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HILLINGDON
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A

Central & South Planning Committee

Date: **THURSDAY, 1 SEPTEMBER 2011**

Time: **7.00 PM**

Venue: **COMMITTEE ROOM 5 - CIVIC CENTRE, HIGH STREET, UXBRIDGE UB8 1UW**

Meeting Details: Members of the Public and Press are welcome to attend this meeting

To Councillors on the Committee

John Hensley (Chairman)
Judith Cooper (Vice-Chairman)
Wayne Bridges
Janet Duncan
Neil Fyfe
Dominic Gilham
Robin Sansarpuri
Brian Stead

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Published: Wednesday, 24 August 2011

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Useful information

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

Petitions – Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority – under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

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

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

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

Agenda

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

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

Reports - Part 1 - Members, Public and the Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Botwell House Catholic Primary School Botwell Lane, Hayes 719/APP/2011/1239	Botwell	Extension, reconfiguration and refurbishment of existing three-form entry primary school. **RECOMMENDATION: APPROVAL**	17 - 42

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Former C R L and Mermaid Buildings Dawley Road, Hayes 8294/APP/2010/867	Botwell	Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation, ref:8294/APP/ 2005/952 dated 29/06/2005: Redevelopment of site to provide Class B1(b) and B1(c) (Business) and B8 (Storage and Distribution) uses including some trade counter uses with associated parking, servicing, access and landscaping. **Deferred from C&S Committee 19/04/2011** **RECOMMENDATION: APPROVAL**	43 - 80
8	452, 456, 460-470 (evens) and Rear of Bath Road, Longford 65419/APP/2010/2860	Heathrow Villages	Demolition of existing buildings and structures at Nos.460-468 Bath Road and land to rear, including land currently forming part of the Abbey Business Centre, to provide a 3-5 storey 342-bedroom hotel with ancillary meeting room, bar and restaurant (Class C1), and associated plant; hard and soft landscaping; car parking including a 145 decked car park; highways and all necessary enabling works; redevelopment of No.452 Bath Road to provide 4 three-bedroom houses; retention and conversion of No.470 Bath Road into 1 one-bedroom and 1 two- bedroom apartments; and conversion of outbuilding to No.456 Bath Road into 1 two-bedroom apartment. **RECOMMENDATION: APPROVAL**	81 - 154

9	Long Haul Catering Base Scylla Road, Heathrow Airport 50270/APP/2011/1422	Heathrow Villages	A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works. B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA). of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application). **RECOMMENDATION: APPROVAL**	155 - 210
10	Unit 2 (Phase 200) Riverside Industrial Estate Riverside Way, Uxbridge 47163/APP/2011/1336	Uxbridge South	Change use from Class B1(c) , B2, B8 to a Class D1 (training centre) with associated alterations to internal layout including creation of new stair case, toilets, and an external plant compound at ground level, alterations to access and parking arrangements. **RECOMMENDATION: APPROVAL**	211 - 230

Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
11	Unit 1 Cowley Mill Industrial Estate Longbridge Way, Uxbridge 29704/APP/2011/875	Uxbridge South	Change of use from Class B1/B8 to Class B1/B8/D1 for use as children's soft play centre. **RECOMMENDATION: REFUSAL**	231 - 240

Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
12	The Stables Goulds Green, Hillingdon 26738/APP/2010/2554	Botwell	Conversion of detached barn to rear to a three-bedroom residential unit, including 2 parking spaces and associated amenity space. **RECOMMENDATION: APPROVAL**	241 - 260
13	Brunel University (Tower C) Kingston Lane, Hillingdon 532/APP/2010/2391	Brunel	Creation of an area of concrete hardstanding. **RECOMMENDATION: APPROVAL**	261 - 268
14	456 Bath Road, Longford 2598/APP/2011/1168	Heathrow Villages	The refurbishment of Grade II listed house at 456 Bath Road, including internal alterations, as well as works to outbuilding (including refurbishment and internal and external alterations to convert this into 1 x 2-bedroom dwelling, associated hard and soft landscaping works (Application for Listed Building Consent). **RECOMMENDATION: APPROVAL**	269 - 276

