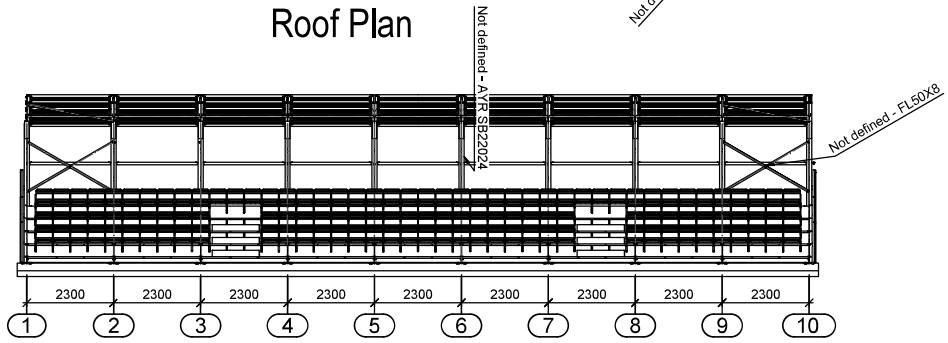
Foundation Plan



Seat Plan



Roof Plan



Front View

Scale 1:100 @ A2

0 2.5m 5m 7.5m 10m

General Notes

1) All Steelwork Manufactured to : BS EN 1090 Parts 1 & 2

Execution Class 2

2) All Steelwork Grade:

1) All Main steel members - Grade S355JR
2) All endplates, fittings and flange plates, and plates in general - All Grade S275JR
3) All hollow box sections RHS, SHS, CHS - All Grade S355J2H

3) All Steel Work finishes :

Galvanised

4) All Steel Work fixings:

Grade 8.8 Zinc Plated U.N.O

5) Drawing Status :

APPROVAL

6) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
7) DIMENSIONS SHOULD BE CHECKED ON SITE AND NOT SCALED FROM THIS DRAWING.
8) ALL WELDS TO BE A MINIMUM 6mm FILLET WELD UNLESS NOTED OTHERWISE.
9) ALL STEEL WORK MARKED 'GALV' TO BE HOT DIP GALVANISED.

Index	Date	Description	Author

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stadiumsolutions
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Unit 9B Valley Farm Business Park
Reeds Lane
Sayers Common
West Sussex
Bn6 9NA
TEL : 01273 835738

CLIENT

PROJECT

4 Row - 5 Bay - No Disabled

DRAWING TITLE

Stand Plans

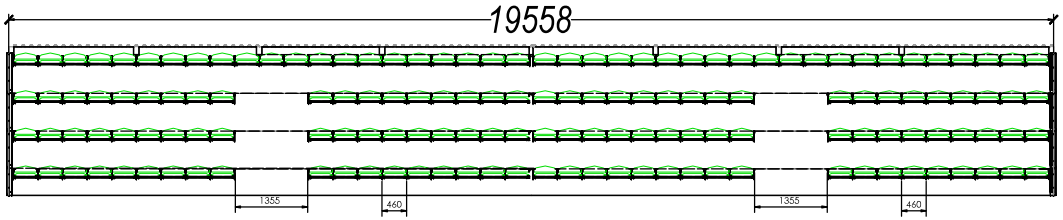
DRAWN BY	CHECKED BY	DATE	SCALE
DC		29/01/2020	As Noted

PROJECT No.	DRAWING No.	REV
	[G] - 01	1

Uxbridge FC

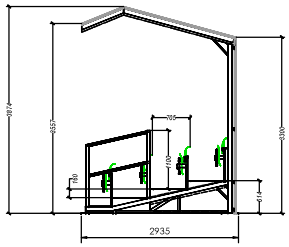
Artificial Turf Pitch

0 1M 0.5M 2M 5M



PLAN VIEW (WITHOUT ROOF)

FRONT VIEW
N.T.S.



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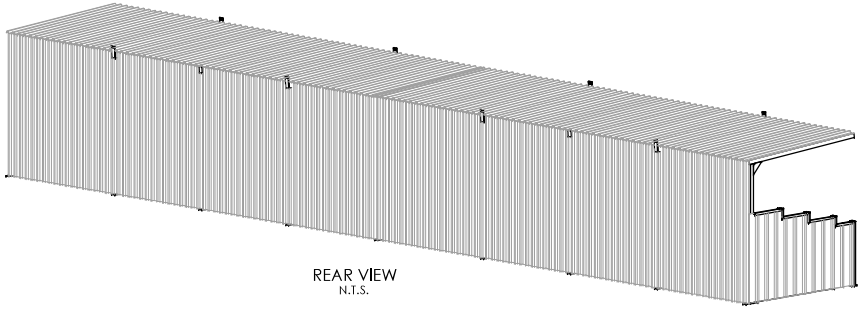


REAR VIEW
N.T.S.

Page 239

REV	DESCRIPTION	REV	CK	DATE
00	PLANNING ISSUE	ME	WB	16.05.23

Surfacing Standards Limited
SPORTS PITCH CONSULTANTS

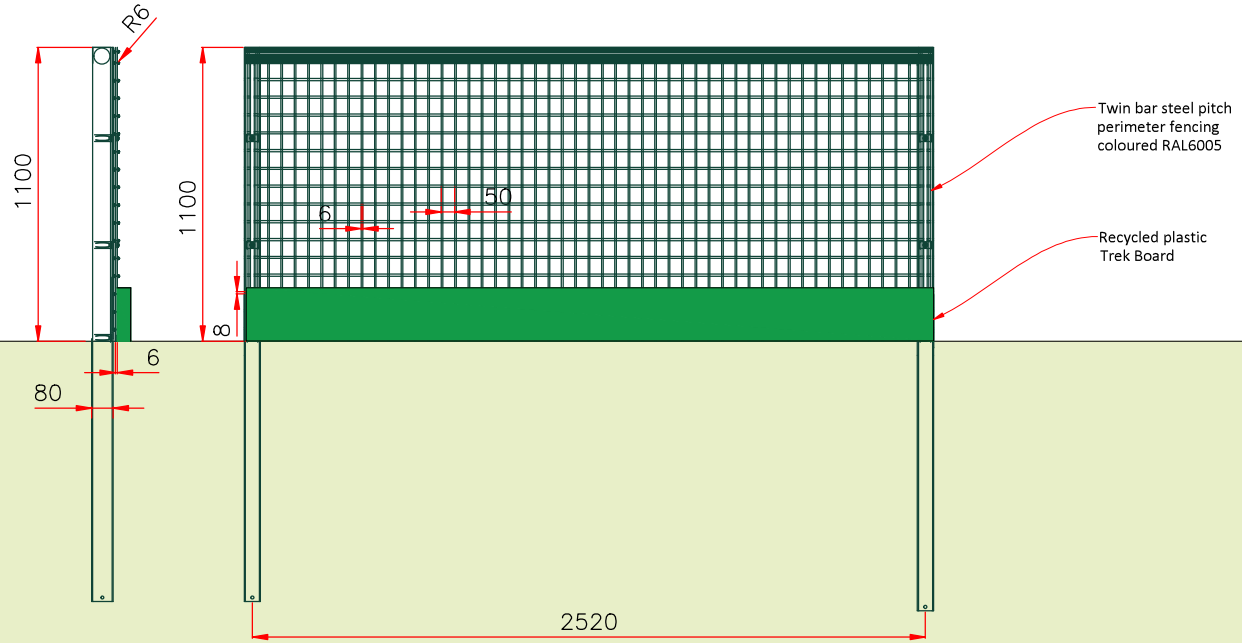
AUTHOR
ME

TITLE
Uxbridge FC
Artificial Turf Pitch
Existing Stand Elevation

PROJECT	SCALE	SIZE
SSL2475	1:50	A1
DRAWING No. 10		REVISION 00

Uxbridge FC

Artificial Turf Pitch

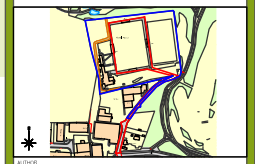


0 0.5M

0.2M

REV	DESCRIPTION			DATE
00	PLANNING ISSUE	ME	WB	28.03.23

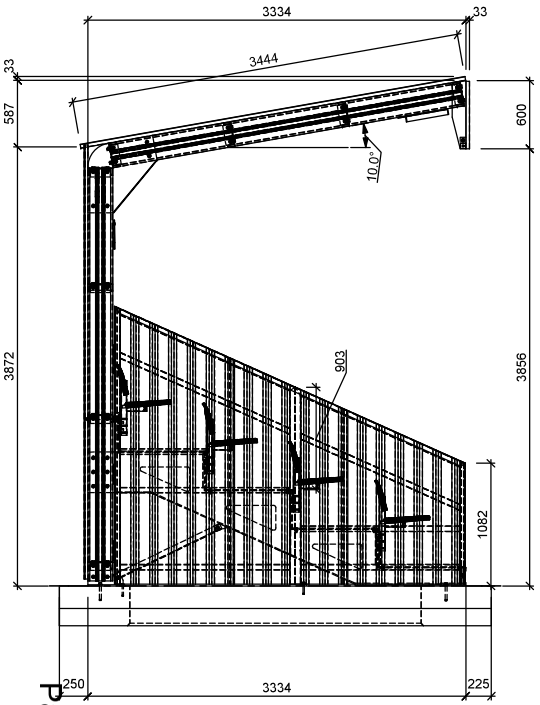
Surfacing Standards Limited
SPORTS PITCH CONSULTANTS



AUTHOR: ME

TITLE: **Uxbridge FC**
Artificial Turf Pitch
Fencing Elevation

PROJECT	SCALE	SIZE
SSL2475	1:10	A1
DRAWING No: 06		REVISION: 00



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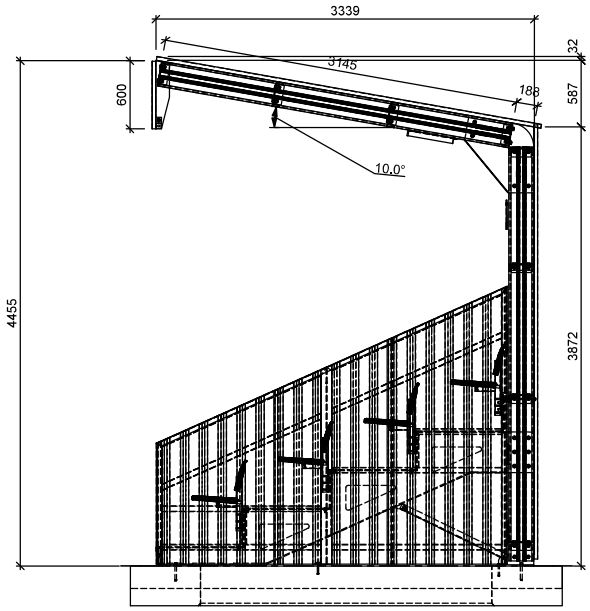
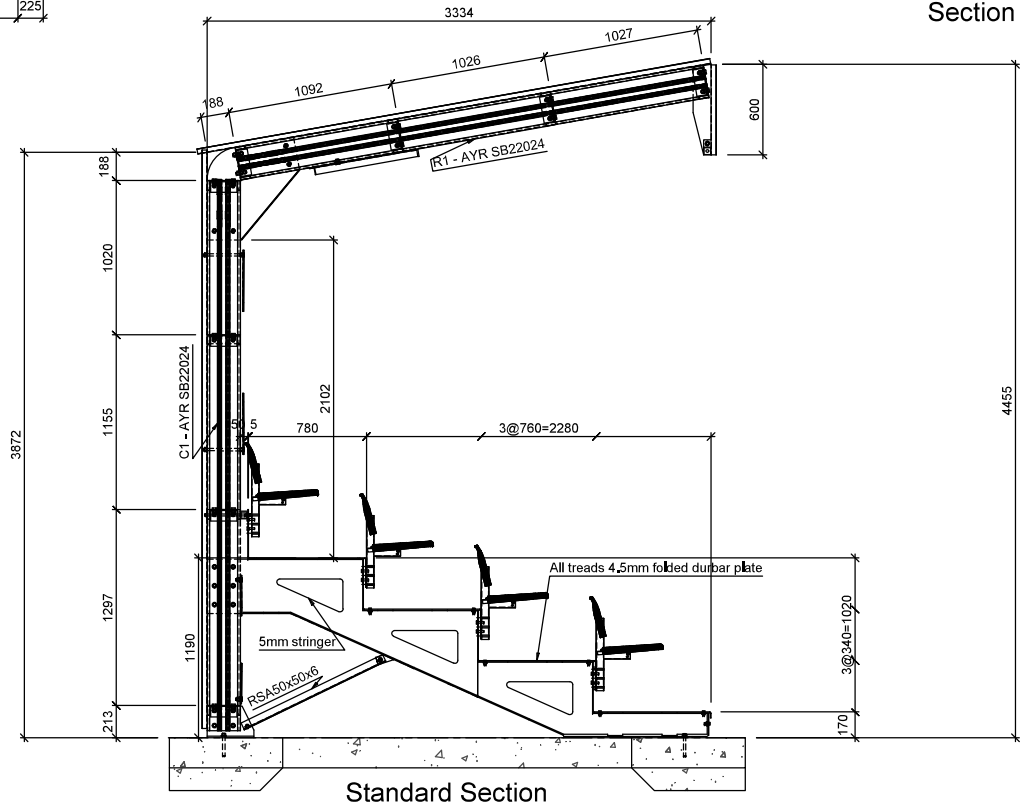


Section On RH END



Standard Section

General Notes

1) All Steelwork Manufactured to : BS EN 1090 Parts 1 & 2

Execution Class 2

2) All Steelwork Grade:

1) All Main steel members - Grade S355JR
2) All endplates, fittings and flange plates, and plates in general - All Grade S275JR
3) All hollow box sections RHS, SHS, CHS - All Grade S355J2H

3) All Steel Work finishes :

Galvanised

4) All Steel Work fixings:

Grade 8.8 Zinc Plated U.N.O

5) Drawing Status :

APPROVAL

6) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
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Index	Date	Description	Author

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West Sussex
Bn6 9NA
TEL : 01273 835738

CLIENT

PROJECT

4 Row - 5 Bay - No Disabled

DRAWING TITLE

Stand Sections

DRAWN BY	CHECKED BY	DATE	SCALE
DC		29/01/2020	As Noted

PROJECT No.	DRAWING No.	REV
	[G] - 02	1

Uxbridge FC

Artificial Turf Pitch

Artificial Turf Playing Area

Footpaths & Hard Standing Areas

1.1m High Fence Line

Notes:

Line Markings to Accommodate:
1Nr. 11v11 100x69m (white)

AGP Capable to Accommodate
2Nr. 9v9 64x46m
2Nr. 7v7 55x37m (yellow)
4Nr. 5v5 37x27m (red)

