



VIRTUAL Central & South Planning Committee

Date: WEDNESDAY, 7 APRIL 2021

Time: 7.00 PM

Location: VIRTUAL MEETING

Watch Live Watch a live broadcast of this meeting on the Council's YouTube channel: [Hillingdon London](https://www.youtube.com/HillingdonLondon)

Important Meeting Advice: Following UK Government advice to avoid all but essential travel and to practice social distancing, the usual physical public speaking rights at Planning Committee will be suspended temporarily during the coronavirus pandemic. Instead, written representations will be considered as part of Hillingdon's established Petitions Scheme.

To Councillors on the Committee

Councillor Steve Tuckwell (Chairman)

Councillor Alan Chapman (Vice-Chairman)

Councillor Shehryar Ahmad-Wallana

Councillor Mohinder Birah

Councillor Nicola Brightman

Councillor Roy Chamdal

Councillor Farhad Choubedar

Councillor Jazz Dhillon

Councillor Janet Duncan (Opposition Lead)

Published: Friday, 26 March 2021

Contact: Steve Clarke

Tel: 01895 250693

Email: sclarke2@hillingdon.gov.uk

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 - 8
4	Matters that have been notified in advance or urgent	
5	To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private	

PART I - Members, Public and the 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.

Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	289 Lansbury Drive, Hayes 57243/APP/2020/2638	Charville	Single storey rear extension and conversion of a 5-bed, 6-person HMO to a 6-bed, 9-person HMO. Recommendation: Refusal	9 – 20 158 - 165

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Harmondsworth Road, West Drayton 70429/APP/2021/36	Heathrow Villages	<p>Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto.</p> <p>Detail description: Include removal of the existing 17.5 monopole, 3 no. antennas, redundant equipment cabinets.</p> <p>Recommendation: Refusal</p>	21 – 36 166 - 174
8	5 - 31 Garage Court, Rear of Brampton Road, Hillingdon 74993/APP/2020/4002	Hillingdon East	<p>Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works.</p> <p>Details: Ground floor internal space increased from previously consented scheme.</p> <p>Recommendation: Approval</p>	37 – 62 175 - 180
9	5 - 31 Garage Court, Rear of Brampton Road, Hillingdon 74993/APP/2020/4001	Hillingdon East	<p>Demolition of existing garages and construction of 3 x 4-bedroom houses with associated parking spaces and external works</p> <p>Recommendation: Approval</p>	63 – 88 181 - 186
10	Sweetcroft Dental Practice, 267 Long Lane 4479/APP/2021/905	Uxbridge North	<p>Conversion of part ground floor and part first floor residential flat (Use Class C3) to create additional floorspace for dental surgery (Use Class E(e))</p> <p>Recommendation: Approval</p>	89 – 106 187 - 194
11	S.106 Quarterly Monitoring Report			107 - 138

PART II - MEMBERS ONLY

That the reports in Part 2 of this agenda be declared not for publication because they involve the disclosure of information in accordance with Section 100(A) and Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that they contain exempt information and that the public interest in withholding the information outweighs the public interest in disclosing it.

12	Enforcement Report	139 - 148
13	Enforcement Report	149 - 156

PART I - Plans for Central and South Planning Committee

Agenda Item 3

Minutes



CENTRAL & SOUTH PLANNING COMMITTEE

3 March 2021

Meeting held VIRTUALLY - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman) Alan Chapman (Vice-Chairman) Shehryar Ahmad-Wallana Mohinder Birah Nicola Brightman Roy Chamdal Farhad Choubedar Jazz Dhillon Janet Duncan (Opposition Lead)</p> <p>LBH Officers Present: Meghji Hirani (Planning Contracts & Planning Information) James Rodger (Head of Planning, Transportation and Regeneration) Alan Tilly (Transport Planning and Development Manager) Kerrie Munro (Legal Officer) Desmond Adumekwe (Enforcement Manager) Steve Clarke (Democratic Services Officer)</p>
174.	<p>APOLOGIES FOR ABSENCE <i>(Agenda Item 1)</i></p> <p>There were no apologies for absence. It was also noted that Councillor Choubedar was yet to join the meeting.</p>
175.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING <i>(Agenda Item 2)</i></p> <p>Councillor Duncan declared a non-pecuniary interest in item 7; although she had no particular involvement with the application, she had discussions with residents regarding a previous related application. For the duration of the item, Councillor Duncan remained muted and her camera was turned off.</p>
176.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING <i>(Agenda Item 3)</i></p> <p>RESOLVED: That the minutes of the meeting held on 04 February 2021 be approved as a correct record.</p>
177.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT <i>(Agenda Item 4)</i></p> <p>None.</p>

178.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (Agenda Item 5)</p> <p>It was confirmed that items 1-8 were in Part I and would be considered in public and item 9 was in Part II and would be considered in private.</p>
179.	<p>26-28 DOWDING ROAD, HILLINGDON - 75328/APP/2020/3570 (Agenda Item 6)</p> <p>Change of use of 2 dwellings (Use Class C3) to a building for the provision of education (Use Class F1a).</p> <p>Before the commencement of this item, Councillor Choubedar joined the meeting.</p> <p>It was brought to the attention of the Committee that the new London Plan 2021 had been adopted on Tuesday 2 March; as such, the policies set out in the agenda papers related to the 2016 London Plan, which was in force at the time of agenda publication. Members were informed that the London Plan policies listed in the meeting's reports may have been superseded by policies outlined in the newly adopted London Plan 2021. Officers requested Members' permission to substitute in the new London Plan policies, should an appeal be received in relation to any of the items on the meeting's agenda; this was granted. It was agreed that officers would indicate to the Committee during each item, which London Plan policies were pertinent to the application and if there were any changes of note from the 2016 and 2021 London Plan policies in question.</p> <p>Officers introduced the application noting that a long standing fundamental policy of the Council was the retention of residential properties and that there were very few occasions where the loss of residential properties would be permitted; this was highlighted as a primary reason for refusal being recommended. Occasions whereby a loss of residential property would be permitted, usually pertains to a property considered to be unfit for purpose; in this instance, officers deemed that not to be the case particularly when there is a shortage of residential properties in the Borough and across London.</p> <p>Further reasons for the recommended refusal of the application applied to an increase in general noise and disturbance to nearby residential properties, and a failure to provide sufficient on-plot parking which had prompted objections from Highways officers.</p> <p>A petition in objection to the application had been received and written representations from the lead petitioner were read out for the consideration of the Committee. It was also noted that Councillor Ray Graham, Ward Councillor for Uxbridge North had given his express support for the petitioners of this item. Key points raised included:</p> <ul style="list-style-type: none"> • Petitioners stated that the proposed development would lead to an increase in the movement of traffic along Dowding Road; • That safety and security could be compromised as a result of the properties' use as an independent school for up to 20 children aged 11-17 years with behaviour disorders. There were concerns of individuals attempting to access the neighbouring garden over a small wooden fence; • There were concerns surrounding the intrusion of privacy. There were windows of 26-28 Dowding Road that overlooked the lead petitioner's property and vice-

versa;

- The increased movement of through traffic and the intended use of the site as an independent school would cause more noise to emanate from the site leading to disturbance to neighbouring residents.

The applicant had also submitted written representations addressing the primary concerns of officers and petitioners, these were read out for the consideration of the Committee. Key points raised included:

- The applicant stressed that the property would not become available for local residents as it was a Ministry of Defence (MOD) property that was not available for general sale or rent;
- The property had been unoccupied for the past 20 years and was falling into disrepair. There were issues with damp and drainage requiring significant works which would be done by the applicant improving the street scene and preventing further degeneration;
- Regarding an increase in noise and disturbance, the applicant highlighted that students of the school would be unable to attend mainstream schools due to being anxious and withdrawn. Many students were elective mute and it was noted that the students would be notably quieter than most;
- All independent schools of this type were in residential properties as it was deemed necessary for the therapeutic approach adopted by the schools. Of the five existing centres in residential properties existing for 25 years, there had been no complaints made by neighbouring residents with regard to noise and disturbance;
- It was noted that the applicant would accept a condition proposing a reduction in student numbers with a resultant reduction in staffing;
- The school would not be offering staff parking as they would be committed to environmentally friendly travel, most staff would use public transport or active transport;
- The on-street de-restricted parking was largely vacant during the daytime as the neighbouring residential properties were occupied exclusively by military families leaving for work during the daytime;
- The site would be accessible using a modular disabled access ramp to the rear of the property. This was not included in the site plans due to the ramp being modular in nature.

Members were informed that London Plan (2016) policy 3.14 on 'Existing Housing' was pertinent to this application. It was noted that there had been no significant changes to this policy in the newly adopted London Plan (2021).

Before the debate on this application, Councillor Ahmad-Wallana confirmed that he did not see the officer's presentation. Councillor Ahamad-Wallana was advised not to vote on the item as he had not seen all of the relevant information needed to make a valid determination.

Members noted the four strong reasons for refusal given in the officer's report and concurred with the potential issues of noise and disturbance. It was further noted that, from a planning perspective, the property was deemed residential housing and it would be unacceptable in this instance to approve the loss of residential housing in the Borough.

Committee Members were sympathetic towards the applicants as the intended service they would be providing from the property was seen as commendable and challenging

work, demand for which could grow as an outcome of the Covid-19 pandemic. However, Members emphasised that the property in question was simply not in the right location for use in the provision of education; further noting that, even though the intended students may be quieter than most, this wouldn't stop the site being used in future for different schooling purposes for potentially more disruptive student cohorts.

The officer's recommendation was moved, seconded and, when put to a vote, agreed. Councillor Ahmad-Wallana did not participate in the vote.

RESOLVED: That the application be refused.

180. **26A HAWTHORNE CRESCENT, WEST DRAYTON - 74982/APP/2020/592 (Agenda Item 7)**

Conversion of roof space to habitable use to include a rear dormer and 3 front roof lights

For the duration of this item, Councillor Duncan remained muted and her camera was turned off.

Officers introduced the item noting that this was a 2-bedroom dwelling which was granted planning permission in 2017 and 2019; the application in front of Members would add a third bedroom. Regarding the dormer window, officers considered this not to comply with the Local Plan policies set out in the report due to its size and scale; the item was therefore recommended for refusal.

Officers informed Members that there were no London Plan policies implicated within the officer's recommended refusal reasons for this application.

Councillor Ahamad-Wallana confirmed that he did not see the officer's presentation and as such, was precluded from the vote.

A petition in objection to the application had been received and written representations from the lead petitioner were read out for the consideration of the Committee. Key points raised included:

- That following submission of the petition, a further eight residents asked to sign, indicating the strength of the feeling behind the petition;
- There were concerns amongst petitioners that the proposed development was destined to become a House in multiple occupation (HMO);
- Significant concerns were raised regarding the intrusion on the privacy of neighbouring residents as a result of the dormer windows, construction of which had recently been completed;
- The addition of a second building on the plot lead to further concerns of a potential HMO;
- Although the application's plans showed some modifications to the construction, it was seen that the development of the property was already in progress using the dimensions of the initial drawings;
- The larger footprint of the site had been made possible by the applicant's removal of a public footpath and large bank of earth which supposedly contravened the initial planning agreement that no change would be made to existing ground levels;
- There was no acknowledgment on the plans of a 70 foot high ash tree which was sited less than 5 metres from the development;

- Further concerns were raised as to parking on the street; parking stresses were endemic to the street and the development had the potential to exacerbate this;
- Construction on the site was entering its fourth year causing disruptiveness for neighbouring residents. There were also instances of contractors working outside of agreed hours;
- There had been an absence of engagement by the applicant when objections were raised directly with them.

Councillor Jan Sweeting, Ward Councillor for West Drayton submitted written representations which were read out for the consideration of the Committee. Key points raised included:

- Support was given to both the officer's recommendation for refusal and the points raised by petitioners;
- The proposed development would create a design harmful to the dwelling and the character of the area; it was seen as too bulky, too large and out of harmony with the design of the original dwelling;
- The development would be over dominant and too near to other properties. The large dormer windows would be incongruous and overpowering;
- The lack of provided parking spaces was also of concern on a street where road parking spaces were at a premium.

The Committee were in agreement that the development was oversized and dominated the immediate surrounding area. Members further noted that the development appeared more akin to a third floor rather than a dormer window.

The officer's recommendation was moved, seconded and, when put to a vote, agreed. Councillor Ahmad-Wallana and Councillor Duncan did not participate in the vote on this item.

RESOLVED: That the application be refused.

181. REAR OF 1-3 COLHAM MILL ROAD, WEST DRAYTON - 52884/APP/2020/2090
(Agenda Item 8)

Retention and alteration of 4 shipping containers for office use (Use Class E(g)(i)) with associated parking (Part Retrospective)

Prior to the commencement of this item, Councillor Duncan returned to the meeting and Councillor Ahmad-Wallana confirmed that he could now see the officer's presentation and would be voting on this item.

Officers introduced the item noting that the proposed containers had already been placed on the site and that this was an application for retention. Officers informed the Committee of some relevant planning history for the site; namely that in 2016, an application for a bungalow on the site was refused, and an appeal on that decision was subsequently dismissed.

Officers noted that there was sufficient on-site parking to comply with Council standards relating to the proposed use and that the aesthetics of the shipping containers had been amended sufficiently enough that a reason for refusal due to visual impact could not be supported. The application was recommended for approval.

Following the officer's presentation, Members raised concerns that plans for the

development did not show any amenities for office staff in the way of toilet facilities. It was noted that by way of conditioning, a detailed internal layout of the development could be requested if Members were minded to do so. Regarding safeguarding future usage of the development, the Committee highlighted a desire not to allow the development to become a residential unit in future; officers confirmed that the premises would be for office use within Use Class E(g)(i) and for no other purpose.

Further concerns were raised that approving the use of modular shipping containers may set a precedent for future developments in the Borough; a request was made that the item be deferred and that a site visit conducted to assess matters such as the impact on adjoining occupiers and access to the site. There was general support from Members for a site visit; officers confirmed that this would be possible, suggesting a virtual site visit given the current coronavirus restrictions on unnecessary journeys. It was also noted that the large site could potentially facilitate an in-person, socially distanced site visit. It was confirmed that, if Members were minded to request a site visit, officers would seek advice as to how best to accommodate this given the current coronavirus restrictions.

The request to defer the item for a site visit was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED:

- 1) That the application be deferred; and**
- 2) That a site visit be organised, the logistics of which would be determined in consultation with the Chairman, Labour Lead, Planning Officers and Legal, taking into account current coronavirus restrictions.**

182. ENFORCEMENT REPORT (Agenda Item 9)

RESOLVED:

- 1) That the enforcement action, as recommended in the officer's report, was agreed; and,**
- 2) That the Committee resolved to release their decision, and the reasons for it outlined in the report, into the public domain, solely for the purposes of it issuing the formal breach of condition notice to the individual concerned.**

This item is declared as exempt from publication as it involves the disclosure of information in accordance with Section 100(A) and **paragraphs 1, 2 & 7** of Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that the report contains **information relating to any individual, information likely to reveal the identity of an individual and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime** and that the public interest in withholding the information outweighs the public interest in disclosing it.

The meeting, which commenced at 7.00 pm, closed at 8.38 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on Telephone 01895 250636 - email (recommended) 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.

This page is intentionally left blank

Agenda Item 6

Report of the Head of Planning, Transportation and Regeneration

Address: 289 LANSBURY DRIVE HAYES

Development: Single storey rear extension and conversion of a 5-bed, 6-person House in Multiple Occupation (HMO) to a 6-bed, 9-person House in Multiple Occupation

LBH Ref Nos: 57243/APP/2020/2638

Drawing Nos:

- LaVaastu/2020/212/02
- LaVaastu/2020/212/03
- LaVaastu/2020/212/04
- LaVaastu/2020/212/05
- LaVaastu/2020/212/01
- LaVaastu/2020/212/06

Date Plans Received: 20/08/2020

Date(s) of Amendment(s):

Date Application Valid: 09/09/2020

1. SUMMARY

The application seeks planning permission for a single storey rear extension to an existing HMO increasing the number of occupants from 5 to 9 occupants. As such the proposal would involve the change of use of the property from C4 HMO (for up to 6 occupants) to Sui Generis use.

The change of use would not result in a significant increase in the intensification of the use of the site and would not result in harm to the character and appearance of the property and the wider setting. However, there would be harm in terms of neighbouring amenities, parking and highways issues, provision of amenity space and the provision of a habitable room which would lack outlook and light.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed single storey rear extension, by reason of its size, scale, bulk, depth and proximity would be detrimental to the amenities of the adjoining occupier at 291 Lansbury Drive, by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies.

2 NON2 Non Standard reason for refusal

The proposal would result in the provision of a habitable room (annotated on plans a dining room, but in practice would act as both dining room and communal living room) with no natural lighting or outlook, resulting in a substandard form of living accommodation and reliance upon artificial means of lighting which would fail to satisfy sustainability and energy efficiency objectives and would be to the detriment of the amenity of future occupiers, contrary to Policies DMH 5 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D6 of the London Plan (2021).

3 NON2 Non Standard reason for refusal

The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the property, would result in an over-development of the site detrimental to the residential amenity of existing and future occupiers. The proposal is therefore contrary to Policies DMH 5, DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

4 NON2 Non Standard reason for refusal

The proposal has not demonstrated that sufficient off street parking/manoeuvring arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking to the detriment of public and highway safety and contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and to Hillingdon's Adopted Parking Standards as set out in Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

DMH 5	Houses in Multiple Occupation
DMHB 11	Design of New Development
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 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.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the Western side of Lansbury Drive, it comprises a semi-detached property with a hipped roof which has been converted into a licensed HMO. There is a garden to the rear which backs onto another residential rear garden. To the front of the site there is a driveway served by a crossover.

There are no site specific designations relating to the site. The street scene is characterised by two storey semi-detached dwellings.

3.2 Proposed Scheme

This planning application seeks planning permission for the extension to the rear of the existing HMO property to create a 6 bedroom HMO, with a communal kitchen and dining area to the ground floor.

3.3 Relevant Planning History

57243/APP/2002/971 289 Lansbury Drive Hayes

ERECTION OF A TWO STOREY SIDE EXTENSION (INVOLVING DEMOLITION OF EXISTING GARAGE)

Decision: 05-07-2002 Approved

57243/APP/2019/3895 289 Lansbury Drive Hayes

Single storey rear extension and use of dwelling as a House in Multiple Occupation by not more than six residents (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 22-01-2020 Approved

Comment on Relevant Planning History

57243/APP/2019/3895 - In 2020 a Certificate of Lawfulness was granted for the erection of a Single storey rear extension and use of dwelling as a House in Multiple Occupation by not more than six residents.

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) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMH 5 Houses in Multiple Occupation
DMHB 11 Design of New Development
DMHB 18 Private Outdoor Amenity Space
DMHD 1 Alterations and Extensions to Residential Dwellings
DMT 2 Highways Impacts
DMT 6 Vehicle Parking
LPP D4 (2021) Delivering good design
LPP D6 (2021) Housing quality and standards

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

23 neighbouring properties were consulted via letters on 11-09-20. Three comments of objection were received, as well as a petition. The objections can be summarised as follows:

1. Loss of daylight.
2. Parking issues.
3. Noise/anti-social behaviour from HMO properties.
4. Loss of community feeling across Lansbury Drive as a result of HMO's.

Planning officer: Material planning concerns raised above will be discussed in more detail within relevant sections below.

Internal Consultees

Highways officer:

Site Characteristics & Background

The site is located within a predominantly residential area and consists of an extended 5-bedroom semi-detached house with a Certificate of Lawful Development (CLD - 57243/APP/2019/3895) dated 22nd January 2020 for an HMO use for up to 6 persons. The proposal is for an extension of the build to facilitate an extra bedroom to accommodate 9 persons in lieu of 6.

There is an existing single carriageway crossing (cc) that serves the frontage which now wholly consists of a hardstanding area. 3 on-plot spaces can be accommodated on the frontage however in order to legitimately access all of the said spaces, the existing crossing would require widening to allow 2 'side by side' spaces and new cc would need to be installed fronting the existing semi-bay window (i.e. adjacent to the adjoining property - No. 291). This would facilitate a further single on-plot space.

The local roadways are mainly devoid of parking controls and the site exhibits a public transport accessibility level (PTAL) of 2 which is considered as low and therefore potentially heightens reliance on the ownership and use of private motor transport. There is a footway parking exemption that covers the surrounding roadways.

Parking Provision Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The standard for an HMO use with up to 6 occupants requires 1 parking space per 2 occupants. When occupancy exceeds that level, there is no prescriptive standard with assessment being undertaken by way of transport appraisal and travel plan. This detail has not been provided.

However, the '1 space per 2 occupants' requirement is an established standard which also replicates the council's previous Saved UDP standard and 2004 HMO (Supplementary Planning Guidance) SPG. In the case of the previous policy, there was the opportunity to waive the provision of 1 space on the premise of good accessibility to public transport. However, as it is considered that as the PTAL is rated as relatively low for this address, it would have been inappropriate to apply this waiver in any event.

On the above premise and given the absence of a transport appraisal and travel plan, there would be a requirement to provide 4 to 5 on-plot spaces for the proposed level of occupancy hence there is a measurable under-provision with 3 spaces.

As the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the very poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway. Understandably the Council has a duty of care to prevent such eventualities wherever possible.

Cycling Provision

In terms of cycle parking there would be a minimum requirement of 1 secure and accessible space per occupant in order to conform to the adopted minimum borough cycle parking standard. This would equate to 9 on-site spaces. No detail is shown however this aspect can be secured via planning

condition.

Existing and New Carriageway Crossing (cc)

The applicant has not indicated any alteration to the existing cc arrangement however in order to legitimately access all of the 3 existing spaces, the existing crossing would require widening to allow 2 'side by side' spaces and a new cc would need to be installed fronting the existing semi-bay window (i.e. adjacent to the adjoining property - No. 291). This would facilitate a single on-plot space.

The above is considered acceptable in principle and the crossings should be dimensioned accordingly in line with the Council's 'Domestic Vehicle Footway Crossover Policy' standard. Final designs and provisions would be secured post-permission either by-way of a s184 of the Highways Act 1980 agreement or suitable alternative arrangement with all related processes being financed by the applicant.

Vehicular Trip Generation

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

The proposal would be expected to produce a marginal increase in traffic generation from the site as compared to the existing level of use however peak period traffic movement into and out of the site would not be expected to rise beyond 1-2 vehicle movements during the peak morning and evening hours. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Bin storage arrangements would be provided on the frontage in proximity to the highway boundary. This arrangement complies with the adopted waste collection distance parameters. There are no further observations.

Conclusion

Refusal on insufficient on-plot parking grounds is recommended.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMH 5: seeks that Houses in Multiple Occupation (HMOs) will be required to demonstrate that: i) there is good accessibility to local amenities and public transport; ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

Given that the current dwelling is used as a HMO, there is no objection to increasing the occupancy in principle. The development is however subject to other planning issues, which will be discussed below.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that extensions and alterations do not cause harm to the character and appearance of a site and its wider setting.

Policy DMHD 1: Alterations and Extensions to Residential Dwellings states that single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more. Furthermore, flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level.

The proposed rear extension would measure a depth of 4 m and a maximum height of 3.6 m, characterised with a pitched roof. Both in terms of height and depth the extension would fail to accord with the policy. However, given its position to the rear of the property and the existence of extensions of various sizes, heights and design on adjoining and other properties in the vicinity, it is considered that the proposal would not be to the detriment of the character, appearance and visual amenities of the street scene and the surrounding area.

7.08 Impact on neighbours

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires that there is no unacceptable loss of outlook to neighbouring occupiers. This sets out the design criteria including external dimensions by which proposals are assessed with the general aim of ensuring that these are subordinate to the original building. Rear extensions will only be allowed where there is no significant over-dominance, overshadowing, loss of outlook or daylight. In particular, a single storey rear extension should not protrude out too far from the rear wall of the original house and a maximum depth of 3.6m would be acceptable. The height of a single storey extension with a flat roof should not exceed 3.0m.

Policy DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires that proposals for HMO's in all parts of the Borough will be required to demonstrate that there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

The proposed single storey rear element of the proposal would fail to comply with the above criteria as such it is considered that this part of the proposal would cause harm to the amenity of the neighbouring properties by way of loss of light or outlook. The immediate neighbour to the site at 291 Lansbury Drive, has not been extended to the rear and as such a structure which would exceed the limits would result in harm to the occupiers of this property. Thus, the proposed single storey rear extension, by reason of its size, scale, bulk, depth and proximity would be detrimental to the amenities of the adjoining occupier at 291 Lansbury Drive, by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies.

With regards to No. 287 Lansbury Drive, this property is set at an angle and separated by

some distance to the proposed rear element.

No side facing windows are proposed in this aspect of the development that would result in loss of privacy.

In terms of general noise and disturbance is it considered that an increase in the number of occupants from 5 to 9 persons would not significantly increase the intensification of the use of the site. It is also noted that up to 6 people could reside in this HMO without the need for planning permission.

7.09 Living conditions for future occupiers

With regard to the residential living conditions proposed, at least one ground floor habitable room would be over 10 square metres other than a kitchen, for communal living purposes. Two of the proposed rooms would have private bath/toilet. The submitted plans confirm the provision of one large kitchen and one dining room, located on the ground floor. However, the proposed dining room, which would also probably be used as a living area, would not be served by a window providing any light or outlook. Thus, it is considered that the proposal would result in the provision of a habitable room with no natural lighting or outlook that would result in a substandard form of living accommodation and reliance upon artificial means of lighting. As such, the proposal would fail to satisfy sustainability and energy efficiency objectives and would be to the detriment of the amenity of future occupiers, contrary to Policies DMH 1, DMH 5 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D4 and D6 of the London Plan (2021).

Private Amenity Space

With regard to private amenity space, the Council requires a minimum of 15 square metres of private usable amenity space per habitable room (excluding those used for communal living purposes). The proposal would fail to meet this minimum standard with the retention of approximately 60 square metres (90 requirement). As such, the proposal would result in an over-development of the site detrimental to the residential amenity of existing and future occupiers. The proposal is therefore contrary to Policies DMH 5, DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT6 requires development to accord with the council's adopted car parking standards.

The standard for an HMO use with up to 6 occupants requires 1 parking space per 2 occupants. When occupancy exceeds that level, there is no prescriptive standard with assessment being undertaken by way of transport appraisal and travel plan. This detail has not been provided by the applicant.

However, the '1 space per 2 occupants' requirement is an established standard which also replicates the council's previous Saved UDP standard and 2004 HMO (Supplementary Planning Guidance) SPG. In the case of the previous policy, there was the opportunity to waive the provision of 1 space on the premise of good accessibility to public transport. However, it is considered that as the PTAL is rated as relatively low for this address, it would have been inappropriate to apply this waiver in any event.

On the above premise and given the absence of a transport appraisal and travel plan, there would be a requirement to provide 4 to 5 on-plot spaces for the proposed level of occupancy hence there is a measurable under-provision with 3 spaces.

As the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the very poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway. Understandably the Council has a duty of care to prevent such eventualities wherever possible.

The proposal would therefore be contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.11 Urban design, access and security

Discussed above.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Paragraph 5.54 of the Adopted Local Plan states that trees and landscaping are a vital feature of the built environment, adding to a sense of place and bringing many benefits such as: providing visual and other amenity for residents, increasing biodiversity, helping to reduce pollution and flooding and adding to the character of the Borough. Landscaping and tree planting should be considered as an integral part of the overall design of any development, especially in areas where these are lacking, such as high rise buildings.

Policy DMHB 14 states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

Although there are no TPO's or Conservation area designations affecting the site and no trees or other landscape features of merit will be affected by the proposal there is an opportunity to introduce soft landscaping within the site covering up to 25% of the hard surfaced area.

In this instance, the applicant has not incorporated any provision for soft landscaping within the scheme. Given that the application is recommended refusal, amendments have not been sought.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Discussed above.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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 Probit 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 to this application.

10. CONCLUSION

The application seeks planning permission for a single storey rear extension to an existing HMO increasing the number of occupants from 5 to 9 occupants. As such the proposal would involve the change of use of the property from C4 HMO (for up to 6 occupants) to Sui Generis.

The change of use would not result in a significant increase in the intensification of the use of the site and would not result in harm to the character and appearance of the property and the wider setting. However, there would be harm in terms of neighbourly amenities, parking and highways issues, provision of amenity space and the provision of a habitable room which would lack outlook and light.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

London Plan 2021

Accessible Hillingdon SPD

NPPF (2019)

Contact Officer: Nurgul Kinli

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

289 Lansbury Drive, Hayes

LONDON BOROUGH OF HILLINGDON

Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: 01895 250111

Planning Application Ref:

57243/APP/2020/2638

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2021



HILLINGDON
LONDON

Agenda Item 7

Report of the Head of Planning, Transportation and Regeneration

Address HARMONDSWORTH ROAD WEST DRAYTON

Development: Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and development ancillary thereto and the removal of the existing 17.5m monopole, 3 antennas and redundant equipment cabinets

LBH Ref Nos: 70429/APP/2021/36

Drawing Nos: 100 Existing Site Plan Issue B
002 Site Location Plan Issue B
216 Max Configuration Site Plan Issue E
215 Max Configuration Site Plan Issue E
150 Existing Elevation A Issue E
265 Max Configuration Elevation Issue E
266 Max Configuration Elevation Issue E
Supplementary Information
Declaration of Conformity with ICNIRP Public Exposure Guidelines
Covering Letter dated 21st December 2020

Date Plans Received: 23/12/2020

Date(s) of Amendment(s):

Date Application Valid: 23/12/2020

1. SUMMARY

This application seeks planning permission for the proposed telecommunications removal and replacement. The proposed replacement is an upgrade to provide additional coverage and capacity requirements, incorporating 5G technology for EE Limited and Hutchison 3G UK Limited.

The proposed development is located on the Green Belt and does not fall within any of the exemptions under paragraph 145 or 146 of the NPPF (2019). As such, the proposal is considered inappropriate development. Furthermore, the application was not supported by a 'very special circumstances' therefore harm to the Green Belt by reason of inappropriateness is valid.

This application is therefore recommended for Refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of the siting in this open prominent position, the size, scale and design of the proposed monopole and the size, scale, siting and quantity of the equipment cabinets, would create an obtrusive form of development which would add visual clutter to the site to the detriment of the character, appearance and visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the National Planning Policy

Framework (February 2019).

2 NON2 Non Standard reason for refusal

The proposed development represents inappropriate development within the Green Belt in terms of the guidance contained in the National Planning Policy Framework which is harmful by definition to its open character and appearance. Furthermore, there are no very special circumstances provided or which are evident which either singularly or cumulatively justify the use, the excessive scale and bulk of the proposed equipment and the excessive site coverage, which would overcome the presumption against inappropriate development in the Green Belt. The development is therefore harmful to the Green Belt, contrary to the National Planning Policy Framework (2019), Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy G2 of the London Plan (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

DMAV 1	Safe Operation of Airports
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 21	Telecommunications
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP G2	(2021) London's Green Belt
LPP SI6	(2021) Digital connectivity infrastructure
NPPF- 10	NPPF-10 2018 - Supporting high quality communications
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

3 I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 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.

We have however been unable to seek solutions to problems arising from the application as the principle of the proposal is clearly contrary to our statutory policies and negotiation

could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated at the north-east side of the junction of Harmondsworth Road and Holloway Lane. The proposed equipment is to be located on the existing grass verge with immediate landscaping and fence to the north-east. To the immediate west of the site, is a petrol station and to the east are commercial buildings including a garden centre, dog grooming and scaffolding business.

The surrounding of the site is mainly rural in nature with a farm and some commercial buildings nearby. The site is within 3km buffer of the Heathrow Aerodrome Safeguarding and is located within the Green Belt.

3.2 Proposed Scheme

The proposed scheme is to remove an existing 17.5 monopole, 3 x antennas, redundant equipment cabinets and install a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and development ancillary thereto.

The existing equipment is located south of M4 Hamsworth Road (approved under ref: 70429/APP/2015/3015), 163 meters north of the proposed application site.

The size of the 7 new associated cabinets proposed:

- Pogona Cabinet, 1300mm (W) x 375mm (D) x 1050mm (H)
- Bowler Cabinet, 1900mm (W) x 660mm (D) x 1760mm (H)
- APM5930 Cabinet, 600mm (W) x 600mm (D) x 1200mm (H)
- Diplexer Cabinet, 1600mm (W) x 700mm (D) x 1600mm (H) with monopole above
- Wiltshire Cabinet, 2000mm (W) x 750mm (D) x 1850mm (H)
- Huawei Cabinet, 600mm (W) x 600mm (D) x 1900mm (H)
- MK5 Link AC Cabinet, 1200mm (W) x 500mm (D) x 1700mm (H)

(Total footprint of development = 5.7sqm)

3.3 Relevant Planning History

70429/APP/2014/4032 South Of M4 Harmondsworth Road West Drayton

Installation of a replacement 14m high telecommunications mast, associated ground based equipment cabinets and ancillary development (Consultation Under Schedule 2, Part 24 of the Town and Country Planning (General Permitted Development) Order 1995) (as amended.)

Decision: 29-12-2014 Approved

70429/APP/2015/3015 South Of M4 Harmondsworth Road West Drayton

Removal of existing 14m high telecoms pole and installation of a new 17.5m high telecoms pole and one additional associated equipment cabinet (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

Decision: 22-09-2015 Approved

70429/APP/2018/2629 South Of M4 Harmondsworth Road West Drayton

Removal of existing 17.5m high telecommunications monopole and installation of a new 20m high slimline monopole with feeder cabinet at base and two 0.6m diameter dishes, installation of an equipment cabinet and ancillary development (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

Decision: 29-08-2018 Approved

70429/APP/2020/293 Harmondsworth Road West Drayton

Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto

Decision: 04-06-2020 Approved

Comment on Relevant Planning History

Planning History for 'South of M4 Harmondsworth Road':

1. Planning application ref: 70429/APP/2015/3015 was granted approval dated 23-09-15 for the removal of existing 14m high telecoms pole and installation of a new 17.5m high telecoms pole and one additional associated equipment cabinet (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

2. Planning application ref: 70429/APP/2018/2629 was granted approval dated 06-09-18 for the removal of existing 17.5m high telecommunications monopole and installation of a new 20m high slimline monopole with feeder cabinet at base and two 0.6m diameter dishes, installation of an equipment cabinet and ancillary development (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance) - This site was not built.

3. Planning application ref: 70429/APP/2020/293 was granted approval dated 09-06-20 for the installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto - This application was a replacement site for ref: 70429/APP/2015/3015 however the applicant has stated that this location cannot be realised due to underground services present.

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) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

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

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 21 Telecommunications

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMEI 4 Development on the Green Belt or Metropolitan Open Land

LPP G2 (2021) London's Green Belt

LPP SI6 (2021) Digital connectivity infrastructure

NPPF- 10 NPPF-10 2018 - Supporting high quality communications

NPPF- 13 NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Five nearby occupier/owners were consulted and all public consulted expired on the 1st February 2021. No comments were received.

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL:

Central & South Planning Committee - 7th April 2021
PART 1 - MEMBERS, PUBLIC & PRESS

We had no particular concerns about the original application (70429/APP/2020/293), provided all the new cabinets were painted the same dark green colour. This was because they were replacing similar infrastructure and would have relatively little effect on the street scene as the group would only be seen end-on by passing traffic rather than spread out, side by side. The present proposal sites the cabinets and pole near a mini roundabout where traffic is moving much more slowly and is often stationary, and those passing by would therefore have a good view of the large group of cabinets - which would be spread out across their field of view - for far longer. The effect on the street-scene is therefore considerable and the proposed new site is thus not acceptable, as the intrusion of the cabinets into the vistas in this part of the Green Belt would be significant. The site is also far closer to the north-eastern gateway to Harmondsworth Conservation Area. For all these reasons we expect this application to be refused.

HEATHROW AERODROME SAFEGUARDING:

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

However, we would like to make the following observations:

5G Aviation Informative

To demonstrate that 5G capability can be operated safely from the site, the installing/operating organisation should ensure there is compliance with the Ofcom 5G Coordination procedure for air traffic control radar¹. The operating organisation should be able to demonstrate this to the satisfaction of both the airport and radar operator as well as the telecoms regulator.

https://www.ofcom.org.uk/__data/assets/pdf_file/0030/81579/info-memorandum.pdf

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/>)

NATS:

Original Comments - We refer to the application above. The proposed development has been examined by our technical safeguarding teams. In the time frame given to us we have been unable to thoroughly investigate the effects of the proposed development on our Operations, however, the relevant teams are being consulted.

Based on our preliminary technical findings, the proposed development does conflict with our safeguarding criteria. Accordingly, NATS (En Route) plc objects to the proposal. We will notify you within 4-6 weeks of the results of our operational assessment. Only if this assessment shows the impact to be acceptable will we be able to withdraw our objection.

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

In the event that any recommendations made by NATS are not accepted, local authorities are further obliged to notify both NATS and the Civil Aviation Authority ("CAA") of that fact (which may lead to the decision made being subject to review whether by the CAA referring the matter for further scrutiny or by appropriate action being taken in the courts).

As this further notification is intended to allow the CAA sufficient time to consider whether further scrutiny is required, we understand that the notification should be provided prior to any granting of permission. You should be aware that a failure to consult NATS, or to take into account NATS's comments when deciding whether to approve a planning application, could cause serious safety risks for air traffic.

Further Comments - 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.

CADENT GAS:

Thank you for your email. We usually respond within seven working days.

If you're contacting us because you want to dig, we won't be able to make a full assessment without the following, so please send if you haven't already:

- Full site address including nearest postcode or grid references
- Site plan highlighting where you plan to dig
- Full description of what you're planning to do (drainage, fencing, piling etc).
- Your company correspondence address and contact number
- Works start date (if applicable)

Please do not commence with any works until you have received authorisation and guidance.

MINISTRY OF DEFENCE:

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office 11/01/2021.

This relates to an application for the proposed Installation of a 20m monopole and associated equipment.

The application site falls within the Statutory Safeguarding Technical Zone surrounding RAF Northolt

I can confirm the MOD has no safeguarding objections to this proposal.

Internal Consultees

HIGHWAYS OFFICER:

There are no highway, traffic or transport concerns with this application.

TREES/LANDSCAPE OFFICER:

This site is occupied by a wide strip of highway verge on the east side of Harmondsworth Road, at the junction with Holloway Lane. The site to the rear (east) is unmanaged filled land bounded by trees and scrubby hedgerows. The site lies within the Green Belt.

COMMENT: This application follows a series of previous applications, most recently application ref. 70429/APP/2020/293, relating to an existing 17.5metre high monopole, with associated inspection cabinets located, to the north of this site, within the highway verge (west) and to the south of the M40 overbridge. No trees will be removed or affected by this installation. The current proposal seeks to remove the installations to the north and replace them with a 20 metre high monopole and associated array of cabinets at the Harmondsworth Road / Holloway Lane junction. The overall height of the installation will be less prominent than the existing monopole due to the installation occupying a lower ground level. The wooded backdrop to the site will also provide some screening at a lower level. While these installations inevitably constitute urban clutter - exacerbated by the increased diameter and height of the pole and proliferation of bulky aerials at a high level - there are no particularly sensitive visual receptors in this area. I have found no reference to the colour of the pole and cabinets - which should be colour co-ordinated and as visually recessive as possible within the landscape.

RECOMMENDATION: No objection subject to conditions COM9 (parts 1 and 2) which are required to confirm the details of the verge re-instatement and the colour of the equipment.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMHB 21 of the Hillingdon Local Plan: Part Two (2020) states that telecommunications developments will only be permitted where the apparatus is sited and designed so as to minimise its effect on the appearance of the surrounding areas and it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings. The policy states that there must be no adverse impact on areas of ecological interest, landscape features or buildings of architectural or historic interest.

The National Planning Policy Framework (2019) stresses the importance of advanced, high quality and reliable communications infrastructures and the role it plays in supporting sustainable economic growth. It goes on to advise that the aim should be to keep the numbers of radio and telecommunications masts and sites to a minimum, consistent with the efficient operation of the network and that existing masts and sites should be used unless there is a demonstrable need for a new site.

Whilst the consideration is given that the proposed is an existing site, the replacement telecommunications apparatus is considered to materially alter the visual amenity of the proposed new location, and will provide greater visual impact to the surrounding areas due to its increase in height of 17.5m to 20m and the size and quantity of the equipment cabinets. This application introduces a new form of development within the Green Belt. The issues relating to this are covered in the 'Impact on the Green Belt' section of this report.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application, the site is not located within an archaeology/CA/LB or Areas of Special Character.

7.04 Airport safeguarding

The site is located 1.2km from Heathrow Airport and is within the Heathrow Aerodrome Safeguarding and NAT's height restriction area. Heathrow Aerodrome Safeguarding, NATS and MOD was consulted and no objections are raised subject to informatives.

7.05 Impact on the green belt

Paragraph 145 of the NPPF (2019) states a local planning authority should regard the construction of new buildings as

inappropriate in the Green Belt. Exceptions to this are:

- 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.

Paragraph 146 of the NPPF (2019) further explains that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- a) mineral extraction;
- b) engineering operations;
- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction;
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Policy G2 of the London Plan (2021) emphasise that the Green Belt should be protected from inappropriate development: 1) development proposals that would harm the Green Belt should be refused except where very special circumstances exist, 2) subject to national planning policy tests, the enhancement of the Green Belt to provide appropriate multi-functional beneficial uses for Londoners should be supported. Exceptional circumstances are required to justify either the extension or redesignation of the Green Belt through the

preparation or review of a Local Plan.

Policy DMEI 4 of the The Local Plan: Part 2 - Development Management Policies (2020) states that A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very exceptional 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 v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The proposed development is for the replacement site to South of M4 Harmondsworth Road (approved under ref: 70429/APP/2018/2629), which is 163m north-west of the proposed application site. The existing site is not located within the Green Belt however, the proposed application site is on land within the Green Belt.

The proposed telecommunication installation would introduce 7 new cabinets onto the Green Belt where there originally were none, would be contrary to the fundamental aim of the Green Belt Policy to prevent urban sprawl and keeping land permanently open. The proposed development is considered to constitute inappropriate development and the applicant has not advanced any special circumstances to justify a departure from established planning policy.

The proposal therefore, by virtue of the excessive scale and bulk of the proposed would result in inappropriate development detrimental to the openness of the Green Belt. Furthermore, very special circumstances have not been demonstrated to justify the harm to the Green Belt. The proposal is therefore considered to be contrary to the National Planning Policy Framework (2019).

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the The Local Plan: Part 2 - Development Management Policies (2020) states that all development, will be required to be designed to the highest quality standards and, incorporate principles of good design including: harmonising with the local context by taking into account the surrounding scale of development, considering the height, mass and bulk of adjacent structures; local topography, views both from and to the site; impact on neighbouring open spaces and their environment; and ensuring the use of high quality building materials and finishes.