15	123 Uxbridge Road, Hillingdon 29448/APP/2011/639	Hillingdon East	Part two storey, part single storey rear/side extension, part single storey, part two storey, part three storey front/side extension incorporating new front porch, alterations to existing elevations, installation of external staircase to side, installation of glass canopy to existing roof, installation of wheelchair ramp to front. Involving the conversion to provide a place of worship at ground and part first floor, a 2 bed self-contained unit at first floor and a 3 bed self contained unit on the second floor. **RECOMMENDATION: REFUSAL**	277 - 290
16	Unit 7A, Hayes Bridge Retail Park Uxbridge Road, Hayes 67475/APP/2011/853	Townfield	Application for variation of condition 4 (to extend the range of goods permitted to be sold) of planning permission ref: 51331/APP/2005/1415 dated 17/07/2005: Alterations to front, rear and side elevations to create new entrances and new enclosed service corridor. **RECOMMENDATION: APPROVAL**	291 - 302
17	301 Long Lane, Hillingdon 568/APP/2011/636	Uxbridge North	Variation of condition 2 (to allow use of betting shop between the hours of 09:00 hrs and 22:00 hrs) of planning permission ref. 568/APP/2010/1741 dated 17 January 2011: Change of use from Class A1 (Retail) to Class A2 (Financial and Professional Services) for use as Betting Shop. **RECOMMENDATION: APPROVAL**	303 - 312

18	11 Colne Avenue, West Drayton 24766/APP/2011/800	West Drayton	Erection of a first floor side extension (involving demolition of existing chimney to side). **RECOMMENDATION: APPROVAL**	313 - 322
19	7 Cherry Tree Avenue, Yiewsley 63027/APP/2011/1129	Yiewsley	Continued use of extended dwelling as two separate dwellings. **RECOMMENDATION: REFUSAL**	323 - 332

PART II - MEMBERS ONLY

The reports listed below are not made public because they contain confidential or exempt information under paragraph 6 of Part 1 of Schedule 12 A to the Local Government (Access to Information) Act 1985 as amended.

20 8 Burndell Way Hayes ENF/810/09

ENFORCEMENT REPORT

Any Items transferred from Part 1

Any Other Business in Part 2

Plans for Central and South Planning Committee

Minutes

CENTRAL & SOUTH PLANNING COMMITTEE

19 July 2011

HILLINGDON
LONDON

Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge UB8 1UW

	Committee Members Present: Councillors John Hensley (Chair) Judith Cooper (Vice-Chairman) Janet Duncan Wayne Bridges Paul Buttivant Dominic Gilham Robin Sansarpuri Brian Stead **LBH Officers Present**: James Rodger - Head of Planning, Trading Standards & Environmental Protection Matt Duigan – Team Manager – Central & South Team Sarah Hickey – Legal Advisor, Syed Shah – Highways Engineer and Nadia Williams – Democratic Services	
46.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* There were no apologies for absence.	
47.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* Councillor Janet Duncan declared a personal interest in the items listed below by virtue of the applications being in her Ward: Item No. | Address 8 | Car Park R/O 1 –16 Sydney Court, Perth Avenue, Hayes 9 | 47 Swanage Waye, Hayes 15 | 67 Berrydale Road, Hayes 16 | 18 Stipularis Drive, Hayes She remained in the room during consideration of the items and took part in the decision of them. Councillor Neil Fyfe declared a personal interest in the Items listed below by virtue of the applications being in his Ward: Item No. | Address 10 | 298 Kingshill Avenue, Hayes 20 | Enforcement report He remained in the room during consideration of the items and took	