REV	DESCRIPTION	REV	CK	DATE
00	PLANNING ISSUE	ME	WB	29.09.23

Surfacing Standards Limited
SPORTS PITCH CONSULTANTS

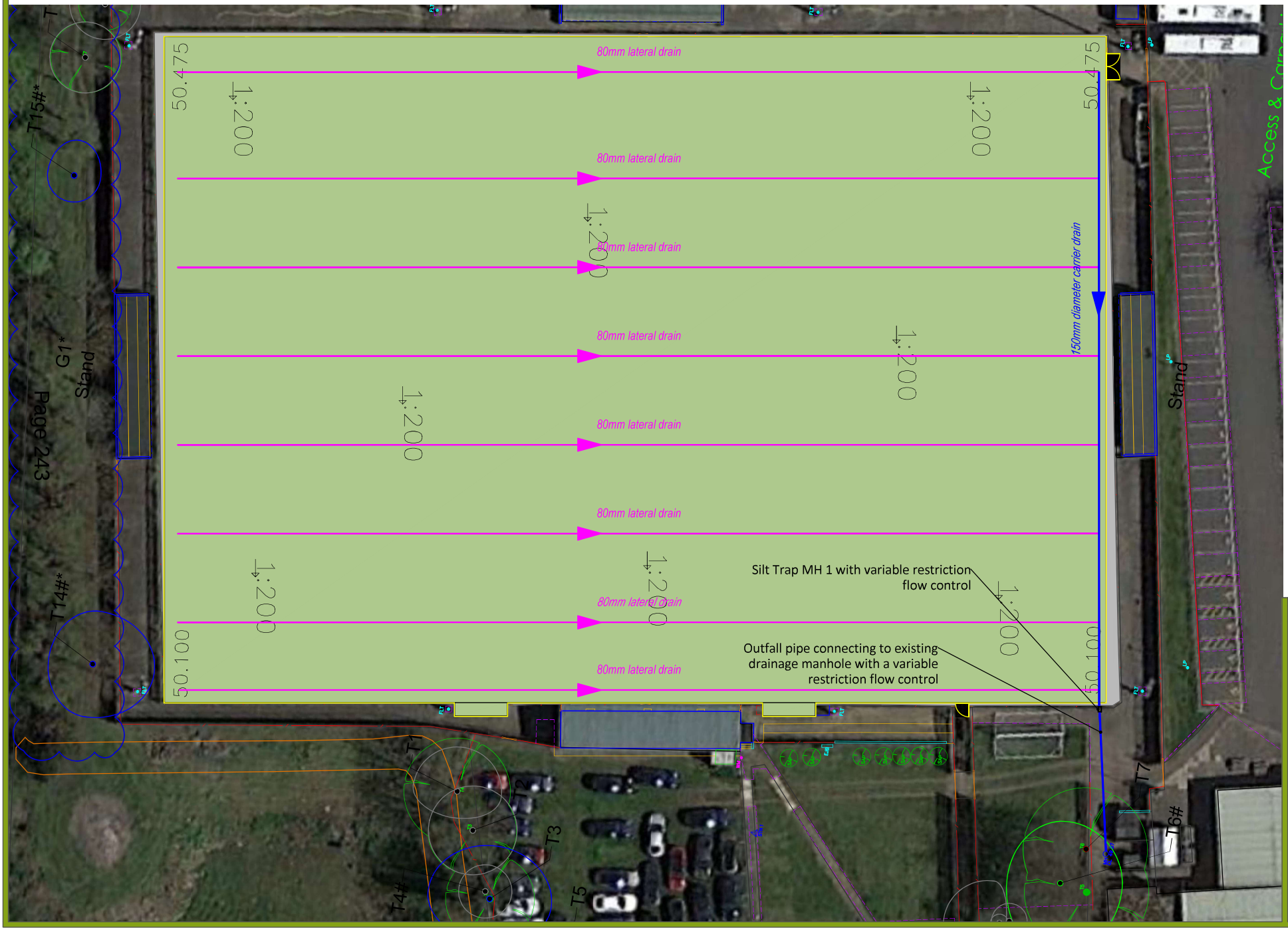
AUTHOR: ME

TITLE:
Uxbridge FC
Artificial Turf Pitch
Proposed ATP Plan

PROJECT	SCALE	SIZE
SSL2475	1:500	A1
DRAWING No. 05		REVISION 00

Uxbridge FC

Artificial Turf Pitch



0 2.5M 25M

1M 5M 12.5M

CONSULTANTS

Surfacing Standards LTD

1 Perth Way Ln, Derby, Northants, NN17 5AD

01536 401313

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3. ALL PERSONNEL SHOULD BE AWARE OF THE HEALTH AND SAFETY PLAN WHICH IS RETAINED BY THE SITE MANAGERS OFFICE.

N

REV	DESCRIPTION	BY	CK	DATE
00	PLANNING ISSUE	ME	WB	26/03/23

Surfacing Standards Limited

SPORTS PITCH CONSULTANTS

AUTHOR: ME

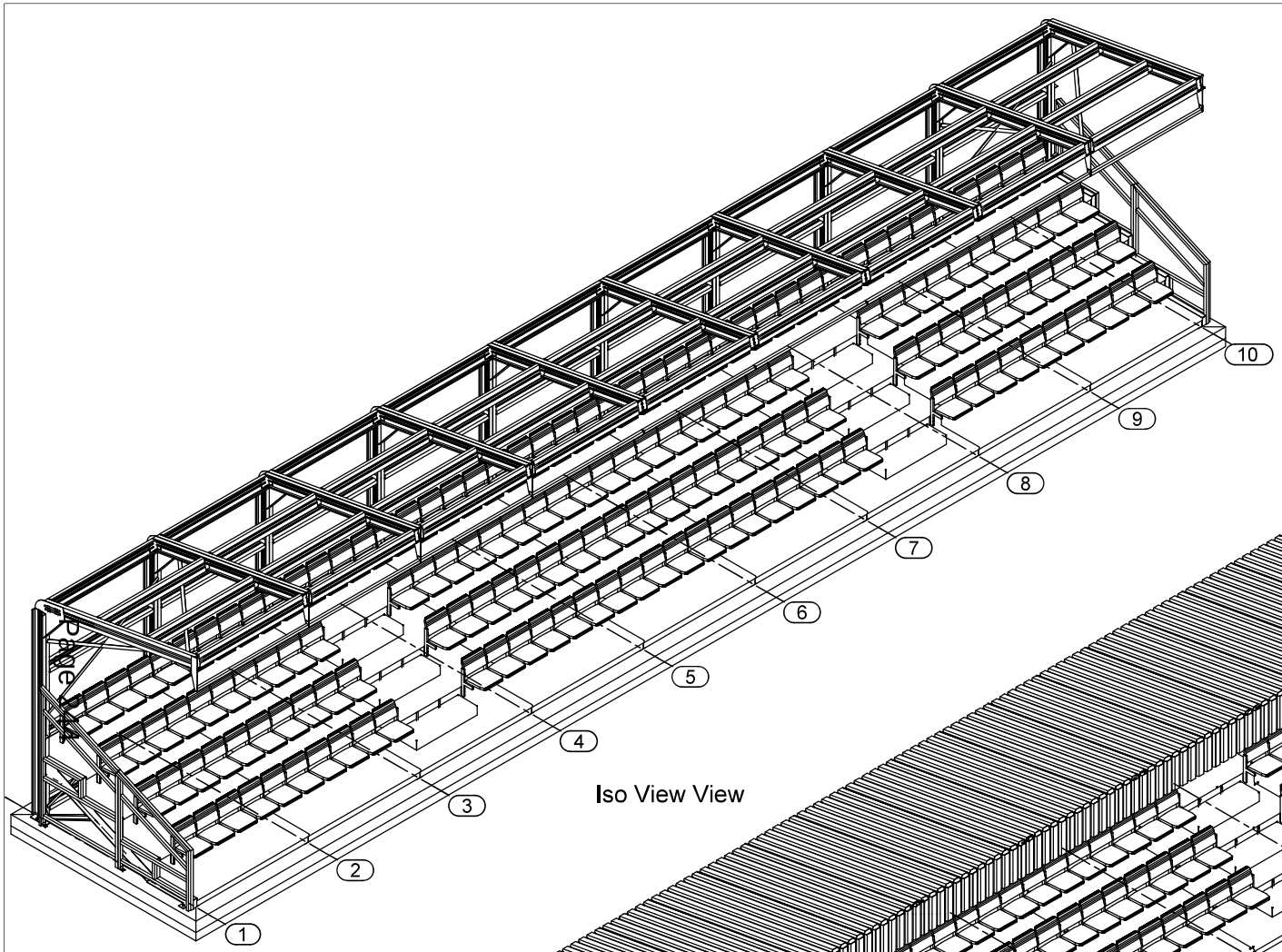
TITLE:

Uxbridge FC

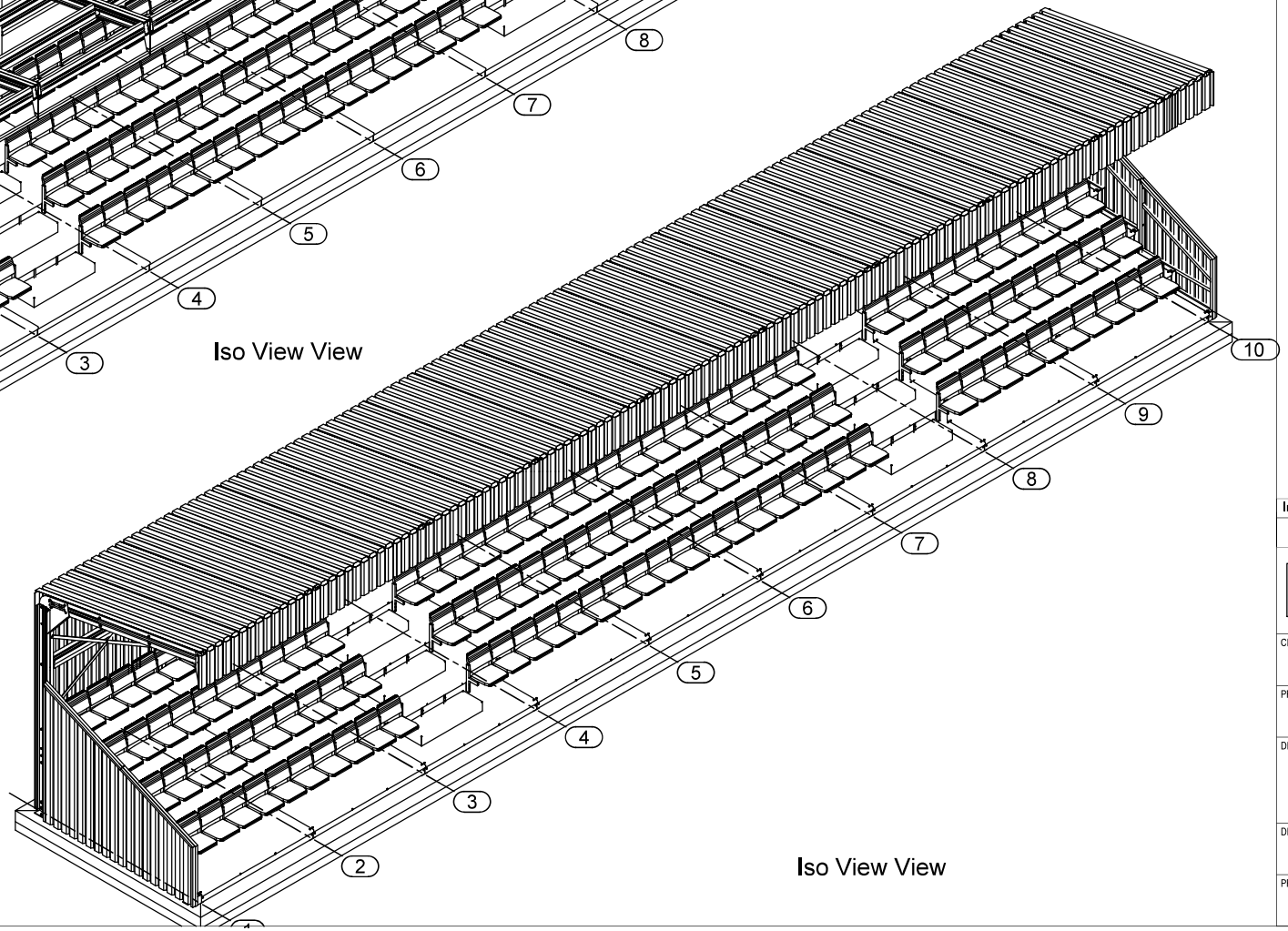
Artificial Turf Pitch

Proposed AGP Drainage Layout

PROJECT	SCALE	SIZE
SSL2475	1:200	A1
DRAWING No 08		REVISION 00



Iso View View



Iso View View

General Notes

1) All Steelwork Manufactured to : BS EN 1090 Parts 1 & 2

Execution Class 2

2) All Steelwork Grade:

1) All Main steel members - Grade S355JR
2) All endplates, fittings and flange plates, and plates in general - All Grade S275JR
3) All hollow box sections RHS, SHS, CHS - All Grade S355J2H

3) All Steel Work finishes :

Galvanised

4) All Steel Work fixings:

Grade 8.8 Zinc Plated U.N.O

5) Drawing Status :

APPROVAL

6) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
7) DIMENSIONS SHOULD BE CHECKED ON SITE AND NOT SCALED FROM THIS DRAWING.
8) ALL WELDS TO BE A MINIMUM 6mm FILLET WELD UNLESS NOTED OTHERWISE.
9) ALL STEEL WORK MARKED 'GALV' TO BE HOT DIP GALVANISED.

Index	Date	Description	Author

REVISIONS

stadiumsolutions
A division of PJ Steel Construction Ltd
Unit 9B Valley Farm Business Park
Reeds Lane
Sayers Common
West Sussex
Bn6 9NA
TEL : 01273 835738

CLIENT

PROJECT

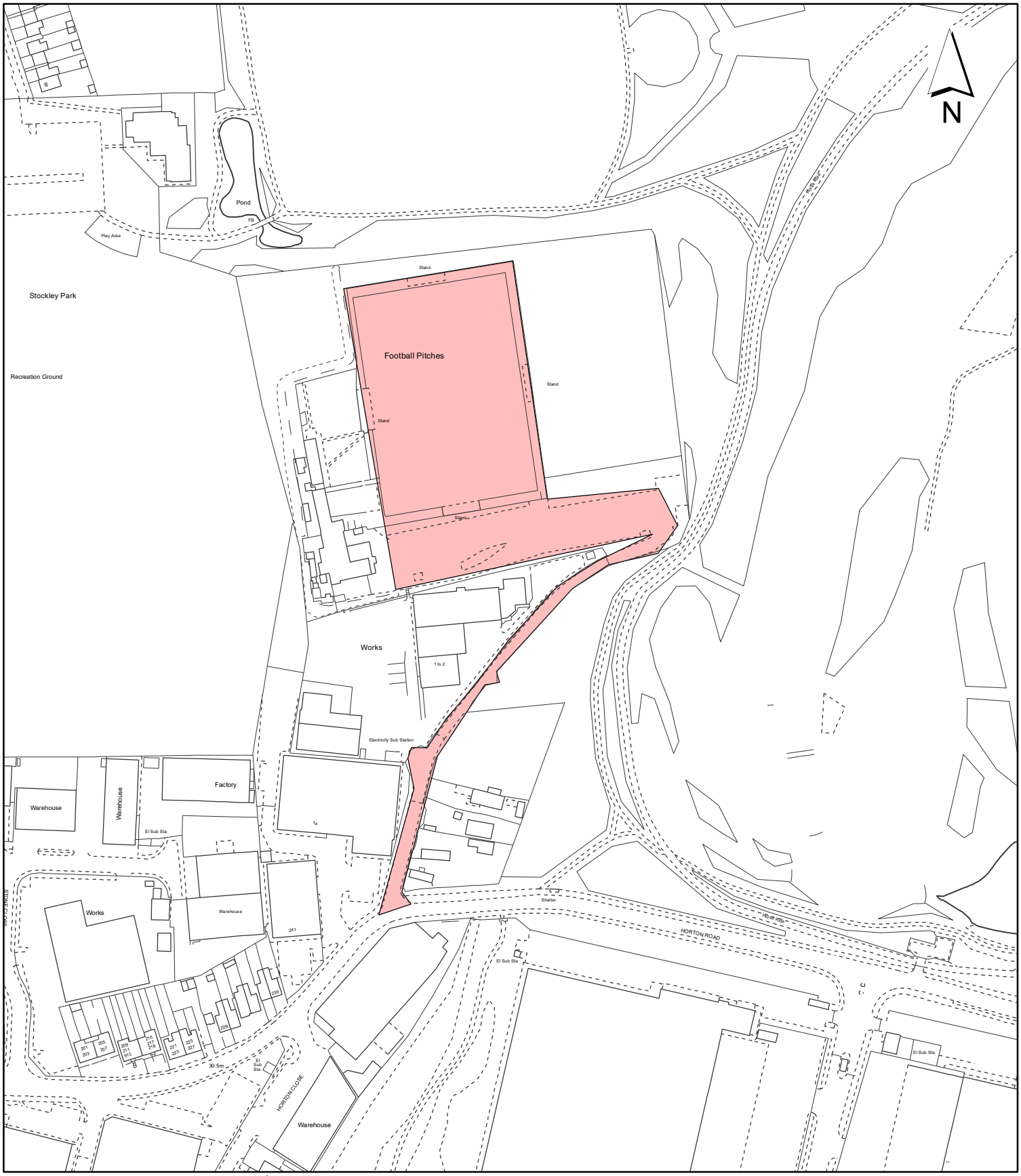
4 Row - 5 Bay - No Disabled

DRAWING TITLE

3D View

DRAWN BY	CHECKED BY	DATE	SCALE
DC		29/01/2020	As Noted

PROJECT No.	DRAWING No.	REV
	[G] - 03	1



Notes:

Site boundary

For identification purposes only.