Policy DMHB 12 of the The Local Plan: Part 2 - Development Management Policies (2020) states that development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area; iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space; iv) provide safe and direct pedestrian and cycle movement through the space; v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard; vi) where appropriate, include the installation of public art; and vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

Policy DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) states that Telecommunication development will only be permitted where: i) it is sited and designed to minimise their visual impact; ii) it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area; iii) it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings; iv) there is no adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, Conservation Areas or buildings of architectural or historic interest; and v) it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

The proposed new monopole is 20m high with 7 cabinets located at the corner of a prominent junction. The proposed new cabinets ranges in height from 1m to 1.9m high and would occupy 5.7sqm of footprint.

The site is located on a triangular grass verge. The application site is exposed and is therefore highly visible when viewed from the immediate street scene and the surrounding area. The proposed 20m high telecommunications mast would appear as a prominent feature on the corner of Harmondsworth Road and Holloway Lane and would have a detrimental impact on the openness, character and appearance of the street scene. In addition, due to the open nature and high visibility of the site, the proposed telecommunications installation would appear as an incongruous addition to the green belt. It will detract from the aesthetics of the wider expanse of the area.

There is currently no street furniture of this size and height. When compared to the adjacent street sign, light poles, roof level and the street scene, the 20 metre monopole will appear unduly dominant and intrusive. The overall height would be significantly over and above the surrounding area that consists generally of landscaping. Furthermore, the cabinets will introduce urban clutter to an otherwise attractive landscape feature.

Whilst the mast is to provide 5G services to the area, the proposal will add undue clutter to the streetscene which will have a significant negative impact on the visual amenity of the area in general. It would harm the character and appearance of the street scene and the green belt. As such, the proposal is contrary to Policy BE1 of The Local Plan: Part 1 - Strategic Policies (2012) and Policies DMHB 10, DMHB 11, DMHB 12 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure that developments do not adversely impact on the amenity of adjacent properties, and seeks to protect outlook for residents, defined as the visual amenity enjoyed by occupants when looking out of their windows.

The proposed equipment is located on the grass verge at a prominent corner of the roundabout at Harmondsworth Road and Holloway Lane. There are no residential dwellings in the immediate vicinity of the site. The closest residential dwelling is 300m south of the site, therefore, it is unlikely to be visible to the residents and would not impact on the neighbouring properties outlook or daylight/sunlight.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 and DMT 5 of the Hillingdon Local Plan: Part Two - Development Management policies seek to ensure that development is not prejudicial to pedestrian and

highway safety.

The Council's Highway's Officer has commented on this application and no objections has been raised. The application site is set back from the highway and is located on the grass verge, therefore it would not impact on the highways or pedestrian safety.

7.11 Urban design, access and security

Refer to 'Impact on the character and appearance of the area'.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The proposed equipments are to be located on the grass verge adjacent to the public highway backing onto the existing strip of soft landscaping and neighbouring mesh fence. There are no objections from the Trees/Landscape Officer subject to a planning condition.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Refer to "External Consultees".

7.20 Planning obligations

None.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Health:

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commissions for Non Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice, there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

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 Probit in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposal seeks permission for the replacement of an existing 17.5m high telecommunication mast with a 20m high mast with associated equipment. The application is located within the Green Belt and the proposed development is considered to constitute

inappropriate development. In this instance, the applicant has not provided very special circumstances to justify a departure from the established planning policy.

Although the proposed mast and cabinets would not cause harm to highway safety, the proposed mast and associated cabinets, by reason of the quantity, size, scale and siting would add undue clutter to the street scene. It would be an incongruous and visually obtrusive form of development which is considered to have a detrimental impact on the character and appearance of the surrounding area and the Green Belt. As such, it fails to comply with Policy BE1 of The Local Plan: Part 1 - Strategic Policies (2012), Policies DMHB 10, DMHB 11, DMHB 12 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020), Policy G2 of the London Plan (2021) and NPPF (2019).

The application is recommended for refusal.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

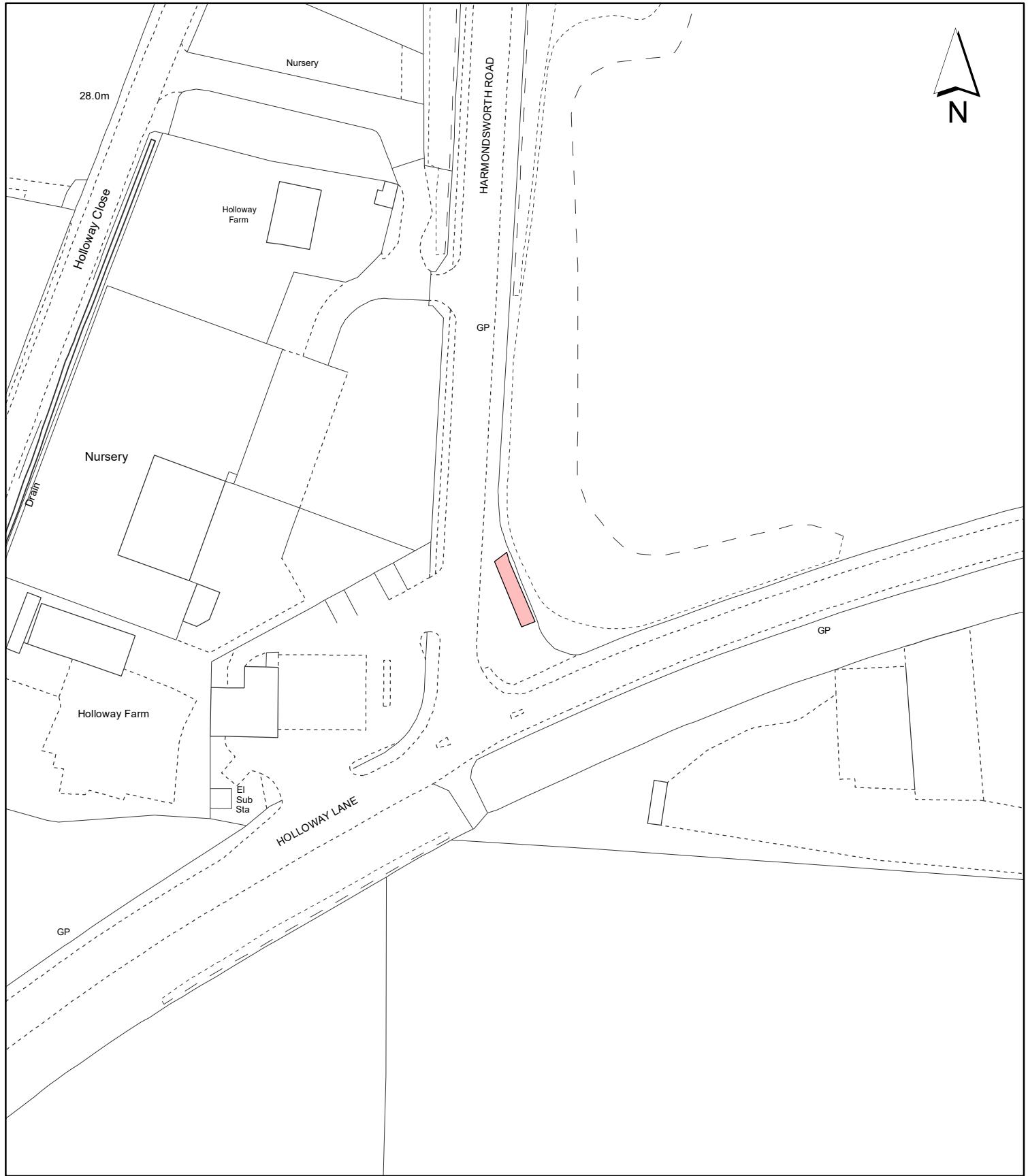
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

National Planning Policy Framework (2019)

The London Plan (2021)

Contact Officer: Rebecca Lo

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee

Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**Harmondsworth Road
West Drayton**

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

70429/APP/2021/36

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2021



HILLINGDON
LONDON

This page is intentionally left blank

Agenda Item 8

Report of the Head of Planning, Transportation and Regeneration

Address 5-31 GARAGE COURT, REAR OF BRAMPTON ROAD HILLINGDON

Development: Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works

LBH Ref Nos: 74993/APP/2020/4002

Drawing Nos: Supplementary statement to DAS
1558.A1.PL03 Received 14-01-2021
Arboricultural Impact Assessment, Method Statement & Tree Protection Plan dated 17th February 2020
2019/D/283/P/01 Received 14-01-2021
Design and Access Statement dated January 2021
1558.A1.PL01 Received 14-01-2021
2019/D/283/P/02 Rev. A

Date Plans Received: 03/12/2020 **Date(s) of Amendment(s):** 14/01/2021
Date Application Valid: 14/01/2021 04/12/2020

1. SUMMARY

The application seeks planning permission for the demolition of the existing garages and the construction of 3 x 4-bedroom houses with all parking spaces and external works.

The difference with this application and the consented scheme under planning ref: 74993/APP/2019/2504 is the addition of single storey rear elements (3.5 metres in depth with flat roof) to the previously approved scheme which is otherwise identical in design and proportions. The intent is to provide a more spacious accommodation whilst still maintaining a large rear amenity space.

The development provides adequate car parking and external amenity space. Whilst the proposal is greater in height than the existing garages, its footprint is limited and it would not be detrimental to the adjoining area or the amenity of neighbouring residents. The use of the site to provide residential use is a material consideration in favour of the development.

This application is recommended for Approval.

2. RECOMMENDATION

APPROVAL subject to the following:

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 1558.A1.PL01 Received 14-01-2021 and 1558.A1.PL03 Received 14-01-2021 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3 RES5 General compliance with supporting documentation

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

Arboricultural Impact Assessment, Method Statement & Tree Protection Plan dated 17th February 2020

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

REASON

To ensure that the development complies with the objectives of Policies. [Specify]

4 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

5 RES7 Materials (Submission)

No development above superstructure level shall take place until details of all external materials and finishes (brickwork, roof tiles, windows, doors and rain water goods), 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 manufacturer information, product type/code, RAL colours and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

6 RES9 Landscaping (car parking & refuse/cycle storage)

No development above superstructure level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of sowing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14 and DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

7 RES10 Tree to be retained

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

Remedial work should be carried out to BS 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 Local Plan: Part 2 - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020)

9 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 9 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

10 RES22 Parking Allocation

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

REASON

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

11 RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Local Plan Part 2 (2020) and London Plan (2021) D12 .

12 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policies DMT 1 and DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020).

13 NONSC Construction Logistics Plan

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers

of construction vehicles accessing the site during peak hours),
ii) vehicular routes,
iii) scope for load consolidation in order to reduce the number of road trips generated,
iv) measures to improve safety to vulnerable road users'

The CLP would also need to take account of construction of other developments in the area.

The approved details shall be implemented and maintained throughout the duration of the construction process.

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

14 NONSC Non Standard Condition

Prior to the commencement of works above ground floor level, a Fire Strategy Report shall be submitted to and approved in writing by the Local Planning authority. This Fire Strategy Report must be completed by a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

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

15 NONSC Non Standard Condition

The dwellings hereby approved shall 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 that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained.

16 NONSC Non Standard Condition

No development above superstructure level shall take place until details of step free access via the principal private entrances, and all other points of entry and exit, shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure that an appropriate standard of housing stock, in accordance with Policy D7 of The London Plan (2021), is achieved and maintained.

17 NONSC Non Standard Condition

Before any part of this development is commenced a site survey to assess contamination levels at the site shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of any identified contaminants and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when

the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

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 Local Plan: Part 2 - Development Management Policies (2020).

18 NONSC Non Standard Condition

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. All imported soils shall be laboratory tested for chemical contamination, and the results of analyses 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 Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

19 NONSC Non Standard Condition

No development above superstructure level shall take place until a Waste Management Plan has been submitted to and approved in writing by the Council. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

For the convenience of residents in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management.

20 NONSC Non Standard Condition

No development above superstructure level shall take place until a Delivery and Servicing Plan has been submitted to and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with policy DMT6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

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

DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.

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

8 I47 Damage to Verge - For Council Roads:

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

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

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

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

9 I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

10 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

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

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

12

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

13 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

3. CONSIDERATIONS

3.1 Site and Locality

The site is a rectangular shaped plot located at the rear of Brampton Road and Clifton Gardens with an access road situated between no. 3 and 5 Brampton Road. The access road is also used by adjacent property to access rear garages and existing gates. The site is approximately 1,277sqm and currently comprises of 35 redundant garages. The site currently lacks maintenance and the garages are in poor condition with overgrown

vegetation and signs of vandalism.

The surrounding area is residential in character and appearance, comprising mainly two-storey terrace housing and semi-detached dwellings.

3.2 Proposed Scheme

The proposal is for the demolition of the existing garages and the construction of 3 x 4-bedroom houses with all parking spaces and external works.

The proposed development include the removal of a tree at the rear of the existing garages on the northern side and the replacement of the boundary fence.

Each dwelling proposed has a gross internal floor area of 141.4 to 149.8 square metres with a rear garden space of 145.5 square metres in size consisting of a cycle store and 2 dedicated car parking spaces.

The difference with this application and the consented scheme under planning ref: 74993/APP/2019/2504 is the addition of single storey rear elements (3.5 metres in depth with flat roof) to the previously approved scheme which is otherwise identical in design and proportions. The intent is to provide a more spacious accommodation whilst still maintaining a large rear amenity space.

3.3 Relevant Planning History

74993/APP/2019/2504 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works

Decision: 09-04-2020 Approved

74993/APP/2020/3524 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Details pursuant to Condition 10 (External Materials and Finishes) of planning permission Ref: 74993/APP/2019/2504 dated 9-04-20 (Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works)

Decision: 04-12-2020 Approved

74993/APP/2020/3936 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Details pursuant to Conditions 3 (Construction Logistics Plan), 5 (Demolition and Construction Management Plan) and 19 (Delivery and Servicing Plan) of planning permission Ref: 74993/APP/2019/2504 dated 9-04-20 (Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works)

Decision: 20-01-2021 Approved

74993/APP/2020/4001 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Demolition of existing garages and construction of 3 x 4-bedroom houses with associated parking spaces and external works

Decision:

Comment on Relevant Planning History

1. Planning permission under ref: 74993/APP/2019/2504 was granted permission dated 9-04-20 for the demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works.

2. Planning permission under ref: 74993/APP/2020/4001 for the demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works (roof design is altered from previously consented scheme) has been submitted simultaneously with this application. This application is yet to be determined.

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) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

PT1.CI1 (2012) Community Infrastructure Provision

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

DMH 2 Housing Mix

DMH 6 Garden and Backland Development

DMHB 11 Design of New Development

DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. **Advertisement and Site Notice**

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. **Consultations**

External Consultees

A site notice was displayed to the front of the property and all public consultation expires on 11th February 2021. One comment was received:

It appears that building works have already started for the amended plans (02/02/21- photo can be provided) even though the decision is yet to be decided. What is the point in having a deadline set for comments if either a) the builders are going to ignore the dates and/or b) the decision is going to be approved regardless of the comments received from the neighbourhood.

Case Officer's Comments:

The development currently on site refers to the consented planning permission ref: 74993/APP/2019/2504.

One objections has been received from the Councillor, raising concerns on accessibility of the narrow entrance to the site.

LONDON FIRE BRIGADE:

The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:

The Commissioner is not satisfied with the proposals in regard to B5 access, for the following reasons:

The proposals do not meet the requirements within Approved Document B 2019 Volume 1: Dwellings for vehicle access.

See Section 13.1 to 13.4 and table 13.1

Case Officer's Comments:

Due to the similar nature of the works proposed, the comments provided by the London Fire Brigade under planning ref: 74993/APP/2019/2504 should be recognised. Although objections have been raised to this application, the London Fire Brigade has previously advised alternative solutions to achieve fire safety compliance through building control.

The officer can confirm that there are no changes in the site layout, access, number of habitable rooms of the proposed application site compared to the previously consented scheme.

The previous comments provided by the London Fire Brigade under planning ref: 74993/APP/2019/2504 are as follows:

'For an official response these should be looked at by building control or an approved inspector. The London Fire Brigade are not an approved inspector service.

If you want an official response this should be sent to the LFB Headquarters by building control or an Approved inspector in hard copy.

As advice:

- 1)the nearest Hydrant is over 100m away, ADB B5 Dwellings 14.9 requirement within 90m of entry point to building.
- 2)The plot to nearest roadside is over 50m away, Access for firefighting within 45m of every point of building ADB B5 dwellings 13.1
- 3) The access road is only 3m wide, minimum in ADB for fire appliance access is 3.7m ADB B5 dwellings Table 13.1.

BS9991:2015 section 50 does give solutions

Section 50.1.2 Buildings not fitted with fire mains(the use of sprinklers) part(a) extends 45m rule to 90m

Then look at BS9251:2014 part 5 for sprinkler design.'

In effect the London Fire Brigade has said their concerns are overcome if sprinklers are installed, a condition is added requiring a full fire safety report to ensure that this matter and any other associated fire safety issues are addressed (this condition was included in the earlier consent).

The condition is worded as follows:

Prior to the commencement of works above ground floor level, a Fire Strategy Report shall be submitted to and approved in writing by the Local Planning authority. This Fire Strategy Report must be completed by a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development meets Fire Safety Standards in accordance with policy D12 of the

draft London Plan (Intend to Publish version 2019).

It should also be noted that the applicant has confirmed in writing that they will be installing a sprinkler system.

Internal Consultees

WASTE STRATEGY OFFICER:

Comments as per application 74993/APP/2020/4160 - As per the Guidance for waste storage and collection, houses within Hillingdon should access a kerbside collection for refuse and recycling. The collection point is acceptable, however instead of 1100 litre bins, smaller bins for individual properties should be provided as the area is serviced by a domestic crew, and not a truck that lifts bulk bins.

HIGHWAYS OFFICER:

Site Characteristics and Background

This site address is located within a residential catchment off Brampton Road in Uxbridge and currently consists of 35 Council garages. The proposal for 3 four bedroom terraced residential units with communal parking provisions gained planning permission in April 2020 (74993/APP/2019/2504).

Appraisal

Two further separate applications have now been received which propose i) alterations to the rooflines (74993/APP/2020/4001) and ii) rear extensions to the 3 dwellings (74993/APP/2020/4002).

There are no highway/transport related implications associated with each of the above applications hence there is no further comment made. For reference purposes, the previous comments related to the original permission are reprised below.

Site Characteristics

This site address is located within a residential catchment off Brampton Road in Uxbridge and currently consists of 35 Council garages which are now considered surplus to requirements. It is now proposed to build 3 four bedroom terraced residential units with communal parking provisions utilising an existing access road (to be enhanced) which serves the garages at present.

The public transport accessibility level (PTAL) rating is considered as low (1b) given the relative isolation of the site from public transport services which gives rise to a higher dependency on the ownership and use of private motor transport.

Car Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

It is proposed to provide 3 new residential units consisting of 3 four-bedroom units with 6 communal parking spaces. The maximum parking standard requires up to 2 spaces per unit to be provided on-site in order to comply with the adopted parking standard which is therefore met. A parking allocation planning condition is sought in order to secure an appropriate level of parking provision per dwelling

Disabled Compliant Parking Provision

In accord with the Local Plan: Part 2 - 10% of parking spaces should be disabled compliant equating to 1 space. This should be secured via planning condition.

Electric Vehicle Charging Points

In line with the emerging London Plan, within any final parking quantum there is a requirement for a

20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, it is recommended that each dwelling should incorporate 1 'passive' and 1 'active' space. This aspect should be subject to a planning condition.

Cycle parking

The cycle parking provision should be at level of 2 secure and accessible spaces per unit to accord with the Council's minimum cycle parking standard. 1 space per unit has been indicated which should be uplifted accordingly to a level of 6 in total (with 2 per dwelling), again by way of planning condition.

Vehicular Trip Generation

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

In comparison to the previous garage uses when they were fully active, the anticipated trip generation related to the new dwelling units does not raise any immediate highway concerns. This is due to the fact that, in statistical terms, traffic movement into and out of the site is not expected to exceed 1-2 vehicle movements during the peak morning and evening hours. Hence such uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Revised Vehicular Access/Internal Road Layout

It is noted that the existing access point and roadway to the site positioned between No's 3 & 5 Brampton Road is, at present, quite narrow. However, a slither of land is to be acquired from the flank of No.5 which will widen the access road to an acceptable standard. This additional width will also aid pedestrian movement into and out of the site which is further enhanced by a revised 'shared surface' block paving arrangement throughout the length of internal roadway.

In general design terms, the proposed internal parking and road layout arrangement should conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the provision of sufficient turning space within the site arrangement which ideally should allow all vehicles using the site to enter and leave in a forward gear without hindrance possibly resulting from an inadequate road layout design (or other obstructions such as parked vehicles). This manoeuvre is achievable for passenger and vans however larger vehicles such as a full-sized refuse vehicle may not be able to leave in a forward gear with ease. This aspect is addressed further under 'Refuse Collection'. Notwithstanding this point, it is stressed that both refuse and fire appliances can achieve unencumbered access into the site in a forward gear and can therefore enter and perform their function without prejudice as the pre-requisite MfS road width parameters are met once the access road is widened. Both the Fire Brigade and Hillingdon's Waste Services confirm the acceptability of designs.

A widened carriageway crossing on Brampton Road would need to be provided to marry with the widened access road. This should be undertaken to the appropriate Council standard under S184 of the Highways Act 1980 or by suitable alternative arrangement. If a new flank wall is to be provided on the revised flank boundary of No.5 with the widened access road, it would be prudent to maintain a low wall height in the vicinity of the site entrance and boundary with Brampton Road in order to aid pedestrian and vehicle safety on sight-line grounds. If feasible, a wall height not exceeding 0.6m should be provided for at least a metre length into the site from the back of footway. This should be applied to both sides of the revised new access e.g. including the boundaries of both No's 3 & 5. It is also observed that further within the site, there is a localised 'pinch-point' between the 'skewed' rear garden boundary of No.7 Brampton Road and No.24 Clifton Gardens however this does not raise issue given that it would informally operate as a width restriction benefiting pedestrian

movement within the development envelope by limiting the speed and other untoward vehicle movements.

Waste Storage/Refuse Collection

Although passenger and smaller delivery vehicles will be able to access the site without undue hindrance allowing entry and departure in a forward gear which is the recommended practice on highway safety grounds, a refuse vehicle (which can enter the site in a forward gear) may experience difficulty leaving in a forward gear due to the scale of turning area within the site envelope.

To negate the need for a refuse vehicle to enter the site in the first place, the design proposes an intermediate placement of a bin storage area/collection point within the access roadway which would be set into the site some 25m from the public highway (Brampton Road).

Technically this distance exceeds the recommended maximum waste collection distance of 10m between the proposed bin store and a refuse vehicle stopping on Brampton Road. However, in practise, refuse vehicles commonly reverse into side roads which they can legitimately undertake for an approximate and recommended maximum distance not exceeding 12m. It is anticipated that this manoeuvre would be applied in this case which would then reduce the aforementioned waste carrying distance close to that required. The bin storage arrangement is therefore considered broadly acceptable.

There is also a requirement for carrying distances from each residential unit to not exceed a distance of 30m. This parameter is slightly breached when considering the furthest unit from the bin store area (Plot 3). However, this additional carrying distance is considered marginal and therefore does not give rise for concern. Hillingdon's Waste Services confirm this arrangement as acceptable.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

ACCESS OFFICER:

I have considered the detail of this planning application for 3, four bed houses and deem there to be no accessibility issues raised by the proposal. However, the following Conditions should be attached to any grant of planning permission:

1. Prior to works commencing, details of step free access via the principal private entrances, and all other points of entry and exit, shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained.

2. The dwellings hereby approved shall 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 that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained.

CONTAMINATED LAND OFFICER:

No comments were received.

Case Officer Comments:

Due to the similar nature of the works proposed, the comments provided by the Contaminated Land Officer under planning ref: 74993/APP/2019/2504 remains applicable:

'Please apply the following conditions: -

1. Before any part of this development is commenced a site survey to assess contamination levels at the site shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of any identified contaminants and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2. 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. All imported soils shall be laboratory tested for chemical contamination, and the results of analyses 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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). '

CONSERVATION AND URBAN DESIGN OFFICER:

No comments were received.

TREES/LANDSCAPE OFFICER:

This site is occupied by a council-owned redundant (35) garage court which is accessed from a service road between 3-5 Brampton Road. The court runs on an east -west axis and is situated between the rear gardens of 22-40 Clifton Gardens and 17-31 Brampton Road. There are occasional trees around the external boundaries, none of which are protected by TPO or Conservation Area designation.

COMMENT: This application has been preceded by several applications, including 2019/2504. A tree report by Trevor Heaps, amended in February 2020, has identified and assessed eight trees which are on, or close to, the site. There are no 'A' grade trees. There are three 'B' grade trees, of which T5 and T6 are off-site and T7, a self-sown sycamore, lies within a narrow strip of land behind 34

Clifton Gardens and the garages. The other five trees are category 'C' trees - which are not normally considered to be a constraint on development. One tree has been identified for removal in order to facilitate the development - the 'B' grade sycamore, T7. While this tree is quite visible and has some visual amenity value, its future may be compromised by its location, sandwiched behind the garage and boundary fence. For the remaining trees to be retained, full tree protection details and an arboricultural method statement have been provided. The report confirms that at least 6No. trees will be planted as part of the new development. There appears to be an excessive area of hard-standing in front of the houses, albeit access has to be maintained to some rear gardens and garages belonging to the surrounding properties. A comprehensive landscape scheme should be secured by condition.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1, 2, 4 and 5) and RES10.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy H1 of the London Plan (2021) states that London Borough of Hillingdon 10 year targets for net housing completions (2019/20-2028/29) is to deliver 10,830 houses.

The site lies within an established residential area, the use of the site to provide residential use is a material consideration in favour of the development subject to all other material planning considerations being acceptable.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2 and that developments will be expected to meet habitable rooms standards.

The site has a suburban setting and a Public Transport Access Level (PTAL) of 1a (where 1 is the worst and 6 is the best). The proposed comprises of 3 x 4-bedroom residential units, which totals to 12 habitable room on the 1,277sqm land. The density would equate to 106 habitable room per hectare, within the range of the recommended 105-231 habitable rooms per hectare in accordance to Table 5.2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). However, taking into consideration of the site constraints, such as the long access road onto the site, the development is considered to provide an appropriate level of accommodation for this suburban setting.

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

Not applicable to this application.

7.04 Airport safeguarding

The site is located within 1.7km of Northolt RAF, however the proposed height of the development is 8.7m which is similar of the adjoining residential dwellings. As such, the proposed development would unlikely to impact on the nearest aerodrome safeguarding.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) ensures all development to harmonise with the local context by 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. 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 proposal seeks to provide 2-storey terrace houses of similar height to the existing surrounding properties. The new building has adopted a traditional appearance with hipped roof and the external walls consists of facing brickwork. For these reasons, it is considered to be of an appropriate scale and design that would not appear out of keeping with neighbouring dwellings. Furthermore, it should be noted that the site is to the rear of Brampton Road and Clifton Garden hence, the development will unlikely be visible when viewed from the street scene.

Boundary treatment including paving and landscaping of the site is secured by way of a condition to ensure the proposal provides an attractive, convenient and safe access to the site for its future residents and minimises opportunities for anti-social behaviour.

Overall, the proposal would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019).

7.08 Impact on neighbours

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

Paragraph 5.38 of The Local Plan: Part 2 - Development Management Policies (2020) encourages a minimum of 21 metres separation distance between windows of habitable rooms in order to maintain levels of privacy and to prevent the possibility of overlooking.

The proposed terrace houses are two-storeys in height with loft space. The dwellings are located with a minimum setback of 1m from the side boundary of the property. There is a minimum of 33m separation between the proposed flats and the dwellings fronting onto Clifton Gardens on the north and a 15.6m separation distance to the residents of Brampton Road. The south and north elevation (side) indicate that there are no windows on the first floor however there is a small window on ground level which would be mostly hidden by the property fence and a rooflight on the hipped roof. As there are no habitable room windows on the side elevations, the proposal is considered acceptable and would maintain a level of privacy to both the future occupier and adjacent neighbours. The habitable room windows to the rear elevation faces onto the dwellings' own rear garden which measures 23.5m in length. As such, complies with the 21m separation distance hence preventing any overlooking onto neighbouring properties as specified under the Paragraph 5.38 of The Local Plan: Part 2 - Development Management Policies (2020). To the front of the property, front habitable windows are present in the loft space and the first level bedroom. The separating distance between the habitable room at a 45 degree angle would have a minimum of 23 metres hence over and above the 21 metre required. Overall, the development would unlikely to have adverse impact on the amenity, daylight and sunlight of adjacent properties.

The existing site comprises of 35 redundant garages. The proposed building would be approximately 8.7 metres at its highest with a hipped roof design. Whilst there is an increase in height, the proposed height would be of a similar nature to the existing dwelling houses in the surrounding area, similar to No. 5 Brampton Road, which is approximately

8.5 metres high with a gable end roof.

On these basis, it is considered that the overall proposal will not have a detrimental impact on the amenity of neighbouring residents and therefore considered to comply with DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

PRIVATE AMENITY SPACE

Policy DMHB 18 of The Local Plan: Part 2 - Development Management Policies (2020) requires all new residential development to provide good quality and useable private outdoor amenity space. The minimum amenity space provision requires a minimum of 100 square metres for a house with 4 bedrooms.

Each proposed terrace dwelling consist of their individual private gardens to the rear of the properties. Each rear garden amenity space is 145.5 square metres and as such, it is compliant with the requirements of Policy DMHB 18 of The Local Plan: Part 2 - Development Management Policies (2020).

MIX OF UNITS

Policy H10 of The London Plan (2021) expects that new development to deliver mixed and inclusive neighbourhoods, a range of unit types at different price points, mix of uses in the scheme and a range of tenures in the scheme, optimise housing potential on sites and provide additional family housing.

The proposed is considered appropriate within this suburban location to delivery family-size housing given that there is an identified need and as such this is a material consideration that weighs in favour of this application.

UNIT SIZE

Table 3.1 of The London Plan (2021) sets out the minimum sized residential units. For 3 storey dwellings with 4 bedrooms for:

- 5 people, 103 square metres required
- 6 people, 112 square metres required
- 7 people, 121 square metres required
- 8 people, 130 square metres required

The minimum gross internal floor area of the dwelling houses ranges from 141.4 to 149.8 square metres, hence can accommodate up to 8 people per dwelling. The internal unit size is in accordance with the recommended floorspace standards within Table 3.1 of The London Plan (2021).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

The proposal seeks to utilise the existing access between no. 3 and 5 Brampton Road, which measures 3 metres wide. The neighbouring residents that consists of rear garages that utilises the access will maintain to have the right of access by foot and vehicle. The Highways Officer has reviewed the proposal and raised no objections in terms of the traffic

impact and pedestrian safety. Therefore it is considered that the proposed is in accord with Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020).

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

The car parking provision is proposed on site. Two car parking spaces are provided for each new dwelling, therefore a total of 6 car parking spaces for the entire site. Car parking no. 1 is a DDA compliant car parking space for owners with mobility issues. The car parking spaces are located directly to the front elevation of the dwellings for ease of access.

The Highways Officer was consulted and no objections were raised. The proposal would not result in harm to pedestrian movement or highways safety. As such, complies with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020).

7.11 Urban design, access and security

ACCESS AND SECURITY

A condition is recommended requiring the applicant to achieve secured by design certification given that it is known this site has been subject to anti-social behaviour in the past.

7.12 Disabled access

As stated by the Council's Access Officer, the proposal raises no concerns in terms of accessibility and no objections has been raised subject to conditions.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 of The Local Plan: Part 2 - Development Management Policies (2020) expect all development to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

North of the site, there is an existing tree within the site boundaries. It is proposed that the tree is to be removed. The Council's Trees/Landscape officer was consulted and no objections was raised in regards to the proposed landscaping, subject to planning conditions.

7.15 Sustainable waste management

Based on the nature of the site, constraints and topography, the refuse bins are located along the access road to the site. The Waste Strategy Officer was consulted and considers the proposed refuse location is acceptable, however a condition is recommended should the application be approved to ensure small bins are used.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is located within a Critical Drainage Area. Due to the similar nature of the works proposed, the comments provided by the Flood and Water Management Officer under planning ref: 74993/APP/2019/2504 remains applicable therefore a SuDs condition is recommended should the application be approved.

7.18 Noise or Air Quality Issues

The residential dwellings is located in a suburban area, mainly comprises of dwellinghouses. No objections are raised.

7.19 Comments on Public Consultations

Refer to "External Consultees" section.

7.20 Planning obligations

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

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

- i) to secure the provision of affordable housing in relation to residential development schemes;
- ii) where a development has infrastructure needs that are not addressed through CIL; and
- iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

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

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

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

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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 Probit 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 to this application.

10. CONCLUSION

In conclusion, the development provides adequate car parking and external amenity space. Whilst the proposal is greater in height than the existing garages, its footprint is limited and it would not be detrimental to the adjoining area or the amenity of neighbouring residents.

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)

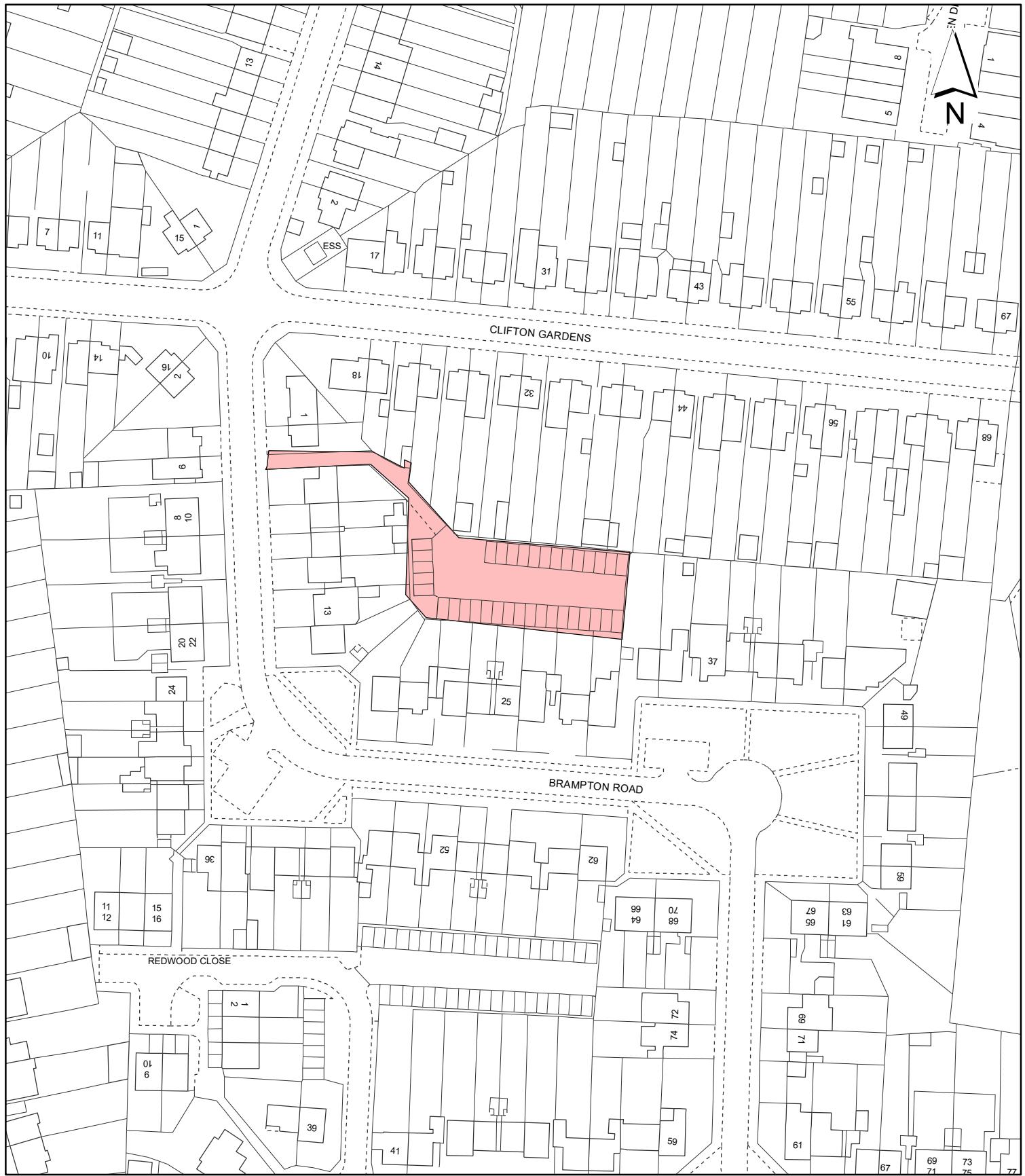
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

National Planning Policy Framework (2019)

The London Plan (2021)

Contact Officer: Rebecca Lo

Telephone No: 01895 250230



Notes:

Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**5-31 Garage Court,
Rear of Brampton Road**

Planning Application Ref:

74993/APP/2020/4002

Scale:

1:1,250

Planning Committee:

Central and South 62

Date:

April 2021

**LONDON BOROUGH
OF HILLINGDON**

Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: 01895 250111



HILLINGDON
LONDON

Agenda Item 9

Report of the Head of Planning, Transportation and Regeneration

Address 5-31 GARAGE COURT, REAR OF BRAMPTON ROAD HILLINGDON

Development: Demolition of existing garages and construction of 3 x 4-bedroom houses with associated parking spaces and external works

LBH Ref Nos: 74993/APP/2020/4001

Drawing Nos: 1558.A1.PL02 Received 06-01-2021
2019/D/283/03 Rev. H Received 06-01-2021
2019/D/283/P/02 Rev. A
2019/D/283/P/01 Received 06-01-2021
Design and Access Statement January 2021
Arboricultural Impact Assessment, Method Statement & Tree Protection Plan dated 17th February 2020

Date Plans Received: 03/12/2020 **Date(s) of Amendment(s):** 14/01/2021

Date Application Valid: 14/01/2021 06/01/2021

1. SUMMARY

The application seeks planning permission for the demolition of the existing garages and the construction of 3 x 4 bedroom houses with all parking spaces and external works.

Planning permission was granted earlier this year for the demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works. The difference with this application and the consented scheme is the roof design and loft layout. The roof shape now proposed is part hip, part gable, the flank walls are raised above the eaves level to reduce the extent of the hip end to both ends of the new block of three houses which result in larger loft space for the two end dwellings.

The development provides adequate car parking and external amenity space. Whilst the proposal is greater in height than the existing garages, its footprint is limited and it would not be detrimental to the adjoining area or the amenity of neighbouring residents. Given its location to the rear of existing dwellinghouses, the impact on the character and street scene would be limited.

This application is recommended for Approval.

2. RECOMMENDATION

APPROVAL subject to the following:

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 1558.A1.PL02 Received 06-01-2021 and 2019/D/283/03 Rev. H Received 06-01-2021 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3 RES5 General compliance with supporting documentation

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

Arboricultural Impact Assessment, Method Statement & Tree Protection Plan

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

REASON

To ensure that the development complies with the objectives of Policies. [Specify]

4 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

5 RES7 Materials (Submission)

No development above superstructure level shall take place until details of all external materials and finishes (brickwork, roof tiles, windows, doors and rain water goods), 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 manufacturer information, product type/code, RAL colours and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

6 RES9 Landscaping (car parking & refuse/cycle storage)

No development above superstructure level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14 and DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

7 RES10 Tree to be retained

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

Remedial work should be carried out to BS 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 Local Plan: Part 2 - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies Policy DMHB 11 and DMHD 1 of The Local Plan: Part 2 - Development Management Policies (2020).

9 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 9 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

10 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

11 RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Local Plan Part 2 (2020) and London Plan (2021) D12 .

12 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policies DMT 1 and DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020).

13 NONSC Construction Logistics Plan

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),

- ii) vehicular routes,
- iii) scope for load consolidation in order to reduce the number of road trips generated,
- iv) measures to improve safety to vulnerable road users'

The CLP would also need to take account of construction of other developments in the area.

The approved details shall be implemented and maintained throughout the duration of the construction process.

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) and The London Plan (2021).

14 NONSC Non Standard Condition

Prior to the commencement of works above ground floor level, a Fire Strategy Report shall be submitted to and approved in writing by the Local Planning authority. This Fire Strategy Report must be completed by a suitably qualified consultant. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

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

15 NONSC Non Standard Condition

The dwellings hereby approved shall 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 that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained.

16 NONSC Non Standard Condition

No development above superstructure level shall take place until details of step free access via the principal private entrances, and all other points of entry and exit, shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure that an appropriate standard of housing stock, in accordance with Policy D7 of The London Plan (2021), is achieved and maintained.

17 NONSC Non Standard Condition

Before any part of this development is commenced a site survey to assess contamination levels at the site shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of any identified contaminants and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be

completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

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 Local Plan: Part 2 - Development Management Policies (2020).

18 NONSC Non Standard Condition

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. All imported soils shall be laboratory tested for chemical contamination, and the results of analyses 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 Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

19 NONSC Non Standard Condition

No development above superstructure level shall take place until a Waste Management Plan has been submitted to and approved in writing by the Council. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

For the convenience of residents in accordance with Policy DMHB 11 of The Local Plan: Part 2 - Development Management.

20 NONSC Non Standard Condition

No development above superstructure level shall take place until a Delivery and Servicing Plan has been submitted to and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with policy DMT6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control

Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.

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

8 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 or footpaths on private roads during construction.

Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

9 I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

10 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

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

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

12

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

13 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

3. CONSIDERATIONS

3.1 Site and Locality

The site is a rectangular shaped plot located at the rear of Brampton Road and Clifton Gardens with an access road situated between no. 3 and 5 Brampton Road. The access road is also used by adjacent property to access rear garages and existing gates. The site is approximately 1,277sqm and currently comprises of 35 redundant garages. The site currently lacks maintenance and the garages are in poor condition with overgrown vegetation and signs of vandalism.

The surrounding area is residential in character and appearance, comprising mainly two-storey terrace housing and semi-detached dwellings.

3.2 Proposed Scheme

The proposal is for the demolition of the existing garages and the construction of 3 x 4 bedroom houses with all parking spaces and external works.

The proposed development include the removal of a tree at the rear of the existing garages on the northern side and the replacement of the boundary fence.

Each dwelling proposed has a gross internal floor area of approximately 129.9 square metres with a rear garden of at least 148 square metres in size consisting of a cycle store and 2 dedicated car parking spaces.

The difference with this application and the consented scheme under planning ref: 74993/APP/2019/2504 is the roof design and loft layout. The roof shape proposed is part hip, part gable, the flank walls are raised above the eaves level to reduce the extent of the hip end to both ends of the new block of three houses which result in larger loft space for the two end dwellings.