	part in the decision of them. Councillor Robin Sansarpuri declared a prejudicial interest in Item 6 (Airlink House, 18 -22 Pump Lane, Hayes), as he had been involved with the application as a Ward Councillor. He withdrew from the room and did not take part in the decision of the item. Councillor Brian Stead declared a personal interest in Item 19 (Enforcement report), as the application was in his Ward and remained in the room during consideration of the item.	
48.	**TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (TO FOLLOW)** *(Agenda Item 3)* The minutes of the meeting held on 28 June 2011 were agreed as a correct record and signed by the Chairman.	
49.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* There had been no items notified in advance as urgent.	
50.	**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** *(Agenda Item 5)* It was agreed that items marked as Part 1 would be considered in Public and matters marked as Part 2 would be considered in Private.	
51.	**AIRLINK HOUSE, 18 - 22 PUMP LANE, HAYES** **5505/APP/2010/2455** *(Agenda Item 6)* **Single storey rear extension and change of use of building from offices to a restaurant / banquet hall at ground floor level with 23 hotel rooms above.** Officers presented the report to the Committee and drew their attention to the amendments in the Addendum sheet. In response to a query as to controlling possible noise from tannoy system, officers advised that Condition 9 could be amended to include this. Concerns were raises about the level of car parking and staff parking provision. Officers advised that the two car parks proposed were public car parks with 24hours opening times. The ration of 1:1 parking did not apply to guest houses and small hotels of less than 30 rooms, and in this case, there were 23 rooms in the proposed development, sited in a central location. The Committee added an additional condition to prevent 'off airport parking.	**Action by** James Rodger Matt Duigan

The recommendation set out in the officers' report with the amendments in the Addendum sheet and additional condition for 'off airport' parking was moved, seconded and on being put to the vote was agreed.

1. That delegated powers be given to the Head of Planning, Trading Standards and Environmental Protection to grant planning permission, subject to the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) The provision of a 10 Year Travel Plan and an undertaking to implement the Initiatives therein.
ii) A financial contribution of £12,500 towards air quality monitoring.
iii) A contribution towards the monitoring and management of the legal agreement of 5% of the s106 value.

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

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

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this committee resolution, then the application will be referred back to the Committee for determination.

e) That if the application is approved, the conditions set out in the officer's report be imposed.
Amended Condition

Condition 9 was amended to read as follows:

The development shall not begin until a scheme for the control of noise (amplified or otherwise, including music or any noise from a tannoy system) emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. The scheme shall be fully implemented before the development is use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

No loud music or other noise, whether amplified or otherwise, shall be played in the premises or externally between 22:00 hours and 08:00

	hours Mondays to Saturdays and at no time on Sundays and Bank Holidays. **Additional Condition** ***The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay in the hotel. Prior to occupation of the development a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.*** **Reason** ***The use of the site for long-stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policies £C.1 and £C.23 of the London Plan and to advice in PPG13 to restrain the use of private cars and encourage travel by alternative modes.***	
52.	**19 - 22 CHIPPENDALE WAYE & CAR PARK AREA TO REAR OF 23 - 28 CHIPPENDALE WAYE, UXBRIDGE 67544/APP/2011/736** *(Agenda Item 7)* **Erection of a two storey building comprising 12, one-bedroom supported housing units, along with ancillary office space and associated landscaping for new building, alterations to car parking and access arrangements (both vehicular and pedestrian) (involving demolition of dwellings known as 19, 20, 21 and 22 Chippendale Way).** Officers presented the report to the Committee and drew their attention to the amendments in the Addendum sheet. The Chairman asked whether part of the proposed development was dedicated for nursery use. Officers advised that a survey was carried out to work out the level of occupancy and found 11 spaces; and in terms of staff usage, with the present staff proportion, there would always be spaces after the development for staff. A Member commented that the drawings showed that the kitchen windows opened into a corridor with limited natural lighting and suggested that the Code 3 level (for Sustainable Homes) should be	**Action by** James Rodger Matt Duigan

replaced with Code 4 to counter act this. Officers advised that Code 3 was generally used unless there was a material reason, and in this instance, it could be modified by the Committee.
With regard to the provision of car parking spaces for supported housing, a Member commented that if parking spaces were allocated, the current parking spaces for Nos. 22 – 28 Chippendale Waye would no longer be available. Officers responded that the applicant had advised that as it was their land, they were not required to provide parking spaces for those occupiers. Occupiers of Nos. 22 – 28 Chippendale Waye could park along the access road; the current view was that there were 23 spaces available at the rear access road.