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Site Address:

Uxbridge Football Club
Horton Road
Yiewsley

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

Planning Application Ref:
49914/APP/2023/1017

Scale:
1:2,500

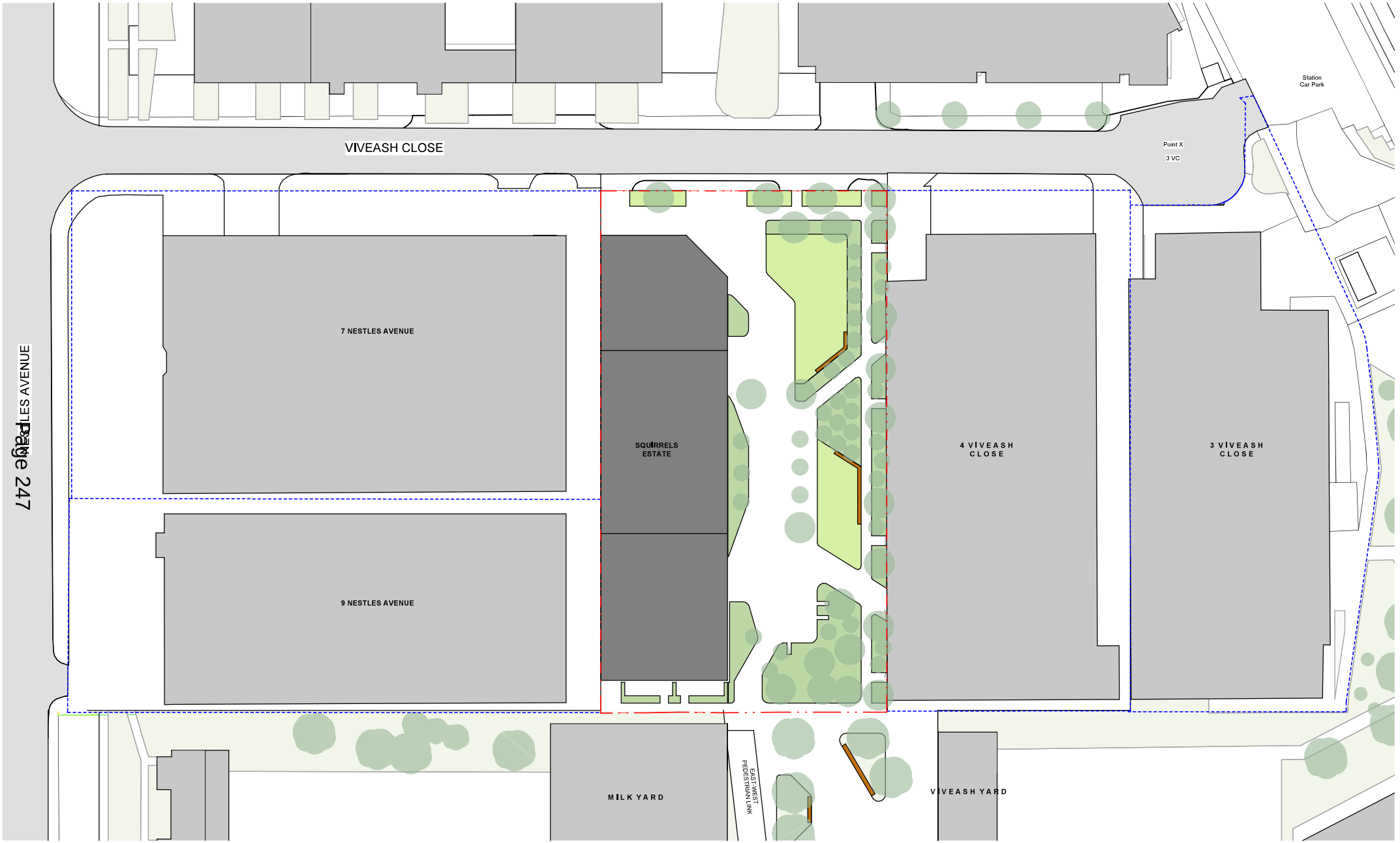
Planning Committee:
Major

Date:
July 2023

HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:	THE SQUIRRELS TRADING ESTATE VIVEASH CLOSE HAYES
Development:	Redevelopment of the site to erect a part 11 storey, part 10 storey mixed use building comprising 121 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of Green Super Highway with associated landscaping, access, and parking following demolition of existing buildings.
LBH Ref Nos:	77214/APP/2022/3382



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Rev	Description	Date	Checked
02	Issued for Planning	17/10/22	DJ

Application Boundary Line

Neighbouring Ownership Boundary Line

Meters

0 5 10 15 25

TateHindle
168 Shoreditch High Street
London E1 6HU

T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project
Squirrels Estate

Drawing
Masterplan - Proposed Site Plan

Client
Mackenzie (South West) Homes

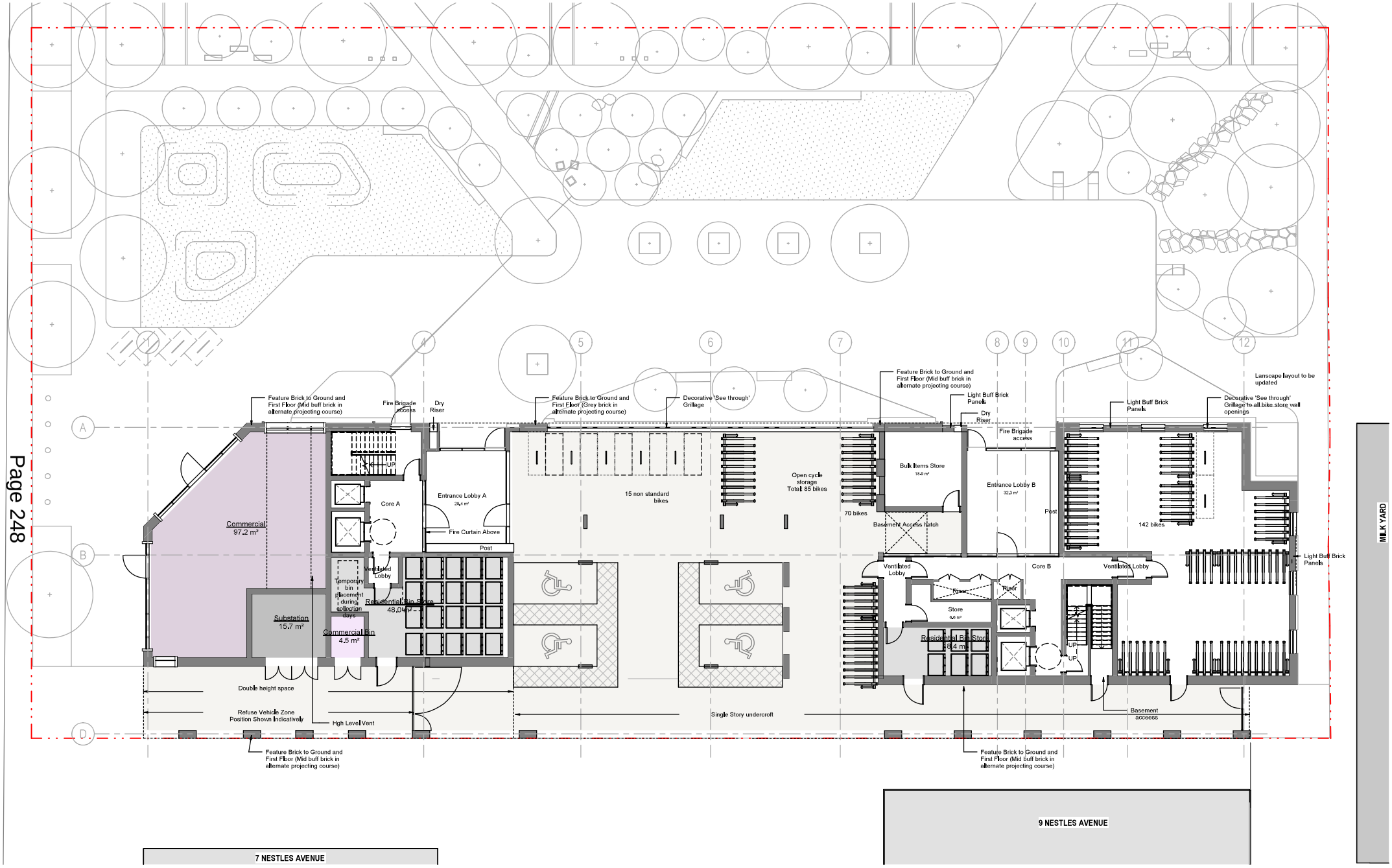
Project no.	Scale	Drawn	Checked	North
15489	As indicated @ A1	MR	JK	

Status
For Planning

Drg
A-PL-(03) - 012

Revision
02

TateHindle



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Rev	Description	Date	Checked
018	Issue for Planning	09/06/23	JK

Meters
0 1 5 10

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Proposed Ground Floor

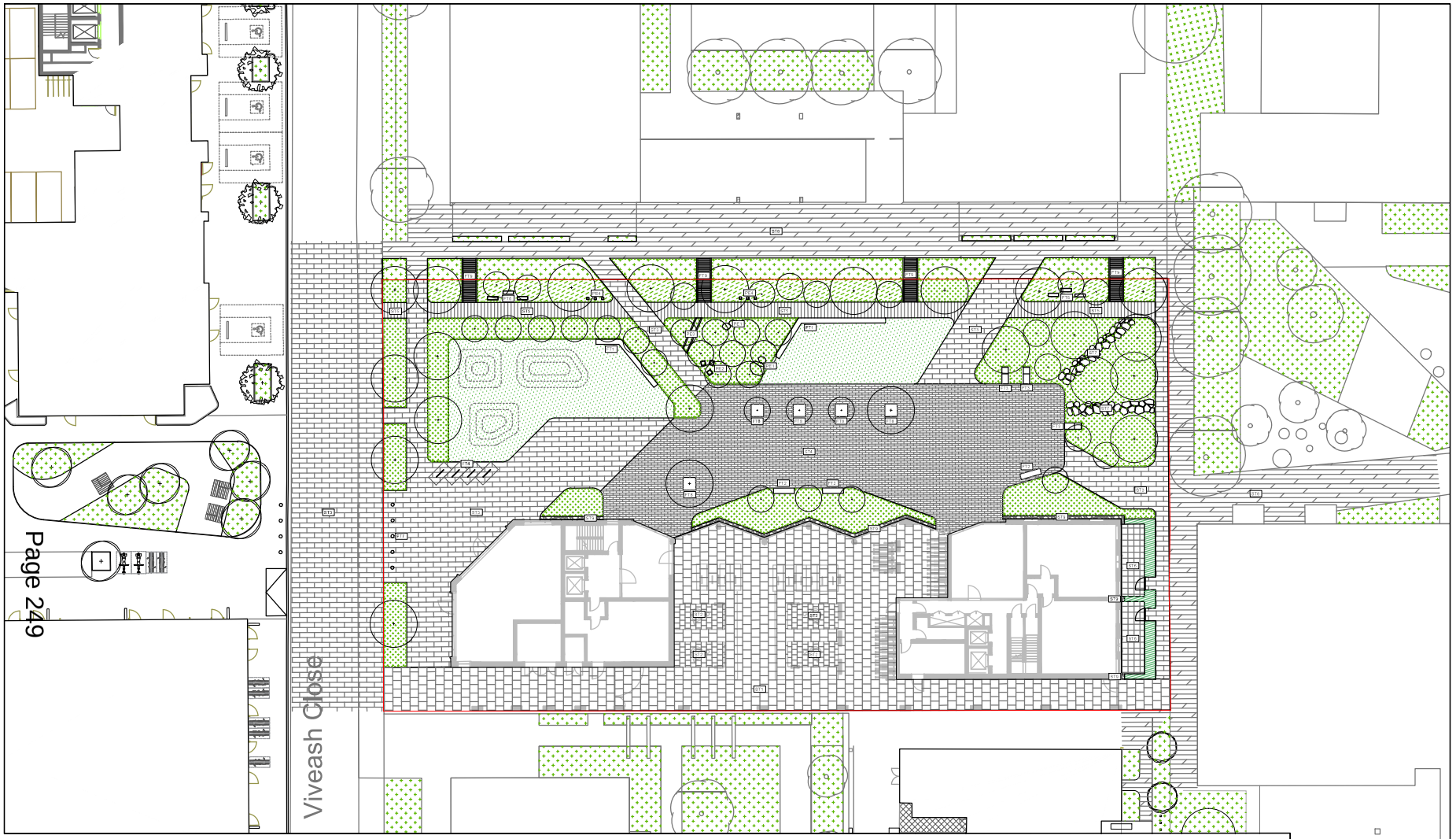
Client: Mackenzie (South West) Homes

Project no.: 15489 | Scale: 1 : 100 @ A1 | Drawn: MK | Checked: DJ | North

Status: For Planning

Drg: A-PL-(03) - 100 | Revision: 018

TateHindle



LEGEND

SURFACE TYPES

ST1 SURFACE TYPE 01
Product: Breccia Concrete Paver
Supplier: Hardscape or Equal Approved
Colour: Giallo 60% mix, Giallo 660 40% mix
Size: 400, 200 x 150 x 80mm

ST2 SURFACE TYPE 02
Product: Breccia Concrete Paver
Supplier: Hardscape or Equal Approved
Colour: Giallo 660
Size: 400, 200 x 150 x 80mm

ST3 SURFACE TYPE 03
Product : Breccia Concrete Paver
Supplier : Hardscape or Equal Approved
Colour : Giallo Girbi
Size : 450 x 150 x 80mm

ST4 SURFACE TYPE 04
Product : Breccia Concrete Paver
Supplier : Hardscape or Equal Approved
Colour : Giallo Girbi 60% mix, Giallo 40% mix
Size : 450 x 150 x 80mm

ST5 SURFACE TYPE 05
Product : Enhanced Grain Composite Decking
Supplier : Millboard or Equal Approved
Colour : Burnt Cedar
Size :176 x 3600 x 32 mm

ST6 SURFACE TYPE 06
Product : Breccia Concrete Paver
Supplier : Hardscape or Equal Approved
Colour : Bianco
Size : 400 x 400 X 80 mm

ST7 SURFACE TYPE 07
Product : Concrete Insitu Stepping Stones
Supplier : Contractor to submit proposal
Colour : Natural
Size : Varies as per plan

ST8 SURFACE TYPE 08
Indicative Hard Surfacing outside site boundary to coordinate with Squirrels Estate materiality

ST9 SURFACE TYPE 09
Product: Gravel Maintenance Strip
Supplier: CED Stone or Equal Approved
Size : 20mm
Colour : Buff Flint

SOFT LANDSCAPE

INDICATIVE PLANING OUTSIDE RED BOUNDARY

AMENITY PLANTING

SPECIES RICH LAWN

RAIN GARDEN

HEDGE

PROPOSED TREES

LAWN PLAY MOUND

SITE FURNITURE

FT1 FURNITURE TYPE 01
Product: "Rough & Ready" Timber and Steel Bench
Supplier: Streetlife or Equal Approved
Colour : RAL 1021

FT2 FURNITURE TYPE 02
Product: Bloq Park Bench
Supplier: Mmcite or Equal Approved
Colour : RAL 7035

FT3 FURNITURE TYPE 03
Product: Bespoke Timber Platform Timber Loungers
Bespoke Size: 800 x 1300 x 750 or 625mm
Colour / Finish: Steel structure, wooden lamella, stainless steel legs