3.3 Relevant Planning History

74993/APP/2019/2504 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works

Decision: 09-04-2020 Approved

74993/APP/2020/3524 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Details pursuant to Condition 10 (External Materials and Finishes) of planning permission Ref: 74993/APP/2019/2504 dated 9-04-20 (Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works)

Decision: 04-12-2020 Approved

74993/APP/2020/3936 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Details pursuant to Conditions 3 (Construction Logistics Plan), 5 (Demolition and Construction Management Plan) and 19 (Delivery and Servicing Plan) of planning permission Ref: 74993/APP/2019/2504 dated 9-04-20 (Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works)

Decision: 20-01-2021 Approved

74993/APP/2020/4002 5-31 Garage Court, Rear Of Brampton Road Hillingdon

Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works

Decision:

Comment on Relevant Planning History

Central & South Planning Committee - 7th April 2021
PART 1 - MEMBERS, PUBLIC & PRESS

1. Planning permission under ref: 74993/APP/2019/2504 was granted permission dated 9-04-20 for the demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works.
2. Planning permission under ref: 74993/APP/2020/4002 for the demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works (ground floor internal space increased from previously consented scheme) has been submitted simultaneously with this application. This application is yet to be determined.

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) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.H1 (2012) Housing Growth
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- DMH 2 Housing Mix
- DMH 6 Garden and Backland Development
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts

DMT 6	Vehicle Parking
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. **Advertisement and Site Notice**

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. **Consultations**

External Consultees

A site notice was displayed to the front of the property and all public consultation expires on 11th February 2021. A total of 4 objections have been received

Summary of comments:

- The demolition has already started. Why has it started already if it has not been decided?
- Problems with noise and just witnessed builders urinating in the area.
- There is not a porta loo on-site or if there is, they are not using it.
- Massive health and safety issue.
- There is no social distancing, builders are not wearing masks working in close quarters to one another.
- We also have a security issue as the garages have been knocked down and our neighbour's garden has been left open exposing us to burglars.
- We have low fences, so no noise is being drown out. It is very noisy and I'm sure will get very dusty and dirty. The noise is the most severe problem as our children are at home trying to remote learning.
- This building work is going to add to an already stressful situation.
- No security on site during after hours.
- I would like to know why you are sending out a consultation now when I can clearly see that work has been going on for the last week since 18/01/21. A large construction lorry has been driving in and out of the proposed area which is a very tight space on average up six times a day including

Saturday.

- I have already seen a few near misses with regards to cars and walls and I have serious concerns once the children return to school.
- The site is already started and demolition was not done incorrectly there, no asbestos survey on planning portal. All pre-commencement planning conditions are not discharged, this job should stop right now until all agreed. There were 40 garages that have asbestos roof on it were incorrectly taken and looks like thrown in ground which is totally unsafe for peoples lives.

Case Officer's Comments:

The application site currently has a consented planning permission ref: 74993/APP/2019/2504. An informative giving advice concerning asbestos removal is included in the proposed informatics/conditions.

Ward Councillor: Raises concerns relating to accessibility due to the narrow entrance to the site.

LONDON FIRE BRIGADE: No comments were received.

METROPOLITAN POLICE: No comments were received.

Internal Consultees

WASTE STRATEGY OFFICER:

Comments as per 74993/APP/2020/4160 - As per the Guidance for waste storage and collection, houses within Hillingdon should access a kerbside collection for refuse and recycling. The collection point is acceptable, however instead of 1100 litre bins, smaller bins for individual properties should be provided as the area is serviced by a domestic crew, and not a truck that lifts bulk bins.

HIGHWAYS OFFICER:

Site Characteristics and Background

This site address is located within a residential catchment off Brampton Road in Uxbridge and currently consists of 35 Council garages. The proposal for 3 four bedroom terraced residential units with communal parking provisions gained planning permission in April 2020 (74993/APP/2019/2504).

Appraisal

Two further separate applications have now been received which propose i) alterations to the rooflines (74993/APP/2020/4001) and ii) rear extensions to the 3 dwellings (74993/APP/2020/4002). There are no highway/transport related implications associated with each of the above applications hence there is no further comment made. For reference purposes, the previous comments related to the original permission are reprise below.

Site Characteristics

This site address is located within a residential catchment off Brampton Road in Uxbridge and currently consists of 35 Council garages which are now considered surplus to requirements. It is now proposed to build 3 four bedroom terraced residential units with communal parking provisions utilising an existing access road (to be enhanced) which serves the garages at present.

The public transport accessibility level (PTAL) rating is considered as low (1b) given the relative isolation of the site from public transport services which gives rise to a higher dependency on the ownership and use of private motor transport.

Car Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation

from the standard would not result in a deleterious impact on the surrounding road network. It is proposed to provide 3 new residential units consisting of 3 four-bedroom units with 6 communal parking spaces. The maximum parking standard requires up to 2 spaces per unit to be provided on-site in order to comply with the adopted parking standard which is therefore met. A parking allocation planning condition is sought in order to secure an appropriate level of parking provision per dwelling

Disabled Compliant Parking Provision

In accord with the Local Plan: Part 2 - 10% of parking spaces should be disabled compliant equating to 1 space. This should be secured via planning condition.

Electric Vehicle Charging Points

In line with the emerging London Plan, within any final parking quantum there is a requirement for a 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, it is recommended that each dwelling should incorporate 1 'passive' and 1 'active' space. This aspect should be subject to a planning condition.

Cycle parking

The cycle parking provision should be at level of 2 secure and accessible spaces per unit to accord with the Council's minimum cycle parking standard. 1 space per unit has been indicated which should be uplifted accordingly to a level of 6 in total (with 2 per dwelling), again by way of planning condition.

Vehicular Trip Generation

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

In comparison to the previous garage uses when they were fully active, the anticipated trip generation related to the new dwelling units does not raise any immediate highway concerns. This is due to the fact that, in statistical terms, traffic movement into and out of the site is not expected to exceed 1-2 vehicle movements during the peak morning and evening hours. Hence such uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Revised Vehicular Access/Internal Road Layout

It is noted that the existing access point and roadway to the site positioned between No's 3 & 5 Brampton Road is, at present, quite narrow. However, a slither of land is to be acquired from the flank of No.5 which will widen the access road to an acceptable standard. This additional width will also aid pedestrian movement into and out of the site which is further enhanced by a revised 'shared surface' block paving arrangement throughout the length of internal roadway.

In general design terms, the proposed internal parking and road layout arrangement should conform to the Department for Transport's (DfT) - Manual for Streets (MfS) (circa 2007) best practice for road and parking layouts as there is a highway safety benefit derived from the provision of sufficient turning space within the site arrangement which ideally should allow all vehicles using the site to enter and leave in a forward gear without hindrance possibly resulting from an inadequate road layout design (or other obstructions such as parked vehicles). This manoeuvre is achievable for passenger and vans however larger vehicles such as a full-sized refuse vehicle may not be able to leave in a forward gear with ease. This aspect is addressed further under 'Refuse Collection'. Notwithstanding this point, it is stressed that both refuse and fire appliances can achieve unencumbered access into the site in a forward gear and can therefore enter and perform their function without prejudice as the pre-requisite MfS road width parameters are met once the access road is widened. Both the Fire Brigade and Hillingdon's Waste Services confirm the acceptability of designs.

A widened carriageway crossing on Brampton Road would need to be provided to marry with the widened access road. This should be undertaken to the appropriate Council standard under S184 of the Highways Act 1980 or by suitable alternative arrangement. If a new flank wall is to be provided on the revised flank boundary of No.5 with the widened access road, it would be prudent to maintain a low wall height in the vicinity of the site entrance and boundary with Brampton Road in order to aid pedestrian and vehicle safety on sight-line grounds. If feasible, a wall height not exceeding 0.6m should be provided for at least a metre length into the site from the back of footway. This should be applied to both sides of the revised new access e.g. including the boundaries of both No's 3 & 5.

It is also observed that further within the site, there is a localised 'pinch-point' between the 'skewed' rear garden boundary of No.7 Brampton Road and No.24 Clifton Gardens however this does not raise issue given that it would informally operate as a width restriction benefiting pedestrian movement within the development envelope by limiting the speed and other untoward vehicle movements.

Waste Storage/Refuse Collection

Although passenger and smaller delivery vehicles will be able to access the site without undue hindrance allowing entry and departure in a forward gear which is the recommended practice on highway safety grounds, a refuse vehicle (which can enter the site in a forward gear) may experience difficulty leaving in a forward gear due to the scale of turning area within the site envelope.

To negate the need for a refuse vehicle to enter the site in the first place, the design proposes an intermediate placement of a bin storage area/collection point within the access roadway which would be set into the site some 25m from the public highway (Brampton Road).

Technically this distance exceeds the recommended maximum waste collection distance of 10m between the proposed bin store and a refuse vehicle stopping on Brampton Road. However, in practise, refuse vehicles commonly reverse into side roads which they can legitimately undertake for an approximate and recommended maximum distance not exceeding 12m. It is anticipated that this manoeuvre would be applied in this case which would then reduce the aforementioned waste carrying distance close to that required. The bin storage arrangement is therefore considered broadly acceptable.

There is also a requirement for carrying distances from each residential unit to not exceed a distance of 30m. This parameter is slightly breached when considering the furthest unit from the bin store area (Plot 3). However, this additional carrying distance is considered marginal and therefore does not give rise for concern. Hillingdon's Waste Services confirm this arrangement as acceptable.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to avoid/minimise potential detriment to the public realm. It will need to be secured under a suitable planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016)."

ACCESS OFFICER:

I have considered the detail of this planning application for 3, four bed houses and deem there to be no accessibility issues raised by the proposal. However, the following Conditions should be attached

to any grant of planning permission:

1. Prior to works commencing, details of step free access via the principal private entrances, and all other points of entry and exit, shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained.

2. The dwellings hereby approved shall 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 that an appropriate standard of housing stock, in accordance with the 2016 London Plan policy 3.8(c) and policy D7 of the 2019 (Intend to Publish) London Plan, is achieved and maintained.

CONTAMINATED LAND OFFICER: No comments were received.

Case Officer Comments:

Due to the similar nature of the works proposed, the comments provided by the Contaminated Land Officer under planning ref: 74993/APP/2019/2504 remains applicable:

Please apply the following conditions:

1. Before any part of this development is commenced a site survey to assess contamination levels at the site shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of any identified contaminants and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2. 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. All imported soils shall be laboratory tested for chemical contamination, and the results of analyses 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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). '

CONSERVATION AND URBAN DESIGN OFFICER: No comments were received.

TREES/LANDSCAPE OFFICER:

This site is occupied by a council-owned redundant (35) garage court which is accessed from a

service road between 3-5 Brampton Road. The court runs on an east -west axis and is situated between the rear gardens of 22-40 Clifton Gardens and 17-31 Brampton Road. There are occasional trees around the external boundaries, none of which are protected by TPO or Conservation Area designation.

COMMENT: This application has been preceded by several applications, including 2019/2504. A tree report by Trevor Heaps, amended in February 2020, has identified and assessed eight trees which are on, or close to, the site. There are no 'A' grade trees. There are three 'B' grade trees, of which T5 and T6 are off-site and T7, a self-sown sycamore, lies within a narrow strip of land behind 34 Clifton Gardens and the garages. The other five trees are category 'C' trees - which are not normally considered to be a constraint on development. One tree has been identified for removal in order to facilitate the development - the 'B' grade sycamore, T7. While this tree is quite visible and has some visual amenity value, its future may be compromised by its location, sandwiched behind the garage and boundary fence. For the remaining trees to be retained, full tree protection details and an arboricultural method statement have been provided. The report confirms that at least 6No. trees will be planted as part of the new development. There appears to be an excessive area of hard-standing in front of the houses, albeit access has to be maintained to some rear gardens and garages belonging to the surrounding properties. A comprehensive landscape scheme should be secured by condition.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1, 2, 4 and 5) and RES10.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy H1 of the London Plan (2021) states that London Borough of Hillingdon 10 year targets for net housing completions (2019/20-2028/29) is to deliver 10,830 houses.

The site lies within an established residential area, the use of the site to provide residential use is a material consideration in favour of the development subject to all other material planning considerations being acceptable.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2 and that developments will be expected to meet habitable rooms standards.

The site has a suburban setting and a Public Transport Access Level (PTAL) of 1a (where 1 is the worst and 6 is the best). The proposed comprises of 3 x 4-bedroom residential units, which totals to 12 habitable room on the 1,277sqm land. The density would equate to 106 habitable room per hectare, within the range of the recommended 105 - 231 habitable rooms per hectare in accordance to Table 5.2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). However, taking into consideration of the site constraints, such as the long access road onto the site, the development is considered to provide an appropriate level of accommodation for this suburban setting.

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

Not applicable to this application.

7.04 Airport safeguarding

The site is located within 1.7km of Northolt RAF, however the proposed height of the development is 8.7m which is similar of the adjoining residential dwellings. As such, the proposed development would be unlikely to impact on the nearest aerodrome safeguarding.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) ensures all development to harmonise with the local context by 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. 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 proposal seeks to provide 2-storey terrace houses of similar height to the existing surrounding properties. The new building comprises of a part hip, part gable roof that is visually larger than the surrounding area. The flank walls are raised above the eaves level to reduce the extent of the hip end to both ends of the new block. The roof will result in a larger loft space for the two end dwellings. It should be noted that the site is to the rear of Brampton Road and Clifton Garden hence, the development will unlikely be visible when viewed from the street scene.

Boundary treatment including paving and landscaping of the site is secured by way of a condition to ensure the proposal provides an attractive, convenient and safe access to the site for its future residents and minimises opportunities for anti-social behaviour.

Overall, given the location of the proposed development, the impact on the character and appearance of the area would be minimal, the proposal would therefore considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies With Modifications (March 2019).

7.08 Impact on neighbours

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

Paragraph 5.38 of The Local Plan: Part 2 - Development Management Policies (2020) encourages a minimum of 21 metres separation distance between windows of habitable rooms in order to maintain levels of privacy and to prevent the possibility of overlooking.

The proposed terrace houses are two-storeys in height with loft space. The dwellings are located with a minimum setback of 1.2m from the side boundary of the property. There is a minimum of 33.4m separation between the proposed flats and the dwellings fronting onto Clifton Gardens on the north and a 15.6m separation distance to the residents of Brampton Road. The south and north elevation (side) indicate that there are no windows on the first floor however there is a small window on ground level which would be mostly hidden by the property fence. As there are no habitable room windows on the side elevations, the proposal is considered acceptable and would maintain a level of privacy to both the future occupier and adjacent neighbours. The habitable room windows to the rear elevation faces onto the dwellings' own rear garden which measures 23.5m in length. As such, complies with the 21m separation distance hence preventing any overlooking onto neighbouring properties as specified under the Paragraph 5.38 of The Local Plan: Part 2 - Development

Management Policies (2020). To the front of the property, front habitable windows are present in the loft space and the first level bedroom. The separating distance between the habitable room at a 45 degree angle would have a minimum of 23 metres hence over and above the 21 metre required. Overall, the development would unlikely to have adverse impact on the amenity, daylight and sunlight of adjacent properties.

The existing site comprises of 35 redundant garages. The proposed building would be approximately 8.7 metres high. Whilst there is an increase in height, the proposed height would be similar to the surrounding area, which is approximately 8.5 metres high.

On these basis, it is considered that the overall proposal will not have a detrimental impact on the amenity of neighbouring residents and therefore considered to comply with DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

PRIVATE AMENITY SPACE

Policy DMHB 18 of The Local Plan: Part 2 - Development Management Policies (2020) requires all new residential development to provide good quality and useable private outdoor amenity space. The minimum amenity space provision requires a minimum of 100 square metres for a house with 4 bedrooms.

Each proposed terrace dwelling consist of their individual private gardens to the rear of the properties. The rear garden amenity space ranges from 148 square metres to 167 square metres and as such, it is compliant with the requirements of Policy DMHB 18 of The Local Plan: Part 2 - Development Management Policies (2020).

MIX OF UNITS

Policy H10 of The London Plan (2021) expects that new development to deliver mixed and inclusive neighbourhoods, a range of unit types at different price points, mix of uses in the scheme and a range of tenures in the scheme, optimise housing potential on sites and provide additional family housing.

The proposed is considered appropriate within this suburban location to delivery family-size housing given that there is an identified need and as such this is a material consideration that weighs in favour of this application.

UNIT SIZE

Table 3.1 of The London Plan (2021) sets out the minimum sized residential units. For 3 storey dwellings with 4 bedrooms for:

- 5 people, 103 square metres required
- 6 people, 112 square metres required
- 7 people, 121 square metres required

The minimum gross internal floor area of the dwelling houses is 129.9 square metres, hence can accommodate up to 7 people per dwelling. The internal unit size is in accordance with the recommended floorspace standards within Table 3.1 of The London Plan (2021).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) ensures development proposal have safe and efficient vehicular access to the highway

network and would provide a safe, secure and convenient access and facilities for cyclists and pedestrian.

The proposal seeks to utilise the existing access between no. 3 and 5 Brampton Road, which measures 3 metres wide. The neighbouring residents that consists of rear garages that utilises the access will maintain to have the right of access by foot and vehicle. The Highways Officer has reviewed the proposal and raised no objections in terms of the traffic impact and pedestrian safety. Therefore it is considered that the proposed is in accord with Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020).

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

The car parking provision is proposed on site. Two car parking spaces are provided for each new dwelling, therefore a total of 6 car parking spaces for the entire site. Car parking no. 1 is a DDA compliant car parking space for owners with mobility issues. The car parking spaces are located directly to the front elevation of the dwellings for ease of access.

The Highways Officer was consulted and no objections were raised. The proposal would not result in harm to pedestrian movement or highways safety. As such, complies with Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020).

7.11 Urban design, access and security

ACCESS AND SECURITY

A condition is recommended requiring the applicant to achieve secured by design certification given that it is known this site has been subject to anti-social behaviour in the past.

7.12 Disabled access

As stated by the Council's Access Officer, the proposal raises no concerns in terms of accessibility and no objections has been raised subject to planning conditions.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14 of The Local Plan: Part 2 - Development Management Policies (2020) expect all development to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

North of the site, there is an existing tree within the site boundaries. It is proposed that the tree is to be removed. The Council's Trees/Landscape officer was consulted and no objections was raised in regards to the proposed landscaping, subject to planning conditions.

7.15 Sustainable waste management

Based on the nature of the site, constraints and topography, the refuse bins are located along the access road to the site. The Waste Strategy Officer was consulted and considers the proposed refuse location is acceptable, however a condition is recommended should the application be approved to ensure small bins are used.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is located within a Critical Drainage Area. Due to the similar nature of the works proposed, the comments provided by the Flood and Water Management Officer under planning ref: 74993/APP/2019/2504 remains applicable therefore a SuDs condition is recommended should the application be approved.

7.18 Noise or Air Quality Issues

NOISE

The residential dwellings is located in a suburban area, mainly comprises of dwellinghouses. No objections are raised.

7.19 Comments on Public Consultations

Refer to "External Consultees" section.

7.20 Planning obligations

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

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

- i) to secure the provision of affordable housing in relation to residential development schemes;
- ii) where a development has infrastructure needs that are not addressed through CIL; and
- iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

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

COMMUNITY INFRASTRUCTURE LEVY (CIL):

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

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net

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

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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 Probit 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 to this application.

10. CONCLUSION

In conclusion, the development provides adequate car parking and external amenity space. Whilst the proposal is greater in height than the existing garages, its footprint is limited and it would not be detrimental to the adjoining area or the amenity of neighbouring residents. Given its location to the rear of existing dwellinghouses, the impact on the character and street scene would be limited.

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)

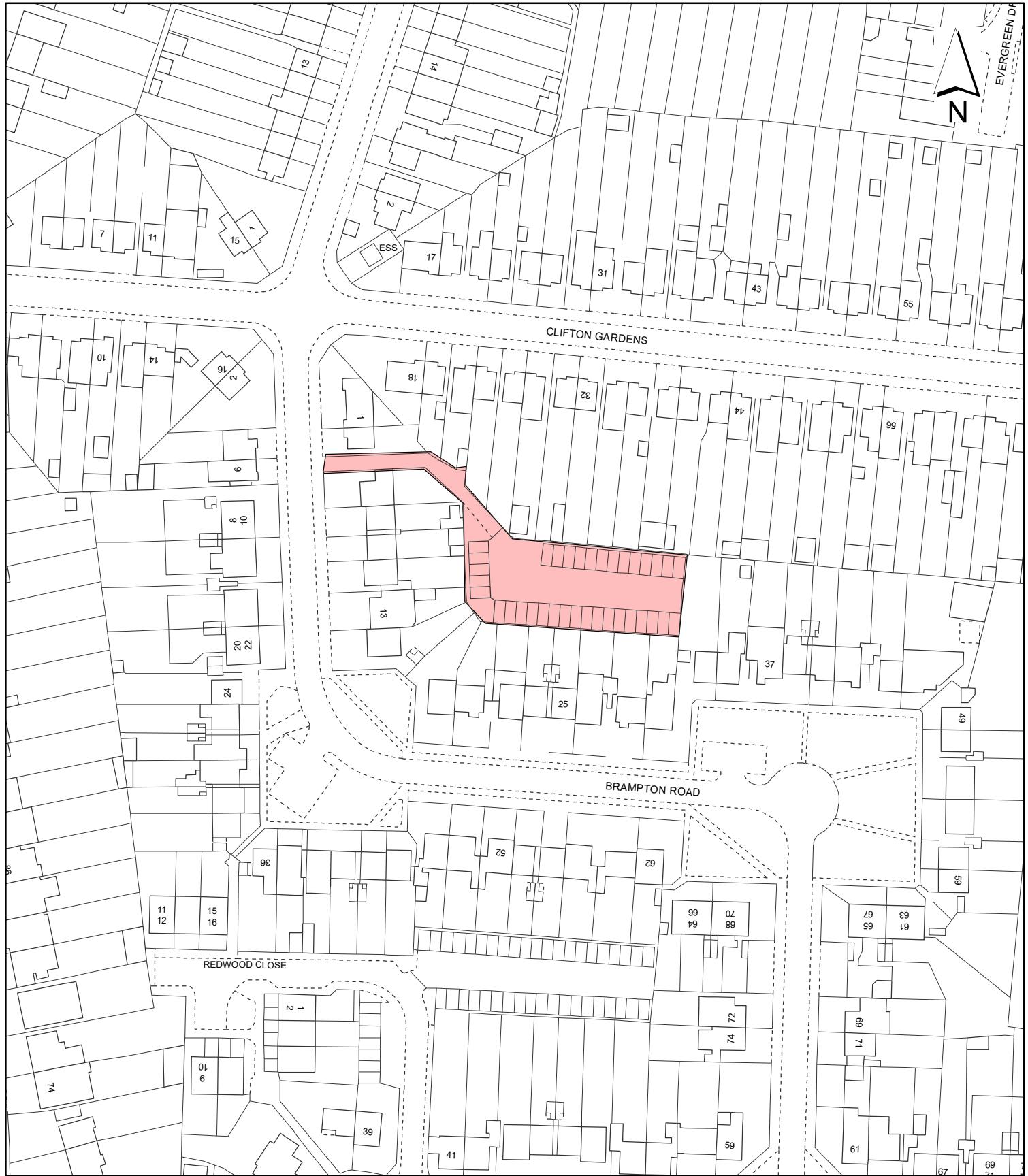
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

National Planning Policy Framework (2019)

The London Plan (2021)

Contact Officer: Rebecca Lo

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**5-31 Garage Court,
Rear of Brampton Road**

**LONDON BOROUGH
OF HILLINGDON**

Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: 01895 250111

Planning Application Ref:

74993/APP/2020/4001

Scale:

1:1,250

Planning Committee:

Central and South 87

Date:

April 2021



HILLINGDON
LONDON

This page is intentionally left blank

Agenda Item 10

Report of the Head of Planning, Transportation and Regeneration

Address SWEETCROFT DENTAL PRACTICE, 267 LONG LANE HILLINGDON

Development: Conversion of part ground floor and part first floor residential flat (Use Class C3) to create additional floorspace for dental surgery (Use Class E(e))

LBH Ref Nos: 4479/APP/2021/905

Drawing Nos: Parking Survey Report Letter dated 14 October 2020
Parking Survey dated August 2019
Design and Access Statement Rev. A dated October 2020
267 LL/P1/07 Rev. A
267 LL/P1/04 Rev. C
267 LL/P1/03
267 LL/P1/02 Rev. B
267 LL/P1/06
267 LL/P1/01
267 LL/P1/08 Rev. B

Date Plans Received: 09/03/2021 **Date(s) of Amendment(s):** 10/03/2021

Date Application Valid: 09/03/2021

1. SUMMARY

The proposal seeks permission for the conversion of part of the ground floor and first floor residential flat (Use Class C3) to create additional floorspace for the existing dental surgery (Use Class E(e)).

Whilst the proposed development would result in the loss of a residential unit, it would retain and improve a health services of the local area and as such the proposal is considered to be acceptable in principle.

The majority of the works are internal and the proposed external alterations only involves the marking of car parking spaces to the existing area to the front and would not impact on the character and appearance of the existing building and the Hillingdon Court Park Area of Special Local Character. Nor would the proposal harm the amenity of the neighbouring properties. For the reasons 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 267 LL/P1/04 Rev. C, 267 LL/P1/07 Rev. A and 267 LL/P1/08 Rev. B and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 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:

Parking Survey Report Letter dated 14 October 2020

Parking Survey dated August 2019

Design and Access Statement Rev. A dated October 2020

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 COM12 Use Within Same Use Class

The premises shall be used as a dental surgery and for no other purpose (including any other purpose in Class E(e)) of the Schedule to the Town and Country Planning (Use Classes) Order 1987) as amended or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMH 1	Safeguarding Existing Housing
	Heritage Assets

DMHB 1	
DMHB 5	Areas of Special Local Character
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
LPP HC1	(2021) Heritage conservation and growth
LPP S2	(2021) Health and social care facilities
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

5 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

6 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 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 or 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.

8 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.

9

The proposed plan does not currently include any WC provision for disabled people and at least one accessible unisex toilet should be provided.

10

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.

11

The applicant should be mindful of their legal obligation to ensure that disabled people are not denied access to a unique service, e.g. a hygienist, only provided on the first floor.

3. CONSIDERATIONS

3.1 Site and Locality

The application property is a large detached former dwelling on the western side of Long Lane near to its junction with Sweetcroft Lane. The application premises has an established use as a private dental practice with a two bed apartment above. The wider area is residential in character consisting of a mix of large detached properties and large semi-detached dwellings, as well as various community facilities and neighbourhood services. The application is located opposite to a church and church hall, and other community facilities.

The application property is located within Hillingdon Court Park Area of Special Local Character and is covered by a Tree Preservation Order. The site and wider area are characterised by large properties set within established gardens with mature trees which line the street scene.

The application property set back from the highway by a considerable distance (approximately 23m), similar to the neighbouring properties south of the application site. The neighbouring property to the north is set forward of the application property.

There is an existing single storey rear extension with a flat roof, which wraps around the south-western flank elevation. There is also an existing single storey front extension with a flat roof that projects forward of the front elevation of the original house.

The forecourt area is used for parking up to 9 cars including 1 reserved for the 2-bedroom flat. The rear garden is well kept but under used. There is a single front access to the dental practice and current flat.

The application site is located within the Hillingdon Air Quality Management Area, critical drainage area and is at risk of surface water. It also has a Public Transport Access Level (PTAL) of 2 (which is low). The nearest station to the site is Hillingdon Underground Station which is 650m away on the north.

3.2 Proposed Scheme

The application seeks planning permission for the change of use to the part ground floor and part first floor residential flat (Use Class C3) to create additional floorspace for the dental surgery (Use Class E(e)).

The scope of works includes:

Ground Floor

- convert flat's kitchen/dining to consultation room and CBCT Room (X-Ray)
- removal of fence between surgery and flat

First Floor

- convert the two bedrooms into two surgery rooms
- convert bathroom to WC
- convert lounge to a decontamination room and staff room

External Alteration

- a total of 9 marked car parking spaces has been proposed with disable car parking bay and cycle parking

3.3 Relevant Planning History

4479/APP/2015/4590 267 Long Lane Hillingdon

Part two storey, part single storey side extension and first floor front extension to extend the dental surgery at ground floor level and allow for conversion of first floor flat to 2 x 1-bed self contained flats

Decision: 07-03-2016 Refused

4479/APP/2019/2690 267 Long Lane Hillingdon

Change of use of first floor from residential (Use Class C3) to create additional floorspace for dental surgery (Use Class D1), and single storey rear extension to existing ground floor residential floorspace, to be used a studio flat

Decision: 16-06-2020 Refused

4479/APP/2020/3410 267 Long Lane Hillingdon

Change of use of first floor from residential (Use Class C3) to create additional floorspace for dental surgery (Use Class E(e))

Decision: 14-01-2021 Refused

Comment on Relevant Planning History

1. Planning application ref: 4479/APP/2015/4590 was refused dated 07-03-16 for a part two storey, part single storey side extension and first floor front extension to extend the dental surgery at ground floor level and allow for conversion of first floor flat to 2 x 1-bed self contained flats.
2. Planning application ref: 4479/APP/2019/2690 was refused dated 16-06-20 for the change of use of first floor from residential (Use Class C3) to create additional floorspace for dental surgery (Use Class D1), and single storey rear extension to existing ground floor residential floorspace, to be used a studio flat.
3. Planning application ref: 4479/APP/2020/3410 was refused dated 14-01-21 for the change of use of first floor from residential (Use Class C3) to create additional floorspace for dental surgery (Use Class E(e)).

The reason for refusal:

'The proposal will result in the loss of existing self-contained housing which is not to be replaced with at least equivalent residential floorspace. As such the proposal is contrary to Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).'

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) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 2 New Community Infrastructure

DMH 1 Safeguarding Existing Housing

DMHB 1 Heritage Assets

DMHB 5 Areas of Special Local Character

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

LPP HC1 (2021) Heritage conservation and growth

LPP S2 (2021) Health and social care facilities

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

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

NPPF- 16 NPPF-16 2018 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 8th April 2021

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed to the front of the application site and a total of 27 neighbouring owners/occupiers were consulted. No comments were received.

Internal Consultees

PLANNING POLICY TEAM:

Principle of Development

The proposal would involve the loss of one two-bedroom residential unit, which is currently split over the ground and first floor. There is no proposed re-provision of this residential unit. Policy DMH 1 of the Local Plan: Part 2 (2020) outlines that the net loss of existing self-contained houses will be resisted unless the housing is replaced with at least equivalent residential floorspace. The proposal would therefore conflict with this policy. It would also conflict with other broader policies around increasing housing supply, which includes Policy H1 of the Local Plan: Part 1 (2012) and Policy H1 of the London Plan (2021). However, Paragraph 4.5 of the Local Plan: Part 2 (2020) does outline that the Council recognised that exceptional circumstances may exist which outweigh the loss of residential units and deliver other Local Plan policy objectives. Each case for exceptional circumstances will be assessed on its merits.

The loss of the residential unit is to facilitate an expansion of the existing dental practice, to facilitate additional dental surgeries, a decontamination room, an x-ray area and a staff room. A letter of support has been provided which highlights that this expansion will allow for a better quality of care to be provided and reduce the number of patients referred for x-ray to Hillingdon hospital. Policy DMCI 2 of the Local Plan: Part 2 (2020) outlines that proposals for the re-use of existing premises for community facilities will be supported. Paragraph 7.23 also highlights that medical and health services in former residential dwellings will be supported provided they do not result in unacceptable noise, traffic and other sources of disturbance to residential areas. Other policies in the Development Plan (including CI1 of the Local Plan: Part 1 (2012) and S2 of the London Plan (2021)) also support proposals for new and enhanced health facilities, subject to them being in accessible locations by public transport, cycling and walking. Whilst the site only has a PTAL rating of 2, it is served by multiple bus routes. The catchment area for the facility is also likely to be relatively local, noting its scale, therefore making the probability of cycling and walking more likely.

No objection is therefore raised to the principle of development for this proposal.

TREES/LANDSCAPE OFFICER:

This site is occupied by a two-storey house which has been converted into a dental surgery on the west side of Long Lane, close to the junction with Sweetcroft Lane. The site lies within the area covered by TPO 60 and, according to the schedule, there are several protected trees at this address. A recent site visit confirmed that a few of the protected trees remain on, or close to, the site: T15 an off-site Corsican pine on the front boundary with number 267, T19 a Corsican pine in the front drive, close to the front door and T16 and T17, two flowering cherries on the rear boundary.

COMMENT: This site has been the subject of recent applications including ref. 2019/2690. No trees

will be directly affected by the proposed change of use of part of the existing building to provide additional surgery space. According to the information submitted, no additional car parking is proposed so there should be no impact on existing trees or the landscape.

RECOMMENDATION: No objection.

HIGHWAYS OFFICER:

Site Characteristics & Background

The site is located within a residential catchment in north Hillingdon located on Long Lane (a 'Classified' Road) in proximity to Sweetcroft Lane/Ryefield Avenue traffic signalled junction. The address consists of an existing detached dental surgery with 3 surgeries and a 2-bedroom residential flat split between the ground and first floor. There are 9 on-plot parking spaces on the frontage. The intention is to expand the surgery by converting the 2-bedroom flat to 2 additional surgery rooms. This would facilitate an increase from 3 to 5 surgeries.

The roadway exhibits a mix of some parking restrictions operating for the working day with unrestricted areas which facilitate 'free of charge' on-street parking. An existing access and carriageway crossing that serve the site envelope will remain unaltered.

In terms of planning history, in 2020 a planning application (4479/APP/2019/2690 - expansion from 3 surgeries to 5 with one studio flat) with the same on-plot parking quantum (9 spaces) was refused but not on highway related grounds. This was also the case for a comparable planning application (4479/APP/2020/3410) refused earlier this year.

Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The Council's maximum standard requires at least 2 on-plot spaces per consulting room to be provided in order to comply with the adopted parking standard. In line with this standard, the on-plot parking requirement for the additional consulting rooms would therefore demand a quantum of 4 spaces for the expanded surgery use.

In total 9 on-plot spaces exist on-site inclusive of 1 disabled compliant space and a single residential provision and this quantum is to remain. When considering the 4-space requirement for the proposal and the demand generated by the 3 existing surgeries (which would require 6 spaces) totalling 10 spaces, there is a very marginal on-plot parking under-provision of 1 space for the overall surgery component.

In terms of parking demand, it is relevant that policies C1 of the Local Plan: Part 1 (2012) and S2 of the London Plan (2021) are supportive of new and enhanced health and welfare facilities, subject to a location being accessible via sustainable modes of travel. Although this site scores a below average public transport accessibility level (PTAL) index of 2, in practice the 'real world' PTAL is considered somewhat higher due the relative proximity of Hillingdon LU Station to the north and a plethora of local bus routes serving the locality. The probability of sustainable travel modes such as walking and/or cycling to and from the address is also more likely given that surgery catchment areas tend to be local.

It is also noted that for the previously refused permission (4479/APP/2019/2690), the applicant undertook on-street parking stress surveys in order to determine whether the capacity of the local road network could safely absorb any parking associated with an intensified use if it should arise. The findings are still considered valid and indicate that there appears to be adequate spare parking capacity which can be legitimately used on the surrounding roadways if the need arises. As there is

no evidence to the contrary as confirmed by random checks by Council officers, the findings are considered robust and acceptable.

Therefore, based on the above reasoning, the proposal is considered acceptable on parking provision grounds albeit slightly below standard.

Electric Vehicle Charging Points (EVCP's)

In line with the Local Plan: Part 2 Policy DMT 6 (Appendix C), within any final parking quantum there is a requirement for a minimum of 5% 'passive' and 5% 'active' EVCP provision. In this case, it is recommended that 1 'passive' & 1 'active' space be provided and secured via planning condition.

Cycling Provision

In terms of cycle parking there should be a requirement of 2 secure and accessible spaces for each of the new consulting rooms in order to conform to the adopted borough cycle parking standard. The total equates to 4 spaces. This is not indicated on plan but can be secured via a suitable planning condition.

Vehicular Trip Generation

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

The proposal is unlikely to measurably increase traffic generation to and from the site as compared to the existing dental and residential use specifically during the most crucial peak morning and afternoon traffic hours during which surgery attendance is generally anticipated to be of little consequence given the scale of proposal and typical attendance profiles. Peak period traffic movement generated by the overall proposal would not be expected to exceed a rise of up to 2-3 vehicle movements during both peak periods. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Bin storage and collection arrangements will continue as for the existing build without significant alteration. A suitably located bin store has been indicated in proximity of the public highway which conforms to refuse collection requirement distance parameters. There are no further observations.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

ACCESS OFFICER:

The premises from which this dental practice operates was originally a residential dwelling house constructed before accessibility standards were a requirement in such premises. It is unclear from the submitted drawings whether access for wheelchair users is possible via the surgery entrance. The proposed works include conversion of the ground and first floor flat for additional surgery space to provide an x-ray and consultation room. Conversion of the first floor would provide for a staff room and decontamination area. The Design and Access Statement refers to level access from the footpath and an access ramp adjacent to a disabled parking space, however, it has not been possible to ascertain the standard of access as existing from the application details. Given that the premises is used to provide a service to members of the public and so would be subject to compliance with the Equality Act 2010, the following informatives should be attached to any

approval:

1. The proposed plan does not currently include any WC provision for disabled people and at least one accessible unisex toilet should be provided. As building works are planned, the opportunity to construct an accessible toilet on the ground floor.
2. 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.
3. The applicant should be mindful of their legal obligation to ensure that disabled people are not denied access to a unique service, e.g. a hygienist, only provided on the first floor.

Conclusion: acceptable

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMH 1 of the Local Plan: Part Two (2020) advises that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMCI 1 of the Local Plan: Part Two (2020) outlines that the Council will support the retention and enhancement of existing community facilities.

Policy DMCI 2 of the Local Plan: Part Two (2020) states the Council will support proposals for the refurbishment and re-use of existing premises for community facility and provision of new community facilities where they are located within the community/catchment that they are intended to serve.

Policy S2 of the London Plan (2021) states that development proposals that support the provision of high-quality new and enhanced health and social care facilities to meet identified need and new models of care should be supported and new facilities should be easily accessible by public transport, cycling and walking.

The application proposal involves the loss of a residential unit which is contrary to Policy DMH 1 of the Local Plan: Part Two (2020). The proposed loss of a residential unit needs to be balanced against the need to expand the existing dental practice. The applicant has provided a letter of support stating that the practice serves NHS patients and the proposed expansion includes a decontamination room, x-ray area, staff room and 2 additional surgeries. The decontamination area is a requirement for best practice, allowing an area for sterilisation and the x-ray area is to provide comprehensive diagnosis for orthodontic treatment, diagnosis of cancers, cysts etc. on site rather than having to refer patients to Hillingdon hospital, unnecessarily clogging up their service, and resulting in delayed diagnoses. Furthermore, due to COVID-19, the expansion would allow staff to safely social distance during the day. It is noted that due to the high demands of patients, appointment times per patients have been shortened. This proposal would allow the practice to increase appointment times and provide a safer and improved quality of service to the local community.

The Policy Officer has commented on the application and raised no objection to the change of use. Although the proposal is a departure from Policy H1 of the Local Plan: Part 1 (2012), Policy DMH 1 of the Local Plan: Part Two (2020) and Policy H1 of the London

Plan (2021) due to the loss of an existing 2-bedroom unit, Paragraph 4.5 of the Local Plan: Part 2 (2020) recognises that exceptional circumstances may exist which outweigh the loss of residential units and deliver other Local Plan policy objectives. As stated above, a letter of support has been provided and is considered acceptable. The proposal would support Policy DMCI 2 of the Local Plan: Part 2 (2020), Policy CI 1 of the Local Plan: Part 1 (2012) and S2 of the London Plan (2021).

On the basis of the above and taking all matters into consideration it is concluded that on balance this proposal is acceptable in principle.

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 located within the Hillingdon Court Park area of special local character. Only minor soft landscaping is proposed as part of this application. The majority of the changes includes interior alterations and the change of use, as such, would not impact on the character and appearance of the site or the surrounding area.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development requiring all new buildings 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.

There are no exterior changes proposed to the existing building. The scope of works focuses on the interior alterations and the change of use therefore, the proposal would be unlikely to impact on the character and appearance of the area in general. As such, it is considered acceptable and in accordance with Policy BE1 of the Local Plan: Part One (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. 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 or onto private opens spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also

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.

There are no changes to the exterior elevations of the application site. The existing rear elevation is measured 26m from the property boundary line and the distance from the front elevation to the public pedestrian footpath is 23m. Therefore, the proposal would unlikely to impact on the amenity of the neighbouring occupiers by reason of overbearing, loss of outlook or loss of privacy. As such, the proposal is considered to comply with Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

7.09 Living conditions for future occupiers

Not applicable to 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) states that development proposals must take into account relevant parking standards.

The proposal for an additional practice could potentially produce an increase in traffic generation to and from the site as compared to the existing surgery however any such activity would be distributed throughout the day thereby avoiding concentrated impact on any one period especially during the most sensitive morning and afternoon/evening peak traffic times. Hence any uplift would be considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

CAR PARKING

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a harmful impact on the surrounding road network.

In order to comply with the Local Plan, at least 2 car spaces are required per consultation room therefore, for the additional 2 surgery rooms, a quantum of 4 spaces are required, hence a total of 10 spaces should be provided for the entire development. The existing and proposed on-plot car spaces of the application site is 9 car spaces including 1 disable spot. Although there is a very marginal under-provision of 1 car space, the applicant has provided a parking survey in support of this application. The findings of the parking survey indicate there are adequate spare parking capacity in the surrounding roadways to accommodate of additional cars if the need arises.

As stated in Policies CI1 of the Local Plan: Part 1 (2012) and S2 of the London Plan (2021), new facilities should be easily accessible by public transport, cycling and walking. Although the site has a public transport accessibility level (PTAL) of 2, however it should be noted that the site is 650m away from Hillingdon Underground Station (10-13 minutes by foot) and the surrounding area is served by the local bus routes. The Highways Officer has assessed the proposal and recognises that the surgery is more likely to serve the locals within the surrounding area, therefore, the possibility of sustainable travel modes including walking and/or cycling to and from the address is also more likely.

Following the receipt of revised Proposed Parking Plan, two electrical vehicle charging

points are proposed as part of this application, hence the proposal is in accordance with the Local Plan Part 2.

In conclusion, the Council's Highways Officer is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

CYCLE SPACE

In terms of cycle parking, there would be a requirement to provide at least 2 secure cycle spaces per new consulting room in order to accord with the Council's adopted minimum cycle parking standard. However, with the receipt of a revised plan, 2 secured cycle stores are proposed to the rear garden, adjacent to the gates and 4 additional cycle parking spaces are located adjacent to the disable spot, which is openly visible from the reception room. The officer is now satisfied with the proposal.

7.11 Urban design, access and security

Refer to Section 07.07 of this report.

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposal should achieve the highest standards of accessible and inclusive design.

There are no changes to the access of the site. An existing ramp adjacent to the disable parking is present for accessibility purposes. The Council's Access Officer has assessed this application and no objections are raised subject to informatics.

7.13 Provision of affordable & special needs housing

Not applicable to 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.

The Council's Trees/Landscape Officer has reviewed this application and no objections are raised. The site lies within the area covered by TPO 60. There are no changes to the use of the site for car parking (accommodate up to 9 parked cars) and no new landscaping works are proposed. Hence, the proposed development is in accordance with Policy DMHB 14 of the Local Plan:Part Two (2020).