It was explained that of the 23 spaces, 11 would be allocated for nursery use and the remainder would be uncontrolled parking during the day for the residents. The applicant had been asked to mark the spaces for nursery use (which would be no more than 2 staff) during nursery hours.

In answer to a query about the loss of amenity space in the fenced off area in the car park, officers advised that the area was a derelict playground, which had not been covered in the report. The Committee was informed that as the area had been abandoned for so long, it would not be feasible to use as a play area without having to re-create it.

A Member pointed out that in purchasing the properties in Chippendale Waye, residents also purchased the right of access and that it was worth noting there was controlled parking the whole area.

The Committee raised concerns about the need for the disable parking bay to be near as possible to the entrance and requested officers to confirm whether the Wall along Chippendale Alley was a listed building.

The Head of Planning, Trading Standards and Environmental Services indicated that there were concerns about the proposed level of parking and in view of the issues raised, advised that it would be appropriate for him to withdraw the application.

The application was therefore withdrawn by the Head of Planning, Trading Standards and Environmental Services for the clarification and amendments as set out below; and reported back to a Committee meeting:

- **Ascertain whether nearby residents have legal ownership over the proportions of the site for car parking**
- **Establish how long the playground had been abandoned and the Council's policy to its removal**
- **Investigate the adequacy of proposed amenity space**
- **Confirm whether the wall along Chippendale Waye was a listed**
- **Look into the disabled parking spaces being positioned close to Chippendale Alley**
- **Amend Condition 24 to require Code 4**

53.	**CAR PARK REAR OF 1 - 16 SYDNEY COURT, PERTH AVENUE, HAYES 65936/APP/2009/2629** *(Agenda Item 8)*	**Action by**
	Erection of 12 flats (8 two-bedroom, 4-person flats, 3 two-bedroom 3-person flats and 1 one-bedroom 2-person wheelchair accessible flat), in a single block with 12 associated car parking spaces; demolition of existing garages adjacent to Melbourne House and number 83 Perth Avenue; and provision of 3 open car parking areas. In introducing the report, officers advised that the proposed development was restricted to over 55 years with partners of not under 50 year olds. The issue of education contribution had not been addressed given that there would be very little chance of children living within the scheme, therefore, the legal agreement would be varied to no longer require education contribution. The recommendation was moved, seconded and on being put to the vote was agreed. **Resolved** **a) That the Statement of Intent dated 31 March 2010 be varied as follows:** **i) That the definition for education contribution be amended from;** means the education contribution in the sum of forty one thousand and twenty pounds (£41,020) referred to in Schedule Two towards the costs of providing education or educational improvements or facilities in the Authority's Area including (but not limited to): New school facilities, including ancillary facilities; Improvements, adaptations or enhancements to existing school facilities [in order to accommodate extra children]; or Improvements and expansion of playground and external leisure spaces, including equipment and maintenance contributions; **ii) Replaced with the following definition** means the education contribution in the sum of forty one thousand and twenty pounds (£41,020) referred to in Schedule Two towards the costs of improving traffic calming measures for the direct benefit of Brookside Primary School, Perth Avenue Hayes, Middlesex. **b) That the owner and Council meet their respective costs in the preparation of the Deed of Variation to the Statement of Intent and any abortive work as a result of the agreement not being completed.** **c) That if the Deed of Variation to the Statement of Intent is not finalised within a period of 6 months from the date of this by the Head of Planning, Trading Standards and Environmental Protection, then the application may be referred back to the Committee for determination.**	James Rodger Matt Duigan