FT4 FURNITURE TYPE 04
Product: Bloq cycle stands
Supplier: Mmcite or Equal Approved
Colour : RAL 6019

FT5 FURNITURE TYPE 05
Product: Insect Hotels
Supplier: TBC
Colour : Natural

FT6 FURNITURE TYPE 06
Product: RT SS5 Heavy Duty Telescopic Bollards
Supplier: Marshalls or Equal Approved
Size: H710 x 110 dia
Material: Stainless Steel

FT7 FURNITURE TYPE 07
Product: Castle Tree Grille
Supplier: GreenBlue Urban or Equal Approved
Size: 1200 x 1200mm
Material: Stainless Steel

FT8 FURNITURE TYPE 08
Product: Hard Bridges
Supplier: TBC
Colour : colour and finish to match composite decking to ground floor

PLAY EQUIPMENT

PE1 PLAY EQUIPMENT 01
Product: Indicative Play Trail Item

PE2 PLAY EQUIPMENT 02
Product: Indicative Play Trail Item

PE3 PLAY EQUIPMENT 03
Product: Indicative Play Trail Item

PE4 PLAY EQUIPMENT 04
Product: Timber Textured Play Totems
Supplier: TBC
Colour : Natural

BOUNDARY LINE

0 10m

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All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Client
Mackenzie Homes

Rev	Description	Date
PL01	ISSUE FOR PLANNING	27.10.2022

EXTERIOR ARCHITECTURE

LONDON
Unit 17J, The Leather Market, 11-13 Weston Street, London, SE1 3ER
MANCHESTER
Studio 537, The Royal Exchange, St Anns Square, Manchester, M2 7DH
E-MAIL office@exteriorarchitecture.com
WEB www.exteriorarchitecture.com

Project title
Squirrels Estate

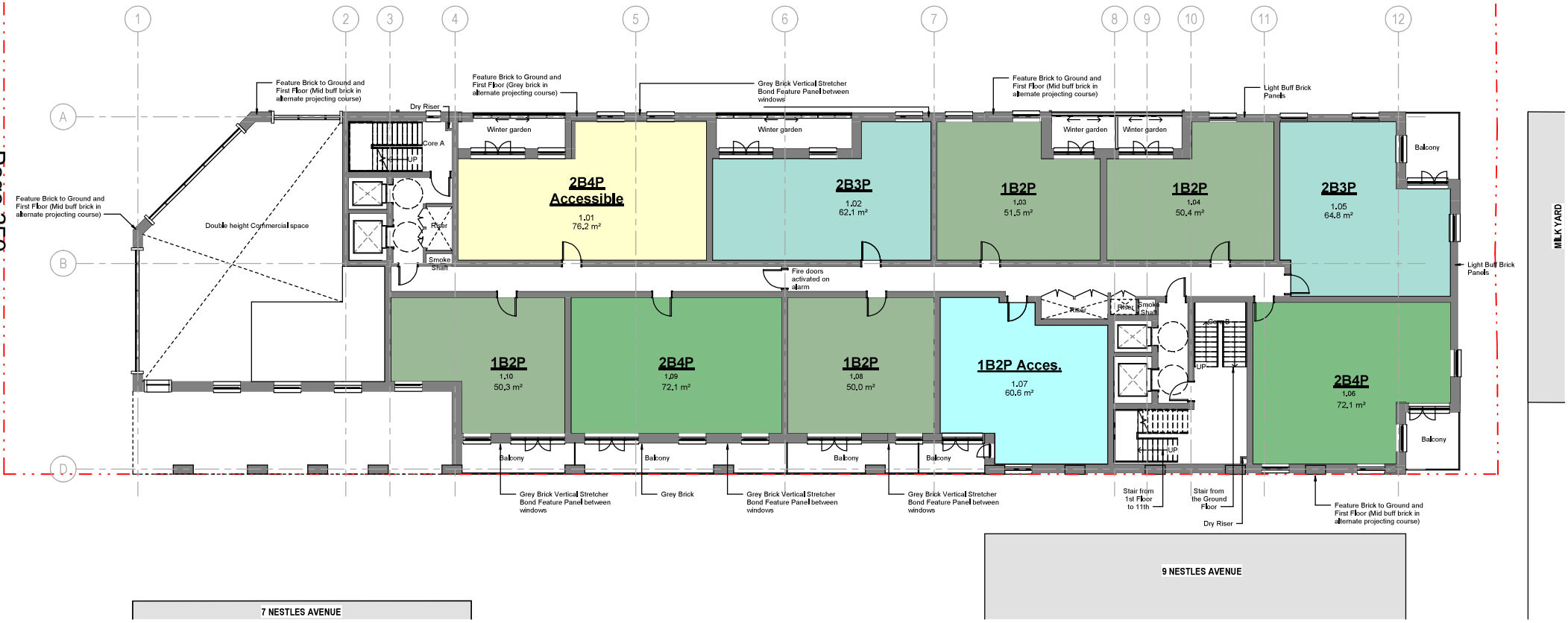
Drawing title
Ground Floor General Arrangement Plan

Issued By	London	T: 020 7978 2101	
Scale	1:200 @ A1	Drawn	ExA
Status	PLANNING	Checked	VK
Date	29.04.22	Approved	SM

Drawing number
2223-EXA-00-GF-DR-L-00100

Revision
PL01

P:\LONDON PROJECTS\2022\2223 SQUIRRELS ESTATE - BLOCK C\01 BIM\02 CAD\03 SHEET LAYOUT\01 RIBA 1-3 PLANNING\2223-EXA-00-GF-DR-L-00100.DWG



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Rev	Description	Date	Checked
011	Issue for Planning	09/06/23	JK

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0 1 5 10

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Proposed First Floor

Client: Mackenzie (South West) Homes

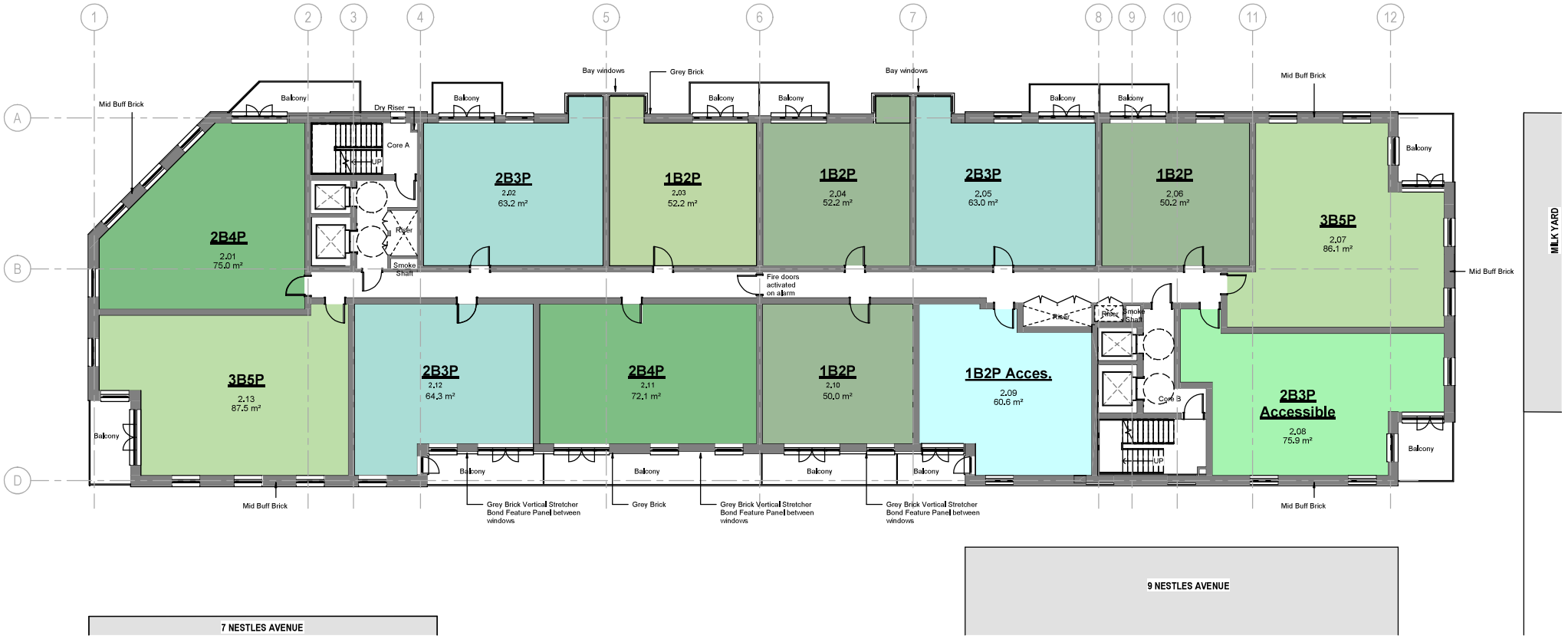
Project no.	Scale	Drawn	Checked	North
15489	1 : 100 @ A1	MR	DJ	

Status: For Planning

Drg: A-PL-(03) - 101

Revision: 011

TateHindle



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Rev	Description	Date	Checked
011	For Information	04/05/23	JK

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0 1 5 10

TateHindle
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London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Proposed Second to Fourth Floors

Client: Mackenzie (South West) Homes

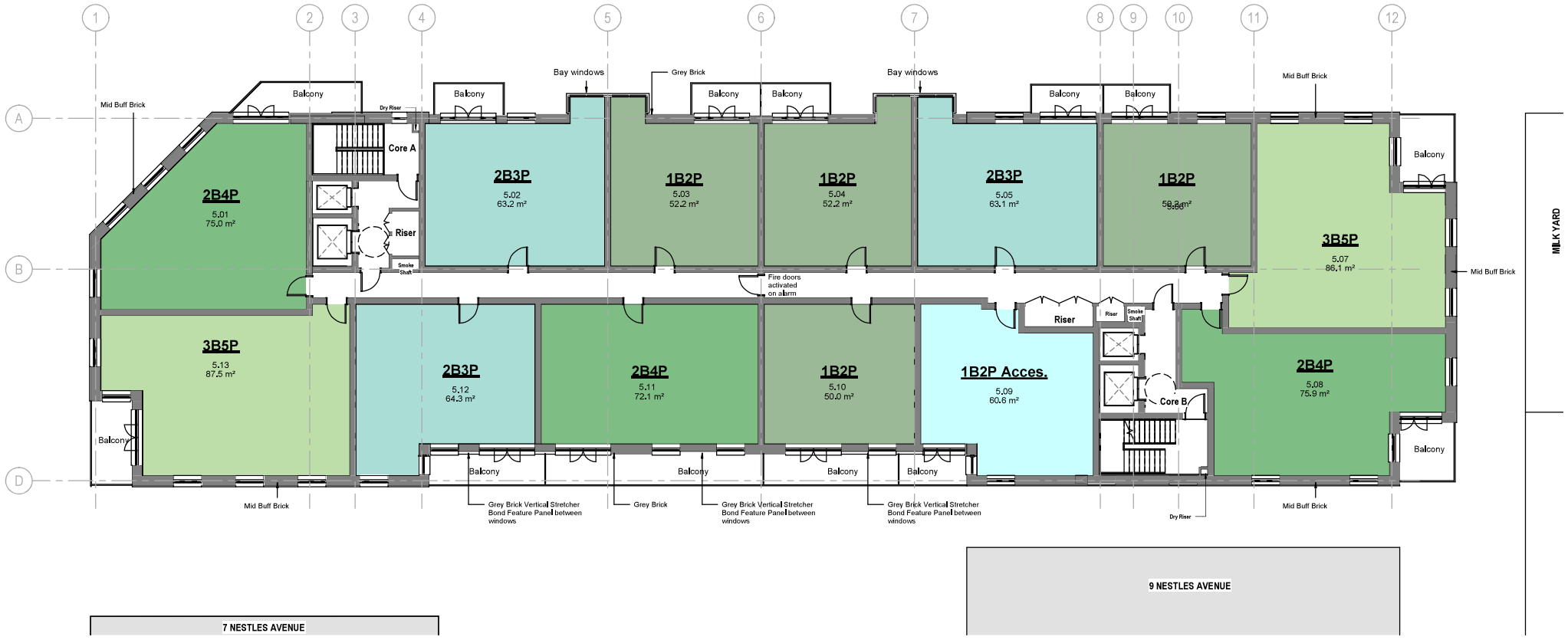
Project no.	Scale	Drawn	Checked	North
15489	1 : 100 @ A1	MR	DJ	

Status: For Planning

Drg: A-PL-(03) - 103

Revision: 011

TateHindle



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Rev	Description	Date	Checked
09	Issue for Planning	18/05/23	

Meters
0 1 5 10

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Client: Mackenzie (South West) Homes

Status: For Planning

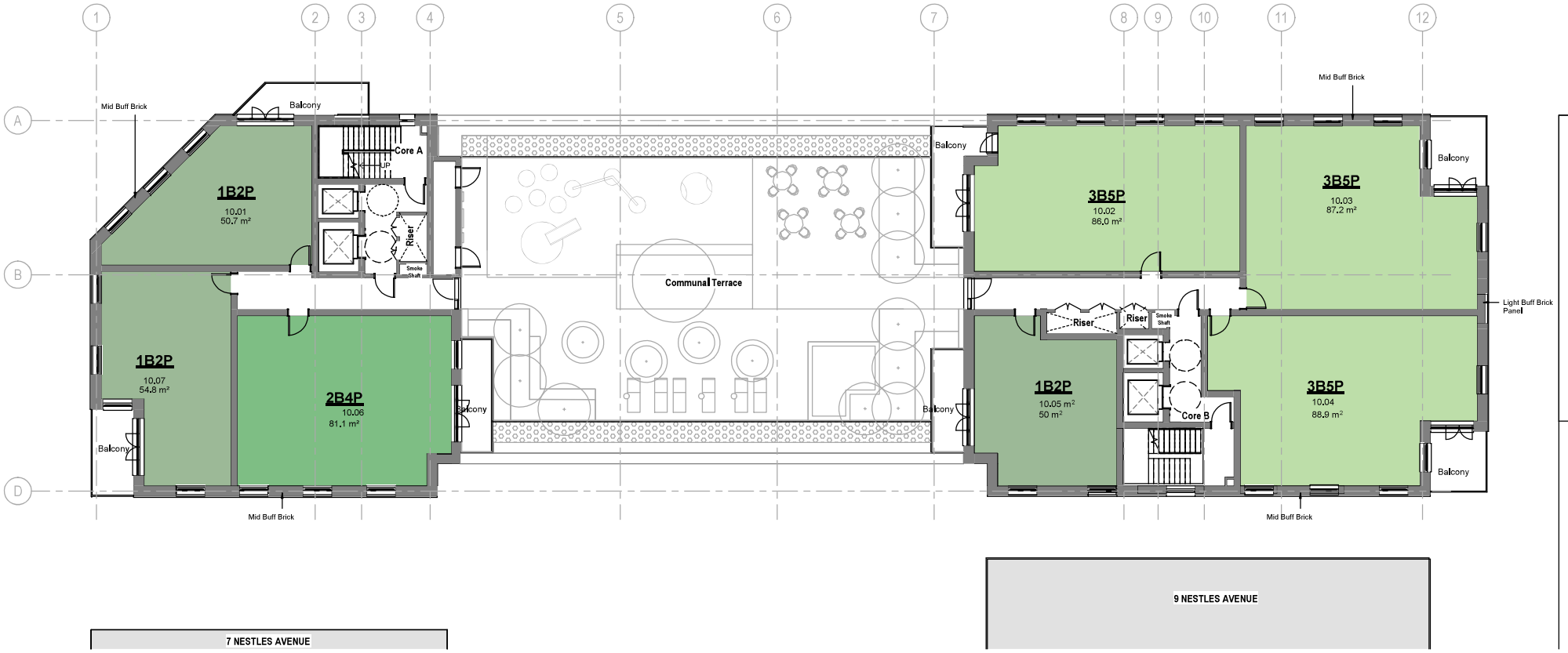
Drawing: Proposed Typical Floor (Fifth - Ninth Floors)