7.15 Sustainable waste management

No changes are proposed to the existing arrangement of waste storage and collection. Clinical and recycled waste are collected by private contractor.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is located within a critical drainage area and risk of surface water, however no external building changes are proposed as part of this application. The minor front garden works would only involve a small corner plot of soft landscaping hence, the proposal is considered unlikely to impact on flooding or drainage issues.

7.18 Noise or Air Quality Issues

NOISE

Paragraph 180 of the NPPF (2019) expects planning decisions to ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Paragraph 182 of the NPPF (2019) requires planning decisions to ensure new development can be integrated effectively with existing businesses. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development in its vicinity, the applicant should be required to provide suitable mitigation before the development has been completed.

Policy EM8 of the Local Plan: Part One (2012) seeks to ensure noise sensitive developments are only permitted if noise impacts can be adequately controlled and mitigated.

The existing ground floor dental surgery has been in operation for a number of years. The proposed change of use on the first floor will be the same as the existing use. No changes are proposed to the operating hours or the services provided that would raise concerns of noise. As such, it is considered that the proposal would comply with Policy EM8 of the Local Plan: Part One (2012).

7.19 Comments on Public Consultations

No public comments received.

7.20 Planning Obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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 Probit 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 to this application.

10. CONCLUSION

The proposal seeks permission for the conversion of part of the ground floor and first floor residential flat (Use Class C3) to create additional floorspace for the existing dental surgery (Use Class E(e)).

Whilst the proposed development would result in the loss of a residential unit, it would retain and improve a health service of the local area and as such the proposal is considered to be acceptable in principle.

The majority of the works are internal and the proposed external alterations are minor and would not impact on the character and appearance of the existing building and the Hillingdon Court Park Area of Special Local Character. Nor would the proposal harm the

amenity of the neighbouring properties.

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)

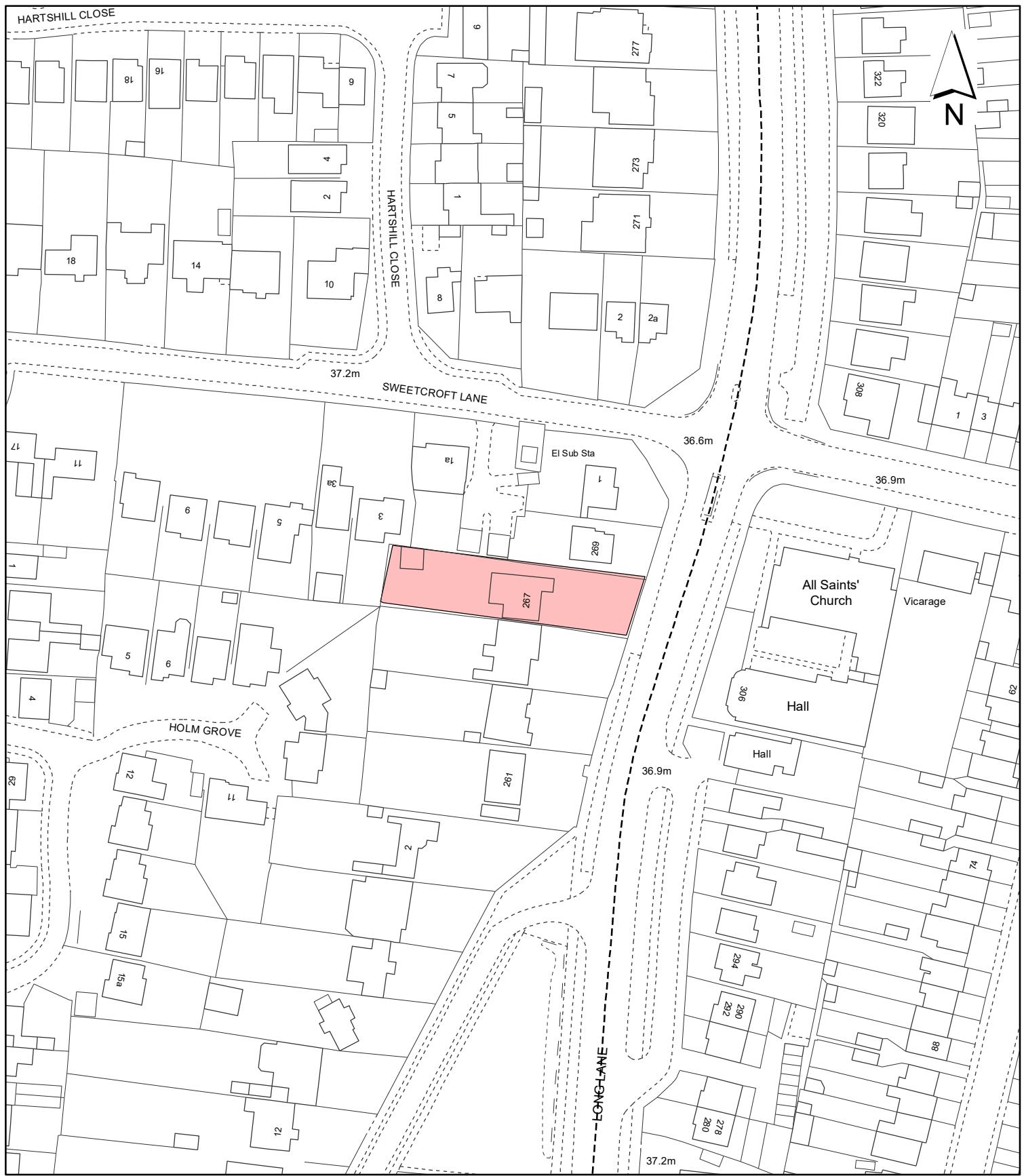
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

National Planning Policy Framework (2019)

The London Plan (2021)

Contact Officer: Rebecca Lo

Telephone No: 01895 250230



Notes:

Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**Sweetcroft Dental Practice
267 Long Lane**

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: 01895 250111

Planning Application Ref:

4479/APP/2021/905

Scale:

1:1,250

Planning Committee:

Central & South 106

Date:

April 2021



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

S.106/278 PLANNING AGREEMENTS - QUARTERLY FINANCIAL MONITORING REPORT

SUMMARY

This report provides financial information on s106 and s278 agreements in the Central and South Planning Committee area up to 31 December 2020 where the Council has received and holds funds.

RECOMMENDATION

That Members note the contents of this report.

INFORMATION

1. Paragraph 24 of the Government's Planning Practice Guidance, encourages local planning authorities to make publicly available information with regard to what planning obligation contributions are received by the Council and how these contributions are used. This ensures transparency and is therefore considered to be good practice. Details of the financial obligations held by the Council are reported to Cabinet on a quarterly basis through the "Planning Obligations Financial Monitoring Report". The report informs members and the public of the progress being made in the allocation of financial obligations and their implementation.
2. The information contained in this report was reported to Cabinet on 18th March 2021 and updates the information received by Cabinet in December 2020. The attached Appendix 1 provides updated financial information on s106 and s278 agreements in the Central and South Planning Committee area up to 31 December 2020, where the Council has received and holds funds.
3. Appendix 1 shows the movement of income and expenditure taking place during the financial year. The agreements are listed under Cabinet portfolio headings. Text that is highlighted in bold indicates key changes since the previous report of 7th January 2021 to the Planning Committee. Figures shown in bold under the column headed 'Total income as at 31/12/20' indicate new income received. Agreements asterisked under the column headed 'case ref' are those where the Council holds funds but is unable to spend them for a number of reasons. These include cases where the funds are held as a returnable security deposit for works to be undertaken by the developer and those where the expenditure is dependant on other bodies such as transport operators. In cases where schemes have been completed and residual balances refunded, the refund

amount is either the amount listed in the “Balance of Funds” column or where the amount listed in this column is zero the difference between the amounts listed in the columns titled “Total Income as at 30/09/20” and “Total Income as at 30/12/20”.

4. Members should note that in the Appendix, the ‘balances of funds’ held include funds that may already be committed for projects such as affordable housing and school expansion projects. Expenditure must be in accordance with the legal parameters of the individual agreements and must also serve a planning purpose and operate in accordance with legislation and Government guidance in the form of the National Planning Policy Framework (July 2018). The Council has adopted Supplementary Planning Guidance for Planning Obligations that provides the framework in which the Council will operate.
5. Members should also note that the listed “balances of funds”, i.e. the difference between income received and expenditure, is not a surplus. The majority of the funds are linked to projects that are already underway or programmed but have not been drawn down against the relevant s106 (or s.278) cost centre. The column labelled “balance spendable not allocated” shows the residual balance of funds after taking into account funds that the Council is unable to spend and those that it has committed to projects.

Financial implications

6. This report provides information on the financial status on s106 and s278 agreements up to 31 December 2020. The recommendation to note has no financial implications.

CORPORATE CONSULTATIONS CARRIED OUT

Legal

It is a requirement of the District Audit report into planning obligations and the Monitoring Officers report that regular financial statements are prepared.

EXTERNAL CONSULTATIONS CARRIED OUT

There are no external consultations required on the contents of this report.

BACKGROUND DOCUMENTS

District Auditor’s “The Management of Planning Obligations” Action Plan May 1999
Monitoring Officers Report January 2001
Planning Obligations Supplementary Planning Document Adopted July 2008 and revised 2014.
Cabinet Report March 2021.

Central & South Planning Committee - 7th April 2021
PART 1 - MEMBERS, PUBLIC & PRESS

Contact Officer: Nikki Wyatt

Telephone No: 01895 - 558145

Central & South Planning Committee - 7th April 2021
PART 1 - MEMBERS, PUBLIC & PRESS

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
			AS AT 31/12/20	AS AT 30/09/20	AS AT 31/12/20	AS AT 31/12/20	AS AT 31/12/20	AS AT 31/12/20
		SECTION 278						
PORTFOLIO: PUBLIC SAFETY & TRANSPORT								
PT278/30115 *22	Heathrow Villages	Terminal 5, Land at Longford Roundabout, Heathrow s278 10 Jan 02 47853/93/246	10,500.00	5,500.00	5,500.00	0.00	5,000.00	0.00 Fees & security (£5,000) associated with Highway Works to be undertaken by developer. Works consisted of temporary access works from Longford Roundabout to Western Perimeter Road. Access installed & will be removed following completion of Terminal 5. Security to be retained pending outcome of BAA proposals to make this access two-way and permanent for buses and emergency services vehicles as well as cyclists. Two way access implemented. Officers investigating whether all required works have been completed. Works completed, security to be refunded after maintenance period. £5,000 fees claimed by ECU.
PT278/3486A *18	Brunel	Brunel sites 532/SPP/2001/188 - Highways Works at Junction Hillingdon Hill, Kingston Lane & Pelican Crossing on Kingston Lane	392,358.87	392,358.87	197,448.22	197,448.22	0.00	194,910.65
PT278/3487A *20	Brunel	Brunel s278 16 April 04 532/SPP/2002/2237 - Traffic Calming on Cleveland Road & New Entrance on Kingston Lane	102,018.78	102,018.78	81,080.74	81,080.74	0.00	20,938.04
PT278/44717 *23	Yeading	Grand Union Village Southall 327/APP/2000/2106	77,331.55	77,331.55	55,222.89	55,222.89	0.00	22,108.66

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT278/57/140 A	Pinckwell	MOD Records Office Stockley Road Hayes 18/39/APP/2004/2284	AS AT 31/12/20 419,128.68	AS AT 30/09/20 325,719.61	AS AT 31/12/20 325,719.61	To 31/12/20 0.00	AS AT 31/12/20 93,409.07	AS AT 31/12/20 0.00	£188,737.70 (including £170,027.34 for Transport For London signals unit) for installation of two sets of traffic signals, one at the entrance to the site the other at Lavender Rise on Stockley Road and £190,686.91 received in respect of the Council's costs for supervision of the works (to be carried out by the owner). Works complete. Stage 3 road safety audit now agreed await completion of remedial works. Remedial works completed. Additional item of works being sought by officers who are chasing the developer for this. Council's costs of £205,686.71 claimed. TTS invoice for signals at Lavender Rise paid. Funding for additional items of works (removal of right turn lane) and BT cabling received. Design work and public consultation completed. Removal of right turn lane completed Sept/09. Scheme in maintenance period awaiting financial completion.
PT278/60/147B	West Drayton	DERA Site, Kingston Lane, West Drayton - Highways 45656/APP/2002/3012	56,816.26	56,816.26	0.00	0.00	56,816.26	0.00	£55,000 was received towards the total cost of highway works for the purchase and installation of traffic signals at Station Road/ Porters Way Junction and any such other incidental works as identified by the Council to support the development. Funds not spent by February 2014 are to be refunded together with interest accrued. These works to be performed by developer of RAF Porters Way (see PT278/62/148A). Funds to be retained as a contingency for these works.
PT278/62/149A	Botwell	Hayes Goods Yard 10057/APP/2004/2996&2999	7,000.00	7,000.00	0.00	0.00	7,000.00	0.00	The Council's costs due upon lodgement of documents by the developer for the design, administration and supervision of the works to the public highways surrounding the site to be performed by the developer. £5,000 received as a security deposit for the due and proper execution of the highways works by the developer.
PT278/65/182	Heathrow Villages	Longford Roundabout - Fifth Arm, 63368/APP/2007/2294	9,521.00	9,521.00	4,521.00	4,521.00	0.00	5,000.00	0.00 Remaining balance is a security deposit for developer implementation of bus only access to Terminal 5 Heathrow. Spend on supervision costs. Works complete, security to be refunded following maintenance period.
PT278/74/209C	Yiewsley	Proposed Tesco development, Trout Road, Yiewsley 609/APP/2007/3744	120,300.26	120,300.26	117,300.26	117,300.26	0.00	3,000.00	0.00 Fees received for design checks for proposed junction/works and carriageway widening at Trout Road. S278 agreement and technical approval pending. Further fees received & claimed for inspection works.
PT278/76/198A	Uxbridge	Former Gas Works site (Kier Park), Cowley Mill Road, Uxbridge 31/10/APP/2008/2497	5,000.00	5,000.00	0.00	0.00	0.00	5,000.00	0.00 Funds received as a security deposit for due and proper execution of highways improvements S278 agreement.
PT278/8/1/249E	Townfield	Fmt Glenister Hall, 119 Miret Drive, Hayes, 40169/APP/2011/243	6,000.00	6,000.00	2,000.00	2,000.00	0.00	4,000.00	0.00 Fees received for design checks and monitoring and supervision. £4,000 received as a security deposit to ensure highway works are carried out to a satisfactory standard. Fees claimed for design checks & monitoring.
PT278/8/2/273A	Uxbridge South	Autoguild House (Lidl), 121 Cowley Rd, Uxbridge. 7008/APP/2010/2758	99,115.00	99,115.00	27,115.00	27,115.00	0.00	72,000.00	0.00 Fees received and claimed for design checks & monitoring of S278 works. £91,195 received towards upgrading of traffic lights at junction of Cowley Mill Road. £72,000 received as a security deposit to ensure highways works are carried out to a satisfactory standard. £5,320 received & claimed for design checks. £19,195 allocated towards the installation of SCOOT signal system at junction of Cowley Mill Road & Cowley Road (Cabinet Member Decision 03/06/2019). Scheme complete.
PT278/8/3/283A	Uxbridge North	Former RAF Uxbridge, Hillingdon Road, Uxbridge 565/APP/2009/2752	253,636.00	253,636.00	222,136.00	222,136.00	0.00	31,500.00	0.00 £40,000 received and claimed for design checks & monitoring of 278 highway works. £31,500 received as a security deposit to ensure highway works are carried out to a satisfactory standard. £94,596 received and claimed by ECU towards fees associated with s278 agreement. Further £15,000 received and claimed towards design fees. £21,540 engineering fees claimed. £50k received and claimed for design checks for St Andrews roundabout.
PT278/8/5	Yiewsley	GSK Stockley Park, 5 Iron Bridge Road, 305/APP/2012/2573	6,210.00	6,210.00	1,210.00	1,210.00	0.00	5,000.00	0.00 Fees received and claimed for design checks. £5,000 received as a security deposit to ensure highway works are carried out to an acceptable standard.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS
								(as at February 2021)
PT/278/90/418D Botwell		20-30 Blyth Road, Hayes 1425/APP/2011/3040	AS AT 31/12/20	AS AT 30/09/20	5,550.00	550.00	5,000.00	0.00 Fees received and claimed for design checks. £5,000 received as a security deposit to ensure highway works are carried out to an acceptable standard.
PT/278/103/370 Uxbridge A *18		Balmont House (formerly Senator Court), Balmont Road, Uxbridge, 68385/APP/2012/2398	56,171.39	4,936.53	4,936.53	0.00	51,234.86	0.00 Funds held as a returnable bond to ensure the satisfactory completion of the highway works associated with the development. £4,936.53 fees claimed for design for design checks.
PT/278/107/355 Botwell E *132		Former EMI site, Dawley Road (Prologis), Hayes. 8294/APP/2015/446	5,000.00	5,000.00	0.00	0.00	5,000.00	0.00 £5,000 received as the highways deposit sum to ensure satisfactory completion of the works. Any unspent funds to be returned to the developer on completion.
PT/278/108/378 Townfield C *133		27 Uxbridge Rd (Hayes Gate House) 2385/APP/2013/2523	5,000.00	5,000.00	0.00	0.00	5,000.00	0.00 £5,000 received as the highways deposit sum to ensure satisfactory completion of the works. Any unspent funds to be returned to the developer on completion.
PT/278/109/403 Botwell *144		Former Hayes Swimming Pool, Botwell Lane, Hayes (Lidl) 1942/APP/2015/1127	135,000.00	135,000.00	0.00	0.00	135,000.00	0.00 £135,000 received as the highways deposit sum to ensure satisfactory completion of the works. Any unspent funds to be returned to the developer on completion.
PT/278/116/405 Botwell *150		Mercury House, Plot 6 Millington Road, Hayes (Premier Inn) 22632/APP/2016/2369	16,044.73	16,044.73	4,500.00	4,500.00	11,544.73	0.00 £11,544.73 received as the highway security deposit sum to ensure satisfactory completion of the works. £4,500 received and claimed for fees and design checks.
PT/278/124 Yeading *154		S278, Garage site at Hornbeam Road, Hayes 7079/APP/2015/3696	7,500.00	7,500.00	6,500.00	6,500.00	0.00	0.00 £5,000 received as the highway security deposit sum to ensure satisfactory completion of the works. £2,500 received for fees and design checks. £2,000 transferred to cover unpaid legal fees. £2,500 transferred to cover fees. Remaining balance to be returned to developer on satisfactory completion of highway works.
PT/278/125 Yeading *155		S278, Garage site at Larch Crescent, Hayes 7079/APP/2015/3696	7,500.00	7,500.00	2,500.00	2,500.00	0.00	0.00 £5,000 received as the highway security deposit sum to ensure satisfactory completion of the works. £2,500 received for fees and design checks. £2,500 transferred Q3 2018 to cover fees.
PT/278/126/390 West Drayton F *162		S278 Enr Anglers Retreat Ph, Cricketfield Road, West Drayton	32,868.00	32,868.00	0.00	0.00	32,868.00	0.00 Funds received as a security deposit for due and proper execution of highways improvements.
PT/278/127/417 West Drayton B *163		Grand Union Office Park, Packet Boat Lane, West Drayton 1197/APP/2015/4164	34,386.33	34,386.33	0.00	0.00	34,386.33	0.00 £34,386.33 received as highway security deposit sum to ensure satisfactory completion of the works.
PT/278/135/432 Heathrow Villages D		1 Nobel Drive, Hartlington, Hayes 46214/APP/2014/227	37,765.69	37,765.69	0.00	0.00	37,765.69	0.00 £37,765.69 received as highway security deposit sum to ensure satisfactory completion of the works.
		SECTION 278 SUB-TOTAL	1,907,722.54	1,058,240.25	0.00	849,482.29	0.00	
		SECTION 106						
		PORTFOLIO: PUBLIC SAFETY & TRANSPORT						

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/05/04a *2	Heathrow Villages	BA World Cargo / 50045A/95/1043	AS AT 31/12/20	AS AT 30/09/20	AS AT 31/12/20	212,469.24	212,469.24	0.00	AS AT 31/12/20
			339,111.08	339,111.08					
PT/05/04b	Heathrow Villages	BA World Cargo / 50045A/95/1043	406,331.57	406,331.57	173,645.35	173,645.35	0.00	232,686.22	0.00 The balance is for improvements to public transport serving the south side of London Heathrow. Any scheme should provide a significant benefit to BA employees in the vicinity of Heathrow. No time limits. BAA proposal for upgrade of bus services to the south side of Heathrow. £210,000 allocated to enhancements to 350 and 423 bus services (Cabinet Member decision 21/10/09). Enhanced services commenced December 09. £70,084 payment to London Buses bus service agreement 09/10. Year 2 & 3 payments to London buses (£70,084). £23,5k allocated towards a pedestrian crossing facility on the A4 Colnbrook By-Pass (Cabinet Member Decision 29/03/2012). £2,217 paid towards upgrade of crossing facility on A4. Remaining balance £126,641 allocated to support new 278 bus route (Cabinet Member Decision 05/02/2020). Three year Sponsored Route Agreement signed with London Buses 11/1/2020.
PT/37/40B-C (see: PPR/29)	Botwell	Land at Thorn EMI Complex - Highways Works & Environmental Improvements 5/1588/AP/2000/3668&1418 (Old Vinyl Factory 5887/APP/2012/1893)	559,443.43	559,443.43	483,904.27	483,904.27	0.00	75,539.16	0.00 Project 40B - New agreement signed 19/04/13. Funds to be used towards public realm improvements in the vicinity of the site and Hayes Town Centre (see agreement for further details). No time limit for spend. £838.48 (remaining balance from PT/37/40F) transferred to PT/22/847. £12,500 allocated towards lighting scheme in Blyth Road. £100,000 allocated towards Hayes Town Centre improvements (Cabinet Member Decision 19/06/2015). Remaining balance (£74,928) allocated towards public realm improvements in Blyth Road area (Cabinet Member Decision 28/08/2017). £100,000 spent towards Hayes Town Centre Scheme, end of year closing 2017/18. £5,000 spent towards Blyth Road lighting scheme Q4 2018/19 (scheme complete).
PT/37/40E	Botwell	Land at Thorn EMI Complex - Parking Factory 5867/APP/2012/1838)	32,805.42	32,805.42	0.00	0.00	0.00	32,805.42	0.00 Project 40E - £30,000 received for controlled parking in Blyth Road area. New agreement signed 19/04/13. Funds held to be used towards controlled parking zones in the vicinity of the development or if not required, towards the same purpose as PT/37/40B above. Allocated towards public realm improvements in Blyth Road area (Cabinet Member Decision 28/08/2017). No time limit for spend.
PT/4/241	Heathrow Villages	Temp Stockpiling at Bedford Court.	50,000.00	50,000.00	0.00	0.00	0.00	50,000.00	0.00 £50,000 for landscape enhancement on specified land around the development. Unexpended funds at 19 June 2006 were to be repaid to the developer. Following consultations with BAA it has been agreed to spend the funds as part of the Colne Valley project. Deed of variation has been secured to remove time limits.
PT/54/21C	Botwell	Former EMI Site, Dawley Road - Landscaping 6198/BS/98/1343	57,000.00	57,000.00	0.00	0.00	0.00	57,000.00	0.00 £50,000 for landscaping on adjacent land and £7,000 for maintenance of the landscaping works. Funds to be held for landscaping in accordance with the agreement subject to Crossrail. No time constraints.
PT/6/189B (see: E35)	West Drayton	LHR Training Centre, Stockley Close / 5/1458/97/1537	25,000.00	25,000.00	0.00	0.00	0.00	25,000.00	0.00 £25,000 for improvements at the junction of Stockley Road & Stockley Close / Lavender Rise, West Drayton. Scheme provided using TfL funding. Further improvements to area have been implemented as part of the MOD development. Funds to be held as contingency for any works required to the junction arising out of the MOD development. No time constraints.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/65/74A (see EYL/40, E/20 & E/21)	Uxbridge North	Land at Johnson's Yard (former garage site), Redford Way, Uxbridge - Street Lighting 53936/APP/2002/1357	AS AT 31/12/20 18,893.88	AS AT 30/09/20 18,893.88	AS AT 31/12/20 17,871.38	To 31/12/20 0.00	AS AT 31/12/20 1,022.50	AS AT 31/12/20 0.00	Street lighting according to the agreement drawing. No time constraints. Expenditure due to commencement of project for street lighting on Redford Way at Johnson's Yard. Columns & lanterns installed and working. Unable to install column in footpath leading to the High Street. Last column installed. Connection by Southern Electric were programmed for July 07. Columns all connected but require painting. Officers chasing painting contractor to progress. Painting completed - final invoices paid. Final balance to be confirmed after closure of 08/09 financial year accounts.
PT/80/0112 (formerly PT278/05)	Uxbridge South	Grand Union Park, Packet Boat Lane, site ref: 1197 (various applications)	47,774.85	47,774.85	2,228.56	2,228.56	0.00	45,546.29	0.00 No time constraints. Officers looking into project for spend of space at junction of Packet Boat Lane & Cowley High Street. Cabinet Member for F&T concerned with affect of proposal and blind road bend heading towards Uxbridge. Funds to be held until sight lines are resolved.
PT/82/114 (formerly PT278/23)	Uxbridge South	Waterloo Road, Uxbridge - Highway Works / 332BD/89/2069	13,169.44	13,169.44	11,577.00	11,577.00	0.00	1,592.44	0.00 Highway Works for alternative traffic management on Waterloo Road. No time limits. Cabinet Member for Planning & Transportation has approved use of funds to extend the Uxbridge South Parking Management Scheme approved. Implementation occurred in the Autumn. £11k spent on Waterloo Road from the Parking Revenue Account to be recharged to this case for next quarter. Recharge complete.
PT/84/87B-D (Formerly part of PT278/44)	Brunel	Brunel s106 16 April 04 532/SPP/2002/2237	27,614.47	27,614.47	15,164.48	15,164.48	0.00	12,449.99	0.00 £3,000 + interest for monitoring of landscape management plan (87B) £10,000 + interest for monitoring of green travel and public transport obligations (87D), and £200 + interest initial payment associated with footpath works to be undertaken by Council (87C). Engineers inspected site to ascertain whether works are required & whether further payments are due late Jan 2006. Officers chasing Brunel to provide a disabled ramp from the back of the privately owned footway at Hillingdon Hill. Interest accrued. £10k plus interest received for improvements (including lighting) to the footpath alongside the River Pinn linking Site 2 to Uxbridge Road. Footpath works complete, security deposit plus interest returned.
PT/88/140F	Pinckwell	MOD Records Office, Stockley Road, Hayes - Parking 13395/APP/2004/2284 *46	74,089.77	74,089.77	64,089.77	64,089.77	0.00	10,000.00	10,000.00 Funds received for parking management system in Bourne Avenue and surrounding streets of the new and existing estate roads. There are currently no plans to consult with residents of the area on a Parking Management Scheme. However, any resident objections to increases in commuter parking on residential roads generated by the development may give reason to spend these funds. Officers continue to monitor the parking situation. Funds must be spent within 7 years following date of receipt i.e. Dec 2013. No parking scheme has been requested and time limit has now passed. Officers in contact with developer. Contribution required to be returned. Funds returned to developer as agreed towards a transport study on Stockley Road, to assess the traffic impact of their developments. £10,000 retained, earmarked towards lighting improvements in Bourne Avenue, subject to formal allocation.
PT/102/161D	Yiewsley	Honeywell Site, Trout Road Yiewsley 335/APP/2002/2754	77,151.50	77,151.50	68,448.16	68,448.16	0.00	8,703.34	0.00 Funds received towards public transport and community facilities initiatives in the West Drayton area. Funds to be spent by September 2014. Funds allocated towards public transport initiatives in the West Drayton area to include bus stop accessibility and enhancement of the pedestrian link along Tavistock Road to West Drayton Station and bus interchange Cabinet Member Decision 22/04/2014. Scheme completed September 2014. £10,000 can be retained towards other schemes related to the development. Remaining balance allocated towards West Drayton Station Complimentary measures (Cabinet Member Decision 13/03/2018).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/104/147H	West Drayton	DERA Site, Kingston Lane, West Drayton 45658/APP/2002/3012	AS AT 31/12/20 10,000.00	AS AT 30/09/20 10,000.00	AS AT 31/12/20 0.00	AS AT 30/09/20 0.00	AS AT 31/12/20 0.00	AS AT 31/12/20 0.00	0.00 Funds received for the installation and maintenance of CCTV cameras on the site as specified in the relevant planning permission. Cameras to be installed by the developer. Funds to be retained as security. No time constraints.
PT/10/198B	Uxbridge *61	Former Gas Works Site (Kier Park) at Cowley Mill Road, Uxbridge - Bond 3114/APP/2008/2497	14,240.00	14,240.00	0.00	0.00	14,240.00	0.00	0.00 Travel Plan Bond received to ensure compliance by the owner of a car club. Funds to be spent within 5 years of receipt (March 2015). Allocated towards setting up Hertz car club in Trout Road (Cabinet Member Decision 7/02/2014). Approved scheme not viable. DOD signed 24/10/17. Funds to be used towards another sustainable transport project. Spend by March 2020. Funds allocated towards school air quality engagement and additional cycle parking facilities in Yiewsley Town Centre (Cabinet Member Decision 11/12/2018). Cycle parking implemented Feb 2019 (£1,500 spent Q4 2018/19). School air quality engagement delivered Oct 2019. Diminuimus balance £100 transferred to PT/44
PT/115/209B	Yiewsley	Tesco Trout Road, Yiewsley. 60929/APP/2007/3744	4,750.00	4,750.00	4,750.00	4,750.00	0.00	0.00	0.00 Contribution received for the purpose of setting up a car club. Funds to be spent within 5 years of receipt (March 2015). Allocated towards setting up Hertz car club in Trout Road (Cabinet Member Decision 7/02/2014). Approved scheme not viable. DOD signed 24/10/17. Funds to be used towards another sustainable transport project. Spend by March 2020. Funds allocated towards school air quality engagement and additional cycle parking facilities in Yiewsley Town Centre (Cabinet Member Decision 11/12/2018). Cycle parking implemented Feb 2019 (£1,500 spent Q4 2018/19). School air quality engagement delivered Oct 2019. Diminuimus balance £100 transferred to PT/44
PT/125/242C	West Drayton	Drayton Garden Village (fmr NATS site), Porters Way, West Drayton. 5107/APP/2009/2348	457,092.63	457,092.63	375,000.00	375,000.00	125,000.00	82,092.63	82,092.63 £210,000 received as the phase 2 & 3 payments towards improvements and additions to TfL bus services within vicinity of the development (see legal agreement for further details). No time limits for spend. £159,910.54 received as the Phase 4 payment. £87,182 received this quarter as the final payment. £37,500 allocated towards improvements to the the U5 bus services (Cabinet Member Decision 14/09/2017). Payment to TfL for first year of bus service operation 17/18 (£125,000). Year 2 payment to TfL 18/19 (£125,000). Year 3 payment to TfL 19/20 (£125,000).
PT/126/242D	West Drayton *82	Drayton Garden Village (fmr NATS site), Porters Way, West Drayton. 5107/APP/2009/2348	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Travel plan bond received to ensure compliance by the owner of its monitoring and reporting obligations. To be refunded after 10 years.
PT/129/277A	Heathrow Villages	The Portal, Scylla Rd, Heathrow Airport. 50270/APP/2011/1422	20,579.41	20,579.41	0.00	0.00	0.00	20,579.41	0.00 Funds received towards co-ordinating and monitoring the green travel plan associated with the site. No time limits for spend.
PT/131/273B	Uxbridge South	Autoguild House (Lid), 121 Cowley Rd, Uxbridge. 7008/APP/2010/2758	5,000.00	5,000.00	0.00	0.00	0.00	5,000.00	0.00 Funds received as the Travel Plan bond to be used by the Council to cover the Council's expenses in monitoring compliance by the owner with the travel Plan for a ten year period. Balance to be refunded after 10 years (2022).
PT/132/149J	Botwell *88	Hayes Goods Yard (High Point) 10057/APP/2005/2996 & 2999	15,000.00	15,000.00	0.00	0.00	0.00	15,000.00	0.00 Travel Plan bond received to ensure the completion by the owner of 3 travel surveys. £5,000 to be returned on completion of each survey.
PT/136/297A	Heathrow Villages	Fmr Technicolor Site, 276 Bath Rd, Sipson, West Drayton. 35293/APP/2009/1938	34,541.66	34,541.66	845.00	845.00	0.00	33,696.66	0.00 Contribution received towards the cost of upgrading the bus stops and the installation of drop kerbing / tactile paving to enable pedestrian access over Bath Road in the vicinity of the site. Funds to be spent within 7 years of receipt (May 2020). Funds allocated towards bus stop improvements on the Bath Road (Cabinet Member Decision 05/02/2020). Bus stops have been upgraded to London Land Mark Standard. Funds to be transferred to TfL.
PT/138/300B	Townfield *102	Fmr Powergen Site, North Hyde Gardens, Hayes 13226/APP/2012/2185	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Contribution received to be used by TfL to carry out required improvement works to the junction at The Parkway and Bulls Bridge Roundabout. No time limits. Contribution allocated towards TfL scheme to provide pedestrian/ cycle improvements to Bulls Bridge Roundabout (Cabinet Member Decision 2/12/2020), Funds to be transferred to TfL.
PT/139/300C	Townfield	Fmr Powergen Site, North Hyde Gardens, Hayes 13226/APP/2012/2185	15,000.00	15,000.00	0.00	0.00	0.00	15,000.00	15,000.00 Contribution received towards improvements to the grand Union Canal frontage within the vicinity of Bulls Bridge. No time limits.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/140/315A	Pinckwell	Asda Unit 4 Westlands Estate, Millington Road, Hayes 32157/APP/2011/1872	AS AT 31/12/20 458,800.00	AS AT 30/09/20 203,283.97	AS AT 30/09/20 178,009.47	To 31/12/20 131,317.51	AS AT 31/12/20 255,516.03	AS AT 31/12/20	0.00 Contribution to be used towards (but not limited to) the provision of footway and public realm improvements between the land and Hayes Town Centre. No time limits for spend. Funds allocated towards works to improve the link between the Asda store & Hayes Town Centre (Cabinet Member Decision 24/08/2017). Scheme progressing on site.
PT/144/198H	Uxbridge South	Former Gas Works site (Kier Park) Cowley Mill Road, Uxbridge 3114/APP/2012/2281	40,635.00	40,635.00	16,803.97	16,803.97	0.00	23,831.03	0.00 Funds received as the "reduced public transport contribution" to be applied towards the hopper bus service or other public transport links relating to the site (see legal agreement). Funds to be spent within 7 years of receipt (May 2021). Funds allocated towards footway improvements on Cowley Mill Road to improve pedestrian access to bus stops (Cabinet Member Decision 02/06/2017). Scheme completed. Final invoice received Q4/18/19. Remaining balance (£23,831) reallocated towards towpath improvements between Cowley Mill Road & Rockingham Road (Cabinet Member Decision 08/10/2020). Scheme on site.
PT/145/198J	Uxbridge South	Former Gas Works Site (Kier Park) at Cowley Mill Road, Uxbridge 3114/APP/2008/2497	20,317.00	20,317.00	0.00	0.00	20,317.00	0.00 Contribution received towards the provision or improvement of cycling in the vicinity of the site in accordance with the Council's adopted cycleway strategy. Funds to be spent within 7 years of receipt (May 2022). Funds allocated towards towpath improvements between Cowley Mill Road & Rockingham Road (Cabinet Member Decision 08/10/2020).	
PT/149/325C	West Drayton *161	Stockley Close Units 1623 & 1685 51458/APP/2013/2973	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00 Funds received as the travel plan contribution. For use by the Council to complete any remedial measures to ensure compliance by the owner with the travel plan. Unused funds to be returned at the end of the monitoring period (10 years).	
PT/151/345A	Uxbridge South	Charter Place, Vine Street, Uxbridge 30675/APP/2014/1345	25,000.00	25,000.00	25,000.00	0.00	0.00	0.00 Contribution received towards improvement of the area from the High Street through to Windsor Street to Charter Place (see agreement for details). Funds to be spent within 5 years of receipt (June 2020). Funds allocated towards public realm improvements in Windsor Street (Cabinet Member Decision 17/01/2019). Scheme complete September 2019. Final invoices received Q3.	
PT/152/344B	Uxbridge South *160	Building 63, Phase 500, Riverside Way, Uxbridge 56862/APP/2014/170	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00 Funds received as the travel plan contribution. For use by the Council to complete any remedial measures to ensure compliance by the owner with the travel plan. Unused funds to be returned at the end of the monitoring period (10 years).	
PT/153/345B	South Uxbridge *159	Charter Place, Vine Street, Uxbridge 30675/APP/2014/1345	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00 Funds received as the travel plan contribution. For use by the Council to complete any remedial measures to ensure compliance by the owner with the travel plan. Unused funds to be returned at the end of the monitoring period (10 years).	
PT/155/283D	Uxbridge North	Former RAF Uxbridge, Hillingdon Road, Uxbridge. 585/APP/2009/2752	63,366.34	63,366.34	35,012.56	35,012.56	28,353.78	3,366.34 Contribution received as the first of two instalments towards the provision of bus stops serving the development, in line with the S106 Planning Obligations SPD 2008. Funds to be spent within 10 years of receipt (Oct 2025). £60k allocated towards the upgrade of bus stops in the vicinity of St Andrews Park (Cabinet Member Decision 31/07/19). Scheme completed March 2020. Awaiting invoices.	
PT/157/355A	Botwell *119	Former EM Site, Dawley Rd, Hayes 8294/APP/2015/1406	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00 Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned after 10 years from occupation.	
PT/158/371A	Heathrow Villages *123	272-276 Bath Rd, Hayes 464/APP/2014/2886	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00 Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation).	
PT/159/372A	Yiewsley	Phase 3, Stockley Park, Stockley Road. 37977/APP/2015/1004	5,000.00	5,000.00	0.00	0.00	5,000.00	5,000.00 contribution received to fund a flood attenuation feasibility study for packet boat Lane (see agreement for details). Funds to be spent within 7 years of receipt (Jan 2023).	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/160/354C *124	Botwell	Land on west side of Dawley Road, Hayes (EC House) 38065/APP/2014/2143	AS AT 31/12/20 20,000.00	AS AT 30/09/20 20,000.00	AS AT 31/12/20 0.00	To 31/12/20 0.00	AS AT 31/12/20 20,000.00	AS AT 31/12/20 0.00	Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation).
PT/161/373 *125	Townfield	Airlink House, 18-22 Pump Lane, Hayes 5505/APP/2015/1546	8,000.00	8,000.00	0.00	0.00	8,000.00	0.00	Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation). Further £4,000 received as the second bond payment.
PT/162/249G	Townfield	Fmr Glenister Hall, 114 Miner Drive, Hayes	2,500.00	2,500.00	0.00	0.00	2,500.00	0.00	Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation).
PT/163/401	Botwell	Old Vinyl Factory, Blith Rd, Hayes. 51588/APP/2000/1827 & 5887/APP/2012/1838	20,390.78	20,390.78	0.00	0.00	20,390.78	0.00	Funds received towards the implementation of passing bays in Clarendon Road and providing Legible London signage in the vicinity of the site. Funds to be spent within 7 years of receipt. (March 2023)
PT/164/374A	Botwell	Global Academy, Old Vinyl Factory, Blith Road, Hayes. 5505/APP/2015/1798	120,000.00	120,000.00	0.00	0.00	120,000.00	0.00	Contribution to be used by TFL towards bus service improvements made necessary by the development, namely additional bus service provision on specified route serving the development and related infrastructure. Funds to be spent within 7 years of receipt. (March 2023)
PT/165/374B *126	Botwell	Global Academy, Old Vinyl Factory, Blith Road, Hayes. 5505/APP/2015/1546	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00	Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation).
PT/166/359B	Yiewsley	26-36 Horton Rd, Yiewsley 3507/APP/2013/2327	50,500.00	50,500.00	0.00	0.00	50,500.00	0.00	Contribution to be used by the Council towards the provision of CCTV, provision of lighting; closure/gating of paths and links; safety improvements to public transport interchanges; facilities and car parks; enhanced night bus networks to and from major new facilities and leisure uses within the Authority's area (see agreement for details). Spend within 7 years of receipt. (Jan 2023). Funds allocated towards lighting improvements and Santander Bike Scheme in Yiewsley (Cabinet Member Decision 22/12/2020).
PT/167/382A	West Drayton	Kichener House, Warwick Rd, West Drayton. 18218/APP/2013/2183	5,000.00	5,000.00	0.00	0.00	5,000.00	0.00	Contribution received towards the provision of improvements to West Drayton Railway Station and its surroundings, arising from the Cross Rail development. Funds to be spent within 10 years of receipt. (April 2026). Funds allocated towards West Drayton Station Complementary Measures (Cabinet Member Decision 13/03/2018).
PT/168/383A *127	Uxbridge North	Pavilions Shopping Centre, Chequers Square, Uxbridge (Primark). 35214/APP/2014/2232	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00	Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation).
PT/173/386	Yiewsley	Stockley Country Park, Stockley Golf Course, Uxbridge. 37850/APP/2012/2739	6,660.00	6,660.00	0.00	0.00	6,660.00	0.00	Contribution received towards providing a digital topographically measured survey of the site, prior to importation of materials. (see agreement for details). No time limits for spend.
PT/175/388 *134	Yiewsley	24 High Street, Yiewsley. 28628/APP/2014/675	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00	Funds received as the travel plan bond to ensure that the obligations contained in the approved travel plan are satisfactorily carried out. Any remaining funds to be returned at the end of the monitoring period (10 years from occupation).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/177/283F	Uxbridge North	Former RAF Uxbridge, Hillingdon Road, Uxbridge. 585/APP/2009/2752	AS AT 31/12/20 287,124.74	AS AT 30/09/20 287,124.74	AS AT 31/12/20 0.00	To 31/12/20 0.00	AS AT 31/12/20 287,124.74	AS AT 31/12/20 287,124.74	Funds received as the first instalment of the St Andrews Roundabout contribution, to be used towards the works shown on plan number 21522-SK 52 attached to the agreement. Funds to be spent within 10 years of receipt of the last relevant payment.
PT/178/394A	Yiewsley	Padcroft Works, Tavistock Road, Yiewsley. 45200/APP/2014/3638	22,330.64	20,330.64	20,330.64	0.00	2,000.00	2,000.00	Funds received to be used towards canal side signage (£2000) and £20,000 towards improvements to the Grand Union Canal frontage. Funds to be spent within 7 years (Oct 2023). £20,330 allocated towards canal towpath improvements between Stockley Park and Horton Bridge Road (Cabinet Member Decision 03/04/2018). Scheme substantially complete July 2019.
PT/179/396C *138	Heathrow Villages	Former Unilair Centre, Great South West Road, Feltham. 49559/APP/2014/334	20,578.80	20,578.80	0.00	0.00	20,578.80	0.00	Funds to be used by the Council towards securing compliance with the Green Travel Plan and to co-ordinate and monitor the occupier Green Travel Plan for a period of 10 years.
PT/182/396A	Pinkwell	Unit 3, Millington Road, Hayes 32157/APP/2016/1696	30,000.00	30,000.00	0.00	0.00	30,000.00	30,000.00	Funds received as the "Highways Contribution" towards a study/transport/highway capacity improvements in the surrounding area. No time limit for spend.
PT/184/399B	Townfield	Unit A Bulls Bridge Centre, North Hyde Gardens, Hayes 13226/APP/2015/4623	30,000.00	30,000.00	0.00	0.00	30,000.00	30,000.00	Funds received as the "Transport Contribution" for the provision of transport matters related to the development. No time limits for spend.
PT/186/402B	Yiewsley	21 High St, Yiewsley 26628/APP/2014/675	11,310.15	11,310.15	0.00	0.00	11,310.15	0.00	Funds received towards initiatives to improve Yiewsley Town Centre, located within the Authority's area. No time limit for spend. Funds allocated towards West Drayton Station Complementary Measures (Cabinet Member Decision 13/03/2018).
PT/187/403A *141	Botwell	Fmr Hayes Swimming Pool, Botwell Lane, Hayes (Lidl) 1942/APP/2015/4127	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00	Funds received to be used by the Council to secure compliance with the travel plan if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/188/404A	Botwell	The Gatefield Building, land east of the former EMI site, Blyth Rd, Hayes 51588/APP/2011/2253	111,554.62	81,554.00	81,554.00	0.00	30,000.62	30,000.00	Funds received as the public realm contribution towards CCTV, provision of lighting, rerouting/closure of underused paths and links; safety improvements to public transport interchanges; environmental projects which contribute to safer town centres; enhanced night bus networks to and from major new facilities and leisure uses in the Authority's area. £8,1554 from this contribution allocated towards Hayes Town Centre CCTV upgrade, as part of a borough wide Scheme (Cabinet Member Decision 17/01/2019). CCTV scheme completed Autumn 2018. Remaining balance (£30k) to be used towards Hayes subway improvements, subject to formal allocation.
PT/189/405A	Pinkwell	Mercury House, Westlands Estate, North Hyde Road, Hayes (Premier Inn) 22632/APP/2016/2369	50,000.00	50,000.00	0.00	0.00	50,000.00	50,000.00	Funds received as the highways contribution to be used towards highway capacity improvements in the surrounding road network. Such improvements to incorporate air quality monitoring of the relevant road network. Funds to be spent within 7 years of receipt (June 2024).
PT/191/396C *145	Pinkwell	Unit 3, Millington Road, Hayes 32157/APP/2016/1696	40,000.00	40,000.00	0.00	0.00	40,000.00	0.00	Funds received as the travel plan sum (£20k each unit) to secure compliance with the travel plan. Unspent funds to be returned at the end of the monitoring period (10 years).
PT/192/242H	West Drayton	Fmr NATS Site, Drayton Garden Village, Porters Way, West Drayton 5107/APP/2009/2348	31,136.46	27,200.00	27,200.00	0.00	3,936.46	0.00	Funds received as the parking management contribution, to be used towards the cost of establishing a parking management scheme in the West Drayton Area. No time limits, for spend. £31,136 allocated and £27,200 spent towards a Parking scheme in West Drayton, zone WD5 (Cabinet Member Decision 22/10/2019).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/193/2421	West Drayton	Firm NAT's Site, Drayton Garden Village, Porters Way, West Drayton 5/107/APP/2009/2348	AS AT 31/12/20 249,091.68	AS AT 30/09/20 111,448.51	AS AT 31/12/20 111,448.51	To 31/12/20 2,282.00	AS AT 31/12/20 137,643.17	AS AT 31/12/20 0.00	Funds received as the "British Waterways contribution" to be used towards the cost of improvement works to the Grand Union Canal. No time limits for spend. Funds allocated towards towpath improvements on the Grand Union Canal (Cabinet Member Decision 21/09/2018). Scheme completed November 2020. Available invoices.
PT/194/403D	Botwell	Former Hayes Swimming Pool, Botwell Lane, Hayes (Ltd) 1942/APP/2015/4127	59,000.00	59,000.00	39,613.94	39,613.94	9,061.49	19,386.06	0.00 Funds received as the "Traffic Impact contribution" to be used by the Council towards bus service improvements, installation of land mark bus shelters on Church Road, installation of road signs in the vicinity of the development (see agreement for details). No time limits for spend. Funds allocated towards bus stop upgrade contribution to new 278 bus service and improvements to pedestrian link between Lidl & Hayes Town Centre (Cabinet Member Decision 03/06/2019). Town Centre Scheme completed March 2020. £10k balance held towards 278 bus.
PT/195/409A *147	Heathrow Villages	Firm Contractor's Compound, South of Swindon Road, Heathrow Airport 67622/APP/2013/2532 & 67622/APP/2015/1651	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to be used by the Council to secure compliance with the travel plan if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/197/404N *148	Botwell	The Old Vinyl Factory, Blith Road, Hayes 59872/APP/2012/1838 & 59872/APP/2013/3775	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to be used by the Council to secure compliance with the travel plan if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/198/414A	Hillingdon East	Abbotsfield & Swaykeleys School, Clifton Gardens, Hillingdon 3505/APP/2015/3630	450,000.00	450,000.00	0.00	0.00	0.00	450,000.00	0.00 Contribution received to be used by TfL towards bus service improvements. Funds to be spent within 7 years of payment (March 2025). Funds allocated to support the new 278 bus service (Cabinet Member Decision 05/02/2020).
PT/199/415A *151	West Drayton	West Drayton Police Station, Station Road, West Drayton 12768/APP/2016/1580 & 12768/APP/2014/1870	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/200/414B	Hillingdon East	Abbotsfield & Swaykeleys School, Clifton Gardens, Hillingdon 3505/APP/2015/3630	16,430.00	16,430.00	0.00	0.00	0.00	16,430.00	0.00 Contribution received to be used by TfL towards bus stop improvements along Long Lane. Funds to be spent within 7 years of payment (March 2025).
PT/201/404C *152	Hillingdon East	Abbotsfield & Swaykeleys School, Clifton Gardens, Hillingdon 3505/APP/2015/3630	21,200.00	21,200.00	0.00	0.00	0.00	21,200.00	0.00 Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/202/417A *153	West Drayton	Grand Union Office Park, Packet Boat Lane, West Drayton 1197/APP/2015/4164	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/203/400C *156	Heathrow Villages	World Business Centre, 4 Newall Road, Heathrow Airport 71487/APP/2015/4718 & 71478/APP/2017/1605	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/204/419C *157	Heathrow Villages	Cessna Road, Terminal 2, Heathrow Airport 62360/APP/2015/4277	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/206/422A	Uxbridge North	Land rear of 85-87 Manor Waye, Uxbridge 67593/APP/2017/114	2,000.00	2,000.00	0.00	0.00	0.00	2,000.00	0.00 Funds received towards the cost of implementing a stopping up order required under the agreement. No time limits for spend.
PT/207/423A	Heathrow Villages	1 Nobel Drive, Harlington, Hayes 46214/APP/2014/2827	12,600.00	12,600.00	0.00	0.00	0.00	12,600.00	0.00 Contribution received to be used by the Council towards off site carbon reduction measures, schemes and initiatives in order to mitigate the development. No time limit for spend.
PT/208/423B	Heathrow Villages	1 Nobel Drive, Harlington, Hayes 46214/APP/2014/2827	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/209/410B	Uxbridge South	66 High Street (Fassnidge Park Hall), Uxbridge 12156/APP/2015/4166 & 12156/APP/2016/4647	AS AT 31/12/20 20,000.00	AS AT 30/09/20 20,000.00	AS AT 31/12/20 0.00	To 31/12/20 0.00	AS AT 31/12/20 20,000.00	AS AT 31/12/20 0.00	Funds received to ensure compliance with the travel plan, if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/210/424A	Yiewsley	Land at Onslow Mills, Trout Road, West Drayton 1724/APP/2016/3513	5,745.78	5,745.78	0.00	0.00	0.00	5,745.78	Contribution to be used by the Council towards off site carbon reduction measures, schemes and initiatives in order to mitigate the harm caused by the development. No time limit for spend.
PT/212/425B	Yiewsley	Land rear of 22-24 Horton Road, West Drayton 71582/APP/2016/4582	26,083.36	26,083.36	0.00	0.00	0.00	26,083.36	Contribution received towards the cost of carrying out highway works including Legible London finger posts and resurfacing the canal towpath adjacent to the site (see agreement for details). Funds to be spent within 7 years of receipt (Dec 2025). Indexation received.
PT/214/430A	Uxbridge South	Randalls 7-9 Vine St, Uxbridge 41309/APP/2016/3391	33,304.30	33,304.30	0.00	0.00	0.00	33,304.30	Contribution received towards off-site carbon reduction measures to mitigate the development. No time limit for spend.
PT/215/430B	Uxbridge South	Randalls 7-9 Vine St, Uxbridge 41309/APP/2016/3391	91,501.11	91,501.11	13,487.04	13,487.04	0.00	78,014.07	Funds received as the town centre contribution. No time limit for spend. Funds allocated towards Vine Street public realm improvements (Cabinet Member Decision 28/11/2019). Scheme substantially completed March 2020. Remaining works delayed due to COVID 19. Awaiting invoices.
PT/216/427A	Uxbridge South	Waterloo Wharf, Waterloo Road, Uxbridge 43016/APP/2016/2840	31,182.67	31,182.67	0.00	0.00	0.00	31,182.67	Contribution received towards off-site carbon reduction measures, schemes and initiatives to mitigate the development. No time limit for spend.
PT/217/427B	Uxbridge South	Waterloo Wharf, Waterloo Road, Uxbridge 43016/APP/2016/2840	31,581.65	31,581.65	0.00	0.00	0.00	31,581.65	Contribution received to be used by the Canals & Rivers Trust towards canal-side improvement works to the canal-side land (shown on plan attached to the agreement). Works to include towpath and access improvements. No time limit for spend. Funds allocated towards towpath improvements between Cowley Mill Road & Rockingham Road (Cabinet Member Decision 08/10/2020). Scheme on site.
PT/218/297E	Heathrow Villages	Fmr Techicolor Site, 276 Bath Rd, Sipson, 35293/APP/2009/1938	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	Funds received to be used by the Council to secure compliance with the travel plan if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/219/429A	Botwell	Fmr Nestle Factory, Nestle Avenue, Hayes (Industrial) 1331/APP/2017/1883	6,000.00	6,000.00	0.00	0.00	0.00	6,000.00	Contribution received as the "Industrial Land Legible London contribution" towards the provision of Legible London signage in the vicinity of the development. Funds to be spent within 10 years of receipt (March 2029).
PT/220/429B	Botwell	Fmr Nestle Factory, Nestle Avenue, Hayes (Industrial) 1331/APP/2017/1883	101,716.12	101,716.12	101,716.12	0.00	101,716.12	0.00	£101,716.12 received as the first instalment of the "TFL Bulls Bridge Contribution" towards the Bulls Bridge Roundabout. Funds to be spent within 10 years of receipt. First instalment (£101,716.12) transferred to TFL in line with the contribution received in Q3.
PT/221/429C	Botwell	Fmr Nestle Factory, Nestle Avenue, Hayes (Residential) 1331/APP/2017/1883	9,353.50	4,577.23	0.00	0.00	0.00	9,353.50	Contribution received as the "Residential Land Legible London contribution" towards the provision of Legible London signage in the vicinity of the development. Funds to be spent within 10 years of receipt (March 2029). Indexation received in Q3.
PT/222/434A	Botwell	30-32 Blyth Road, Hayes 68974/APP/2018/2146	87,249.00	87,249.00	0.00	0.00	0.00	87,249.00	Funds received as the first instalment towards the provision of offsite carbon reduction measures to mitigate the impact of the development. Funds to be spent within 7 years of receipt (April 2026).
PT/223/435A *164	Uxbridge South	Fmr Trimite Site, Arundel Road, Uxbridge 91117/APP/2016/278	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	Funds received to be used by the Council to secure compliance with the travel plan if required. Any unspent funds to be returned at the end of the monitoring period (10 years).
PT/226/438A	Uxbridge South	Westcombe House, 36-38 Windsor Street, Uxbridge (1354/APP/2017/3388)	42,533.64	42,533.64	0.00	0.00	0.00	42,533.64	Funds received towards measures that will enhance the public realm and broaden travel choice in Uxbridge Town Centre. No time limit for spend. Indexation (£4,837) received in Q4. Indexation corrected (£2,533) Q1