Project no.	Scale	Drawn	Checked	North
15489	1 : 100 @ A1	MR	DJ	

Drg: A-PL-(03) - 104

Revision: 09

TateHindle



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Rev	Description	Date	Checked
016	Issue for Planning	09/06/23	JK

Meters
0 5 10 15 25

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Proposed Tenth Floor Plan

Client: Mackenzie (South West) Homes

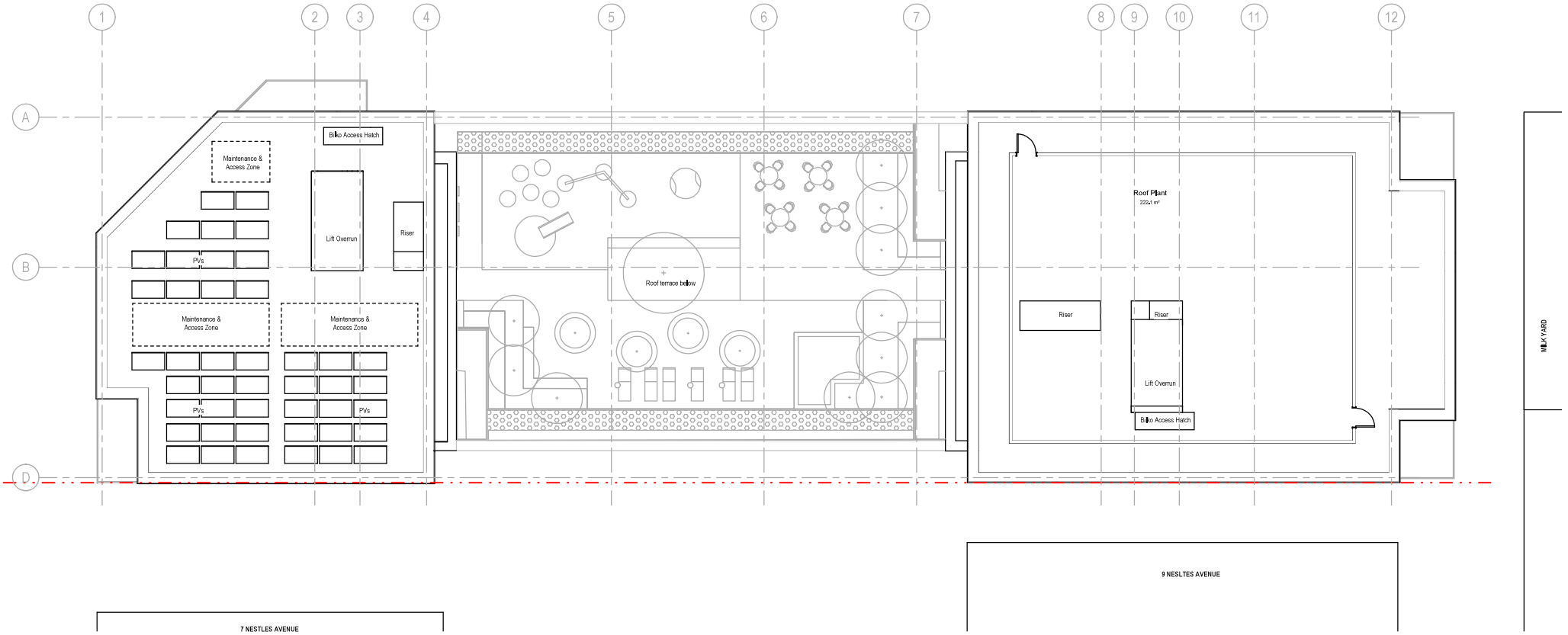
Project no.	Scale	Drawn	Checked	North
15489	1 : 100 @ A1	MR	DJ	

Status: For Planning

Drg: A-PL-(03) - 110

Revision: 016

TateHindle



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Rev	Description	Date	Checked
010	Issue for Planning	09/06/23	JK

Meters
0 1 2 5

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project
Squirrels Estate

Drawing
Proposed Roof Plan

Client
Mackenzie (South West) Homes

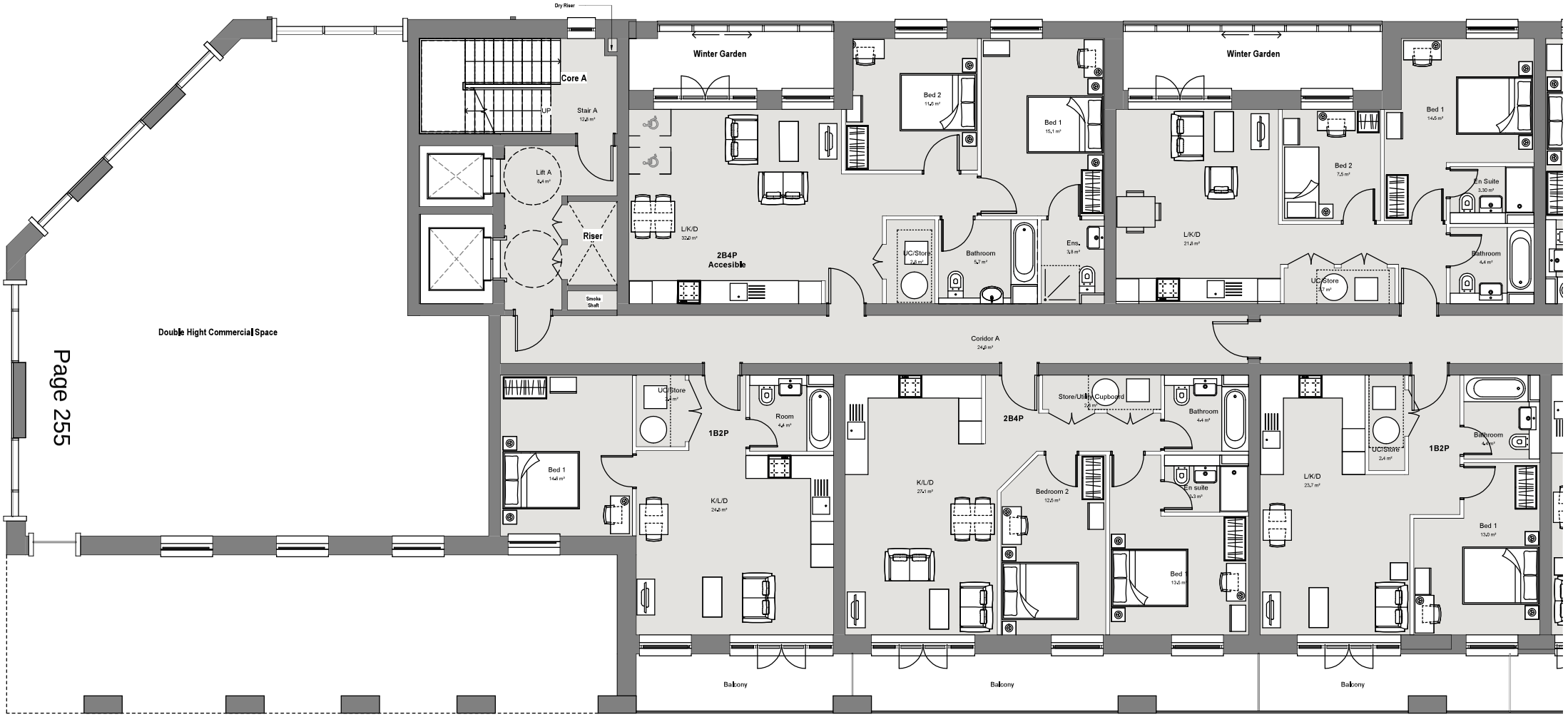
Project no.	Scale	Drawn	Checked	North
15489	1 : 100 @ A1	MR	DJ	

Status
For Planning

Drg
A-PL-(03) - 111

Revision
010

TateHindle



Page 255

DRAWING CONTINUES - REFER TO SHEET PL(72) - 101B

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Rev	Description	Date	Checked
012	Issue for Planning	18/05/23	

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TateHindle
168 Shoreditch High Street
London E1 6HU
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mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Core A First Floor

Client: Mackenzie (South West) Homes

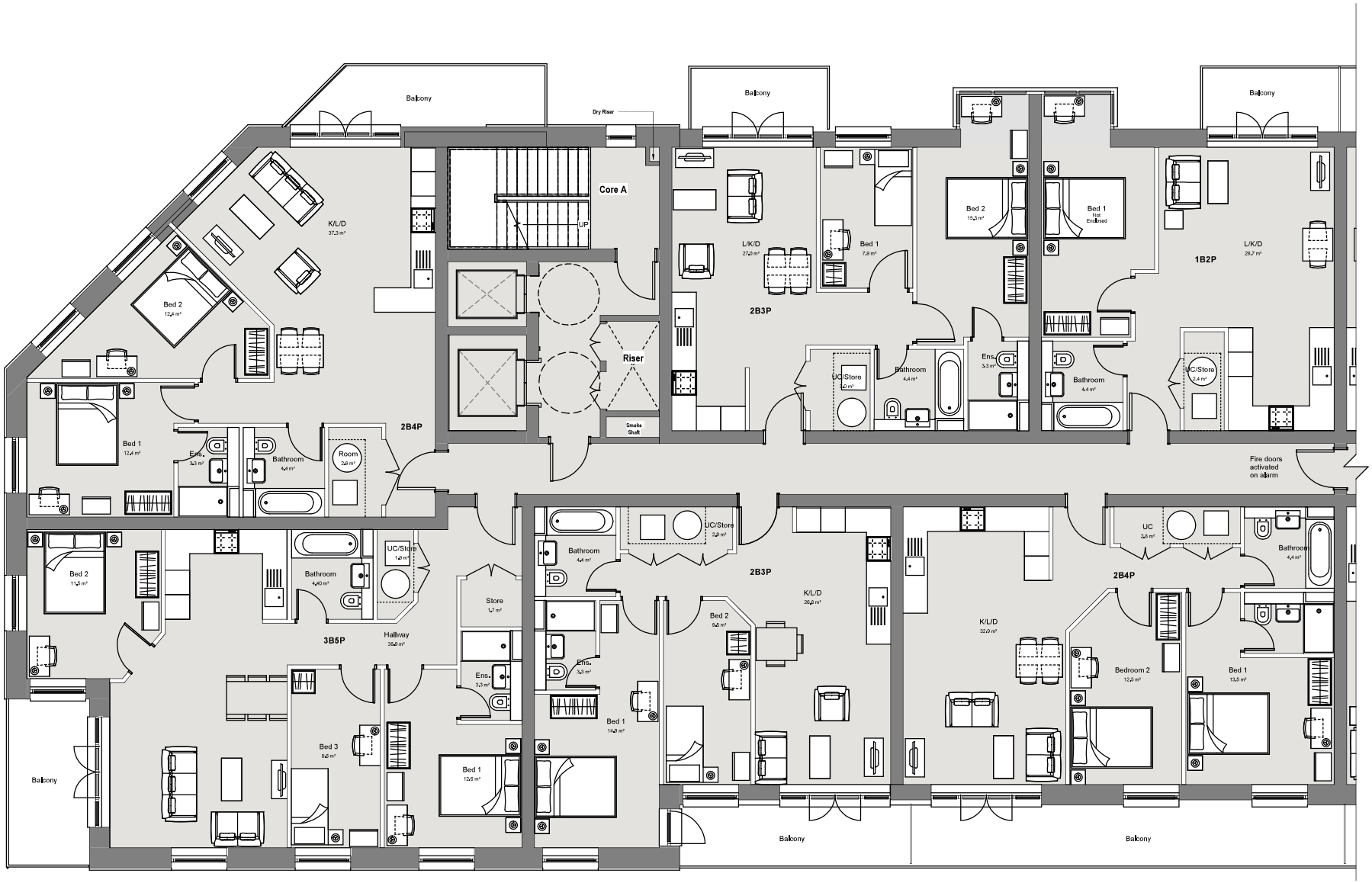
Project no.	Scale	Drawn	Checked	North
15489	1 : 50 @ A1	MR	DJ	

Status: For Planning

Drg: A-PL-(72) - 101A

Revision: 012

TateHindle



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Rev	Description	Date	Checked
08	Issue for Planning	18/05/23	

Meters
0 5 10 15 25

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T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Core A 2nd-9th Floor

Client: Mackenzie (South West) Homes

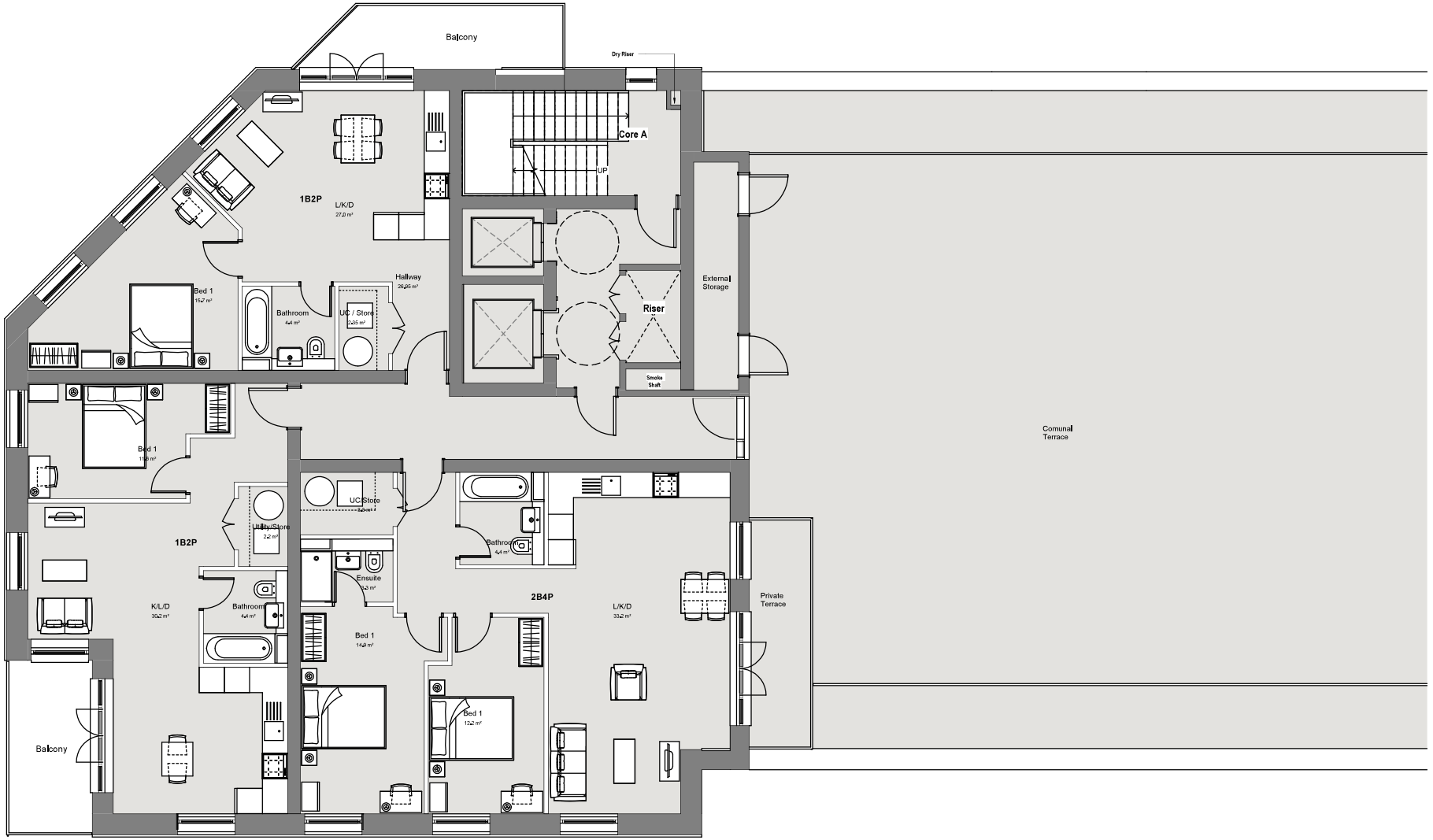
Project no.	Scale	Drawn	Checked	North
15489	1 : 50 @ A1	MR	DJ	

Status: For Planning

Drg: A-PL-(72) - 103A

Revision: 08

TateHindle



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Rev	Description	Date	Checked
07	Issue for Planning	18/05/23	

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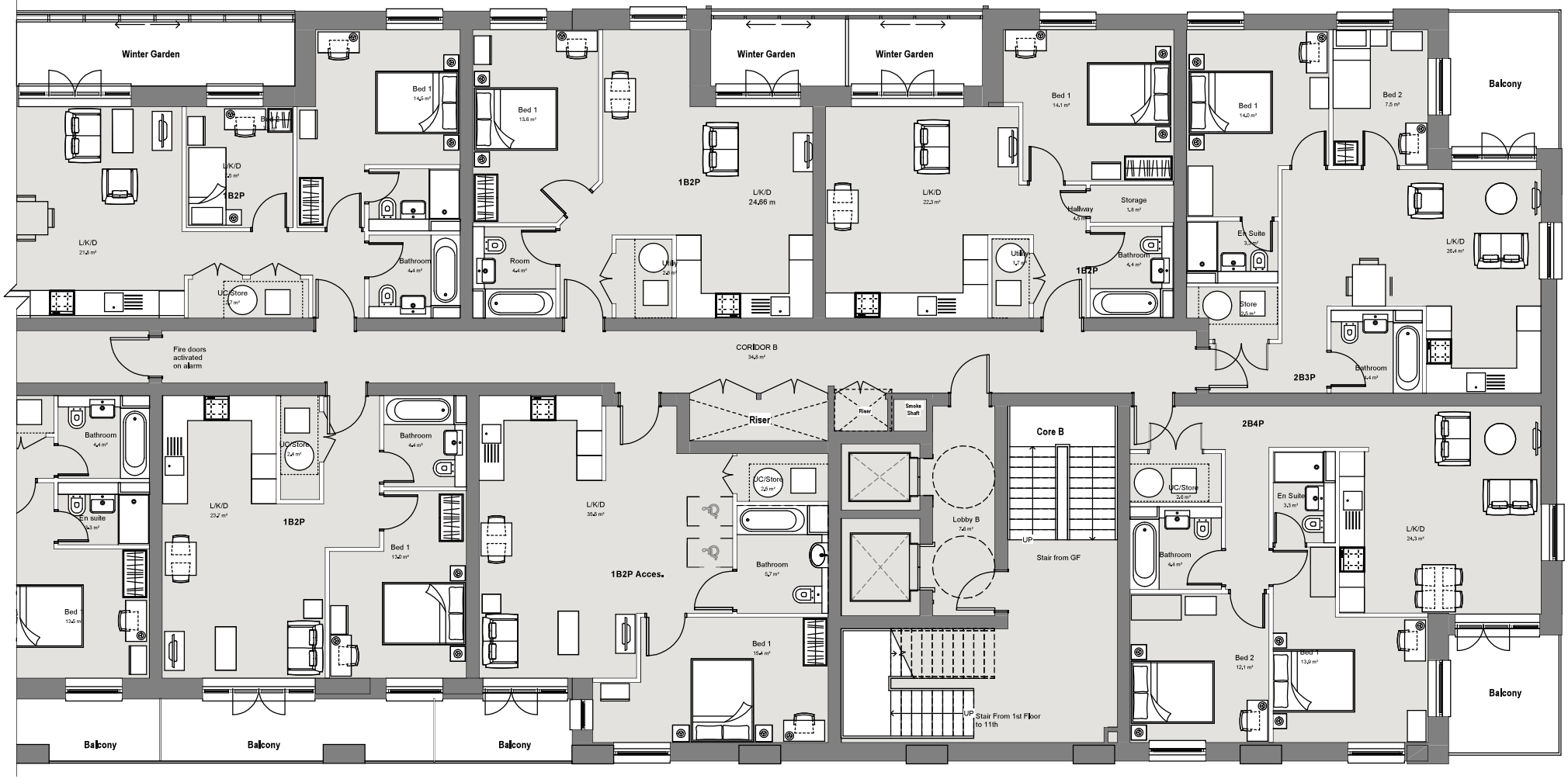
0 1 2 5

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate
Drawing: Core A 10th Floor
Client: Mackenzie (South West) Homes
Project no.: 15489
Scale: 1 : 50 @ A1
Drawn: MR
Checked: DJ
North
Status: For Planning
Drg: A-PL-(72) - 110A
Revision: 07

TateHindle



CONTINUES - REFER TO SHEET PL(72) - 101A
Page 268

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Rev	Description	Date	Checked
013	Issue for Planning	09/06/23	JK

Meters
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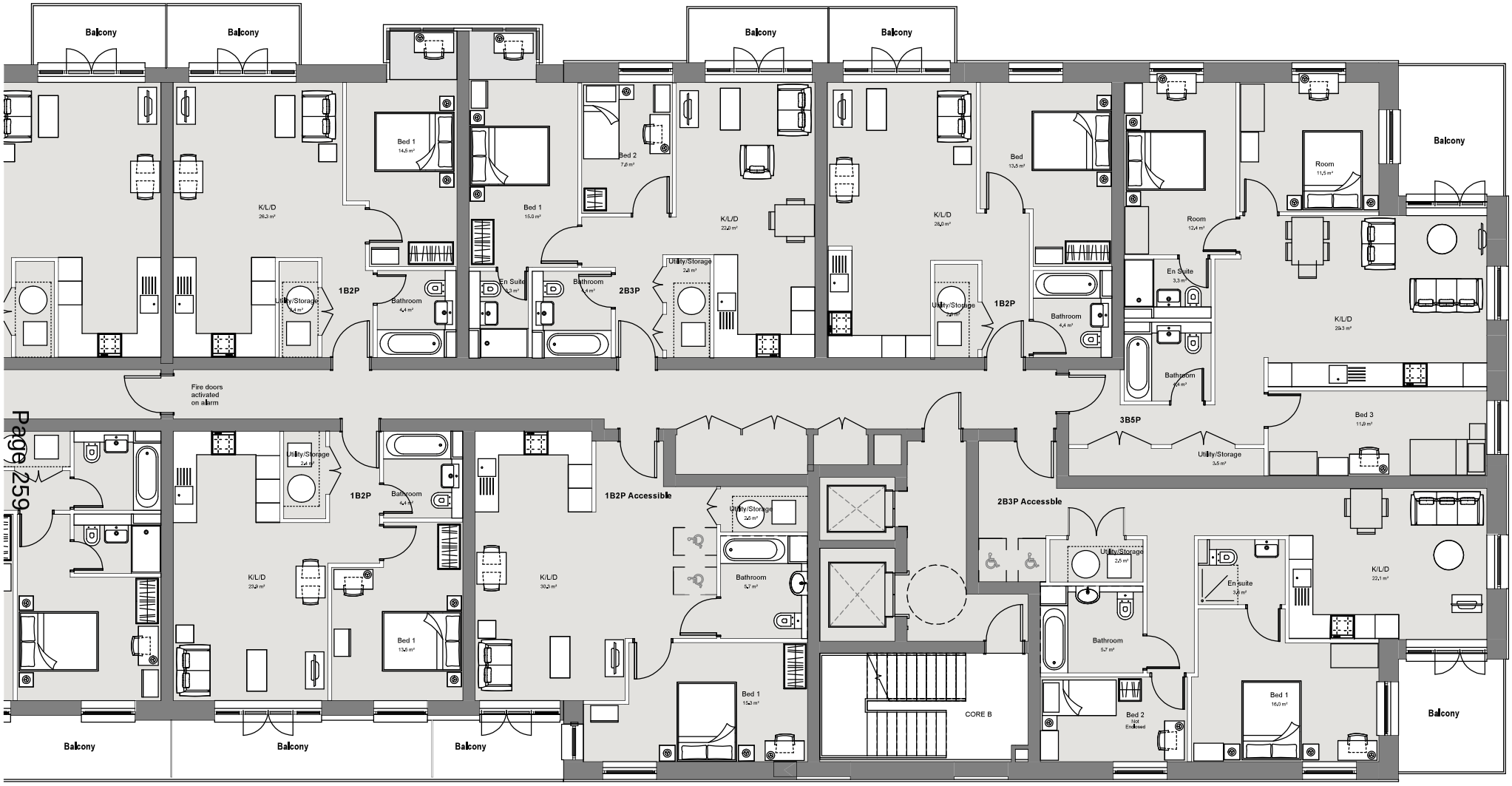
TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate
Drawing: Core B First Floor
Client: Mackenzie (South West) Homes
Project no.: 15489
Scale: 1 : 50 @ A1
Drawn: MR
Checked: DJ
Status: For Planning
Drg: A-PL-(72) - 101B
Revision: 013

TateHindle



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Rev	Description	Date	Checked
06	Issue for Planning	18/05/23	

Meters
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TateHindle
168 Shoreditch High Street
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mail@tatehindle.co.uk
www.tatehindle.co.uk

Project
Squirrels Estate

Drawing
Core B 2nd-4th Floor

Client
Mackenzie (South West) Homes

Project no.	Scale	Drawn	Checked	North
15489	1 : 50 @ A1	MR	DJ	

Status
For Planning

Drg
A-PL-(72) - 104B

Revision
06

TateHindle

Page 260

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Rev	Description	Date	Checked
02	Issue for Planning	18/05/23	

Meters
0 1 2 5

TateHindle
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London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project
Squirrels Estate

Drawing
Core B 5th-9th Floor

Client
Mackenzie (South West) Homes

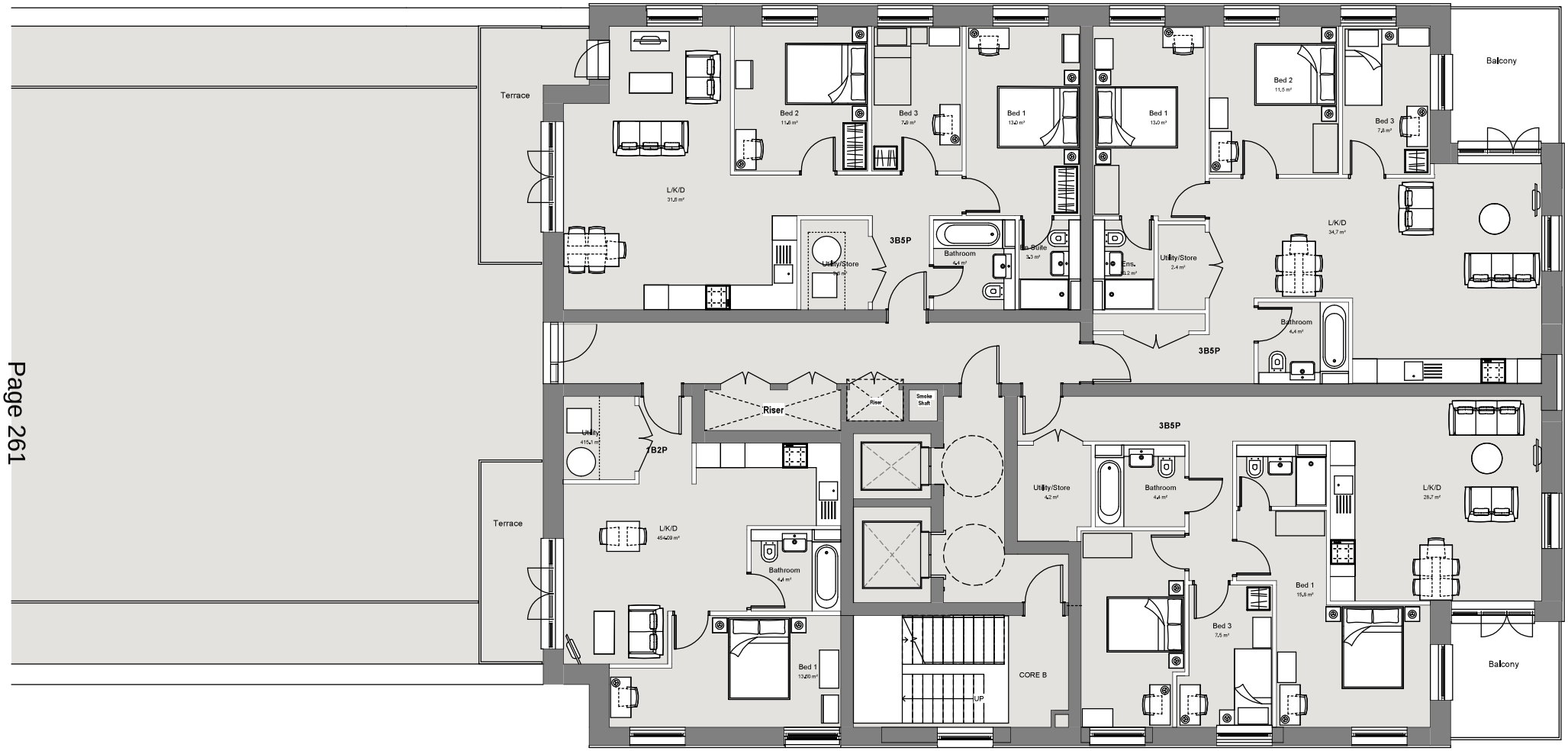
Project no.	Scale	Drawn	Checked	North
15489	1 : 50 @ A1	MR	DJ	

Status
For Planning

Drg
A-PL-(72) - 105B -

Revision
02

TateHindle



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Rev	Description	Date	Checked
011	Issue for Planning	09/06/23	JK

Meters
0 1 2 5

TateHindle
168 Shoreditch High Street
London E1 6HU
T 020 7332 4850
mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Core B 10th Floor

Client: Mackenzie (South West) Homes

Project no.	Scale	Drawn	Checked	North
15489	1 : 50 @ A1	MR	DJ	

Status: For Planning

Drg: A-PL-(72) - 110B

Revision: 011

TateHindle

1 North East Elevation
1 : 100

KEY

1) Mid Buff Brick
2) Light Buff Brick
3) Grey Brick

4a) Soldier Course
4b) Double Soldier Course

5b) Light Buff Brick Vertical Stretcher Bond
5c) Grey Brick Vertical Stretcher Bond

6a) Feature Brick Mid Buff Brick in alternate projecting courses
6b) Feature Brick Grey Brick in alternate projecting courses

7) Decorative Mesh / Grillage
8) Parapet Metal Capping
9) Projecting Contrast Double Brick Band
11) Louvers integreated into the Window Overpanel
12) Red Glazed Brick

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Rev	Description	Date	Checked
011	Issue for Planning	05/07/23	JK

KEY PLAN:

Meters
0 1 5 10

TateHindle
168 Shoreditch High Street
London E1 6HU

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mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate
Drawing: North East Elevation
Client: Mackenzie (South West) Homes
Project no.: 15489
Scale: As indicated @ A1
Drawn: MK
Checked: DJ
North
Status: For Planning
Drg: A-PL-(05) - 500
Revision: 011

TateHindle

1 South West Elevation
1 : 100

KEY

1) Mid Buff Brick
2) Light Buff Brick
3) Grey Brick

4a) Soldier Course
4b) Double Soldier Course

5b) Light Buff Brick Vertical Stretcher Bond
5c) Grey Brick Vertical Stretcher Bond

6a) Feature Brick Mid Buff Brick in alternate projecting courses
6b) Feature Brick Grey Brick in alternate projecting courses

7) Decorative Mesh / Grillage
8) Parapet Metal Capping
9) Projecting Contrast Double Brick Band
11) Louvers integreated into the Window Overpanel

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Rev	Description	Date	Checked
012	Issue for Planning	18/05/23	

KEY PLAN:

Meters
0 1 5 10

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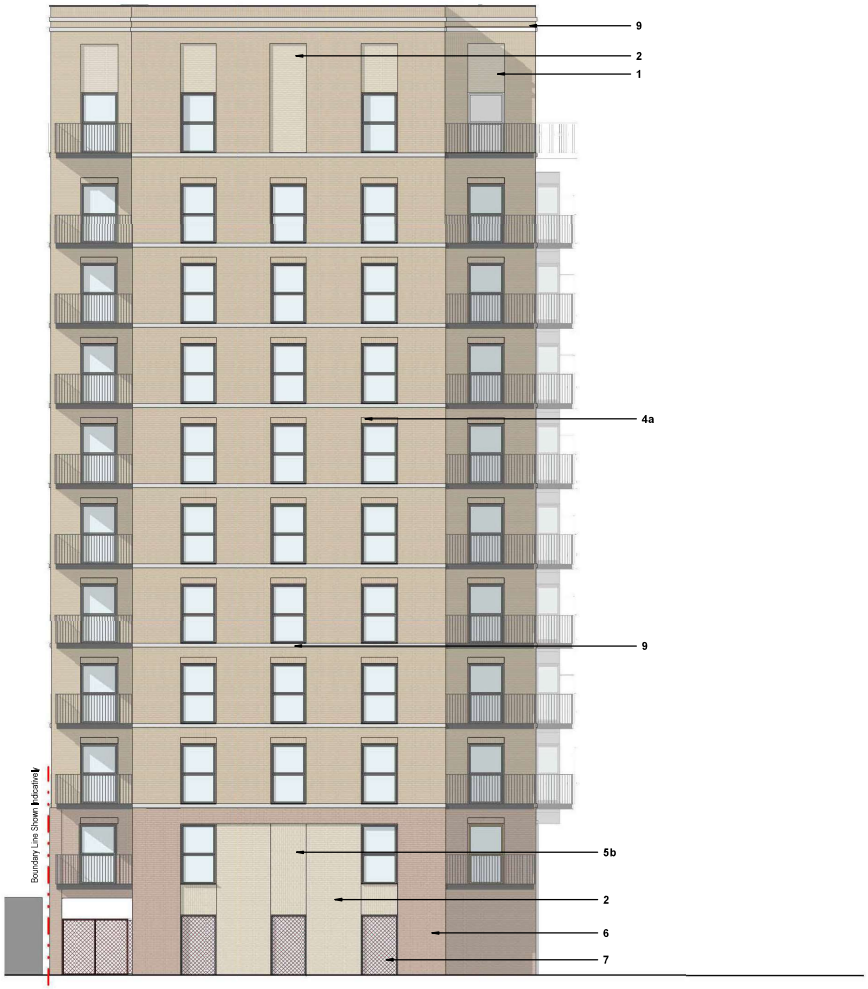
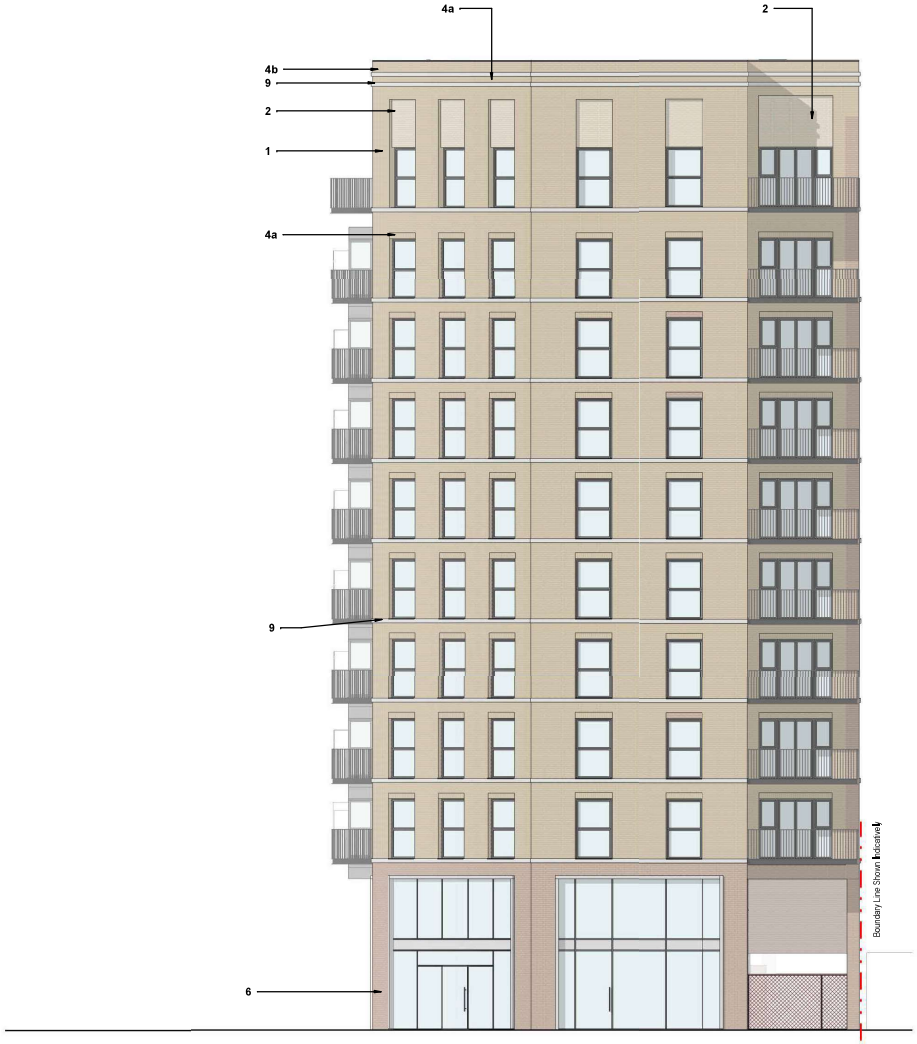
Project: Squirrels Estate
Drawing: South West Elevation
Client: Mackenzie (South West) Homes
Project no.: 15489
Scale: As indicated @ A1
Drawn: MK
Checked: DJ
Status: For Planning
Drg: A-PL-(05) - 501
Revision: 012

TateHindle



1 South East Elevation
1 : 100



2 North West Elevation
1 : 100

KEY

1) Mid Buff Brick
2) Light Buff Brick
3) Grey Brick

4a) Soldier Course
4b) Double Soldier Course

5b) Light Buff Brick Vertical Stretcher Bond
5c) Grey Brick Vertical Stretcher Bond

6a) Feature Brick Mid Buff Brick in alternate projecting courses
6b) Feature Brick Grey Brick in alternate projecting courses

7) Decorative Mesh / Grillage
8) Parapet Metal Capping
9) Projecting Contrast Double Brick Band
11) Louvers integreated into the Window Overpanel

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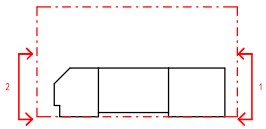
Rev	Description	Date	Checked
012	Issue for Planning	18/05/23	



KEY PLAN:

Meters
0 1 5 10

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mail@tatehindle.co.uk
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Project: Squirrels Estate

Drawing: North West and South East Elevations

Client: Mackenzie (South West) Homes

Project no.	Scale	Drawn	Checked	North
15489	As indicated @ A1	MK	DJ	

Status: For Planning

Drg: A-PL-(05) - 502

Revision: 012

TateHindle

1 Section AA Proposed
1 : 100

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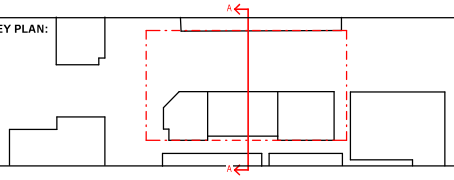
Rev	Description	Date	Checked
05	Issue for Planning	18/05/23	

KEY PLAN:



Meters
0 1 5 10

TateHindle
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mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate
Drawing: Section AA Proposed
Client: Mackenzie (South West) Homes
Project no.: 15489
Scale: 1 : 100 @ A1
Drawn: MK
Checked: DJ
North
Status: For Planning
Drg: A-PL-(04) - 400
Revision: 05

TateHindle

1 Section BB Proposed
1 : 200

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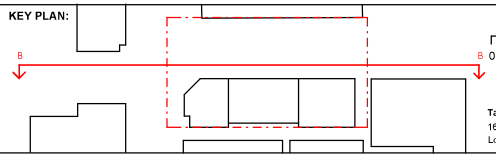
Rev	Description	Date	Checked
08	Issue for Planning	05/07/23	JK

KEY PLAN:



Meters
0 5 10 20

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Project
Squirrels Estate

Drawing
Section BB Proposed

Client
Mackenzie (South West) Homes

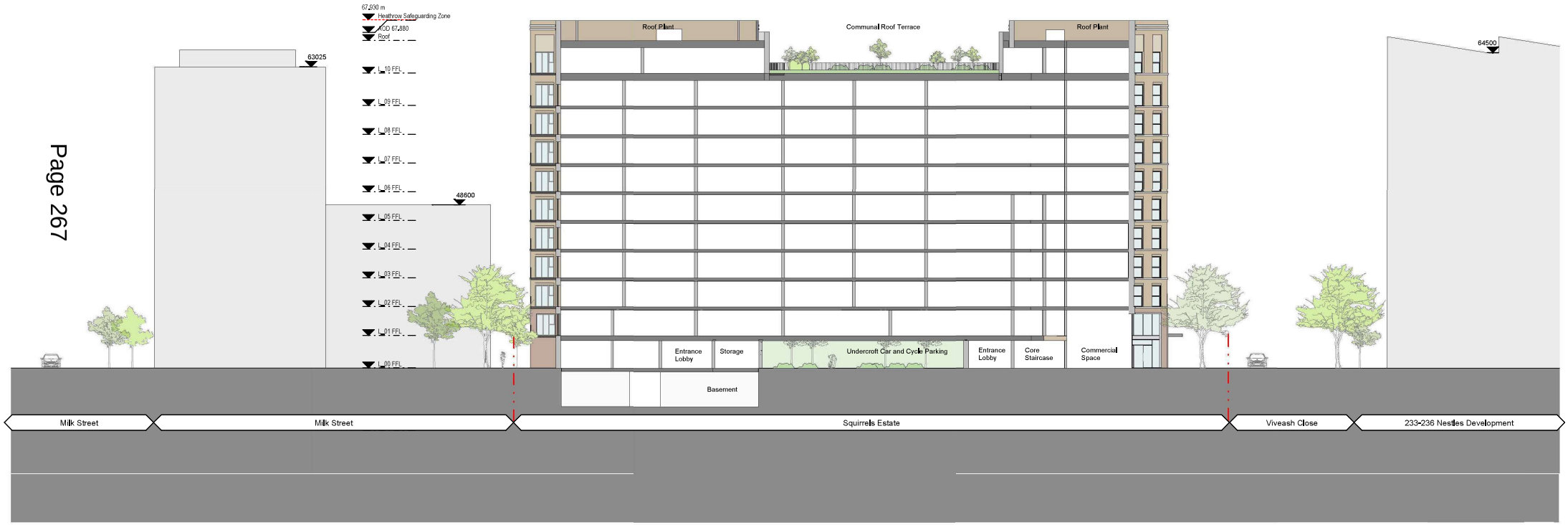
Project no.	Scale	Drawn	Checked	North
15489	As indicated @ A1	MK	DJ	

Status
For Planning

Drg
A-PL-(04) - 401

Revision
08

TateHindle



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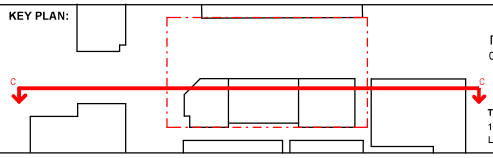
Rev	Description	Date	Checked
00	Issue for Planning	18/05/23	

KEY PLAN:



Meters
0 5 10 20

TateHindle
168 Shoreditch High Street
London E1 6HU

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mail@tatehindle.co.uk
www.tatehindle.co.uk

Project: Squirrels Estate

Drawing: Section CC Proposed

Client: Mackenzie (South West) Homes

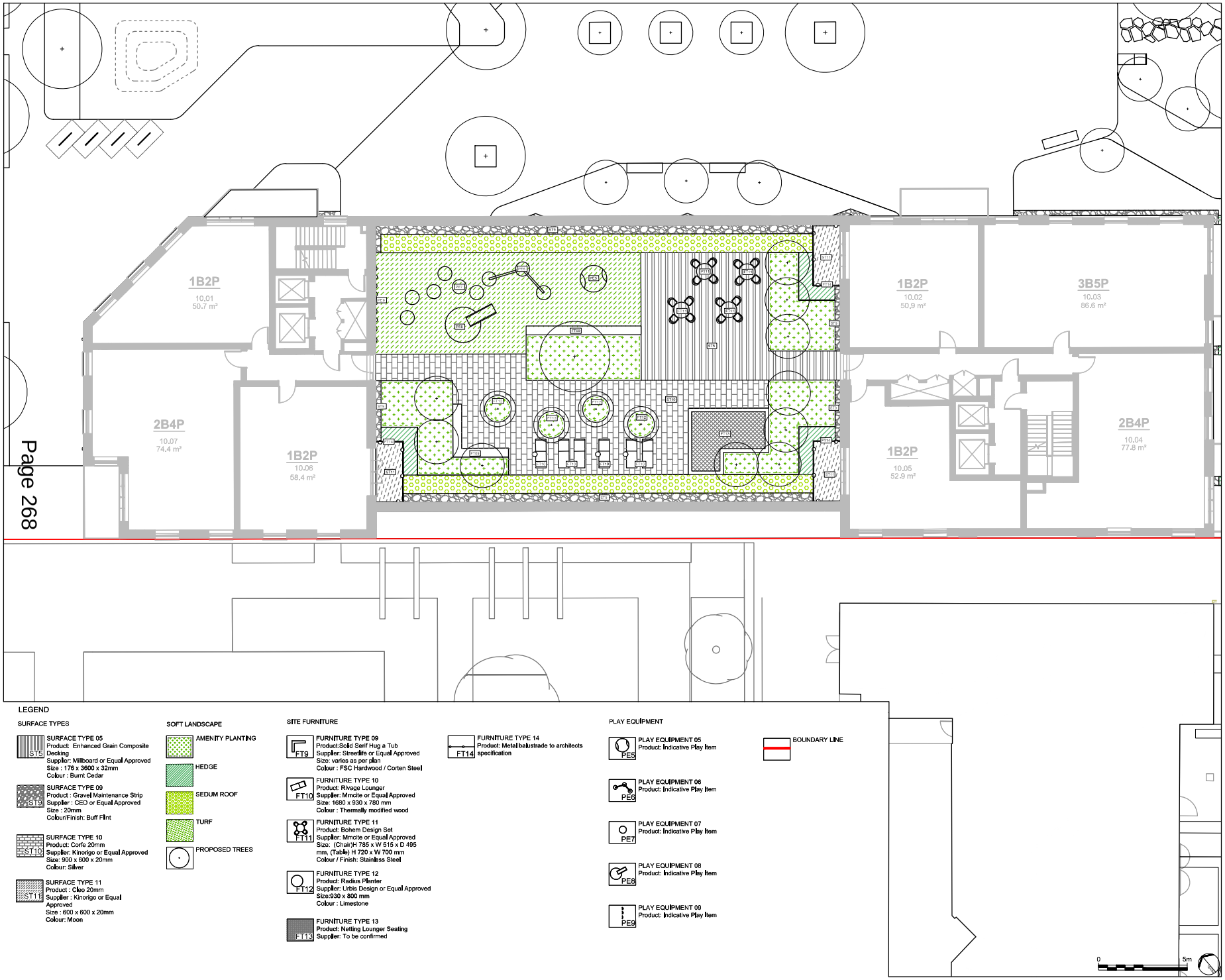
Project no.	Scale	Drawn	Checked	North
15489	As indicated @ A1	JC	DJ	