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PT/227/440A	Uxbridge South	Dolphin Bridge House, Rookingham Road, Uxbridge 35248/APP/2017/3013	AS AT 31/12/20 57,557.36	AS AT 30/09/20 57,557.36	AS AT 31/12/20 0.00	To 31/12/20 0.00	AS AT 31/12/20 57,557.36	AS AT 31/12/20 57,557.36	Contribution received towards the improvement of the canal towpath between Rookingham Road and Oxford Road as a Quiet Way. Funds to be spent within 10 years of receipt. (December 2029).
PT/228/441A	Uxbridge North	297 Long Lane, Hillingdon 4860/APP/2018/3719	34,705.45	34,705.45	0.00	0.00	34,705.45	34,705.45	Contribution to be used by the Council towards the provision of off-site carbon reduction measures to mitigate the development. Funds to be spent within 7 years of receipt (December 2026).
PT/229/441B	Uxbridge North	297 Long Lane, Hillingdon 4860/APP/2018/3719	94,600.57	94,600.57	0.00	0.00	94,600.57	94,600.57	Contribution to be used towards measures to improve the ease with which people with disabilities can move around Hillingdon Circus Shopping parade between 299 & 335 Long Lane (see Agreement for details). Funds to be spent within 7 years of receipt (December 2026).
PT/230/429G	Botwell	Fmr Nestles Factory, Nestles Avenue, Hayes 1331/APP/2017/1883	454,766.32	443,675.56	0.00	0.00	0.00	454,766.32	Funds received as the "Residential Land and MMT contribution" to be used towards the proposed Multi Modal Transport scheme (see agreement for details). Funds to be spent within 10 years of receipt (February 2030). Indexation received Q3.
PT/231/429H	Botwell	Fmr Nestles Factory, Nestles Avenue, Hayes 1331/APP/2017/1883	161,869.01	161,869.01	0.00	0.00	0.00	161,869.01	Funds received as the "zero carbon contribution" towards the Council's Carbon offset fund. Funds to be spent within 10 years of receipt February 2030. Indexation received Q2.
PT/232/429I	Botwell	Fmr Nestles Factory, Nestles Avenue, Hayes 1331/APP/2017/1883	456,964.78	437,000.00	0.00	0.00	0.00	456,964.78	456,964.78 Funds received as the "Residential Land Additional Bus Contribution" towards the provision of additional bus capacity on the bus network in the vicinity of the development. Funds to be spent within 10 years of receipt. (February 2030). Indexation received Q3.
PT/233/442A	Uxbridge North	Armstrong House, Market Square, Uxbridge 36573/APP/2017/3389	131,886.54	131,886.54	0.00	0.00	0.00	131,886.54	Funds received towards measures that will enhance the public realm and broaden travel choice in Uxbridge Town Centre (see agreement for details). No time limit for spend.
PT/235/450A	Botwell	Land at the Arena, Bennettsfield Road, Stockley Park 3780/APP/2019/1430	31,678.17	31,678.17	0.00	0.00	0.00	31,678.17	Funds received as a contribution towards the Council's Carbon Fund to be used by the Council towards the provision of offsite carbon reduction measures to mitigate carbon emissions from the development. Funds to be spent within 7 years of receipt. (June 2027).
PT/236/450B	Botwell	Land at the Arena, Bennettsfield Road, Stockley Park 3780/APP/2019/1430	72,466.40	72,466.40	0.00	0.00	0.00	72,466.40	Funds received as a contribution towards highway improvement works to the local highway network to alleviate the traffic congestion caused by the development. Funds to be spent within 7 years of receipt (June 2027).
PT/237/551A	Uxbridge North	51 Belmont Road, Uxbridge 34151/APP/2019/1179	23,400.00	23,400.00	0.00	0.00	0.00	23,400.00	Contribution to be used by the Council towards the provision of offsite carbon reduction measures to mitigate the impact of the development. No time limit for spend.
PT/238/418E	Botwell	20-30 Blyth Road, Hayes 1425/APP/2011/3040	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	Funds received as the public realm contribution towards CCTV, provision of lighting, rerouting/closure of underused paths and links; safety improvements to public transport interchanges; environmental projects which contributes to safer town centres; enhancement night bus networks to and from major new facilities and leisure uses in the Authority's area. Funds to be spent within 7 years of receipt (August 2027). See agreement for details.
PT/239/553A *167	West Drayton	501 & 504 Stone Close, West Drayton. 73585/APP/2018/2484	20,000.00	0.00	0.00	0.00	20,000.00	20,000.00	Funds received as the travel plan bond, to be used by the Council to secure compliance with the travel plan if required. Any unsupant funds to be returned at the end of the monitoring period (5 years from occupation).
PT/240/554A	Botwell	Challey Industrial Estate, Pump Lane, Hayes 2102/APP/2018/4231	98,898.70	0.00	0.00	0.00	98,898.70	98,898.70 Funds received as the first instalment of the "Healthy Streets Contribution". To be used towards initiatives to encourage motorised junction users to shift towards sustainable modes, enabling local residents to access wider areas including Cranford Park. Funds to be spent within 7 years of receipt (Nov 2027).	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS
								(as at February 2021)
PT/241/554B	Botwell	Chailey Industrial Estate, Pump Lane, Hayes 2102/APP/2018/4231	AS AT 31/12/20 125,385.67	AS AT 30/09/20 0.00	AS AT 31/12/20 0.00	AS AT 31/12/20 125,385.67	AS AT 31/12/20 125,385.67	Funds received as the first instalment of the pedestrian & cycle contribution to be used towards: upgrade of pedestrian & cycle facilities along Chatton Rd & Silverdale Rd; transformation of land outside Skelfington Court; improving access to the Grand Union Canal towpath from Silverdale Rd. See agreement for details. Funds to be spent within 7 years of receipt (Nov 2027).
PT/242/554C	Botwell	Chailey Industrial Estate, Pump Lane, Hayes 2102/APP/2018/4231	25,077.13	0.00	0.00	25,077.13	20,077.13	Contribution received as the first instalment of the Grand Union Canal "Quiet Way" contribution. To be used towards upgrading the canal towpath within the vicinity of the land to Quiet Way standard. Funds to be spent within 7 years of receipt (Nov 2027).
PT/243/429J	Botwell	Fmr Nestles Factory, Nestles Avenue, Hayes 1331/APP/2017/1883	5,285.91	0.00	0.00	5,285.91	5,285.91	Funds received as the "Parking Management Scheme Amendment contribution" to be used to amend the relevant parking management scheme approved by the Council for on street parking of vehicles in the vicinity of the development.
PT/244/429K	Botwell	Fmr Nestles Factory, Nestles Avenue, Hayes 1331/APP/2017/1883	27,377.23	0.00	0.00	27,377.23	27,377.23	Funds received as the Residential Travel Plan Default Contribution (£21,059.41) to be used by the Council to secure compliance with the travel plan if required. Unspent funds to be returned at the end of the monitoring period. The Residential Travel Plan Monitoring Contribution (£6,318.80). To be used towards the Council's monitoring and implementation of the obligations relating to the travel plan.
PT/245/429L	Botwell	Fmr Nestles Factory, Nestles Avenue, Hayes 1331/APP/2017/1883	17,750.00	0.00	0.00	17,750.00	0.00	Funds received in error as the Car Club contribution. Contribution to be returned to the developer or held in lieu of receipt of future contributions.
*168		PUBLIC SAFETY & TRANSPORT - SUB TOTAL	7,341,035.69	6,985,429.24	2,105,443.96	1,978,453.34	404,389.68	5,235,591.73
		PUBLIC SAFETY & TRANSPORT - TOTAL	9,248,758.23	8,893,151.78	3,163,684.21	3,036,693.59	404,389.68	6,085,074.02
		EDUCATION SUB - TOTAL	6,735,856.60	6,735,856.60	6,735,856.60	6,735,856.60	0.00	0.00
PT/230/283C	Uxbridge North	Former RAF Uxbridge, Hillingdon Road, Uxbridge 585/APP/2009/2752	6,735,856.60	6,735,856.60	6,735,856.60	6,735,856.60	0.00	£2,545,734 received as the first instalment towards providing education, educational improvements or facilities in the Authority's area to include new school facilities; improvements to existing school facilities to accommodate extra children; improvements and expansion of playground and external leisure spaces. Contribution to be spent within 10 years of receipt. Funds spent towards Council's School Expansion Programme financing 2015/16 (Cabinet Member Decision 06/01/2017 (retrospective). Further £1,363,649 received as the second instalment. Funds allocated and spent towards School Capital Programme 2017/18 . Third instalment School Capital (£1,400,339.53) received and spent towards School Capital Programme 2018/19 (Cabinet Member Decision 27/02/2018). Fourth instalment (£1,425,633.84) received Q3 and spent towards School Capital Programme 2019/20 (Cabinet Member Decision 27/02/2018).
PPPR/47/26A	Botwell	Trident Site, Phase 3 Stockley Park - Hayes Hub/H50 & Botwell Common Road Zebra Crossing 37977/P94/35 PT/36/26A	2,601,600.00	2,601,600.00	1,808,071.42	1,808,071.42	0.00	793,528.58 0.00 See Cabinet report 18 December 2003. Balance allocated to Hayes & Harlington Station improvements and associated interchange initiatives. Project on-hold due to design issues. Officer's investigating alternative improvements to area around the station. No time limits. Funds earmarked towards improvements to the public transport interchange and public realm improvements as part of the Crossrail/Hayes Town Centre Scheme. Funds allocated towards Hayes Town Centre Complimentary Measures (Cabinet Member Decision 24/08/2017).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PPR/49/174C	Heathrow Villages	Terminal 2, Heathrow Airport 62360/APP/2006/2942	As At 31/12/20	As At 30/09/20	As At 31/12/20	As At 30/09/20	As At 31/12/20	As At 31/12/20	0.00 Contribution towards the Local Labour Strategy. No time limits. £200,000 allocated to deliver Strategy (Cab Member decision 27/11/10). £88,000 allocated and £42,900 spent towards Economic Development (ED) post within LBH 12/13 (Cab Member Decision 19/3/13). £24,100 spent towards E D post within LBH 12/13 (Cab Member Decision 10/2/2017). £46,321 spent towards E D Officer Post (Cab Member Decision 10/9/2014). £46,321 spent towards E D Officer Post 2015/16. £150,000 received towards the same purpose (72 instalments 2014/15, 15/16 and 16/17 to be confirmed). £110,902 allocated towards Senior E D Officer Post (Cab Member Decision 10/2/2017). £26,300 spent towards Officer post 2016/17. Final 12 instalment (£50k) received (20/7/18). T12 instalment received 2018/19. £54,500 spent towards Senior E D Post (2017/18). £92,376 allocated and £46,788 spent towards E D Officer post in each of 2018/19 & 2019/20 (Cab Member Decision 29/3/2019).
PPR/49/174D	Heathrow Villages	Terminal 2, Heathrow Airport 62360/APP/2006/2942	531,426.00	531,426.00	450,000.00	450,000.00	0.00	81,426.00	0.00 Funds received towards the Local Labour Strategy, as defined in the agreement. No time limits. A total of £450,000 due to be received under this agreement has been allocated towards the Heathrow Academy Programme (Cabinet Member Decision 19/1/12). Total of £2261.00 paid towards cinema equipment Programme 2012/13. Further £270,246 received towards the Programme. Total match funding towards Heathrow Academy Programme received and spent (2014).
PPR/53/149H	Botwell	Former Hayes Goosyard site. 10057/APP/2005/2986&299	6,000.00	6,000.00	2,000.00	2,000.00	0.00	4,000.00	0.00 £22,000 received towards the maintenance and operation by the Council of the station approach cameras. Funds spent towards operation of station cameras 09/10. Further £4,000 received as 2nd & 3rd annual instalments.
PPR/70/267C	Botwell	Fmr Ram PH, Dawley Rd, Hayes 22765/APP/2010/1239	10,000.00	10,000.00	8,883.47	8,883.47	0.00	1,165.53	0.00 Funds to be used for the purpose of improving community facilities in the vicinity of the development. No time limits for spend. Funds allocated towards upgrading cinema equipment at The Beck Theatre (Cabinet Member Decision 28/08/2014). Scheme complete, contribution not required, funds to be reallocated. Balance allocated towards accessibility improvements at the Beck Theatre (Cabinet Member Decision 28/06/2017). Scheme complete.
PPR/71/277C	Heathrow Villages	The Portal, Scylla Rd, Heathrow Airport 50270/APP/2011/1422	20,579.41	20,579.41	0.00	0.00	0.00	20,579.41	20,579.41 Contribution received towards public realm improvements in the vicinity of the development including, CCTV, footpath safety, safer town centres, public transport interchange facilities (see agreement for details). Further contribution received towards the same purpose. No time limits for spend.
PPR/72/277D	Heathrow Villages	The Portal, Scylla Rd, Heathrow Airport 50270/APP/2011/1422	51,609.00	51,609.00	51,609.00	51,609.00	0.00	0.00	0.00 Contribution received towards training persons within the locality of the development for jobs of a nature to be carried out within the development. Further contribution received towards the same purpose. No time limits for spend. Funds allocated towards a logistics training initiative to be provided by Uxbridge College (Cabinet Member Decision 05/11/2019). Funds transferred to Uxbridge College Q3. Diminutus balance 0.49 transferred to PT/44.
PPR/80/297B	Heathrow Villages	Fmr Technicolor Site, 276 Bath Rd, Sipson. 35293/APP/2009/1938	46,055.55	46,055.55	0.00	0.00	46,055.55	0.00	0.00 Contribution received towards the provision of training in the hospitality and leisure industry (see agreement for further details). Funds to be spent within 7 years of receipt (May 2020). Funds allocated towards the purchase of specialist equipment for hospitality training at Uxbridge College (Cabinet Member Decision 05/11/2019). Funds transferred to Uxbridge College Q3. Diminutus balance 0.14 transferred to PT/44.
PPR/81/297C	Heathrow Villages	Fmr Technicolor Site, 271 Bath Rd, Sipson. 35293/APP/1938	16,695.00	16,695.00	16,695.00	16,695.00	0.00	0.00	0.00 Contribution received towards the provision of training in the hospitality and leisure industry (see agreement for further details). Funds to be spent within 7 years of receipt (May 2020). Funds allocated towards the purchase of specialist equipment for hospitality training at Uxbridge College (Cabinet Member Decision 05/11/2019). Funds transferred to Uxbridge College Q3. Diminutus balance 0.14 transferred to PT/44.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PPR/93/339C	Yiewsley	39 High Street, Yiewsley 24485/APP/2013/138	AS AT 31/12/20 25,010.10	AS AT 30/09/20 25,010.10	AS AT 31/12/20 0.00	AS AT 30/09/20 0.00	AS AT 31/12/20 0.00	AS AT 31/12/20 25,010.10	0.00 Contribution received as the "public realm contribution" towards the provision of CCTV, lighting, closure/gating of paths and links, safety improvements to public transport interchanges, facilities, and car parks, enhanced night bus networks to and from major new facilities and leisure uses within the authority's area. No time limits for spend. Allocated towards public realm improvements at West Drayton Station as part of Crossrail Project (Cabinet Member Decision 13/03/2018).
PPR/101/348D	Uxbridge North	Lancaster & Hermitage Centre, Lancaster Road, Uxbridge. 68164/APP/2011/2711	3,331.89	3,331.89	0.00	0.00	0.00	3,331.89	3,331.89 Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/104/355B	Botwell	Former EM1 Site, Dawley Rd, Hayes 8294/APP/2015/1406	82,800.00	82,800.00	0.00	0.00	0.00	82,800.00	82,800.00 Contribution received towards investment in local energy efficiency and carbon reduction measures within the Authority's area. Spend within 7 years of receipt. (Nov 2022).
PPR/105/355C	Botwell	Former EM1 Site, Dawley Rd, Hayes 8294/APP/2015/1406	9,600.00	9,600.00	0.00	0.00	0.00	9,600.00	0.00 Funds received towards the provision of a construction work place co-ordinator. Funds to be spent within 7 years of receipt (Nov 2022). Contribution allocated towards the Council's Construction Training Co-ordinator Service (Cabinet Member Decision 06/10/2020).
PPR/108/371B	Heathrow Villages	272-276 Bath Rd, Hayes 464/APP/2014/2886	19,600.00	19,600.00	0.00	0.00	0.00	19,600.00	19,600.00 Funds received towards the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/109/378A	Townfield	Hayes Gate House, Uxbridge Road, Hayes 2385/APP/2013/2523	138,774.29	138,774.29	90,379.21	90,379.21	0.00	48,395.08	0.00 Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. Funds to be spent within 5 years of receipt (Jan 2021). Funds allocated towards the Construction Co-ordinator Service Cabinet Member Decision 25/04/2018. £37,175 spent towards the Construction Co-ordinator Service 2018/19. £53,203 spent towards the Construction Co-ordinator Service 2019/20.
PPR/110/372B	Yiewsley	Phase 3, Stockley Park, Stockley Road. 37977/APP/2015/1004	9,600.00	9,600.00	0.00	0.00	0.00	9,600.00	0.00 Funds received as the "Phase 1" payment towards the provision of a construction workplace coordinator and/or providing construction training courses within the Authority's area. Funds to be spent within 7 years of receipt (Jan 2023). Contribution allocated towards the Council's Construction Training Co-ordinator Service & £15k allocated towards the "Build Training Initiative" Cabinet Member Decision 06/10/2020.
PPR/111/379A	Townfield	1-3 Uxbridge Rd, Hayes. 1911/APP/2012/3185	99,175.00	99,175.00	0.00	0.00	0.00	99,175.00	0.00 Funds received towards the provision of construction training courses delivered by recognised provider and/or a construction work place co-ordinator within the Authority's area. Funds to be spent within 7 years of receipt (March 2023). £24k allocated towards the Council's Construction Training Co-ordinator Service & £15k allocated towards the "Build Training Initiative" Cabinet Member Decision 06/10/2020.
PPR/113/274C	Botwell	Global Academy, Old Vinyl Factory, Bith Road, Hayes. 5505/APP/2015/1546	9,600.00	9,600.00	0.00	0.00	0.00	9,600.00	0.00 Funds received towards the provision of a construction work place co-ordinator within the Authority's area. Funds to be spent within 7 years of receipt (March 2023). Contribution allocated towards the Council's Construction Training Co-ordinator Service (Cabinet Member Decision 06/10/2020).
PPR/116/382C	West Drayton	Kitchener House, Warwick Rd, West Drayton. 18218/APP/2013/2183	16,769.78	16,769.78	0.00	0.00	0.00	16,769.78	16,769.78 Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. Funds to be spent within 10 years of receipt (April 2026).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PPR/117/283E	North Uxbridge	Pavilions Shopping Centre, Chequers Square, Uxbridge (Primark). 35214/APP/2014/2232	AS AT 31/12/20 13,150.00	AS AT 30/09/20 13,150.00	AS AT 31/12/20 0.00	AS AT 30/09/20 0.00	AS AT 31/12/20 13,150.00	AS AT 31/12/20 0.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. Funds to be spent within 7 years of receipt (May 2023). Contribution allocated towards the Council's Construction Training Co-ordinator Service (Cabinet Member Decision 06/10/2020).
PPR/118/384C	Yiewsley	Caxton House, Trout Road, Yiewsley. 3678/APP/2013/3637	35,415.97	35,415.97	0.00	0.00	35,415.97	35,415.97	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/121/391	Brunei	Brunei University (AMGCC2), Kingston Lane, Uxbridge. 532/APP/2015/350	24,559.38	24,559.38	0.00	0.00	24,559.38	24,559.38	Funds received towards the cost of providing construction training to residents in the local vicinity of the land. No time limits for spend.
PPR/122/387C	Uxbridge North	Norwich Union House, 1-3 Bakers Road, Uxbridge 8218/APP/2011/1853	32,443.83	32,443.83	0.00	0.00	32,443.83	32,443.83	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. Funds to be spent within 7 years of receipt (September 2023).
PPR/124/398A	Heathrow Villages	Building 717, Located Between Sheffield Way & Southern Perimeter Road, Heathrow. 50657/APP/2013/2214	24,000.00	24,000.00	0.00	0.00	24,000.00	24,000.00	Funds to be used towards (but not limited to) the cost of assisting relevant hotel and leisure industry related training courses offered by recognised and accredited organisations such as Uxbridge College or other training providers in the Authority's area. Funds to be spent within 5 years of receipt (Nov 2021).
PPR/126/396B	Pinkwell	Unit 3, Millington Road, Hayes 32157/APP/2016/1696	18,012.29	18,012.29	0.00	0.00	0.00	18,012.29	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/128/399A	Townfield	Unit A Bauls Bridge Centre, North Hyde Gardens. 13226/APP/2015/4623	12,100.00	12,100.00	0.00	0.00	12,100.00	12,100.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/130/403B	Botwell	Fmr Hayes Swimming Pool, Botwell Lane, Hayes (Ltd) 1942/APP/2015/4127	16,388.00	16,388.00	0.00	0.00	16,388.00	16,388.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/133/407	Heathrow Villages	IAG Cargo Campus, Sealand Road, Heathrow Airport 50045/APP/2016/2081	47,100.00	47,100.00	0.00	0.00	47,100.00	47,100.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limit for spend.
PPR/135/400B	Heathrow Villages	World Business Centre, 4 Newall Road, Heathrow Airport 71487/APP/2015/4718	9,600.00	9,600.00	0.00	0.00	9,600.00	9,600.00	Funds received towards the cost of providing a construction work place co-ordinator within the Authority's area. Funds to be spent within 7 years of receipt (Oct 2024).
PPR/136/409B	Heathrow Villages	Fmr Contractor's Compound, South of Swindon Road, Heathrow Airport 67622/APP/2013/2532 & 67622/APP/2015/1651	149,250.00	149,250.00	0.00	0.00	149,250.00	149,250.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. Funds to be spent within 5 years of receipt (Dec 2023).
PPR/137	Heathrow Villages	Fmr Contractor's Compound, South of Swindon Road, Heathrow Airport 67622/APP/2013/2532 & 67622/APP/2015/1651	15,000.00	15,000.00	0.00	0.00	15,000.00	15,000.00	Funds received towards the cost of assisting relevant hotel and leisure industry related training courses offered by recognised and accredited organisations such as Uxbridge College or other training providers within the Authority's area. Funds to be spent within 5 years of receipt (Dec 2023).
PPR/138/412A	Botwell	Enterprise House, 133 Blyth Road, Hayes 11623/APP/2013/3606	91,331.24	91,331.24	0.00	0.00	91,331.24	91,331.24	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction work place co-ordinator within the Authority's area. No time limits

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PPR/139/415B	West Drayton	West Drayton Police Station, Station Road, West Drayton 12768/AP/2016/1580 & 12768/AP/2014/1870	AS AT 31/12/20 9,600.00	AS AT 30/09/20 AS AT 31/12/20 0.00	AS AT 30/09/20 0.00	AS AT 31/12/20 0.00	AS AT 31/12/20 9,600.00	AS AT 31/12/20 9,600.00	Funds received towards the cost of providing a construction workplace co-ordinator within the Authority's area. No time limit for spend.
PPR/140/420B	Townfield	Fmr Kings Arms PH, 109 Coldharbour Lane, Hayes 10954/AP/2011/1997	18,952.76	18,952.76	0.00	0.00	18,952.76	18,952.76	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction workplace co-ordinator within the Authority's area. No time limits.
PPR/141/419B	Heathrow Villages	Cessna Road, Terminal 2, Heathrow Airport 62360/AP/2015/4277	72,400.00	72,400.00	0.00	0.00	72,400.00	72,400.00	Funds received towards the cost of providing construction training courses delivered by recognised providers and/or the provision of a construction workplace co-ordinator within the Authority's area. Funds to be spent within 7 years of receipt (August 2025).
PPR/142/419C	Heathrow Villages	Cessna Road, Terminal 2, Heathrow Airport 62360/AP/2015/4277	12,000.00	12,000.00	0.00	0.00	12,000.00	12,000.00	Funds received towards the provision of recruitment, training and employment opportunities in the hotel, hospitality and leisure industry, to people residing in the Borough. Funds to be spent within 7 years of receipt (August 2025).
PPR/144/425C	Yiewsley	Land rear of 22-24 Horton Road, West Drayton 71582/AP/2016/4582	84,477.78	84,477.78	0.00	0.00	84,477.78	84,477.78	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. Funds to be spent within 7 years of receipt (Dec 2025). Indentation received.
PPR/146/427C	Uxbridge South	Waterloo Wharf, Waterloo Road, Uxbridge 43016/AP/2016/2840	9,600.00	9,600.00	0.00	0.00	9,600.00	9,600.00	Funds received towards the provision of a construction workplace co-ordinator. No time limit for spend.
PPR/148/432	Uxbridge North	33-37 Belmont Road, Uxbridge 45222/AP/2015/4692	4,800.00	4,800.00	0.00	0.00	4,800.00	4,800.00	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. Funds to be spent within 7 years of receipt (March 2026).
PPR/149/433A	Heathrow Villages	Renaissance London Heathrow Hotel, Bath Road 12004/AP/2018/2720	2,800.00	2,800.00	0.00	0.00	2,800.00	2,800.00	Funds received towards the provision of recruitment, training & employment opportunities in the hotel, hospitality and leisure industry to people residing in the Authority's area. No time limit for spend.
PPR/150/410C	Uxbridge South	66 High Street (Fassnidge Park Hall), Uxbridge 12156/AP/2015/4166 & 12156/AP/2016/4647	10,520.00	10,520.00	0.00	0.00	10,520.00	10,520.00	Funds received towards the provision of a construction workplace co-ordinator. No time limit for spend.
PPR/151/429D	Botwell	Fmr Nestle Factory, Nestles Avenue, Hayes (Industrial) 1331/APP/2017/1883	80,000.00	80,000.00	0.00	0.00	80,000.00	80,000.00	40,000.00 Contribution received as the "Industrial Land Employment & Training contribution" to be used towards employment & training measures within the Authority's area. See agreement for Employment & Training Strategy. Funds to be spent within 10 years of receipt. £40,000 allocated towards Nestle Factory Supply Chain Initiative (Cabinet Member Decision 05/11/2019).
PPR/152/429E	Botwell	Fmr Nestle Factory, Nestles Avenue, Hayes (Residential) 1331/APP/2017/1883	61,029.67	61,029.67	30,000.00	30,000.00	0.00	31,029.67	31,029.67 Contribution received as the "Residential Land Employment & Training contribution" to be used towards employment & training measures within the Authority's area. See agreement for Employment & Training Strategy. Funds to be spent within 10 years of receipt. £30,000 allocated towards Nestle Factory Supply Chain Initiative (Cabinet Member Decision 05/11/2019). £30K transferred to Hillingdon Chamber of Commerce to support first year of the scheme.
PPR/154/449A	West Drayton	5 Station Road, West Drayton 65480/AP/2014/1018	45,658.51	45,658.51	0.00	0.00	45,658.51	45,658.51	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. No time limit for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
PPR/156446A	Botwell	6 Roundwood Avenue, Stockley Park 37403/APP/20184475	AS AT 31/12/20 2,880.00	AS AT 30/09/20 2,880.00	AS AT 31/12/20 0.00	To 31/12/20 0.00	AS AT 31/12/20 2,880.00	2,880.00	Funds received towards providing construction training courses delivered by recognised providers and the provision of a construction workplace coordinator within the Authority's area. No time limit for spend.
PPR/158550C	Botwell	Land at the Arena, Bennettsfield Road, Stockley Park 37800/APP/286/1430	2,070.47	2,070.47	0.00	0.00	0.00	2,070.47	Funds received as the construction training coordinator costs associated with the scheme. Funds to be spent within 7 years of receipt (June 2027).
		CONSTRUCTION TRAINING - SUB TOTAL	5,203,365.92	5,203,365.92	2,997,535.90	2,997,535.90	0.00	2,205,830.02	965,070.98
CSL/14/220	Townfield	Trescott House, Hayes, 36261/APP/2010/215	1,599.00	1,599.00	1,599.00	1,599.00	0.00	0.00	0.00 Funds received towards additional or improved library facilities in the vicinity of the site. No time limits. Funds spent towards the Libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
CSL/26/249B	Townfield	Fmtr Glenister Hall, Minet Drive, Hayes, 40169/APP/2011/243	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00 Funds received towards the provision of necessary capacity enhancements at the Townfield Community Centre. No time limit for spend.
CSL/59/283E	Uxbridge North	Former RAF Uxbridge, Hillingdon 585/1 Road, Uxbridge, APP/2009/2752	67,600.00	67,600.00	0.00	0.00	0.00	67,600.00	67,600.00 Funds received as the second instalment of the library contribution (5 instalments due in total). Funds to be used towards the provision or improvement of library facilities and/or books within the Authority's area. Spend within 10 years of receipt (2027). Earned towards Library refurbishment Programme. Third instalment (£22,600) received. Spend within 10 years of receipt (2029). Fourth instalment (£23,000) received Q3.
CSL/68/404C	Botwell	The Gatedfold Building, land east of the former EM1 site, Blyth Rd, Hayes 51588/APP/2011/2253	33,466.39	33,466.39	33,466.39	33,466.39	0.00	0.00	0.00 Funds received as a contribution towards community facilities in the vicinity of the development. Funds to be spent within 7 years of receipt (April 2024). Funds spent towards the Libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
CSL/69/404D	Botwell	The Gatedfold Building, land east of the former EM1 site, Blyth Rd, Hayes 51588/APP/2011/2253	6,426.65	6,426.65	6,426.65	6,426.65	0.00	0.00	0.00 Funds received towards the provision or improvement to library facilities and/or library books within the Authority's area. Funds to be spent within 7 years of receipt (April 2024). Funds spent towards the Library Book Fund £2,057.74 allocated and spent towards the Library Book Fund 2017/18 (Cabinet Member decision 20/02/2018). Second instalment £2,153.39 received March 2018. Third and final instalment £2,213.52 received March 2019. Funds spent towards the libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
CSL/70/40L	Botwell	Old Vinyl Factory (Boiler House & Materials Store), Blyth Rd, Hayes. 53872/APP/2012/1838 & 53872/APP/2013/3775	8,633.28	8,633.28	8,633.28	8,633.28	0.00	0.00	0.00 Funds received towards the provision of library facilities within the Authority's area. Funds to be spent within 7 years of receipt (July 2024). Funds spent towards the Libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
CSL/72/418B	Botwell	20-30 Blyth Road, Hayes 1425/APP/2011/3040	5,145.76	5,145.76	5,145.76	5,145.76	0.00	0.00	0.00 Funds received towards the provision of library facilities and/or library books within the Authority's area. No time limits. Funds spent towards the Libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
CSL/73/420C	Townfield	Fmtr King & Ams PH, 109 Coldharbour Lane, Hayes 10954/APP/2011/1997	954.47	954.47	954.47	954.47	0.00	0.00	0.00 Funds received towards the provision of library facilities and/or library books within the Authority's area. No time limits. Funds spent towards the Libraries Refurbishment Programme as part of the end of year closing of accounts. Spend subject to formal approval.
		CULTURE SUB -TOTAL	143,825.55	143,825.55	56,225.55	56,225.55	0.00	87,600.00	67,600.00

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
		AS AT 31/12/20	AS AT 30/09/20	AS AT 31/12/20	To 30/09/20 0.00	AS AT 31/12/20 2,293,430.02	AS AT 31/12/20 1,032,670.98	
	FAMILIES, EDUCATION & WELL BEING - TOTAL	12,083,048.07	12,083,048.07	9,789,618.05				
	PORTFOLIO: ENVIRONMENT, HOUSING & REGENERATION							
E/02/18	West Drayton	Old Mill House, Thorney Mill Road, West Drayton 41706C/91/1904	81,315.22	81,315.22	55,657.45	55,657.45	0.00	25,657.77 Revenue cost (12K) spent. The balance is required for the establishment and management of a nature reserve on nearby land. Officers have liaised with London Wildlife Trust and contractors with regards to phasing of the works (access and conservation improvements) required to improve the nature reserve. Spend towards tree and footpath works. Further spend towards maintenance works. There are no time constraints upon the expenditure of the funds. £21,552.57 received as the annual payment and a rears owing towards maintenance of the nature reserve. Annual maintenance payment (£4,105 including indexation) received Q1.
E/28/71	Botwell	Land at Hendrick Lovell, SW of Dawley Road, Hayes 43554/C/92/787 (Formerly PT/40)	12,692.00	12,692.00	267.81	267.81	0.00	12,424.19
E/38/153B	Heathrow Villages	Polar Park, Bath Road, Harmondsworth 2964/APP/2002/1436 &1437	10,000.00	10,000.00	7,764.09	7,764.09	0.00	2,235.91 Funds received towards Air Quality initiatives within the vicinity of the site. No time constraints. Funds allocated towards two monitoring stations in vicinity of the site. (Cabinet Member Decision 2/26/2010).
E/59/155F	West Drayton	Former RAF - Porters Way, West Drayton 5/107/APP/2005/2082	20,000.00	20,000.00	17,459.60	17,459.60	0.00	2,540.40 Funds received towards the maintenance of play facilities at Stockley Recreation Ground (Mulberry Parade). £10,415 allocated towards costs incurred in maintaining the playground (Cabinet Member Decision 7/1/2012). Developer has agreed that the remaining balance can be retained and spent towards the continued maintenance of the play equipment (letter received June 2015). Spend towards maintenance of the playground.
E/69/246B	Botwell	561& 563 Uxbridge Road, Hayes. 63060/APP/2007/1305	20,175.83	20,175.83	18,410.35	18,410.35	0.00	1,765.48 Contribution received towards the cost of improving Rosedale Park which adjoins the land. No time limit on spend. Funds allocated towards improvements at Rosedale Park (Cabinet Member Decision 08/06/2016). Scheme completed August 2016. Invoices paid. Scheme to be closed.
E/76/276E	Townfield	Fmr Hayes FC, Church Road, Hayes. 4327/APP/2009/2737	199,656.76	199,656.76	189,682.84	141,131.52	48,551.32	9,973.92 First instalment (£64,740) of a contribution received towards improvements to local recreation and sports facilities within the vicinity of the land. Funds to be spent within 7 years of receipt (July 2019). £66,741 received as the second instalment towards the same purpose (spend July 2020). Final instalment £68,174 received (spend by Feb 2022). £145,156 allocated towards the refurbishment and relocation of the former Yiewsley bowls club house to Sipson Recreation Ground for use by Sipson Explorers (Cabinet Decision 2/10/2018). Scheme completed November 2018. Remaining balance £54,500 allocated towards refurbishment of the ball court at Barratt Hall park (Cabinet Member Decision 20/02/2020). New fencing and resurfacing now completed. Minor works outstanding.
E/80/249F	Townfield	Glenister Hall, 119 Minet Drive, Hayes 40169/APP/2011/243	25,000.00	25,000.00	0.00	0.00	25,000.00	0.00 Contribution received towards the provision and maintenance of junior football pitches / refurbishment of cricket wicket at Grassy meadows (see agreement for details). No time limits.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
E/84/297D	Heathrow Villages	Fmtr Technicolor Site, 271 Bath Rd, Sipson. 35293/APP/1938	AS AT 31/12/20 17,270.83	AS AT 30/09/20 17,270.83	AS AT 31/12/20 17,270.83	AS AT 31/12/20 0.00	AS AT 31/12/20 0.00	0.00 Funds received to be used by Hillingdon Council towards initiatives to improve air quality within LBH. Funds to be spent within 7 years of receipt (May 2020). Funds allocated towards implementation of the Borough Air Quality Action Plan (Cabinet Member Decision 14/11/2018). Spend towards Long Lane Air Quality Focus Area studies.
E/85/300D	Townfield	Fmtr Powergen Site, North Hyde Gardens, Hayes 13226/APP/2012/185	25,000.00	25,000.00	0.00	0.00	25,000.00	25,000.00 Contribution received to be used towards reducing emissions, tree & other planting, vehicle restrictions, use of cleaner fuels, environmental management and air quality strategy (see legal agreement for details). No time limits.
E/89/315C	Pinkwell	Asda Unit 3 Westlands Estate, Millington Rd, Hayes 32157/APP/2011/187	26,323.47	26,323.47	26,317.62	26,317.62	2,031.00	5.85 0.00 Contribution received as the "air quality contribution" to be used by the Council towards air quality monitoring in the Authority's area. No time limits for spend. Funds allocated towards the Borough's air quality monitoring network (Cabinet Member Decision 26/10/2016). Spend towards monitoring network.
E/93/326	Pinkwell	Prologis Park, Stockley Road, Hayes 18399/APP/2013/3449	21,789.00	21,789.00	0.00	0.00	21,789.00	21,789.00 Contribution received as the "allowable solutions" (energy) contribution. Funds to be used towards local carbon emissions reduction initiatives in the London Borough of Hillingdon. No time limit for spend.
E/94/338B	Uxbridge South	37 St John's Road, Uxbridge 15811/APP/2012/2444	20,000.00	8,745.45	6,130.00	4,715.45	11,254.55	0.00 Contribution received towards the cost of environmental and ecological mitigation measure and enhancements at the Little Britain site of Metropolitan Importance for Nature Conservation as made necessary by the development. No time limits for spend. Funds allocated towards ecological improvements along The Culver & Coine Valley Trail in Uxbridge (Cabinet Member Decision 11/12/2018). Spend towards vegetation & ditch clearance (Q1).
E/95/344D	South Uxbridge	Building 63, Phase 500, Riverside Way, Uxbridge 56862/APP/2014/170	25,000.00	25,000.00	25,000.00	0.00	0.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology, tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power, environmental management and air quality strategy (see agreement for details). Funds to be spent within 5 years of receipt (July 2020). Funds allocated towards implementation of the Borough Air Quality Action Plan (Cabinet Member Decision 4/11/2018). £4,148 spent towards St Andrews School Green Screening Project. Further spend towards evaluation of Air Quality Action Plan.
E/96/344E	South Uxbridge	Building 63, Phase 500, Riverside Way, Uxbridge 56862/APP/2014/170	5,750.00	5,750.00	5,670.00	5,670.00	80.00	0.00 Contribution received towards the maintenance of the footpath works as shown on a plan attached to the Agreement. Funds allocated and spent towards footpath works at Uxbridge Moor (Cabinet Member Decision 17/02/2020).
E/97/344F	South Uxbridge	Building 63, Phase 500, Riverside Way, Uxbridge 56862/APP/2014/170	5,000.00	5,000.00	4,784.00	4,784.00	216.00	0.00 Contribution received towards the cost of tree works to those trees sited in the adjoining nature reserve. Funds to be spent within 5 years of receipt (July 2020). Funds allocated towards tree works at Uxbridge Moor Nature Reserve (Cabinet Member Decision 24/11/2016). £3,000 spent towards tree works within the reserve 2016/17. Spend towards further tree works 2019/2020.
E/100/404H	Botwell	Land at Thorn EMI Complex (Old Vinyl Factory). 51588/APP/2000/1827 & 5987/APP/2012/1838	25,361.47	25,361.47	3,790.00	3,790.00	21,571.47	0.00 Contribution received towards initiatives to improve air quality within the Authority's area. Funds to be spent within 7 years of receipt (Nov 2022). Funds allocated towards implementation of the Borough Air Quality Action Plan (Cabinet Member Decision 14/11/2018).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
E/101355D	Botwell	Former EM Site, Dawley Rd, Hayes 8284/APP/2015/1406	AS AT 31/12/20 12,500.00	AS AT 30/09/20 12,500.00	AS AT 31/12/20 10,050.30	AS AT 31/12/20 0.00	AS AT 31/12/20 2,449.70	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy. Funds to be spent within 5 years of receipt (Nov 2022). Funds allocated and £10,050 spent towards a scheme of tree planting in the Borough (Cabinet Member Decision 05/04/2017). Remaining balance reallocated towards tree planting initiative for borough residents (Cabinet Member Decision 16/07/2019).
E/102360B	Heathrow Villages	Fmr Unitair Centre, Great South West Rd, Feltham, 49559/APP/2014/334	26,000.00	26,000.00	0.00	0.00	26,000.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/103359D	Yiewsley	26-36 Horton Rd, Yiewsley 3507/APP/2013/2327	12,625.00	12,625.00	12,625.00	0.00	12,625.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (Jan 2023). Funds allocated towards the Schools Green Screening Project (Cabinet Member Decision 20/03/2020). £12,625 spent towards School Green
E/104371C	Heathrow Villages	272-276 Bath Rd, Hayes 464/APP/2014/2886	25,000.00	25,000.00	0.00	0.00	25,000.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/105378B	Townfield	Hayes Gate House, Ubbridge Road, Hayes 2385/APP/2013/2523	12,625.00	12,625.00	12,625.00	0.00	0.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 5 years of receipt (Jan 2021). Funds allocated towards street tree planting and support for the Hillingdon air text pollution alert service (Cabinet Member Decision 04/04/2018). 22,000 spent towards the air text service 2017/18. £8,073 spent this quarter towards street tree planting in the Borough. Remaining balance allocated and spent towards Street Tree Planting programme 2018/19. (Cabinet Member Decision 13/03/2019).
E/106732C	Yiewsley	Phase 3, Stockley Park, Stockley Road, 37977/APP/2015/1004	50,000.00	50,000.00	30,000.00	0.00	20,000.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (Jan 2023). Funds allocated and £20k spent towards expert support for Boreham AQA Plan (Cabinet Member Decision 20/03/2020).
E/109382E	West Drayton	Kitchener House, Warwick Rd, West Drayton, 182118/APP/2013/2183	12,500.00	12,500.00	564.61	0.00	564.61	11,935.39 0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 10 years of receipt (April 2023). £ funds allocated towards the Schools Green Screening Project (Cabinet Member Decision 20/03/2020).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
E/10/384E	Yiewsley	Caxton House, Trout Road, Yiewsley, 25,508.01	AS AT 31/12/20	AS AT 30/09/20	AS AT 31/12/20	0.00	0.00	25,508.01	AS AT 31/12/20
E/112/382	Brunel	82a-86 Pilfield Heath Road, Hillingdon, 70060/APP/2014/2070	1,000.00	1,000.00	330.76	330.76	0.00	669.24	Contribution to be used to plant and maintain an appropriate tree within the landscaping enhancement area described in the agreement. No time limits for spend. Funds allocated toward a suitable scheme (Cabinet Member Decision 24/11/2016). Tree planted Spring 2019.
E/113/393	West Drayton	Land West of Laurel Lane (Laurel Lane School), West Drayton, 70019/APP/2014/1807	5,000.00	5,000.00	3,153.89	3,153.89	500.00	1,846.11	Funds received as a tree planting and landscape improvement contribution, to be used towards the cost of landscaping works to The Closes Recreation Ground (see agreement for details). No time limits for spend. Funds allocated towards landscape enhancements at The Closes Recreation Ground (Cabinet Member Decision 11/12/2018). Spend towards tree planting and wildflower meadow.
E/114/390C	West Drayton	Former Angler's Retreat PH, Cricketfield Road, West Drayton 11981/APP/2013/3307	12,937.65	12,937.65	10,342.57	10,342.57	0.00	2,595.08	Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 5 years of receipt (Sept 2021). Funds allocated towards the Borough Air Quality Action Plan (Cabinet Member Decision 14/11/2018). Spend towards Long Lane Air Quality Focus Area Study.
E/115/394B	Yiewsley	Padcroft Works, Tavistock Road Yiewsley, 45200/APP/2014/3638	25,375.72	25,375.72	0.00	0.00	0.00	25,375.72	Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (Oct 2023). Funds allocated towards the Schools Green Screening Project (Cabinet Member Decision 20/03/2020).
E/116/345C	Uxbridge South	Charter Place, Vine Street, Uxbridge, 30675/APP/2014/1345	81,000.00	81,000.00	0.00	0.00	0.00	81,000.00	Funds received as an off-site contribution to be used by the Council towards reducing carbon emissions within the London Borough of Hillingdon. Funds to be spent within 5 years of receipt (Oct 2021).
E/117/398C	Heathrow Villages	Building 717, Located Between Sheffield Way & Southern Perimeter Road 50557/APP/2013/2214	25,000.00	25,000.00	24,636.14	16,824.14	17,597.81	363.86	Funds received towards initiatives to improve air quality within the Authority's area. Funds to be spent within 5 years of receipt (Nov 2021). £7,038 allocated and spent towards Street Tree Planting Programme 2018/19 (Cabinet Member Decision 13/03/2019). £10,000 allocated towards the installation of electric charging points for ice cream vans at Ruislip Lido (Cabinet Member Decision 29/11/2019). £7,962 allocated towards provision of Borough Air Quality Tracker (Cabinet Member Decision 20/03/2020). Spend towards Borough Air
E/118/399C	Townfield	Unit A, Bulls Bridge Centre, North Hyde Gardens, Hayes, 13226/APP/2015/4623	25,000.00	25,000.00	0.00	0.00	0.00	25,000.00	25,000.00
E/119/402D	Yiewsley	21 High St, Yiewsley 28,275.36	28,275.36	28,275.36	0.00	0.00	0.00	28,275.36	Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
E/120/03C	Botwell	Fm Hayes Swimming Pool, Botwell Lane, Hayes (Ld) 1942/APP/2015/41/27	AS AT 31/12/20 9,900.00	AS AT 30/09/20 AS AT 31/12/20 0.00	To 30/09/20 0.00	AS AT 31/12/20 0.00	AS AT 31/12/20 9,900.00	9,900.00 Funds received to be used by the Council towards off site carbon reduction measures, schemes and initiatives to mitigate the development. No time limits for spend.
E/121/04/E	Botwell	The Gatefold Building, land east of the former EML site, Blyth Rd, Hayes 51585/APP/2011/2253	27,888.66	0.00	0.00	0.00	27,888.66	27,888.66 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt. (April 2024).
E/123/242J	West Drayton	Fm NATS Site, Drayton Garden Village, Porters Way West Drayton 5107/APP/2009/2348	488,493.68	488,493.68	488,493.68	488,493.68	0.00	0.00 Funds received as the "Indoor/outdoor sport & recreation contribution", to be used by the Council towards the provision of indoor & outdoor sports and recreation facilities within the Authority's area. No time limits for spend. Funds spent towards the Newley & West Drayton Leisure Centre project, as part of end of year closing of accounts. Spend subject to formal allocation approval.
E/125/409D	Heathrow Villages	Fm Contractor's Compound, South of Swindon Road, Heathrow Airport 67622/APP/2013/2532 & 67622/APP/2015/1651	25,000.00	25,000.00	0.00	0.00	25,000.00	0.00 Funds received to be used towards initiatives to improve air quality within the Authority's area. Funds to be spent within 5 years of receipt (Dec 2023). Funds allocated towards expert technical support for AQA (Cabinet Member Decision 20/03/2020).
E/126/412B	Botwell	Enterprise House, 133 Blyth Road, Hayes 11623/APP/2013/3606	26,546.69	26,546.69	0.00	0.00	26,546.69	26,546.69 Contribution received to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/127/283G	Uxbridge North	Former RAF Uxbridge, Hillingdon Road, Uxbridge, 585 APP/2009/2752	317,775.00	317,775.00	134,476.50	134,476.50	0.00	183,298.50 26,546.69 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/129/415C	West Drayton	West Drayton Police Station, Station Road, West Drayton 12768/APP/2016/1580 & 12768/APP/2014/1870	12,500.00	12,500.00	0.00	0.00	12,500.00	12,500.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/130/418C	Botwell	20-30 Blyth Road, Hayes 1425/APP/2011/3040	10,720.34	10,720.34	9,640.00	9,640.00	1,080.34	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/131/420D	Townfield	Fm Kings Arms PH, 109 Coldharbour Lane, Hayes 10954/APP/2011/1997	14,012.23	14,012.23	0.00	0.00	14,012.23	14,012.23 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limits.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
E/132/419D	Heathrow Villages	Cessna Road, Terminal 2, Heathrow Airport 62360/APP/2015/4277	AS AT 31/12/20 25,000.00	AS AT 30/09/20 25,000.00	AS AT 31/12/20 17,080.00	To 30/09/20 0.00	AS AT 31/12/20 17,080.00	AS AT 31/12/20 7,920.00	0.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (August 2025). Funds allocated towards implementation of the Council's Air Quality Action Plan. (Cabinet Member Decision 30/06/2020).
E/133/423C	Heathrow Villages	1 Nobel Drive, Harlington, Hayes 46214/APP/2014/2827	20,755.73	20,755.73	0.00	0.00	0.00	20,755.73	20,755.73 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limits.
E/134/424B	Yiewsley	Land at Orsleow Mills, Trout Road, West Drayton 1724/APP/2016/3513	12,871.38	12,871.38	0.00	0.00	0.00	12,871.38	12,871.38 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limits.
E/135/425D	Yiewsley	Land rear of 22-24 Horton Road, West Drayton 71582/APP/2016/4582	33,451.39	33,451.39	26,280.00	0.00	26,280.00	7,171.39	7,171.39 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (Dec 2025). Indexation received Q4 18/19. £26,280 allocated towards implementation of the Council's Air Quality Action Plan. (Cabinet Member Decision 30/06/2020).
E/136/430C	Uxbridge South	Randalls 7-9 Vine St, Uxbridge 41306/APP/2016/3391	13,146.71	13,146.71	0.00	0.00	0.00	13,146.71	13,146.71 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/137/433B	Heathrow Villages	Renaissance London Heathrow Hotel, Bath Road 12004/APP/2018/2720	12,500.00	12,500.00	0.00	0.00	0.00	12,500.00	12,500.00 Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limit for spend.
E/138/429F	Botwell	Fmrt Nestle Factory, Nestles Avenue, Hayes 1331/APP/2017/1983	307,390.36	288,873.79	0.00	0.00	0.00	307,390.36	307,390.36 Funds received as the "Cranford Park Improvement Contribution" to be used towards the improvement of the historic Cranford park grounds in the vicinity of the development. Funds to be spent within 10 years of receipt (March 2029). Indexation received Q3.
E/139/372D	Yiewsley	Phase 3, Stockley Park Stockley Road, 37977/APP/2015/1004	175,000.00	175,000.00	0.00	0.00	0.00	175,000.00	175,000.00 Funds received to be used by the Council towards landscaping improvements or flood attenuation works to Packet Boat Lane. Land parcel shown on plan attached to the agreement. £25k received this quarter towards ongoing management & maintenance of the land.
E/140/434B	Botwell	30-32 Bimh Road, Hayes 68974/APP/2018/2146	87,500.00	87,500.00	0.00	0.00	0.00	87,500.00	87,500.00 Funds received as the first of two instalments towards footpath improvements at Lake Farm Country Park and the provision of new site signage and way finding in the Authority's area. Funds to be spent within 7 years of receipt (April 2026).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
E/141/434C	Botwell	30-32 Blyth Road, Hayes 68974/APP/2018/146	AS AT 31/12/20 22,958.50	AS AT 30/09/20 22,958.50	AS AT 31/12/20 0.00	To 31/12/20 0.00	AS AT 31/12/20 22,958.50	AS AT 31/12/20 22,958.50	Funds received as the first of two instalments to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (April 2026).
E/142/441C	Uxbridge North	297 Long Lane, Hillingdon 4860/APP/2018/3719	40,037.10	40,037.10	0.00	0.00	40,037.10	40,037.10	Contribution received to be used by the Council towards initiatives to improve air quality in the Authority's Area. Funds to be spent within 7 years of receipt (December 2026)
E/143/449B	West Drayton	5 Station Road, West Drayton 65480/APP/2014/1018	14,735.38	14,735.38	0.00	0.00	14,735.38	14,735.38	Funds to be used towards initiatives to improve air quality in the Authority's Area including (but not limited to): use of low fuel technology; tree and other planting; restrictions on certain types of vehicles; use of cleaner fuels; use of combined heat & power; environmental management and air quality strategy (see agreement for details). No time limits for spend.
E/146/552A	Uxbridge North	Uxbridge College, Park Road, Uxbridge 1127/APP/2018/4375	30,000.00	30,000.00	0.00	0.00	30,000.00	30,000.00	Funds received as the construction & water management contribution to be used by the Council towards the construction and ongoing maintenance of offsite surface water management improvements associated with the watercourse between the site & the River Pinn on Council land. Funds to be spent within 7 years of receipt (May 2027).
E/148/372E	Yiewsley	Phase 3, Stockley Park, Stockley Road (Parcel A), 37977/APP/2015/1004	214,900.00	214,900.00	0.00	0.00	214,900.00	214,900.00	Funds received to be used by the Council towards on going management & maintenance of land on the east side of West Drayton Road, Uxbridge (land parcel A). Land shown on plan attached to the agreement.
E/149/372F	Yiewsley	Phase 3, Stockley Park, Stockley Road (Parcel B), 37977/APP/2015/1004	31,100.00	31,100.00	0.00	0.00	31,100.00	31,100.00	Funds received to be used by the Council towards on going management & maintenance of land to the west of Dawley Road, Hayes (land parcel B). Land shown on plan attached to the agreement.
E/150/372G	Yiewsley	Phase 3, Stockley Park, Stockley Road (Parcel C1), 37977/APP/2015/1004	40,500.00	40,500.00	0.00	0.00	40,500.00	40,500.00	Funds received to be used by the Council towards on going management & maintenance of land to the west of Dawley Road, Hayes (land parcel C1). Land shown on plan attached to the agreement.
		ENVIRONMENT, HOUSING & REGENERATION - TOTAL	2,934,464.47	2,915,947.90	1,161,118.49	1,045,580.11	150,319.19	1,773,345.98	1,378,086.50
PORTFOLIO: HEALTH & SOCIAL CARE									
H13/194E	*59 Uxbridge	Frays Adult Education Centre, Harefield Road, Uxbridge. 18732/APP/2006/1217	12,426.75	12,426.75	0.00	0.00	12,426.75	0.00	Funds received towards the provision of healthcare facilities in the Borough. No time limits.
H18/219C	*70 Yeading	Land rear of Sydney Court, Perth Avenue, Hayes. 6593/6APP/2009/2629	3,902.00	3,902.00	0.00	0.00	3,902.00	0.00	Funds received towards the cost of providing health facilities in the Authorities Area. No time limits. £1,800 earmarked towards conversion of existing office space to an additional consulting room at the Pine Surgery, Hayes, subject to formal approval.
H27/262D	*80 Charlville	Former Hayes End Library, Uxbridge Road, Hayes. 9301/APP/2010/2231	5,233.36	5,233.36	0.00	0.00	5,233.36	0.00	Funds received towards the cost of providing health facilities in the Authority's area including the expansion of health premises to provide additional facilities, new health premises or services (see legal agreement for details). No time limit for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
H/30/276G *85	Townfield	Fmr Hayes FC, Church Road, Hayes. 4327/APP/2009/2737	AS AT 31/12/20	AS AT 30/09/20	AS AT 31/12/20	AS AT 30/09/20	AS AT 31/12/20	AS AT 31/12/20	0.00 First instalment of a contribution (£33,926) received towards the cost of providing health facilities in the Authority's area including the expansion of health premises to provide additional facilities, new health premises or services (see legal agreement for details). Funds to be spent within 7 years of receipt (July 2019). £34,871 received as the second instalment towards the same purpose (spend July 2020). £68,698.86 allocated towards phases 2-5 of the HESA extension (Cabinet Member Decision 4/12/2014). Final instalment (£35,620.80) received this quarter (spend by Feb 2022). £66,696.86 transferred to NHS Property Services 24/02/2015.
H/39/304C *87	Yeading	Fmr Tasman House, 111 Maple Road, Hayes 38097/APP/2012/3168	104,319.06	68,698.26	68,698.26	0.00	35,620.80	0.00	0.00 Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Funds to be spent within 7 years of receipt (August 2020). Funds allocated towards expansion of clinical space at Harefield Health Centre (Cabinet Member Decision 14/08/2020). Contribution transferred to NHS Property Services (Q2).
H/42/242G	West Drayton *100	West Drayton Garden Villages (north site) off Pioniers Way, West Drayton. 5107/APP/2009/2348	6,448.10	6,448.10	6,448.10	6,448.10	0.00	0.00	0.00 Contribution received towards the cost of providing additional primary health care facilities in the West Drayton area including, expansion of existing premises to provide additional facilities and services to meet increased patient numbers, new health premises on the land or in the local area (see agreement for details). No time limits.
H/47/329E *106	Townfield	Land at Pronto Industrial Estate, 585-591 Uxbridge Road, Hayes. 4404/APP/2013/1650 4404/APP/2008/3558	337,574.00	337,574.00	0.00	0.00	0.00	337,574.00	0.00 Contribution received towards the cost of providing healthcare facilities in the London Borough of Hillingdon. Funds to be spent within 10 years of receipt (July 2024).
H/49/283B *108	Uxbridge North	Former RAF Uxbridge, Hillingdon Road, Uxbridge 585/APP/2009/2752	624,507.94	624,507.94	624,507.94	177,358.31	177,358.31	0.00	447,149.63 0.00 Contribution received towards the provision of healthcare facilities serving the development, in line with the S106 Planning Obligations S/PD 2008. Funds to be spent within 10 years of receipt (August 2024). £177,358 from this contribution is allocated towards capacity improvements at Uxbridge Health Centre (Cabinet Member Decision 12/06/2015). Funds transferred to HCCG (July 2015).
H/50/333F *109	Yiewsley	39 High street, Yiewsley 24485/APP/2013/138	12,444.41	12,444.41	0.00	0.00	0.00	12,444.41	0.00 Contribution received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits.
H/55/347D *114	North Uxbridge	Honeycroft Day Centre, Honeycroft Hill, Uxbridge 6046/APP/2013/1834	12,162.78	12,162.78	0.00	0.00	0.00	12,162.78	0.00 Contribution received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits.
H/58/348B *117	Uxbridge North	Lancaster & Hermitage Centre, Lancaster Road, Uxbridge. 68164/APP/2011/2711	7,587.72	7,587.72	0.00	0.00	0.00	7,587.72	0.00 Contribution received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Funds to be spent committed within 7 years of receipt (May 2022).
H/59/356E *120	Yiewsley	Packet Boat House, Packet Boat Lane, Cowley 20545/APP/2012/2848	14,997.03	14,997.03	0.00	0.00	0.00	14,997.03	0.00 Contribution received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Funds to be spent within 5 years of completion (June 2022).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
H/60/359E *121	Yiewsley	26-36 Horton Rd, Yiewsley 3507/APP/2013/2327	AS AT 31/12/20 25,291.09	AS AT 30/09/20 23,599.93	AS AT 31/12/20 23,599.93	To 31/12/20 0.00	AS AT 31/12/20 1,691.16	AS AT 31/12/20 0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Spend within 7 years of receipt (Jan 2023). £23,559 allocated towards improvements to Yiewsley Health Centre (Cabinet Member Decision 17/01/2018). Funds transferred to NHS Property Services Feb 2018.
H/61/382F *128	West Drayton	Kitchener House, Wanwick Rd, West Drayton. 18218/APP/2013/2183	8,872.64	8,872.64	0.00	0.00	8,872.64	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Spend within 10 years of receipt (April 2026).
H/62/384F *129	Yiewsley	Caxton House, Trout Road, Yiewsley/ 3678/APP/2013/3637	15,482.07	15,482.07	0.00	0.00	15,482.07	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits for spend.
H/64/387E *136	Uxbridge North	Norwich Union House, 1-3 Bakers Road, Uxbridge 8218/APP/2011/1853	15,518.40	15,518.40	0.00	0.00	15,518.40	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Spend within 7 years of receipt (September 2023).
H/67/402E *142	Yiewsley	21 High St, Yiewsley 26628/APP/2014/675	18,799.72	18,799.72	0.00	0.00	18,799.72	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits for spend.
H/69/404F *143	Botwell	The Gatefold Building, land east of the former EML site, Blyth Rd, Hayes 51588/APP/2011/2253	60,541.81	60,541.81	0.00	0.00	60,541.81	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. Fund to be spent within 7 years of receipt (April 2024). £20,304 received March 2018 as the second instalment. £20,852.32 received as third and final instalment.
H/70/404M *146	Botwell	Old Vinyl Factory (Boiler House & Materials Store), Blyth Rd, Hayes. 538872/APP/2012/1838 & 538872/APP/2013/3775	81,329.25	81,329.25	0.00	0.00	81,329.25	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits for spend.
H/73/420E *158	Townfield	Fmr Kings Arms PH, 109 Coldharbour Lane, Hayes 10954/APP/2011/1997	8,991.50	8,991.50	0.00	0.00	8,991.50	0.00	Funds received towards the cost of providing health facilities in the Authority's area including expansion of health premises to meet increased patient numbers, new health services at local level, any new facilities required to compensate for the loss of a health facility caused by the development. No time limits for spend.
		HEALTH & SOCIAL CARE TOTAL	1,390,495.86	276,104.60	276,104.60	6,448.10	1,114,391.26	0.00	
		PROPERTY & INFRASTRUCTURE							

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
H/56/348A	North Uxbridge	Lancaster & Hermitage Centre, Lancaster Road, Uxbridge. 68164/APP/2011/2711	AS AT 31/12/20 390,564.64	AS AT 30/09/20 390,564.64	AS AT 31/12/20 0.00	AS AT 30/09/20 0.00	AS AT 31/12/20 0.00	AS AT 31/12/20 390,564.64	390,564.64 Contribution received to be used by the Council to provide subsidised housing available through a Registered Social Landlord to persons who cannot afford to rent or buy houses generally available on the open market. No time limits for spend. Index linking received.
H/65/387F	Uxbridge North	Norwich Union House, 1-3 Bakers Road, Uxbridge 8218/APP/2011/1853	170,545.32	170,545.32	0.00	0.00	0.00	170,545.32	170,545.32 Contribution received towards subsidised housing available through a Registered Provider to persons who cannot afford to rent or buy houses generally available on the open market. Funds to be spent within 7 years of receipt (September 2023).
H/68/329F	Townfield	Pronto Industrial Estate, 555-591 Uxbridge Rd, Hayes 4404/APP/2014/2206	120,793.95	120,793.95	0.00	0.00	0.00	120,793.95	120,793.95 Funds received towards the provision of affordable housing in the Authority's area. No time limits for spend.
H/74/284D	Yiewsley	Fmrt Honeywell Site, Trout Road, West Drayton 335/APP/2010/1615	60,000.00	60,000.00	0.00	0.00	0.00	60,000.00	60,000.00 Funds received towards the cost of providing affordable housing within the Authority's area. No time limit for spend.
H/75/382G	West Drayton	Kitchener House, Wanwick Rd, West Drayton. 18218/APP/2013/2183	25,000.00	25,000.00	0.00	0.00	0.00	25,000.00	25,000.00 Funds received as the affordable housing contribution to be spent towards the cost of providing affordable housing in the Local Authority's area. Funds to be spent within 10 years of receipt (Nov 2028).
H/77/430D	Uxbridge South	Randalls 7-9 Vine St, Uxbridge 41309/APP/2016/3391	210,347.38	210,347.38	0.00	0.00	0.00	210,347.38	210,347.38 Funds received as the affordable housing commuted sum to be spent towards the on-site provision of affordable housing in the Authority's area. No time limit for spend.
H/77/441D	Uxbridge North	297 Long Lane, Hillingdon 4360/APP/2018/3719	222,669.99	222,669.99	0.00	0.00	0.00	222,669.99	222,669.99 Funds received as the "affordable housing contribution" to be used by the Council towards off-site provision of affordable housing in the Authority's area. Funds to be spent within 7 years of receipt (December 2026).
H/79/448A	Uxbridge North	Securitas House (Formerly Lovell House) High Street, Uxbridge 32215/APP/2018/501	103,604.83	103,604.83	0.00	0.00	0.00	103,604.83	103,604.83 Funds received as the provision of affordable housing in the Authority's Area. No time limit for spend.
H/80/284E	Yiewsley	Fmrt Honeywell Site, Trout Road, West Drayton 335/APP/2010/1615	54,400.00	54,400.00	0.00	0.00	0.00	54,400.00	54,400.00 Funds received towards the cost of providing affordable housing within the Authority's area. No time limit for spend.
		PROPERTY & INFRASTRUCTURE - TOTAL	1,357,926.11	1,357,926.11	0.00	0.00	0.00	1,357,926.11	1,357,926.11
		GRAND TOTAL ALL SCHEMES	27,014,692.74	26,640,569.72	14,390,525.35	14,148,006.35	561,156.97	12,624,167.39	6,570,219.57

The balance of funds remaining must be spent on works as set out in each individual agreement.
 Bold and strike-through text indicates key changes since the Cabinet report for the previous quarter's figures.

Bold figures indicate changes in income and expenditure.

Income figures for schemes within shaded cells indicate where funds are held in interest bearing accounts.

* Denotes funds the Council is unable to spend currently. Totals £2,714,745.08
 £359,328.06 is restricted to public transport serving London Heathrow and subject to approval from BAA and bus operators.

£194,910.65 includes a returnable security deposit for the highway works (to be later refunded) plus interest.
 £20,938.04 includes a returnable security deposit for the highway works (to be later refunded) plus interest and funds for TfL costs.

£5,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded) plus interest and funds for TfL costs.

£22,172/28/30 £22,172/28/30 includes a returnable security deposit for the highway works (to be later refunded) plus interest.

£23,172/84/9 £23,172/84/9 includes a returnable security deposit for the highway works (to be later refunded) plus interest.

£10,000.00 there has not been any petitions for parking schemes in the area.

£5,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded).

£5,000.00 is to be held for the highway works (to be later refunded).

£12,426.75 funds have been received to provide health care services in the borough.

£5,000.00 is to be held as a returnable security deposit for highway works (to be later refunded).

£14,240.00 is to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).

£3,902.00 funds have been received to provide Health Care services in the borough.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME		TOTAL EXPENDITURE	2020 / 2021 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at February 2021)
			AS AT 31/12/20	AS AT 30/09/20					
*80: H/27/262D		£52233.66 funds have been received to provide Health Care services in the borough.							
*82: PT/126/242D		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (later to be refunded).							
*84: PT/278/1249E		£4,000.00 funds received as a security deposit to ensure proper execution of works (to be refunded).							
*85: H/30/276G		£35,620.80 funds received to provide health care facilities in the borough.							
*87: PT/278/2273A		£72,000.00 funds received as a security deposit to ensure proper execution of works (to be refunded).							
*88: PT/132/1491		£15,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*90: PT/278/232		£31,150.00 funds to be held as a returnable deposit for highways works (to be later refunded).							
*93: PT/278/86		£5,000.00 funds to be held as a returnable deposit for highways works (to be later refunded).							
*108: H/42/242G		£337,574.00 funds received to provide health care facilities in the borough.							
*102: PT/138/30B		£20,000.00 funds to be used towards TfL scheme at Bulls Bridge roundabout							
*106: H/47/329E		£14,066.23 funds received to provide health care facilities in the borough.							
*108: H/49/283B		£447,149.63 funds received to provide health care facilities in the borough.							
*109: H/50/333F		£12,444.41 funds received to provide health care facilities in the borough.							
*114: H/55/247F		£12,162.78 funds received to provide health care facilities in the borough.							
*117: H/88/348B		£7,587.72 funds received to provide health care facilities in the borough.							
*118: PT/278/10337		£51,234.86 is to be held as a returnable security deposit for the highway works (to be later refunded).							
*119: PT/157/355A		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*120: H/89/356E		£14,987.03 funds received to provide health care facilities in the borough.							
*121: H/60/359E		£1,691.16 funds received to provide health care facilities in the borough.							
*123: PT/158/371A		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*124: PT/160/354C		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*125: PT/161/373		£8,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*126: PT/165/374B		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*127: PT/168/383A		£8,072.64 funds received to provide health care facilities in the borough.							
*128: H/61/382F		£15,482.07 funds received to provide health care facilities in the borough.							
*129: H/62/384F		£15,000.00 is to be held as a returnable security deposit for the implementation of the travel plan (to be later refunded).							
*132: PT/278/10735		£8,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*133: PT/278/10837		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*134: PT/175/388		£15,518.40 funds received to provide health care facilities in the borough.							
*136: H/64/387E		£20,157.80 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*138: PT/179/360C		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*141: PT/187/403A		£18,799.72 funds received to provide health care facilities in the borough.							
*142: H/67/402E		£60,154.18 funds received to provide health care facilities in the borough.							
*143: H/69/404E		£135,000.00 funds to be held as a returnable security deposit for the implementation of the travel plan (to be later refunded).							
*144: PT/278/10940C		£40,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*145: PT/191/396C		£81,329.25 funds received to provide health care facilities in the borough.							
*146: H/7/404M		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*147: PT/195/409A		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*148: PT/197/404N		£5,000.00 is to be held as a returnable security deposit for the implementation of the travel plan (to be later refunded).							
*150: PT/278/116		£11,154.73 is to be held as a returnable security deposit for the implementation of the travel plan (to be later refunded).							
*151: PT/204/419A		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*152: PT/21		£21,200.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*153: PT/202		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*154: PT/278/124		£1,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded).							
*155: PT/278/125		£5,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded).							
*156: PT/203/400C		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*157: PT/204/419A		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*158: H/73/420E		£8,981.50 funds received to provide health care facilities in the borough.							
*159: PT/153/345B		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*160: PT/152/344B		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*161: PT/149/325C		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*162: PT/278/390F		£32,686.00 is to be held as a returnable security deposit for the highway works (to be later refunded).							
*163: PT/278/477B		£34,386.33 is to be held as a returnable security deposit for the highway works (to be later refunded).							
*164: PT/223/435A		£20,000.00 funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded).							
*165: PT/278/90		£37,765.69 is to be held as a returnable security deposit for the highway works (to be later refunded).							
*166: PT/278/135		£20,000.00 funds to be held as a returnable security deposit for the implementation of the travel plan (to be later refunded).							
*167: PT/239/53A		£17,750.00 funds paid in respect of further contributions due or refunded to developer							
*168: PT/245/429L		£2,714,745.08							

STRICTLY NOT FOR PUBLICATION

Exempt information by virtue of paragraph(s) 2, 6a of Part 1 of Schedule 12A
of the Local Government Act 1972 (as amended).

Agenda Item 12

Document is Restricted

This page is intentionally left blank

STRICTLY NOT FOR PUBLICATION

Exempt information by virtue of paragraph(s) 2, 6a of Part 1 of Schedule 12A
of the Local Government Act 1972 (as amended).

Agenda Item 13

Document is Restricted

This page is intentionally left blank

Plans for Central & South Applications

Planning Committee

Wednesday 7th April 2021



HILLINGDON
LONDON

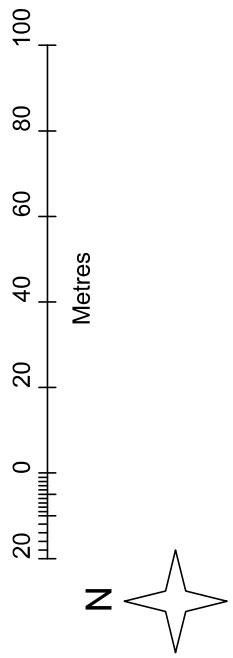
www.hillingdon.gov.uk

Report of the Head of Planning, Transportation and Regeneration

Address 289 LANSBURY DRIVE HAYES

Development: Single storey rear extension and conversion of a 5-bed, 6-person HMO to a 6-bed, 9-person HMO.

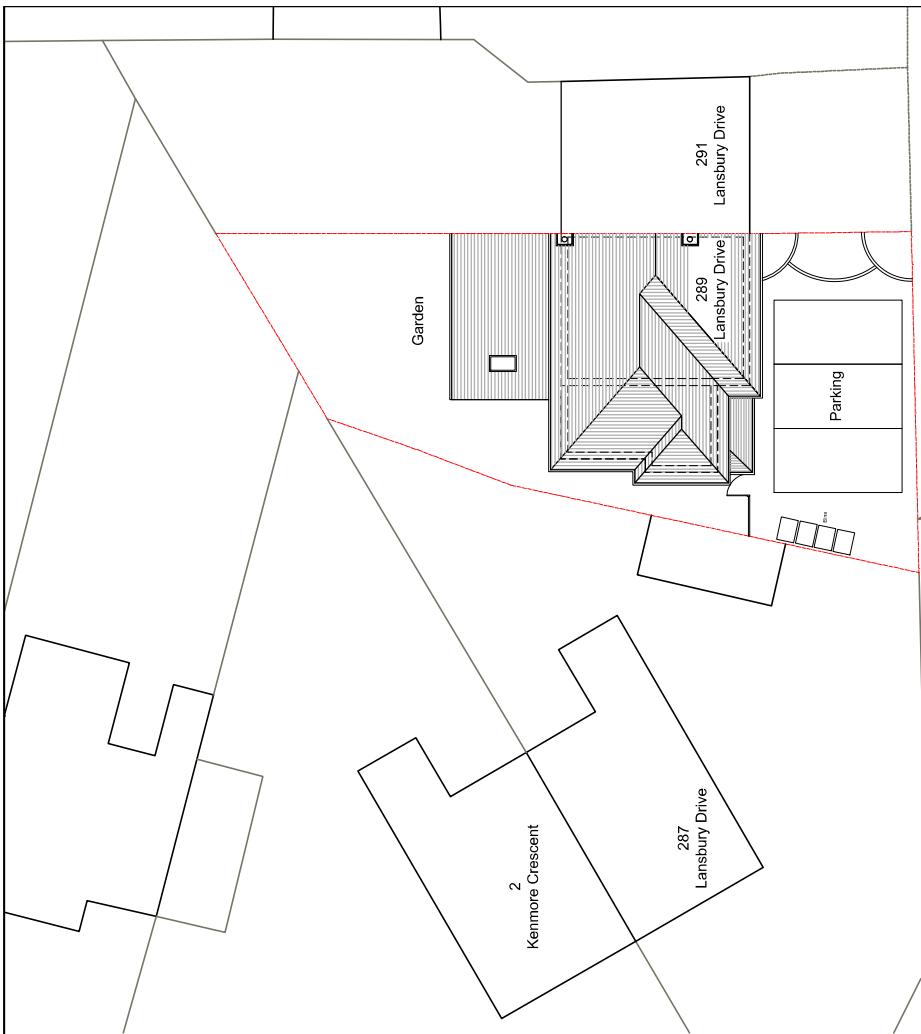
LBH Ref Nos: 57243/APP/2020/2638



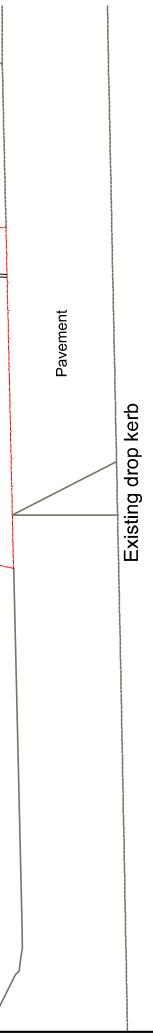
© Crown copyright and database rights 2019 OS 100035409
Reproduction in whole or in part is prohibited
without the permission of Ordnance Survey.