Status: For Planning

Drg: A-PL-(04) - 402

Revision: 00

TateHindle



LEGEND

SURFACE TYPES

- STS5 — SURFACE TYPE 05
  Product: Enhanced Grain Composite Decking
  Supplier: Millboard or Equal Approved
  Size : 175 x 3600 x 32mm
  Colour : Burnt Cedar
- STS9 — SURFACE TYPE 09
  Product : Gravel Maintenance Strip
  Supplier : CED or Equal Approved
  Size : 20mm
  Colour/Finish: Buff Flint
- STS10 — SURFACE TYPE 10
  Product: Corfe 20mm
  Supplier: Kinorigo or Equal Approved
  Size: 900 x 600 x 20mm
  Colour: Silver
- STS11 — SURFACE TYPE 11
  Product : Cleo 20mm
  Supplier : Kinorigo or Equal Approved
  Size : 600 x 600 x 20mm
  Colour: Moon

SOFT LANDSCAPE

- AMENITY PLANTING
- HEDGE
- SEDUM ROOF
- TURF
- PROPOSED TREES

SITE FURNITURE

- FT9 — FURNITURE TYPE 09
  Product:Solid Serif Hug a Tub
  Supplier: Streetlife or Equal Approved
  Size: varies as per plan
  Colour : FSC Hardwood / Corten Steel
- FT10 — FURNITURE TYPE 10
  Product: Rivage Lounger
  Supplier: Nimcite or Equal Approved
  Size: 1680 x 930 x 780 mm
  Colour : Thermally modified wood
- FT11 — FURNITURE TYPE 11
  Product: Bohem Design Set
  Supplier: Nimcite or Equal Approved
  Size: (Chair)H 785 x W 515 x D 495 mm, (Table) H 720 x W 700 mm
  Colour / Finish: Stainless Steel
- FT12 — FURNITURE TYPE 12
  Product: Radius Planter
  Supplier: Urbis Design or Equal Approved
  Size:930 x 800 mm
  Colour : Limestone
- FT13 — FURNITURE TYPE 13
  Product: Netting Lounger Seating
  Supplier: To be confirmed
- FT14 — FURNITURE TYPE 14
  Product: Metal balustrade to architects specification

PLAY EQUIPMENT

- PE5 — PLAY EQUIPMENT 05
  Product: Indicative Play Item
- PE6 — PLAY EQUIPMENT 06
  Product: Indicative Play Item
- PE7 — PLAY EQUIPMENT 07
  Product: Indicative Play Item
- PE8 — PLAY EQUIPMENT 08
  Product: Indicative Play Item
- PE9 — PLAY EQUIPMENT 09
  Product: Indicative Play Item

BOUNDARY LINE

0 5m

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Client
Mackenzie Homes

Rev	Description	Date
PL01	ISSUE FOR PLANNING	27.10.2022

EXTERIOR ARCHITECTURE
LONDON
Unit 17J, The Leather Market, 11-13 Weston Street, London, SE1 3ER
MANCHESTER
Studio 537, The Royal Exchange, St Anns Square, Manchester, M2 7DH
E-MAIL office@exteriorarchitecture.com
WEB www.exteriorarchitecture.com

Project title
Squirrels Estate

Drawing title
Podium Level 10 General Arrangement Plan

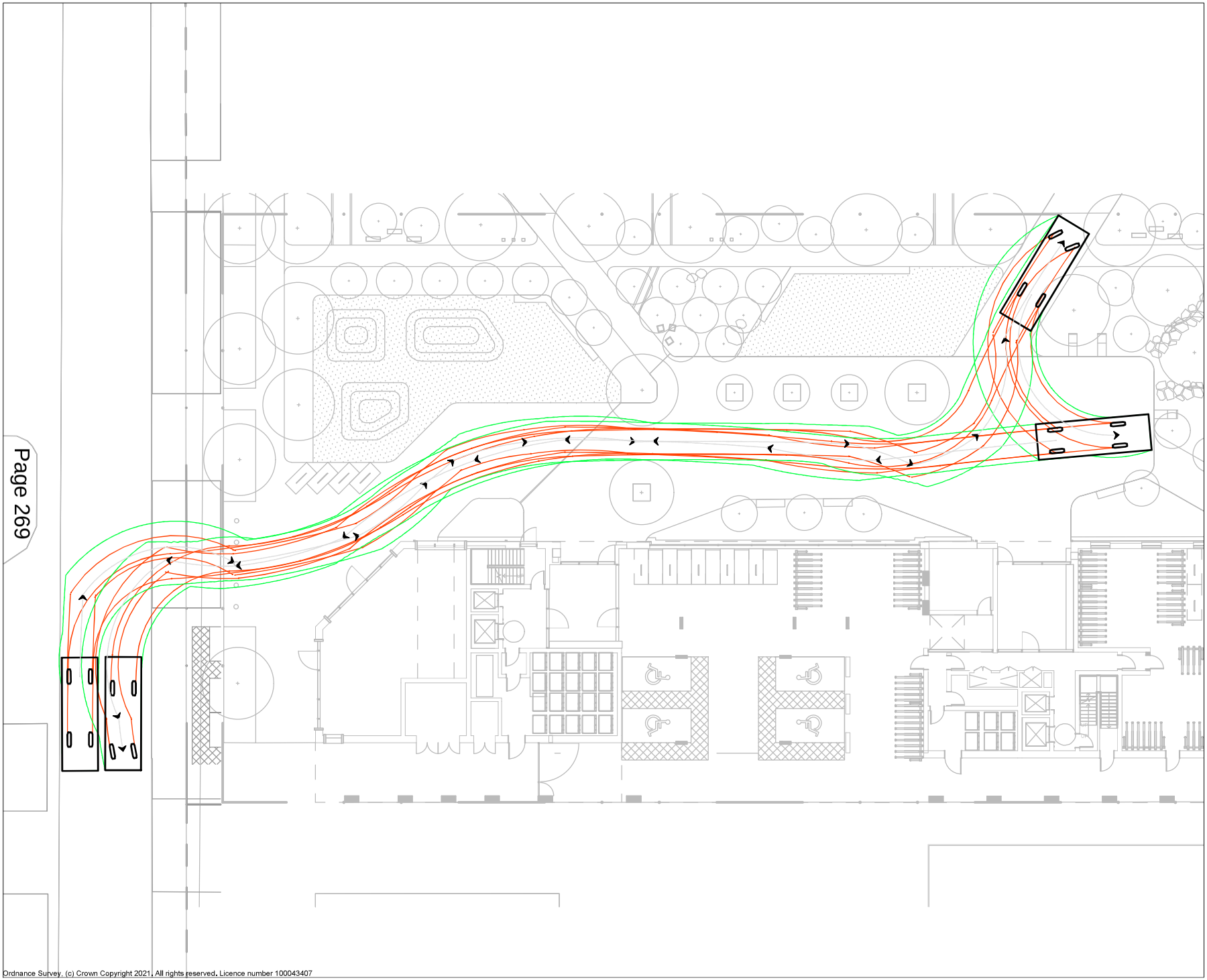
Issued By	London	T: 020 7978 2101	
Scale	1:100 @ A1	Drawn	ExA
Status	PLANNING	Checked	VK
Date	29.04.22	Approved	SM

Drawing number
2223-EXA-00-10-DR-L-00101

Revision
PL01

P:\LONDON PROJECTS\2022\2223 SQUIRRELS ESTATE - BLOCK C\01 BIM\02 CAD\03 SHEET LAYOUT\01 RIBA 1-3 PLANNING\2223-EXA-00-10-DR-L-00101.DWG

C:\Users\meganslade\OneDrive - Motion\TP Projects\mcsqui 2111056\Drawings\2111056- TK01F, TK02F, TK03F, TK06C.dwg



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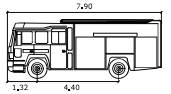
north



Pumping Appliance
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

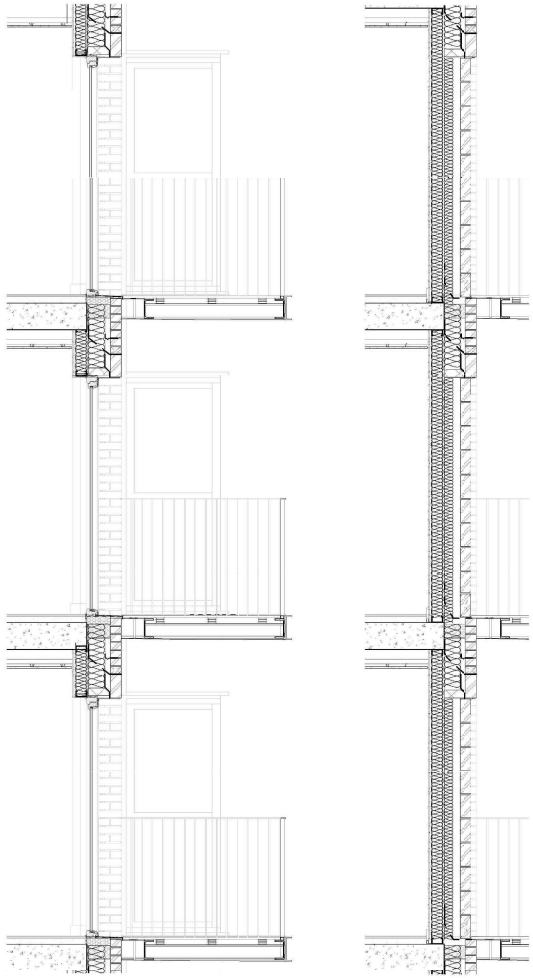
Project:
Squirrels Trading Estate

Title:
Swept Path Analysis
Fire Appliance

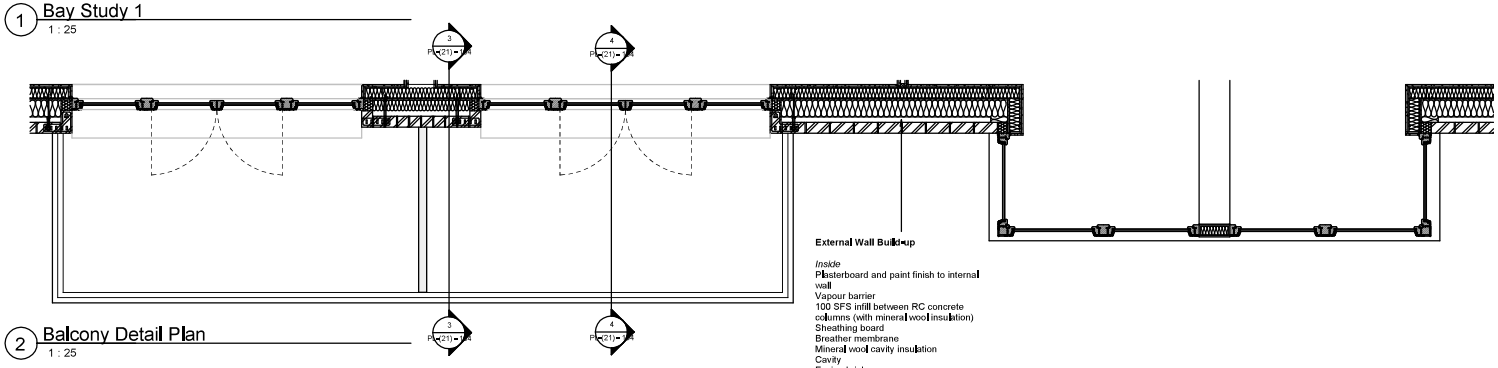
Scale: 1:250 (@ A3)

Drawing: 2111056-TK03

Revision: F



1 Bay Study 1
1 : 25



2 Balcony Detail Plan
1 : 25

External Wall Build-up

Inside
Plasterboard and paint finish to internal wall
Vapour barrier
100 SFS infill between RC concrete columns (with mineral wool insulation)
Sheathing board
Breather membrane
Mineral wool cavity insulation
Cavity
Facing brick
Outside

4 Balcony Window Section
1 : 25

3 Balcony Recess Detail Section
1 : 25

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Rev	Description	Date	Checked
00	Issue for Planning	05/07/23	JK

KEY PLAN:

Meters
0 1 5 10

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London E1 6HU

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www.tatehindle.co.uk

Project
Squirrels Estate

Drawing
Bay study- Details

Client
Mackenzie (South West) Homes

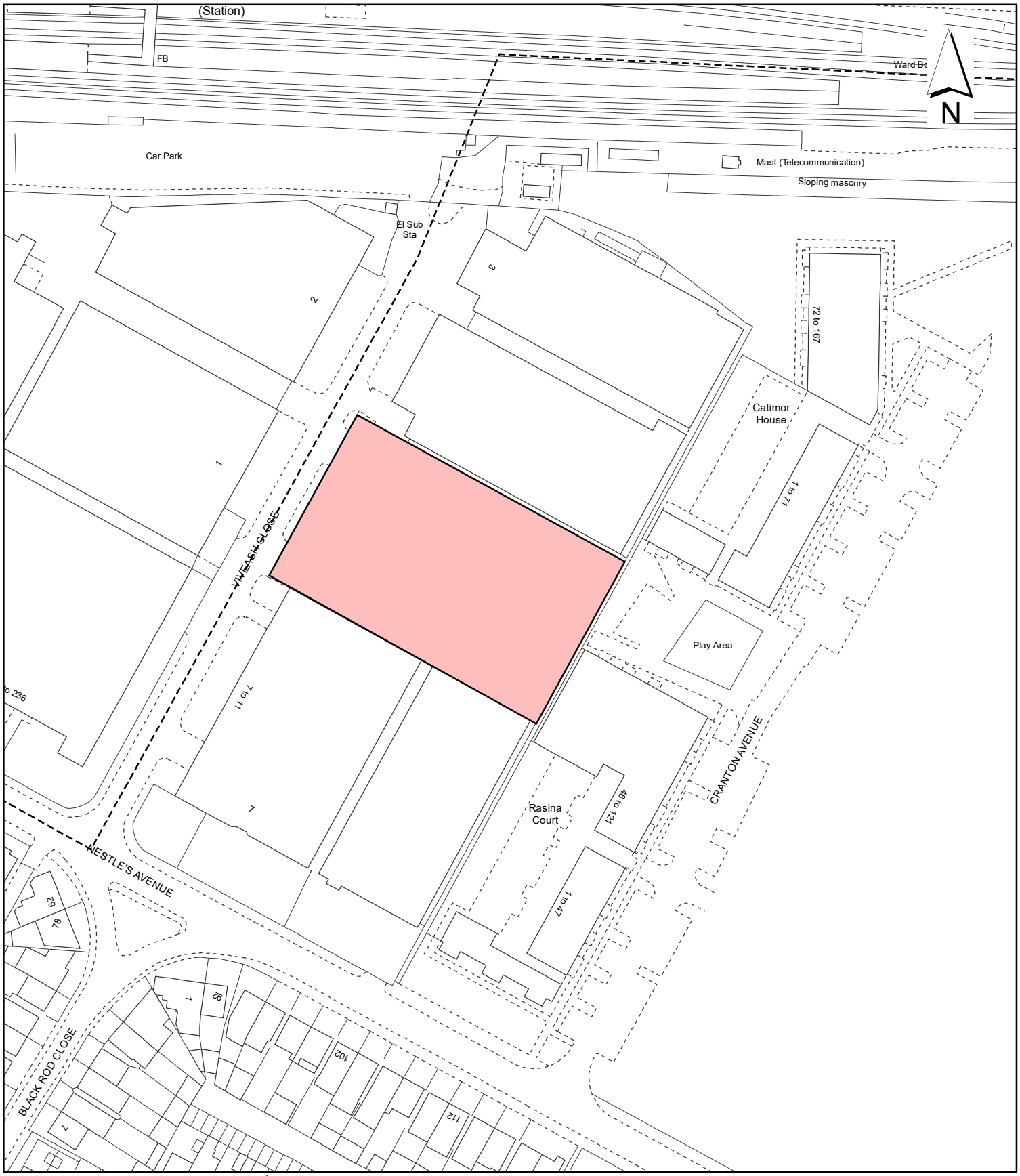
Project no.	Scale	Drawn	Checked	North
15489	As indicated @ A1	MK	DJ	

Status
For Planning

Drg
A-PL-(21) - 104

Revision
00

TateHindle



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Site boundary

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Site Address:

The Squirrels Trading Estate, Viveash Close, Hayes

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

Planning Application Ref:
77214/APP/2022/3382

Scale:
1:1,250

Planning Committee:
Major

Date:
July 2023

HILLINGDON
LONDON

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