NOTES -
PROVIDED ON THIS PLAN IS CO-ORDINATE INFORMATION WHICH FOR
WHICH IF PROVIDED, LA VAASTU LTD. IS NOT RESPONSIBLE FOR
THE ACCURACY OF THE CO-ORDINATES. LA VAASTU LTD. IS NOT RESPONSIBLE FOR
CONTRACTORS TO MAKE THEIR OWN SURVEYS AND CO-ORDINATES PROVIDED IN THIS DOCUMENT
CONTRACTORS MUST VERIFY ALL DIMENSIONS ON SITE BEFORE
THEIR USE. LA VAASTU LTD. IS NOT RESPONSIBLE FOR THE USE OF UNACCURATE
DIMENSIONS PROVIDED IN THIS DOCUMENT. IF ANY DIMENSION PROVIDED IN THIS DOCUMENT
EXCEEDS THE QUANTITIES STATED IN ANY WAY, THE
DIMENSION PROVIDED IN THIS DOCUMENT IS THE CORRECT ONE BEFORE THE WORK IS
PERFORMED.

La Vaastu Ltd.
26 Otter Way
West Drayton, UB7 8FA
www.lavaastu.co.uk, 07574165277
Scale: 1:1250 on A3
Dwg No: Lavaastu/2020/12/01 Date: 18/07/20
Drawn: S



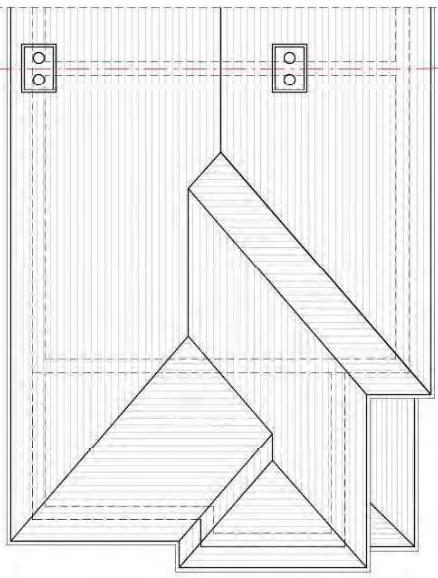
PROPOSED SITE PLAN



EXISTING SITE PLAN

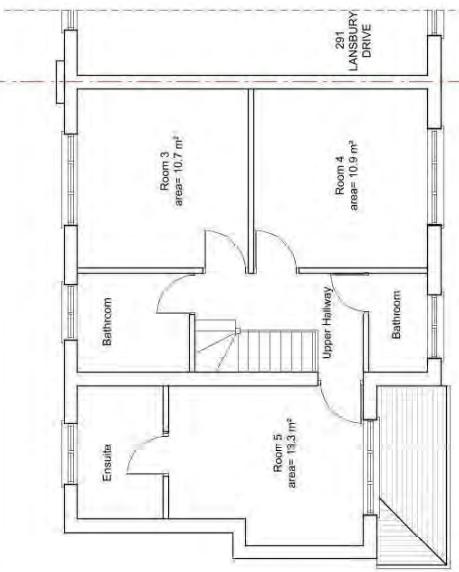
La Vaastu Ltd.

26 Otter Way
West Drayton, UB7 8FA
www.lavaastu.co.uk, 07574 165277



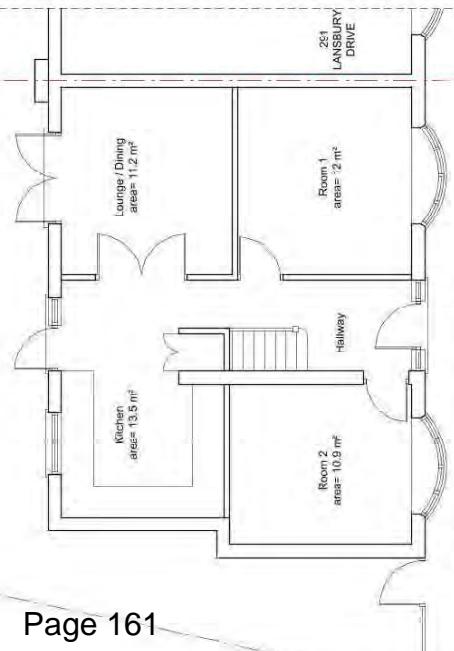
EXISTING ROOF PLAN

SCALE (m)



EXISTING FIRST FLOOR PLAN

SCALE (m)



EXISTING GROUND FLOOR PLAN

SCALE (m)



NOTES -

INFORMATION CONTAINED IN THIS DRAWING IS CONFIDENTIAL AND IS THE PROPERTY OF LA VAASTU LTD. IT IS NOT TO BE COPIED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF LA VAASTU LTD. THE DRAWINGS ARE THE PROPERTY OF LA VAASTU LTD. THE DRAWINGS ARE FOR THE EXCLUSIVE USE OF THE CONTRACTOR AND VERTI. ALL CHANGES MUST BE APPROVED IN WRITING BY LA VAASTU LTD. CONTRACTOR MUST VERIFY ALL CHANGES MADE ON SITE BEFORE STARTING WORK. CONTRACTOR MUST NOT MAKE ANY CHANGES UNLESS APPROVED IN WRITING BY LA VAASTU LTD. QUANTITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE AND ARE TO BE USED AS A GUIDE IN PREFERENCE TO SCALE. DRAWINGS SHOWN HEREIN ARE THE PROPERTY OF LA VAASTU LTD. ANY CHANGES MADE TO THE DRAWINGS MUST BE APPROVED IN WRITING BY LA VAASTU LTD. DESIGNER IS TO BE INFORMED BEFORE THE WORKS ARE STARTED.

Job: 29 LANSBURY DRIVE

HAYES UB4 8RZ

Dwg: EXISTING FLOOR PLANS

Dwg No: LaVaastu/2020/12/03

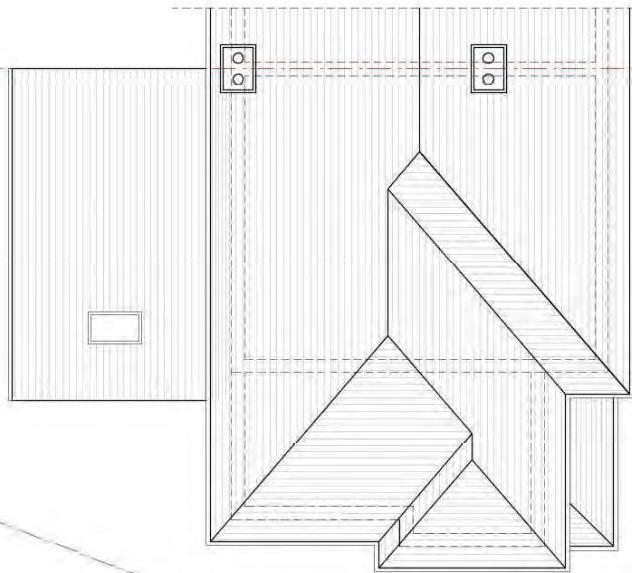
Scale: 1:100 on A3

Drawn: S

La Vaastu Ltd.

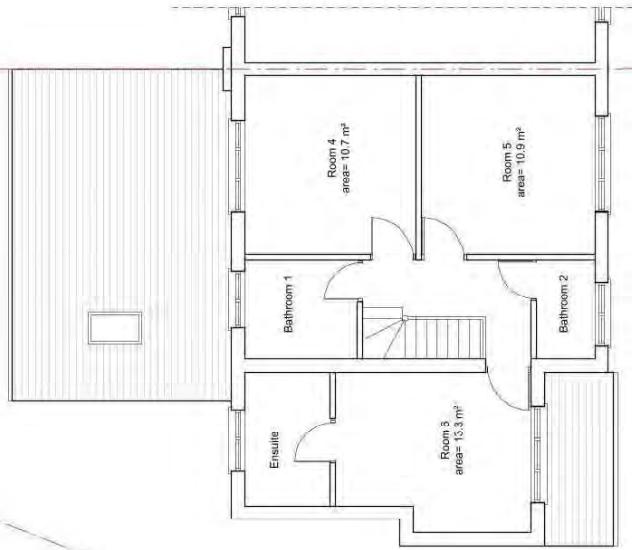
26 Otter Way
West Drayton, UB7 8FA
www.lavaastu.co.uk, 07574165277



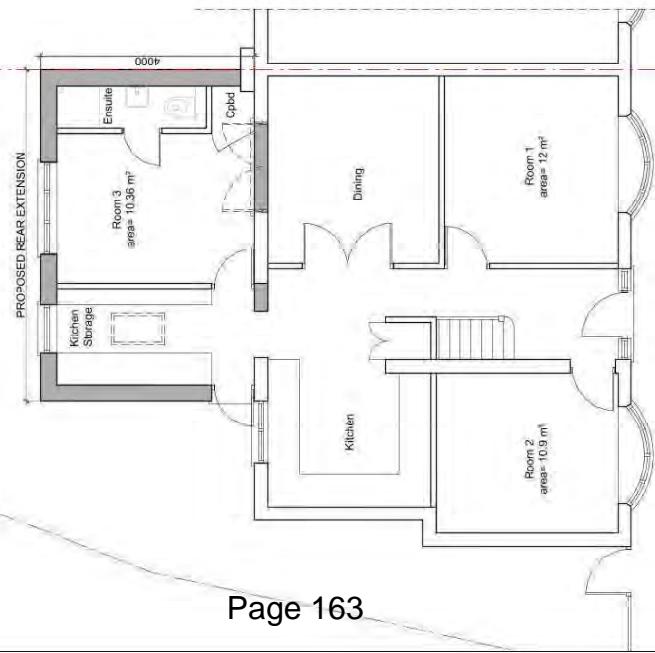


PROPOSED ROOF PLAN

SCALE (m)



PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN

330

Job: 289 LANSBURY DRIVE
HAYES UB4 8RZ

PROPOSED FLOOR PLANS

Dwg No: LaVaastu/2020/2012/00

Scale: 1:100 on A3
Drawn: S
Date: 18/07/20

La Vaastu Ltd.
26 Otter Way
West Drayton, UB7 8FA
www.lavaastu.co.uk, 07574165277





Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

289 Lansbury Drive, Hayes

LONDON BOROUGH OF HILLINGDON

Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

57243/APP/2020/2638

Scale:

1:1,250

Planning Committee:

Central & South 165

Date:

April 2021



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address HARMONDSWORTH ROAD WEST DRAYTON

Development: Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto.

Detail description: Include removal of the existing 17.5 monopole, 3 no. antennas, redundant equipment cabinets.

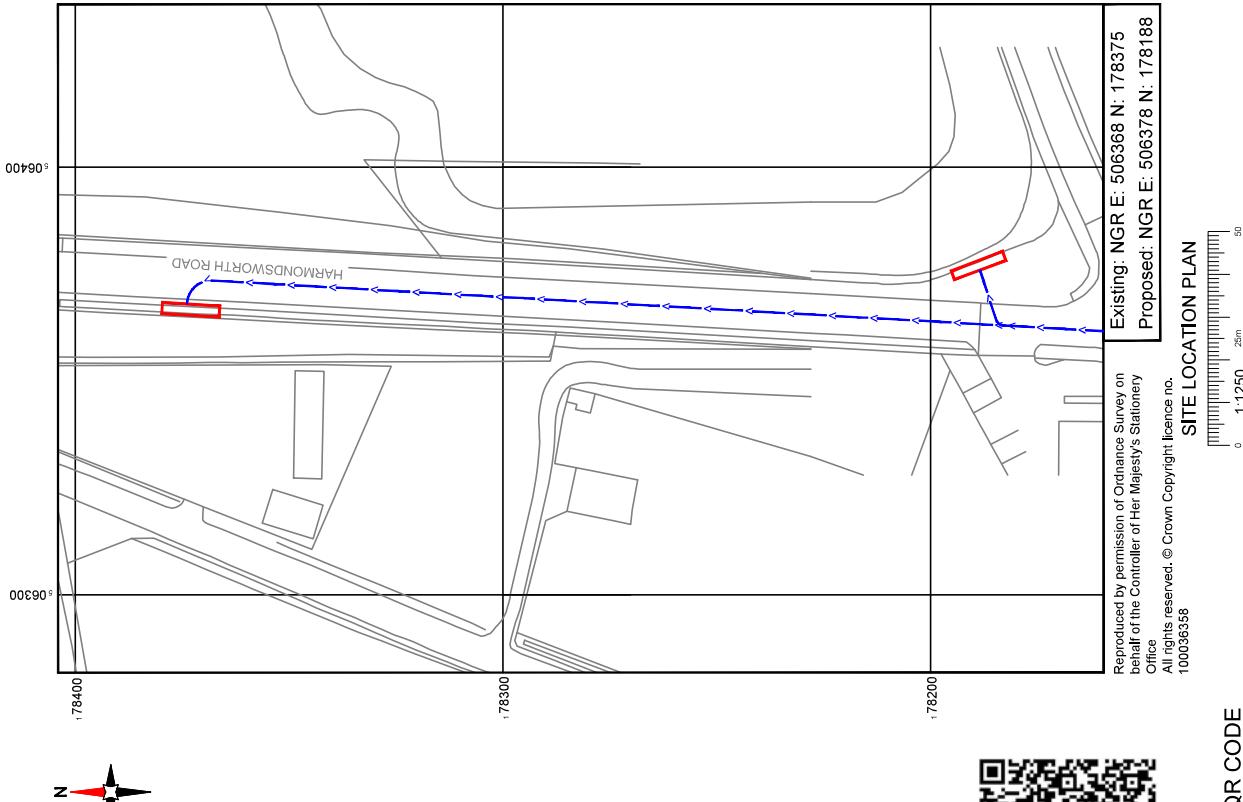
LBH Ref Nos: 70429/APP/2021/36

NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

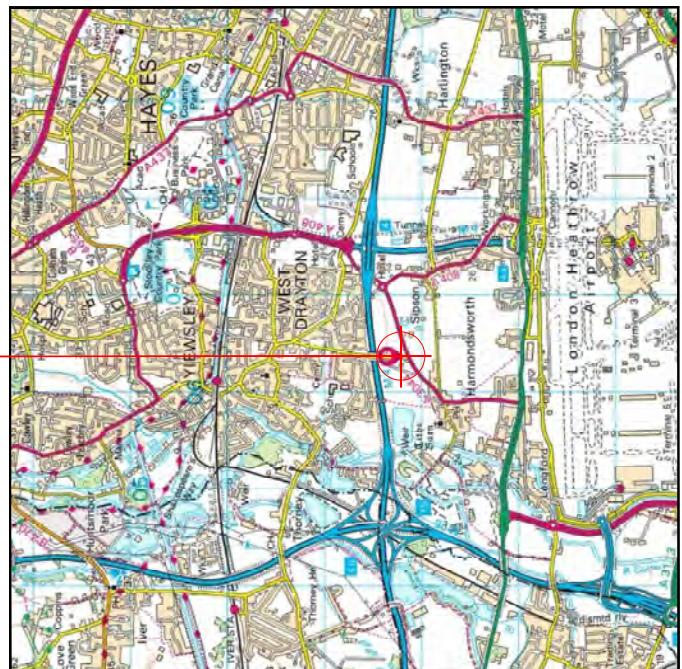
DIRECTIONS TO SITE:
FROM HEAD NORTH ON MA AT THE ROUNDABOUT, TAKE THE 1ST EXIT ONTO STOCKLEY RD/A408, KEEP LEFT TO CONTINUE TOWARD HOLLOWAY LN/A408. USE THE LEFT 2 LANES TO TURN LEFT ONTO HOLLOWAY LN/A408, AT THE ROUNDABOUT, TAKE THE 2ND EXIT ONTO HAMMONDSTON RD, SITE WILL BE ON THE LEFT SIDE.

The diagram illustrates the Site Provider's Property Boundary as a red rectangle. A blue line represents the Access Route To Site, which starts inside the red boundary and extends to the right, ending with an arrowhead. A brown rectangular area is located to the right of the blue line, representing the Site.

Project Ref:	Project Name:	Project Type:	Project Description:	Issue:
MB004	MBNL	T&A	Planning	B
Date:	26/10/2020	Review of Legal Description		
Comments:	K. Soper	Site Relocation		
Comments:	T. Clifford			
Comments:	J. V. Vannman			
MB003	MBNL	T&A	Detailed Design	A2
Date:	02/03/2020	Review of Legal Description		
Comments:	T. Clifford	Minor amendments following T & Review.		
Comments:	J. V. Vannman			
Comments:	M. Vannman			
Comments:	M. Vannman			
MB002	MBNL	T&A	Detailed Design	A1
Date:	19/03/2020	Review of Legal Description		
Comments:	S. McLean	Site Relocation		
Comments:	T. Clifford			
Comments:	M. Vannman			
Comments:	M. Vannman			
MB001	MBNL	T&A	Planning	A
Date:	10/01/2020	Review of Legal Description		
Comments:	S. McLean	First Issue		
Comments:	T. Clifford			
Comments:	J. V. Vannman			
Comments:	J. V. Vannman			
				
MBNL	Mobile Broadband Network Limited	South Floor, Thames Tower, Station Road, Reading, RG1 1LX		
	BEACONCOMMS			
UNIT 11, PITS CLEAVE INDUSTRIAL ESTATE, TAVERTIC, DEVON, TQ9 0PW Tel: +44 (0)1822 610610 Email: pits@beaconcomms.co.uk				
Site Name:	HARMONDSWORTH ROAD	728497		
Site ID:				
Address:	HARMONDSWORTH ROAD HARMONDSWORTH ROAD WEST DRAFTON LONDON: HILLINGDON UB7 0AE			
Title:	002 SITE LOCATION PLAN			
Project:	T & A			
Purpose of Issue:	GENERAL ARRANGEMENT			
EE Cell ID:	70224	HGN023	UB0089_M004	BU0089
MBNL Cell ID:				
3G Cell ID:				
4G Cell ID:				
5G Cell ID:				
Issue:				



STATE LOCATION



Reproduced by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office
All rights reserved. © Crown Copyright licence no. 100036358

SITE AREA PLAN

1:50,000 1km 2



GOOGLE MAPS QR CODE

GOOGLE MAPS - <https://goo.gl/maps/bQH71obvysX8ZdMk7A>



LOND SWORIH ROAD

728497

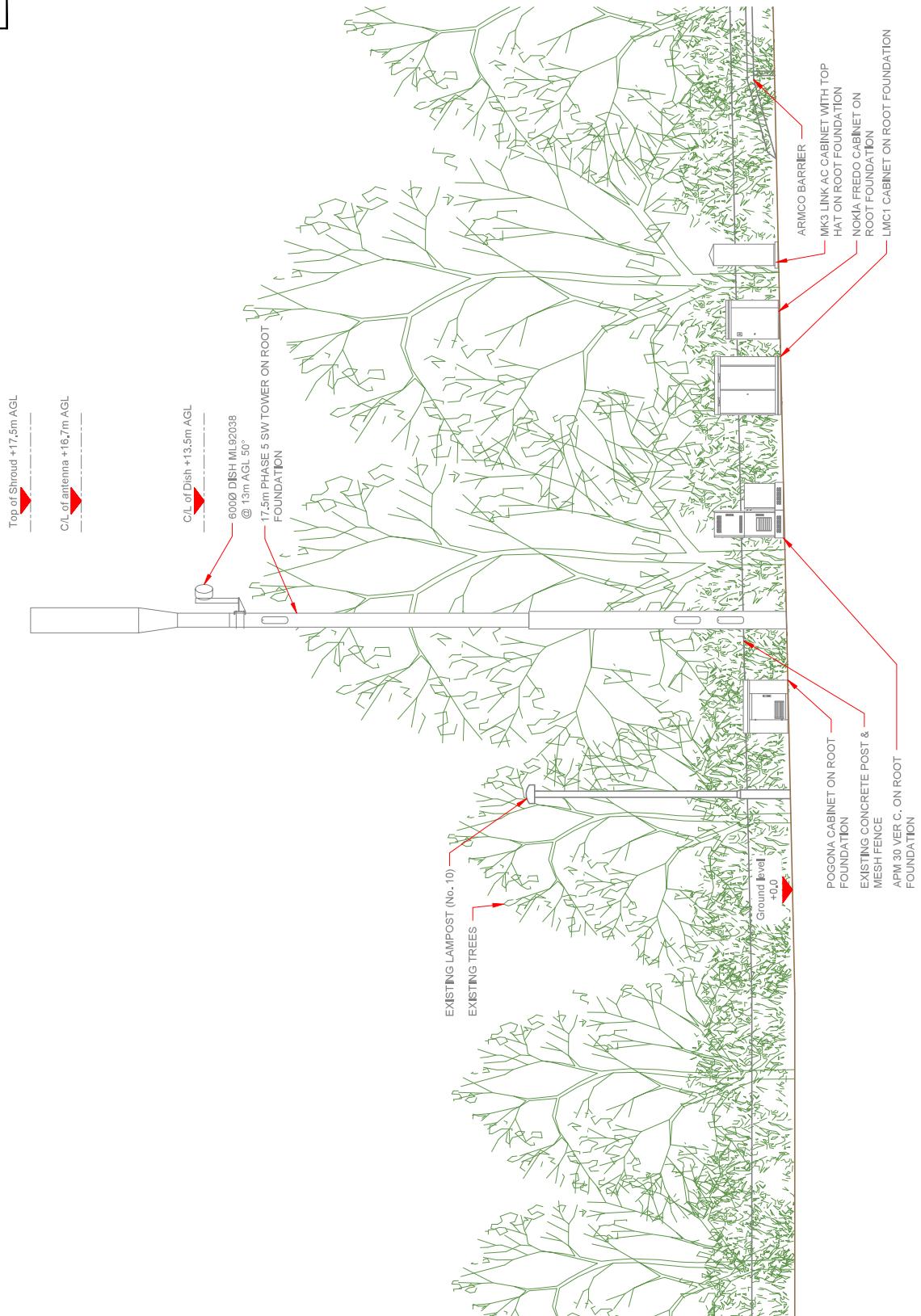
HARMONDSWORTH ROAD
HARMONDSWORTH ROAD WEST
DRAYTON LONDON:
HILLINGDON
UB7 0AE

002 SITE | LOCATION PLAN

GENERAL ARRANGEMENT

Master Drawing No.: 728497_HGN023_70224_UB0089_M004
Issue No.: 1

NOTES	
1.	ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.



Antenna Aperitute Bearing	Proposed Shared Bearing	NOTES: 1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
A1	45°G 350°	EE
A2	250°	HG
A3	350°	EE/HG
A4	350°	EE/HG
B1	110°	EE
B2	110°	HG
B3	110°	EE/HG
B4	110°	EE/HG
C1	230°	EE
C2	230°	HG
C3	230°	EE/HG
C4	230°	EE/HG

NOTE:
EXISTING TX TO BE RELOCATED TO NEW MK5 LAC ONCE INSTALLED.
EXISTING SINGLE PHASE 100A TO BE UPGRADED TO THREE PHASE
63A SUPPLY WITHIN MK5 CABINET



PROPOSED 1No. MK5 LINK AC CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION
PROPOSED 1No. HUAWEI CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION
PROPOSED 1No. WILTS-HIRE CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION

EXISTING 6002 DISH ML92038 @ 13m AGL 50°
TO BE RELOCATED TO PROPOSED MONOPOLE

PROPOSED 20m HIGH STREETWORKS MONOPOLE, TO BE
INSTALLED APPROXIMATELY 12.5m FROM THE EXISTING
LOCATION AT NGR E: 506378 N: 178188

PROPOSED 12No. ANTENNA APERTURES TO BE INSTALLED
ON PROPOSED STREETWORKS MONOPOLE

PROPOSED DIFLEXER CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION
PROPOSED 1No. ARM590 CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION
PROPOSED 1No. BOWLER CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION
PROPOSED 1No. 3G POGONA CABINET TO BE
INSTALLED ON PROPOSED ROOT FOUNDATION

HARMONDSWORTH ROAD
(30 MPH)

Page 171



UNIT E1 PITTS CLEAVE INDUSTRIAL ESTATE, TAVISTOCK, DEVON PL10 0PY
T: +44 (0) 1822 610 000
E: sales@beaconcomms.co.uk

Site Name: HARMONDSWORTH ROAD

Site ID: 728497
Address: HARMONDSWORTH ROAD
HARMONDSWORTH ROAD WEST
DRAYTON LONDON:
HILLINGDON
UB7 0AE

Title: 216 MAX CONFIGURATION SITE PLAN
Project: T & A

Purpose of Issue: GENERAL ARRANGEMENT

EE/Cat ID: 70224
HNL/Cat ID: HGN023
UB0089

Site Drawing No: 728497_HGN023_70224_UB0089_M004

Issue: B

PROPOSED MAX CONFIGURATION SITE PLAN

0 1:150 2.5m
5m 6
10mm
15mm
20mm

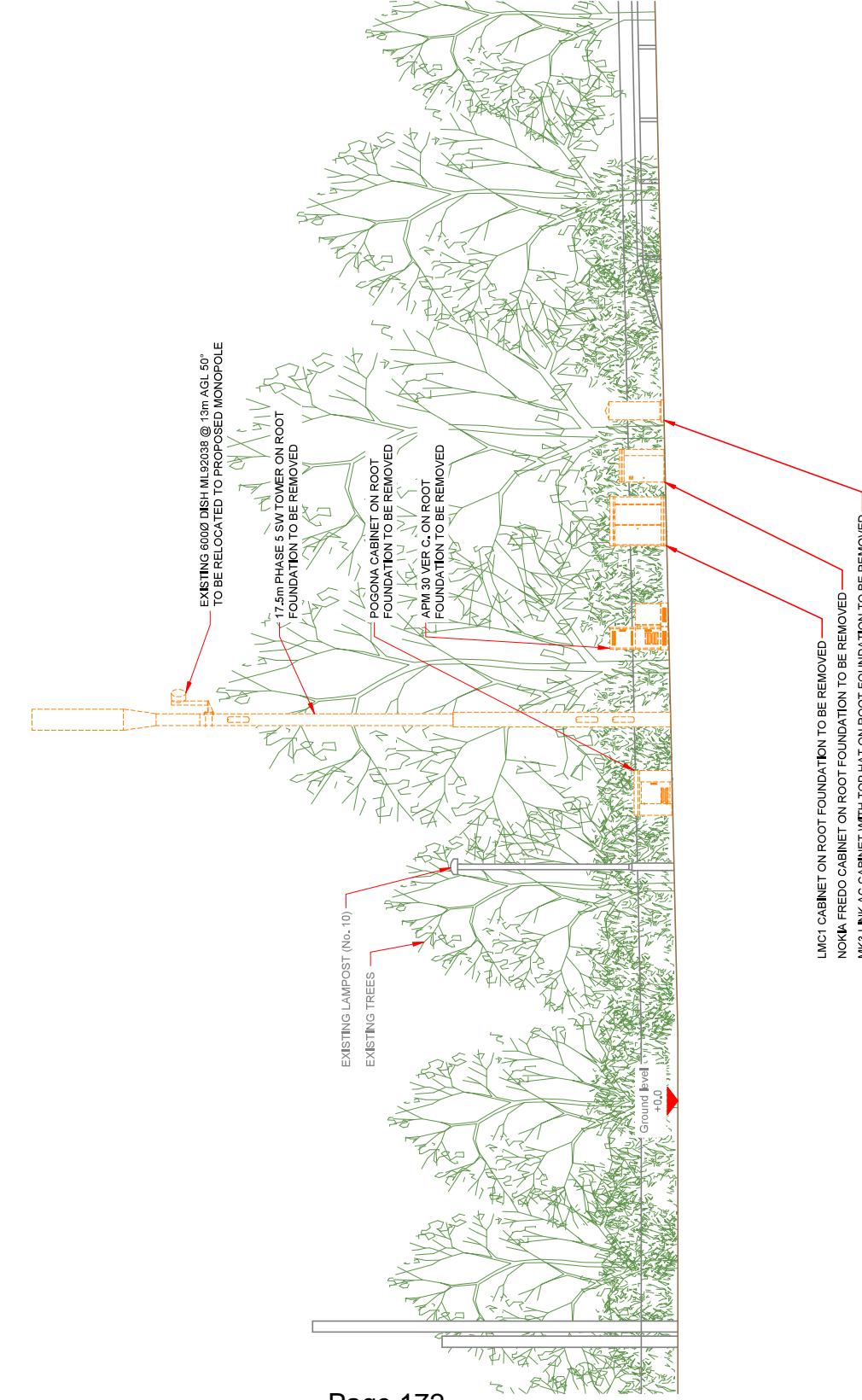
SITE CAPACITY & LEAD OPERATOR	
A	B
HS2	HS2

EE/Cat ID:
HNL/Cat ID:
UB0089

Issue: B

NOTE:
EXISTING TX TO BE RELOCATED TO NEW MK5 LAC ONCE INSTALLED.
EXISTING SINGLE PHASE 100A TO BE UPGRADED TO THREE PHASE
63A SUPPLY WITHIN MK5 CABINET

NOTES:			
Antenna Proposed Operator: Shared			1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
Aperture ID: 435G	EE		
Bearing: ENE/ENE			
A1 350°	HGS		
A2 260°			
A3 350°	EE/EN/3G		
A4 350°	EE/EN/3G		
B1 110°	EE		
B2 110°	HGS		
B3 110°	EE/EN/3G		
B4 110°	EE/EN/3G		
C1 230°	EE		
C2 230°	HGS		
C3 230°	EE/EN/3G		
C4 230°	EE/EN/3G		



Project:	MBNL	Planning	Issue:
Number:	M004	Ref: 1/2023 Revision 1/2023	B
Date:	28/01/2023	Reason: Upgrade Description	
Drawn:	K. Cooper	Site Relocation	
Checked:	T. Clifford		
Approved:	S. Johnson		
Author:	M. Verner		
Project:	MBNL	Planning	Issue:
Number:	M003	Ref: 1/2023 Revision 1/2023	A2
Date:	02/02/2023	Reason: Upgrade Description	
Drawn:	K. Cooper	Minor amendments following T&A review.	
Checked:	T. Clifford		
Approved:	S. Johnson		
Author:	M. Verner		
Project:	MBNL	Planning	Issue:
Number:	M002	Ref: 1/2023 Revision 1/2023	A1
Date:	16/02/2023	Reason: Upgrade Description	
Drawn:	K. Cooper	Detailed Design	
Checked:	T. Clifford		
Approved:	S. Johnson		
Author:	M. Verner		
Project:	MBNL	Planning	Issue:
Number:	M001	Ref: 1/2023 Revision 1/2023	A
Date:	16/02/2023	Reason: Upgrade Description	
Drawn:	S. Johnson	Final Issue	
Checked:	T. Clifford		
Approved:	M. Verner		
Author:	M. Verner		



Unit 13 Pitts Cleave Industrial Estate, Tavistock, Devon PL19 0PY
T: +44 (0) 1822 610 601
E: info@beaconcomms.co.uk

Site Name: HARMONDSWORTH ROAD

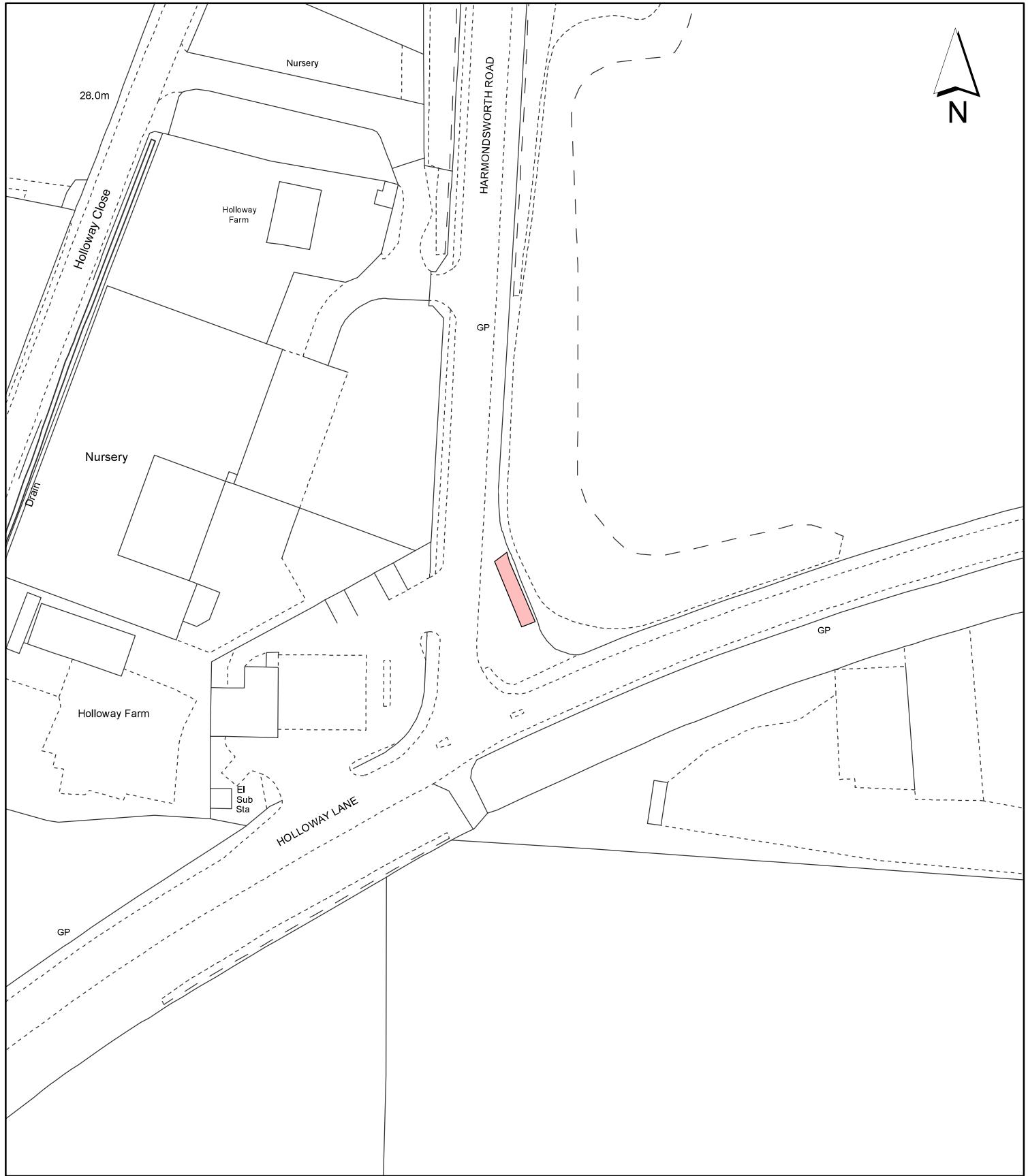
Site ID: 728497

Address: HARMONDSWORTH ROAD
HARMONDSWORTH ROAD WEST
DRAYTON LONDON:
HILLINGDON
UB7 0AE

Title: 265 MAX CONFIGURATION ELEVATION
Project: T & A
Purpose of Issue: GENERAL ARRANGEMENT
EE Call ID: 70224
MBNL Call ID: 728497_HGN023_70224_UB0089_M004
3UK Call ID: B

PROPOSED MAX CONFIGURATION ELEVATION
0 1.125 2.5m 5
100mm

Site Capacity & Lead Operator
A B C
HS2 HS2 HS2



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee

Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**Harmondsworth Road
West Drayton**

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

70429/APP/2021/36

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2021



HILLINGDON
LONDON

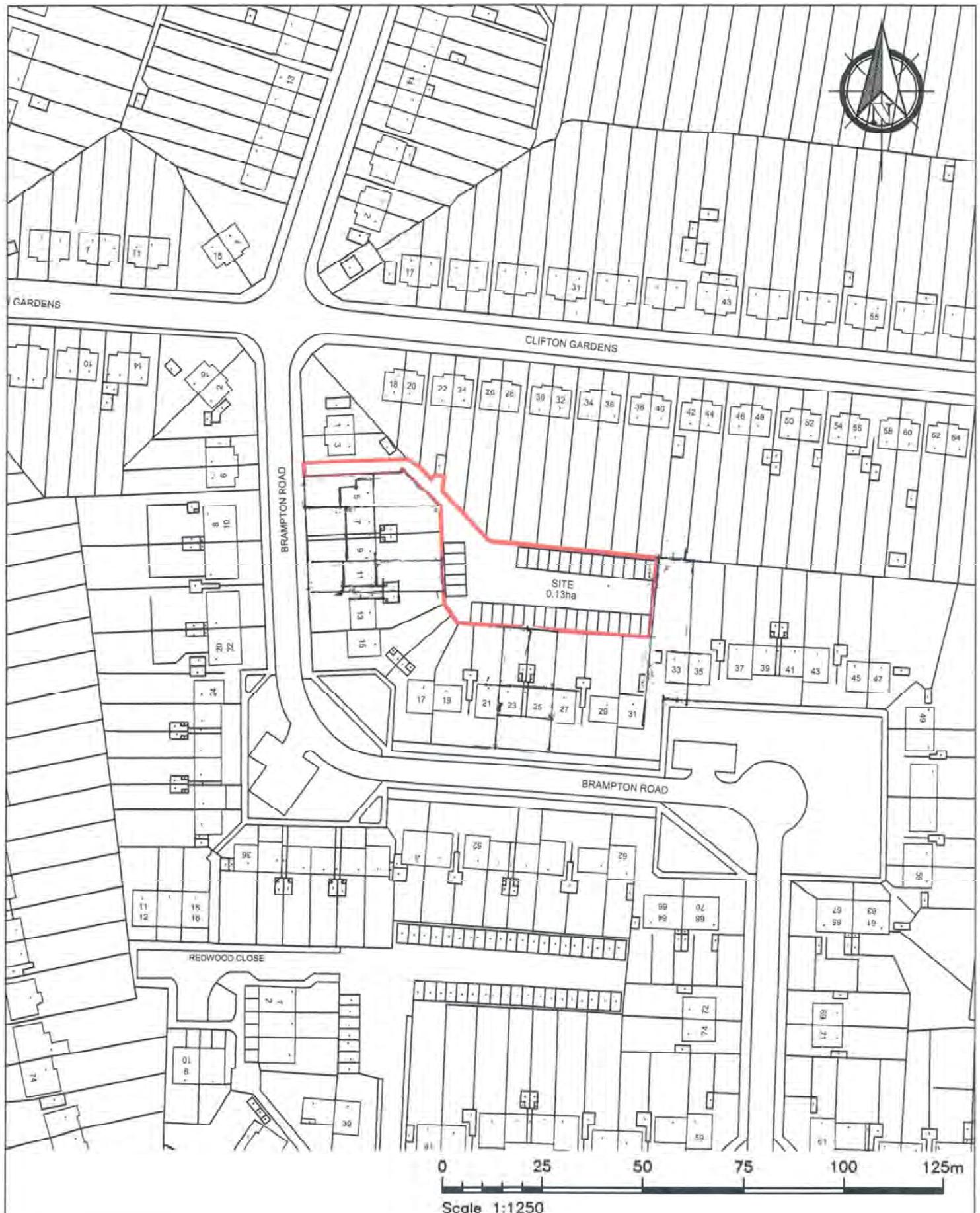
Report of the Head of Planning, Transportation and Regeneration

Address 5-31 GARAGE COURT, REAR OF BRAMPTON ROAD HILLINGDON

Development: Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works.

Details: Ground floor internal space increased from previously consented scheme.

LBH Ref Nos: 74993/APP/2020/4002

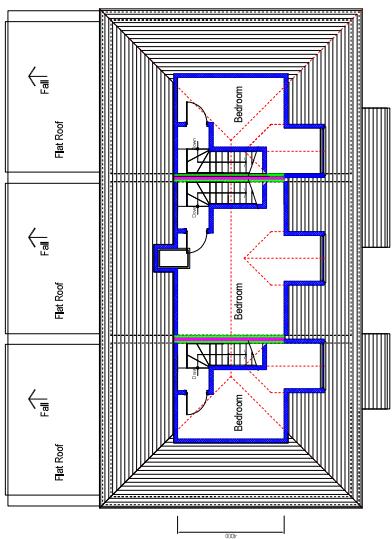


CORPORATE LANDLORD GROUP
111 CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250111
Fax: 01895 277224

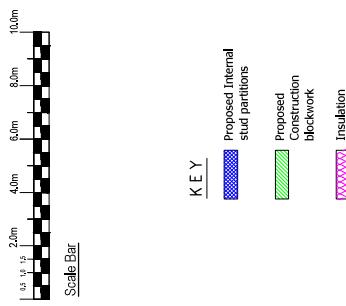
NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

-	-	Rev	Revision notes	Initials	Date
Project			Scale	Drawn by	
FORMER GARAGE SITE, R/O 5-13 BRAMPTON	ROAD, UXBRIDGE, UB10 0DR		1:1250 @ A4	ST	
Description		Date	Checked by		
SITE LOCATION PLAN	Page 176	JULY 2019	SV		
		Drawing No.	Rev.		
		2019/D/283/P/01			

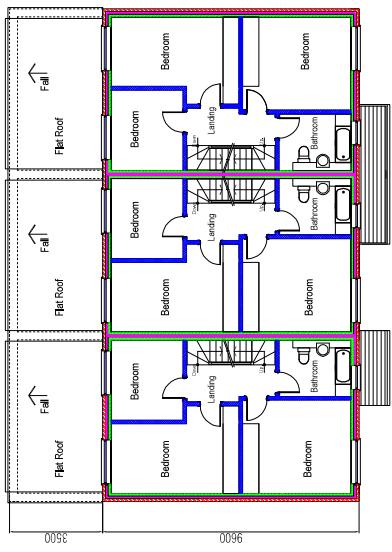




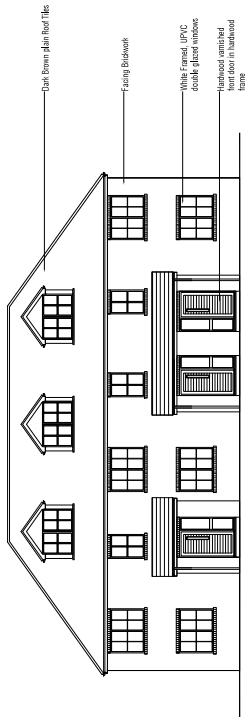
Loft Floor Plans



Proposed Internal
stud partitions
Proposed
Construction
blockwork
Insulation



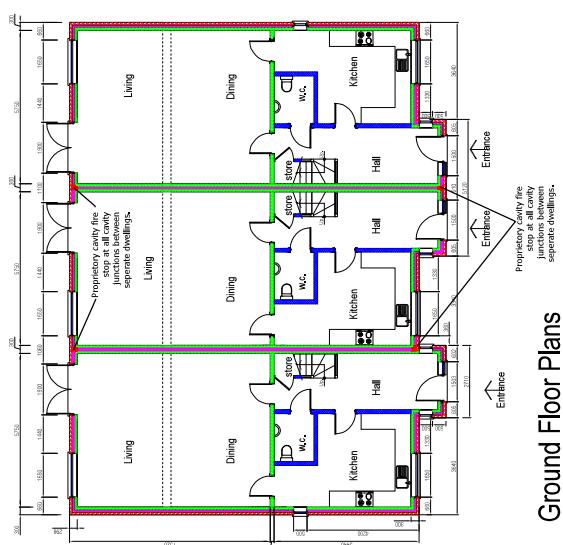
First Floor Plans



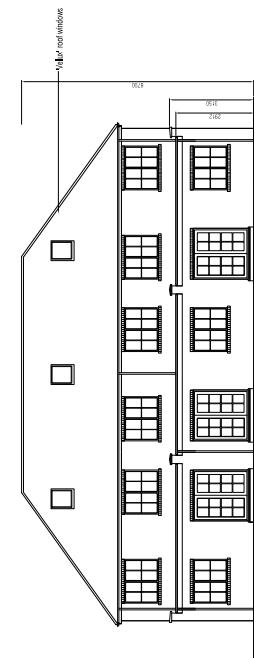
West Elevation



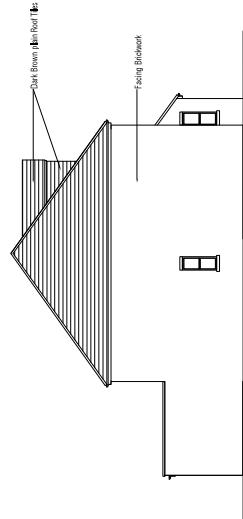
South Elevation



Ground Floor Plans



East Elevation

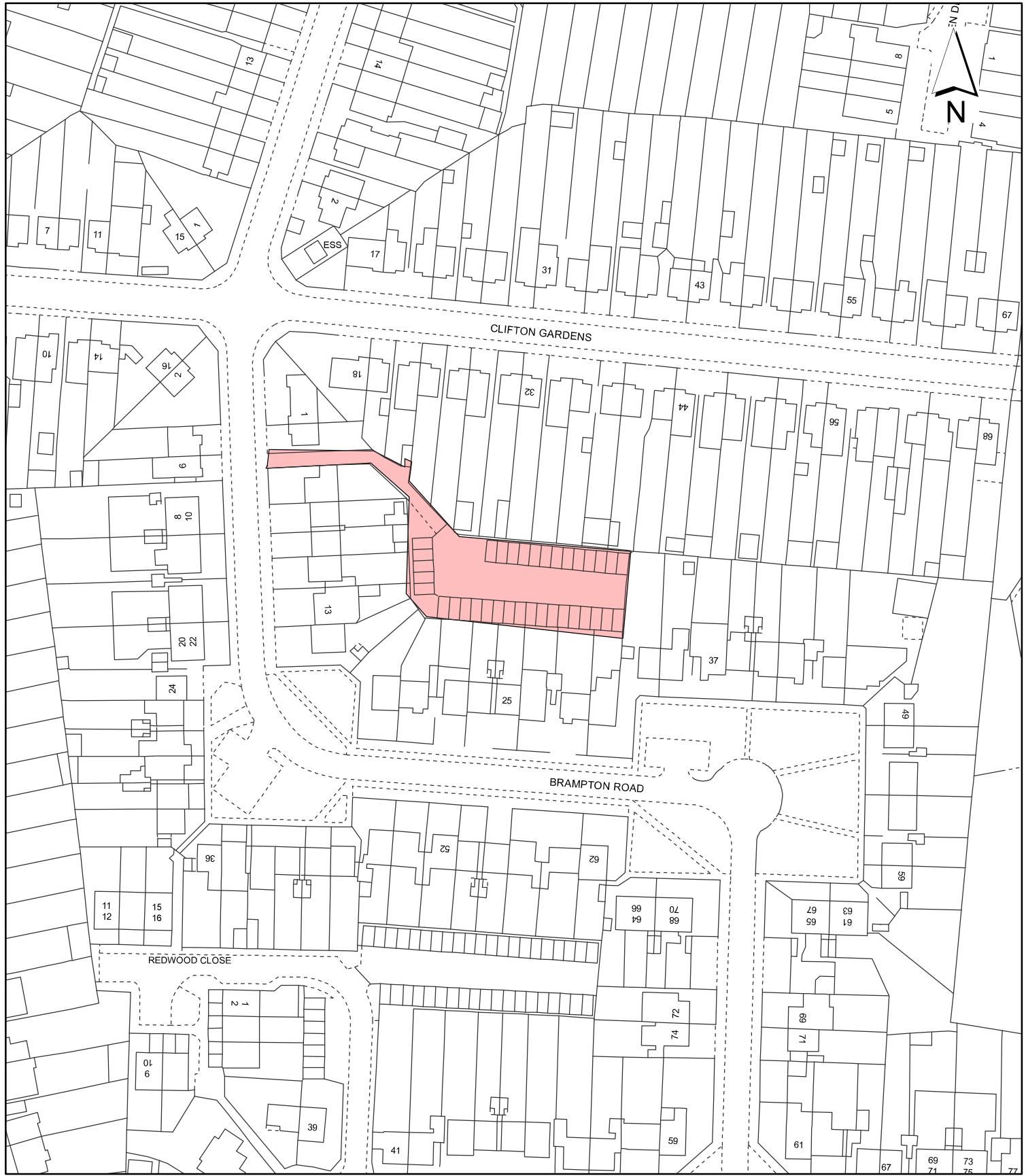


North Elevation

Notes:
Copyright of these drawings
does not extend to the drawings
belong to MJD Architects,
including the entire content
of any documents based on them
Contractor to inform MJD Architects
of any changes in design or any
value changes in valuation
No responsibility is accepted by
MJD Architects for any consequences
of the structure or integrity of any of the building
or any subsequent alterations
to the structure or any damage
and shall not be liable for all losses and damages.

PROPOSED PLANS AND ELEVATIONS
Ref: 541 Hampton Road
Usage: B1 (00R)
Date: 11/01
Page: 1 of 1
1558.A1.P1.01

Date: Nov 2020
Page: 1 of 1
1558.A1.P1.01



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**5-31 Garage Court,
Rear of Brampton Road**

Planning Application Ref:

74993/APP/2020/4002

Scale:

1:1,250

Planning Committee:

Central and South 180

Date:

April 2021

**LONDON BOROUGH
OF HILLINGDON**

Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: 01895 250111



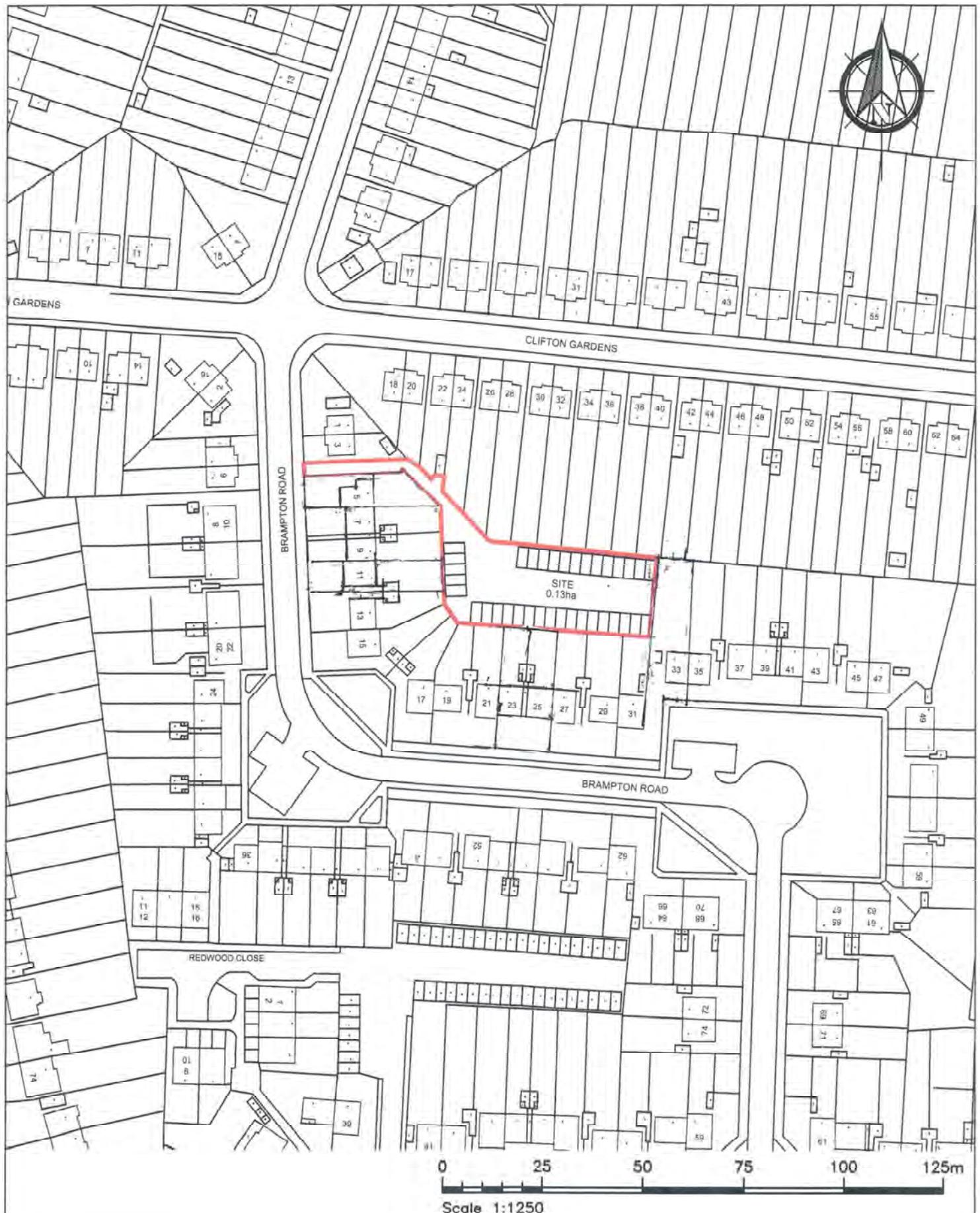
HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 5-31 GARAGE COURT, REAR OF BRAMPTON ROAD HILLINGDON

Development: Demolition of existing garages and construction of 3 x 4-bedroom houses with associated parking spaces and external works

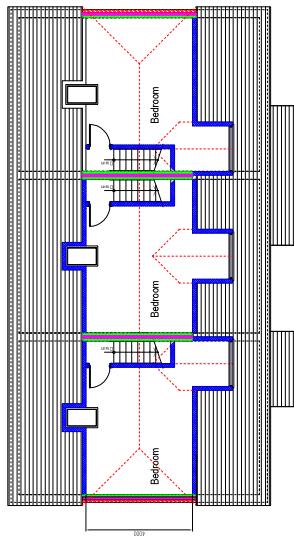
LBH Ref Nos: 74993/APP/2020/4001



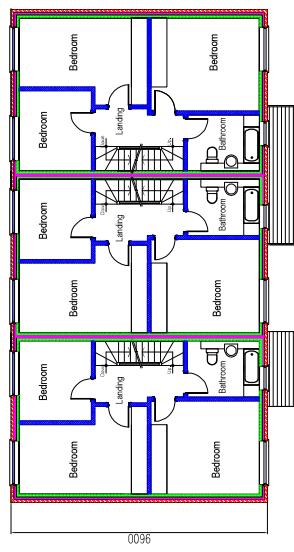
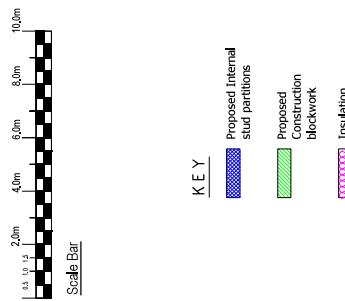
CORPORATE LANDLORD GROUP
111 CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250111
Fax: 01895 277224

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

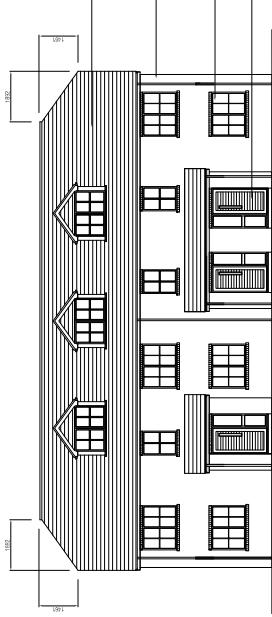
-	-	Rev	Revision notes	Initials	Date
Project			Scale	Drawn by	
FORMER GARAGE SITE, R/O 5-13 BRAMPTON ROAD, UXBRIDGE, UB10 0DR			1:1250 @ A4	ST	
Description			Date	Checked by	
SITE LOCATION PLAN	Page 182		JULY 2019	SV	
			Drawing No.	Rev.	
			2019/D/283/P/01		



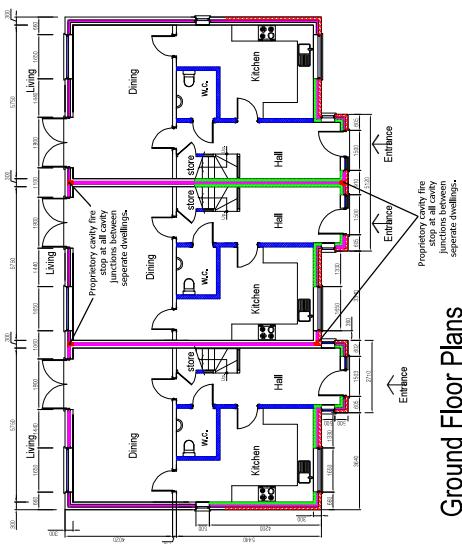
Loft Floor Plans



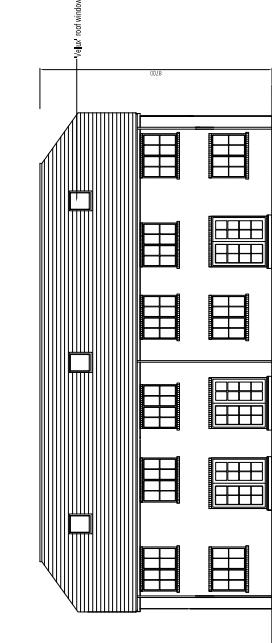
First Floor Plans



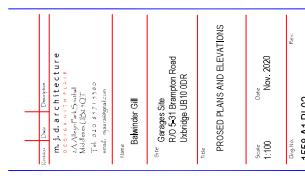
West Elevation



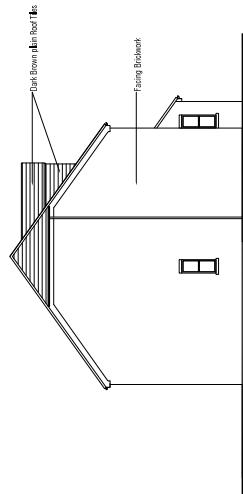
Ground Floor Plans



East Elevation



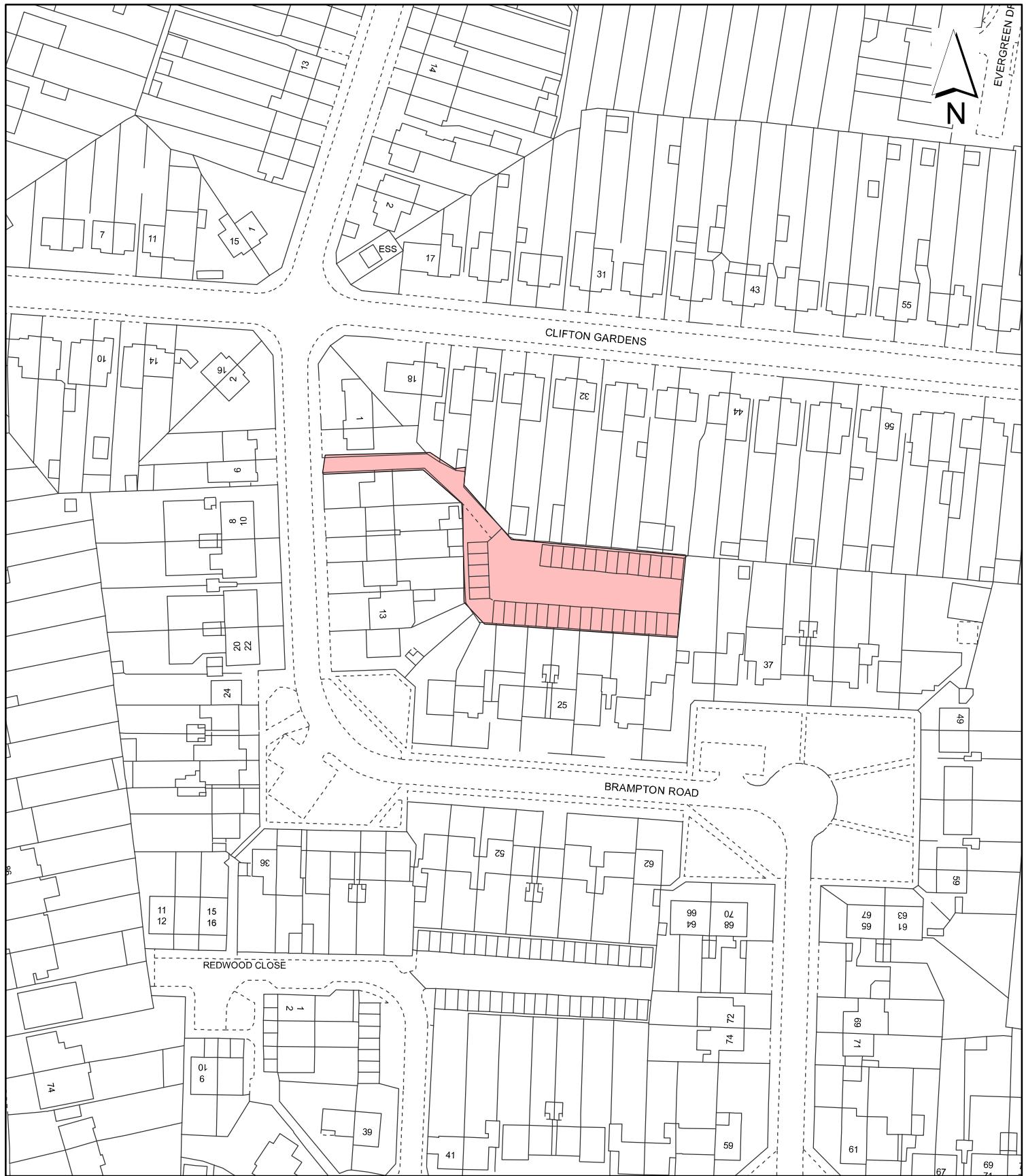
South Elevation



North Elevation

Notes:
 Do not scale this drawing.
 Copyright of this drawing
 belongs to MJD Architects.
 It is illegal to copy or
 reproduce this drawing
 without written consent
 of the author.
 Care is taken in MJD Architects
 of any discrepancies found on this
 drawing. No responsibility is accepted
 for any subsequent variation.
 No responsibility is accepted
 by MJD Architects for any consequences
 of the use of this drawing.
 MJD Architects accepts no responsibility
 for any damage or death of the user
 from the use of this drawing.
 Please note that this drawing is for
 guidance only and should not be relied
 upon for structural design.

Drawings:
 Site Plan
 FLO-Site
 RFO-Site
 Drawing U100/R
 Title
 PROPOSED PLANS AND ELEVATIONS
 Scale
 Date
 Nov. 2020
 1:100
 Ref.
 1588A1P102



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey
100019283

Site Address:

**5-31 Garage Court,
Rear of Brampton Road**

Planning Application Ref:

74993/APP/2020/4001

Scale:

1:1,250

Planning Committee:

Central and South 186

Date:

April 2021

**LONDON BOROUGH
OF HILLINGDON**

Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: 01895 250111



HILLINGDON
LONDON

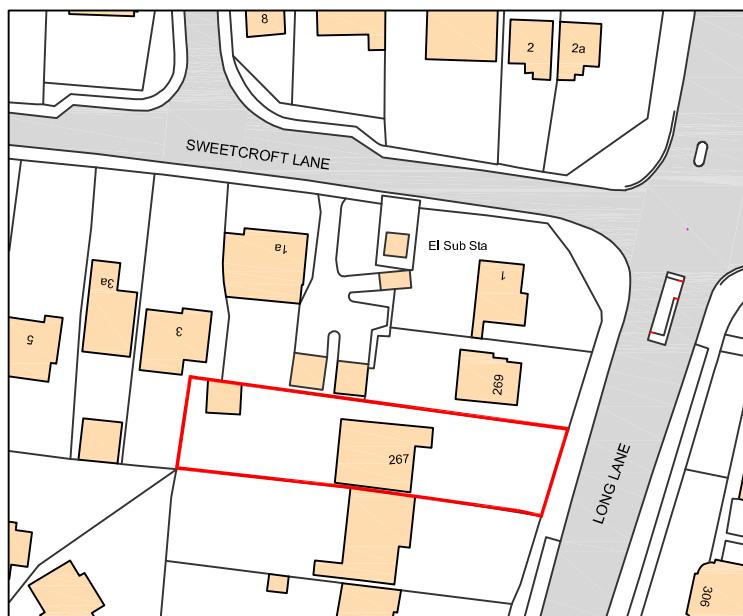
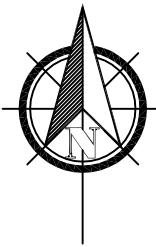
Report of the Head of Planning, Transportation and Regeneration

Address SWEETCROFT DENTAL PRACTICE, 267 LONG LANE HILLINGDON

Development: Conversion of part ground floor and part first floor residential flat (Use Class C3) to create additional floorspace for dental surgery (Use Class E(e))

LBH Ref Nos: 4479/APP/2021/905

Drawing Nos:



Ordnance Survey, (c) Crown Copyright 2018. All rights reserved. Licence number 100022432

 Site within red boundary:
Sweetcroft Dental Practice, 267 Long Lane, Hillingdon
UB10 9JR

GGC DESIGN LTD
CHARTERED ARCHITECT
Tel: 01895 810 932
Mob: 07976 732 636
g.g.calton11@btinternet.com

NOTES: DO NOT SCALE FROM THIS DRAWING .
The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator / Architect before proceeding. This drawing to be used for estimating purposes only. The Contractor must not use this drawing for construction until the structural design has been carried out and confirmation given by Building Control that the design is acceptable. Architect's drawings to be used in conjunction with the structural drawings.

Rev	Project SWEETCROFT DENTAL PRACTICE, 267 LONG LANE, HILLINGDON UB10 9JR	Scale 1:1250 @ A4	Drawn by JT
Description	Revision notes	Initials	Date
		Date 05/10/18	Checked by GC
		Drawing No. 267 LL / P1 / 01	Rev.

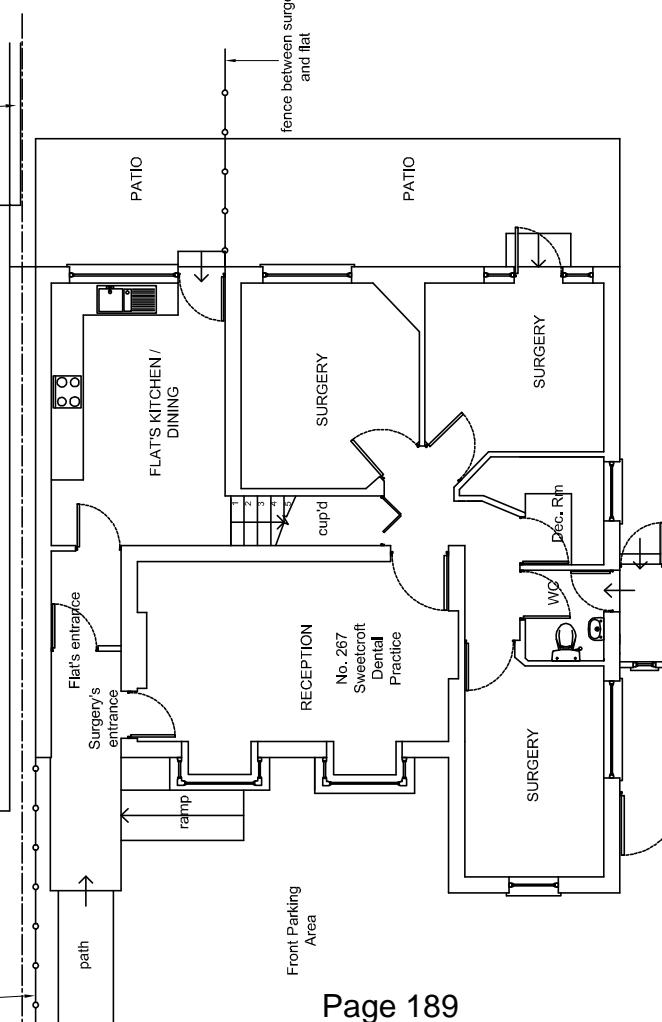




No. 265

fence
path

boundary wall



NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator / Architect before proceeding.

This drawing to be used for estimating purposes only. The Contractor must not use this drawing for construction until the structural design has been carried out and confirmation given by Building Control that the design is acceptable.

Architect's drawings to be used in conjunction with the structural drawings.

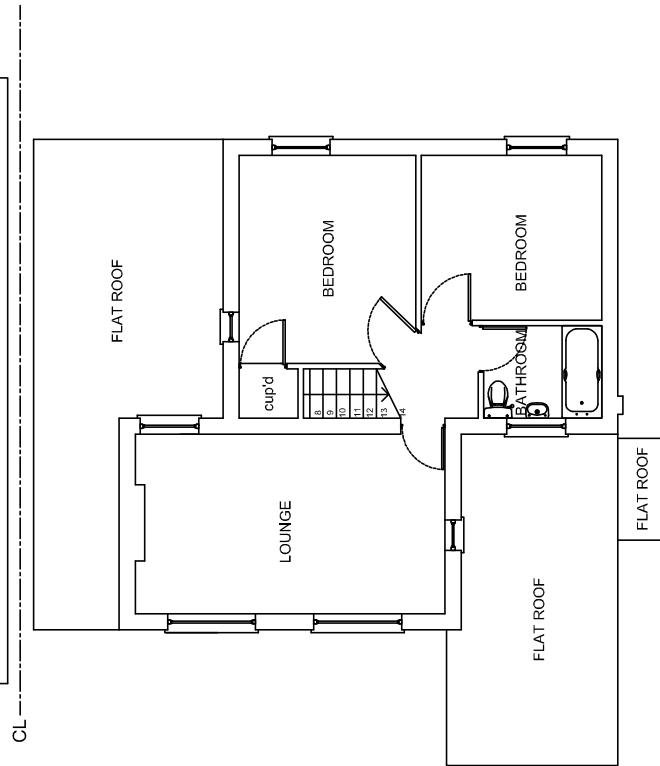
DO NOT SCALE FROM THIS DRAWING.

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator / Architect before proceeding.

This drawing to be used for estimating purposes only. The Contractor must not use this drawing for construction until the structural design has been carried out and confirmation given by Building Control that the design is acceptable.

Architect's drawings to be used in conjunction with the structural drawings.

DO NOT SCALE FROM THIS DRAWING.



CL CL



GGC DESIGN LTD
CHARTERED ARCHITECT
Tel: 01865 819 932
Mob: 07767 732 036
93callbox11@btconnect.com

PROJECT:
SWEETCROFT DENTAL PRACTICE
267 LONG LANE, HILLINGDON UB10 5UR

DESCRIPTION:
FLAT CONVERSION INTO ADDITIONAL
SURGERY ACCOMMODATION
EXISTING GROUND & FIRST FLOOR PLANS

SCALE:
1:100 @ A3
DRAWN BY:
J1, SC
CHECKED BY:
C3/020
DRAFTED BY:
GC
REVISIONS:
None

267 LL / P1 / 03

5
Metres

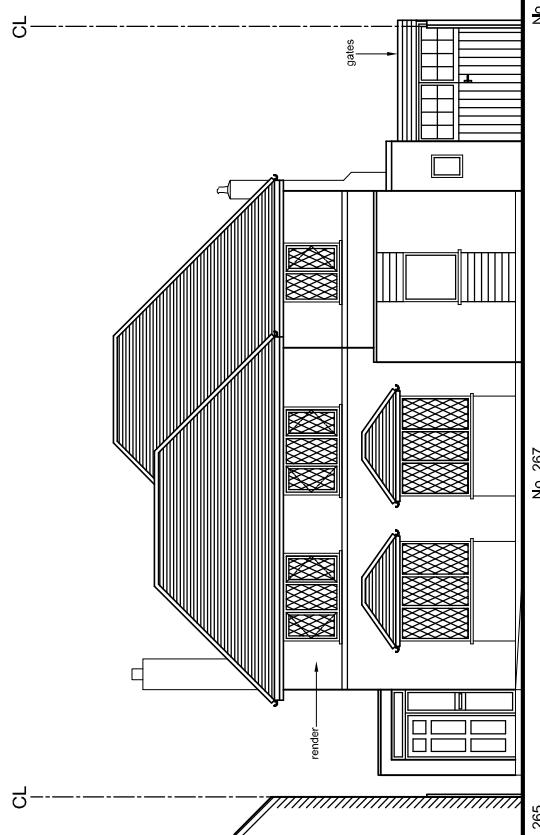
EXISTING FIRST FLOOR PLAN

EXISTING GROUND FLOOR PLAN

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator / Architect before proceeding.

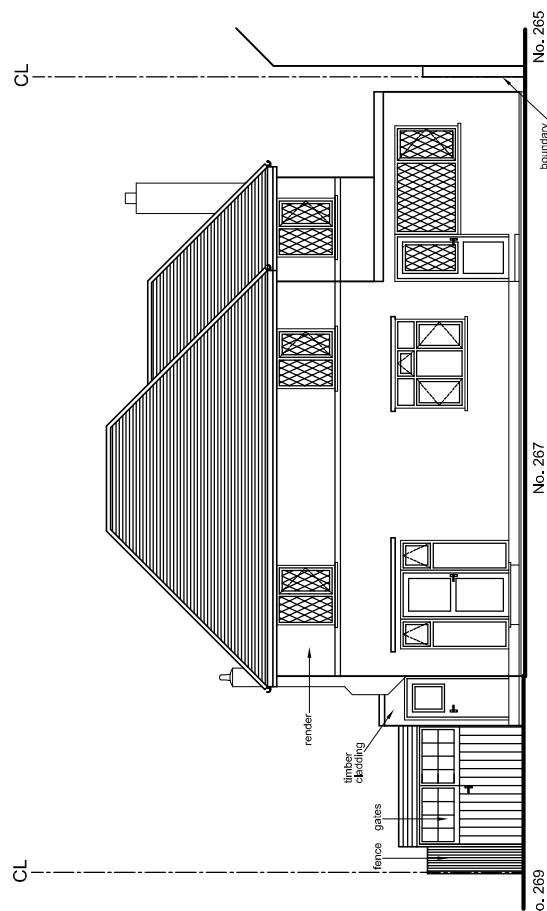
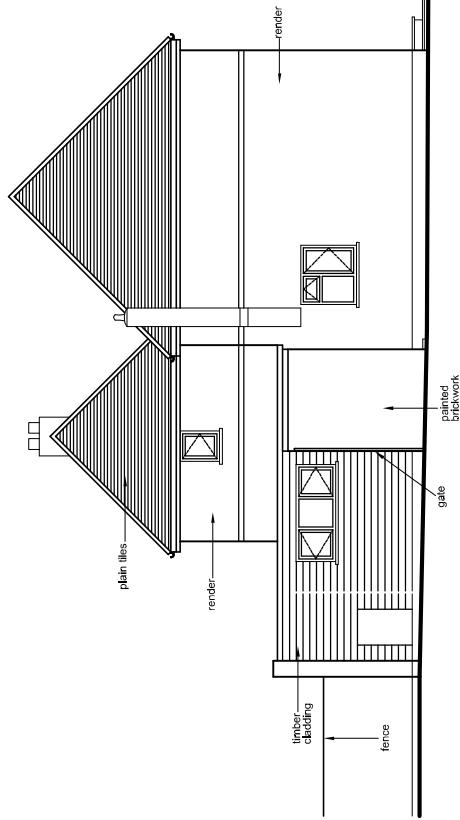
This drawing to be used for estimating purposes only. The Contractor must not use this drawing for construction until the structural design has been carried out and confirmation given by Building Control that the design is acceptable.

Architect's drawings to be used in conjunction with the structural drawings, DO NOT SCALE FROM THIS DRAWING.

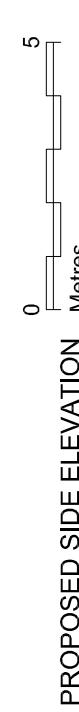


PROPOSED FRONT ELEVATION

PROPOSED SIDE ELEVATION

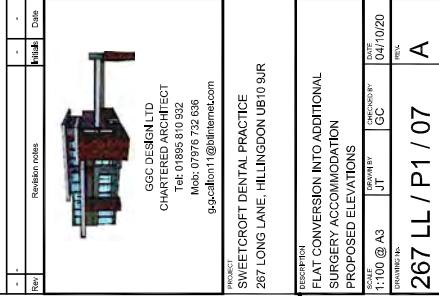


PROPOSED REAR ELEVATION



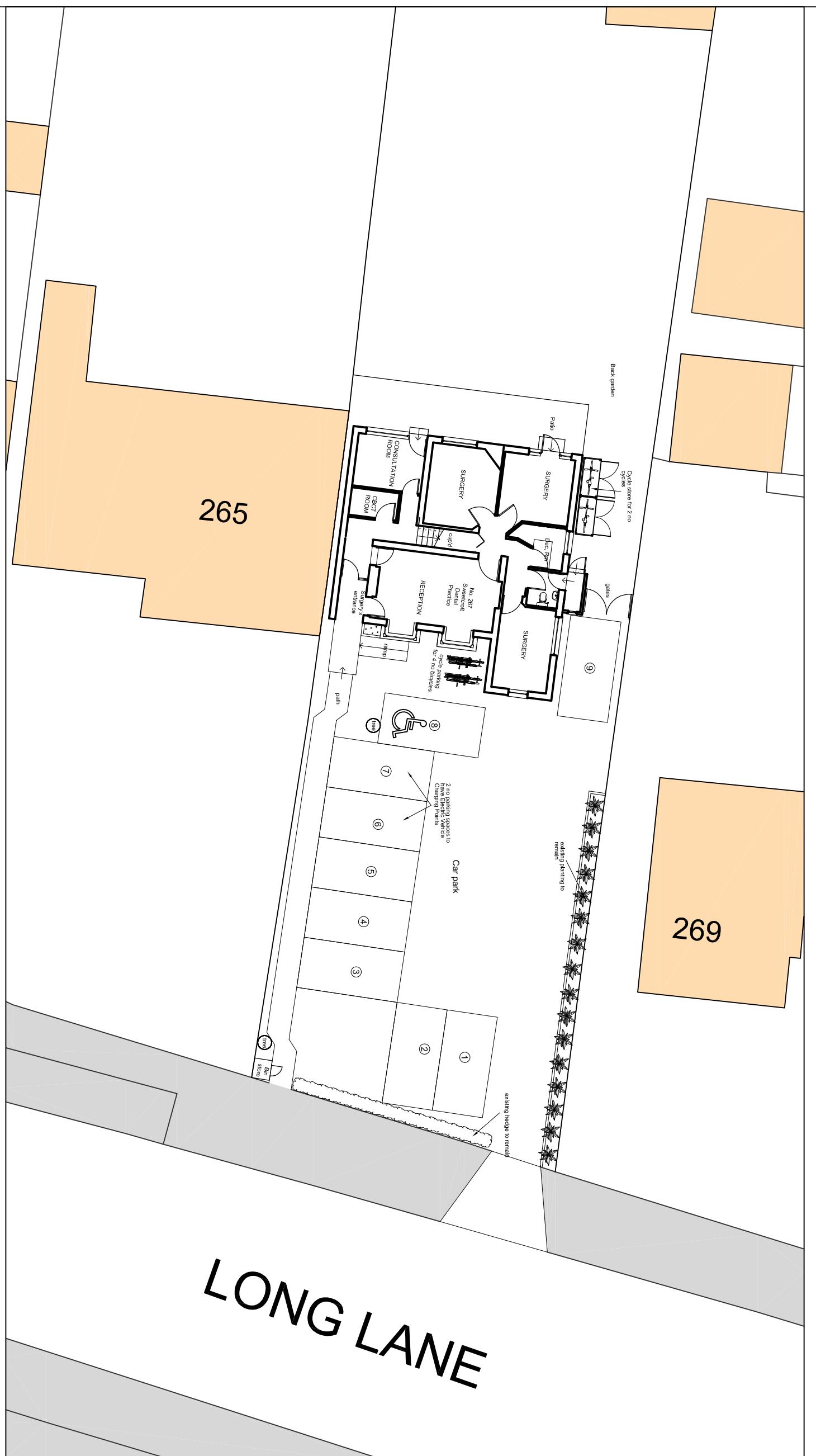
PROPOSED SIDE ELEVATION

PROPOSED SIDE ELEVATION



PROPOSED PARKING

Ordnance Survey, (c) Crown Copyright 2018. All rights reserved. Licence number 100022432



NOTES
The Contractor must verify all dimensions, site information and other details on the site before setting out. Any variations must be reported to the Contract Administrator before proceeding.
DO NOT SCALE FROM THIS DRAWING

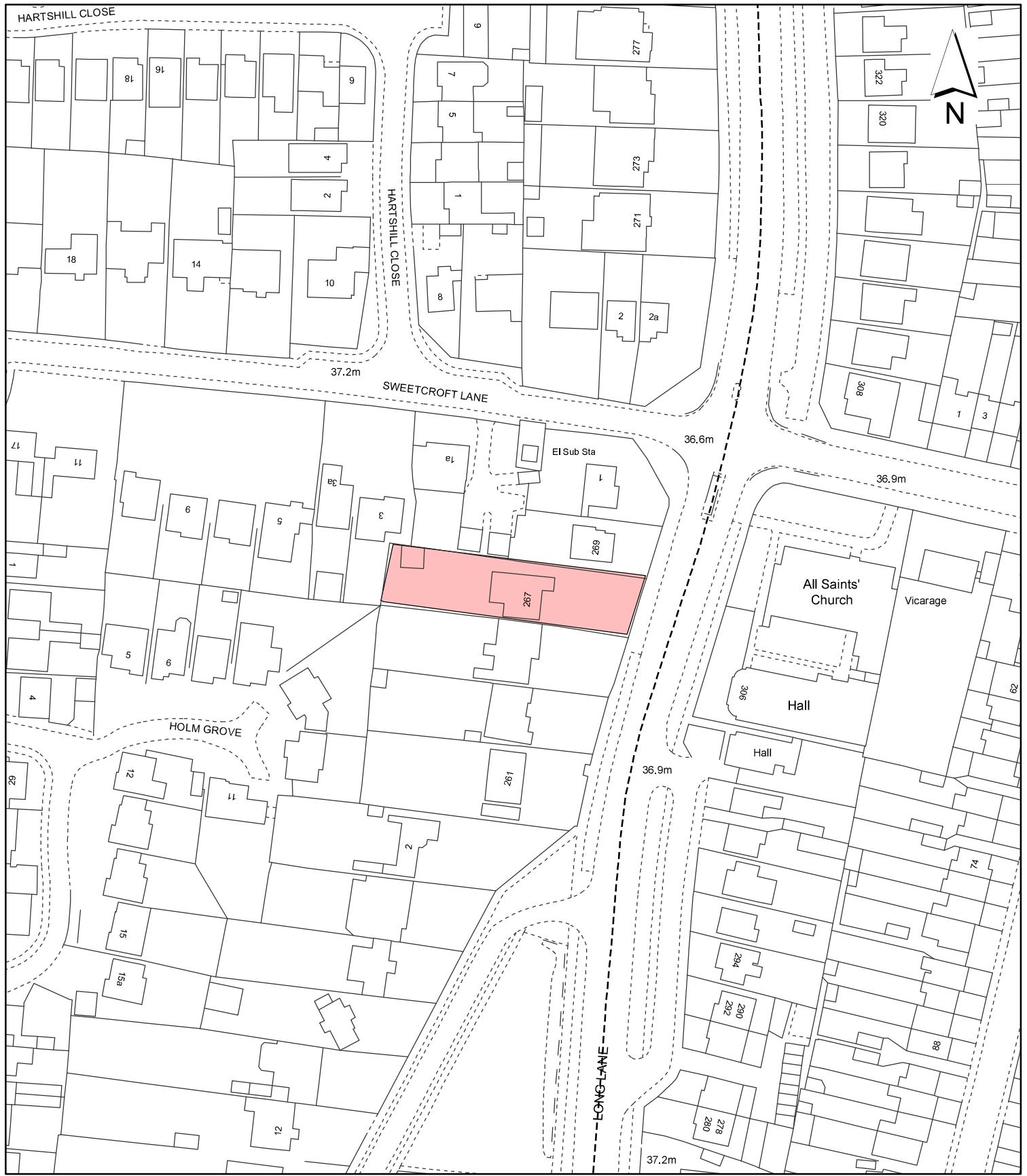


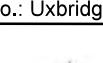
GGC DESIGN LTD
CHARTERED ARCHITECT
Tel: 01995 251323
Mob: 07976 732636
9.9.caillon11@btconnect.com

PROJECT
SWEETCROFT DENTAL PRACTICE
267 LONG LANE, HILLINGDON UB10 9JB

DESCRIPTION
PROPOSED PARKING

SCALE	DRAWN BY	CHECKED BY	DATE
1:200 @ A3	JT	GC	03/06/19
DRAWINGS NO.			
267 LL / P1 / 08	B		REV.



<p>Notes:</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2020 Ordnance Survey 100019283</p>	<p>Site Address:</p> <p>Sweetcroft Dental Practice 267 Long Lane</p>	<p>LONDON BOROUGH OF HILLINGDON Residents Services Planning Section Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p>
	<p>Planning Application Ref: 4479/APP/2021/905</p>	<p>Scale: 1:1,250</p>
	<p>Planning Committee: Central & South</p>	<p>Date: 19 April 2021</p>
		 HILLINGDON LONDON