	d) That subject to the above, the application be deferred for determination by the Head of Planning, Trading Standards and Environmental Protection under delegated powers, subject to the satisfactory completion of the Deed of Variation to the Statement of Intent that was entered into by way of Notice under Regulation 3 of the Town and Country Planning General Regulations 1992 which shall ensure only for the benefit of the land) that the applicant being the local authority being the only legal entity with an interest in the land which is the subject of this application, and hence being unable to enter into a section 106 Agreement with the local planning authority, completes a Statement of Intent (Statement) to make provision for the planning obligation as approved on 31 March 2010 as would a third party developer under a section 106 planning obligation. **e) That if the application is approved, it be subject to the conditions and informatives agreed by the Central and South Planning Committee on 9 March 2010 (detailed in the Committee report and minutes) and attached to this report and amendments in the Addendum sheet circulated at the meeting.**	
54.	**47 SWANAGE WAYE, HAYES 48600/APP/2011/548** *(Agenda Item 9)* **Erection of a first floor side extension.** Officers presented the report to the Committee and drew their attention to the amendments in the Addendum sheet. In accordance with the Council's constitution, a representative of the petitioners addressed the meeting in support of the application. The petitioner made the following points: • That the whole area around Swanage Way and Brookside Estate benefited from an anomaly of developments with no conformity • The proposed development would compliment the character of the area • Referring to some photographs circulated at the meeting and suggested that all the developments in the photographs breached building lines • Officers had stated in the report that there were no properties in the east that would be adversely affected by the proposed development • The property at the rear of the proposed development (no. 49) was and 17m away which officers had stated would not harm the occupiers of that property. Suggested that this clearly addressed issues relating to building lines • The petition was signed by occupiers of No. 49 • Building materials would be incorporated to match existing design	**Action by** James Rodger Matt Duigan

	• The applicant was reasonable and stepped in to try to rectify each stage based on the recommendation for refusal • With regard to Policy BE15, the proposed development would not be detrimental to the character of the surrounding area as the proposed first floor would be setback even further • Suggested that the proposed development would not be detrimental to the street scene and character of the area • Fifty signatories to the petition in support of the proposal demonstrated that residents had no objection A Member stated that the Committee usually dealt with applications before them and would not necessarily compare other buildings in the same road. The recommendation for refusal was moved, seconded and on being put to the vote was agreed. **Resolved – That the application be refused for the reasons set out in the officer's report, and amendments in the Addendum sheet circulated at the meeting.**	
55.	**298 KINGSHILL AVENUE, HAYES 8195/APP/2011/38** *(Agenda Item 10)* **Change of use from A1 (Retail) to A3 (Restaurant) & A5 (Takeaway) and installation of 2 x extract ducts to rear** Officers presented the report to the Committee and drew their attention to the amendments in the Addendum sheet. An additional Condition OM16 was added for signage and Condition 5 was revised for the control of hours to include Bank Holidays. A Member raised concerns about the change from A1 use classification to an A5 use in an area where there were 6 fast foods in a row of 6 shops of 12 units and asked how the A1 use was being protected. Officers responded that of the 24 units in the area, 14 units remained in A1 use. The Committee was advised that policy required that a parade retained sufficient shops, but did not set out a specific percentage, as it was not a primary area. A Member asked for an additional informative to be attached requesting the applicant to provide a double door to the toilets which were near the food preparation area to meet building control requirements. It was indicated that the Council would need to look at strengthening policy to include local shopping parades. The recommendation for approval, additional Condition OM16 and amendment to Condition 5 in the Addendum sheet and additional informative was moved, seconded and on being put to the vote was agreed.	**Action by** James Rodger Matt Duigan

	Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report, amendments in and to the Addendum sheet circulated at the meeting, and the following additional condition and additional informative: **Amended Condition 5** ***Deliveries and collections, including waste/refuse/recycling collections (but excluding takeaway food deliveries and collections), shall be restricted to the following hours; 09:00 hrs to 18:00 hrs Monday to Fridays, 08.00 to 13.00 Saturdays and not at all on Sundays, Bank or Public Holidays.*** ***Reason*** ***To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.*** **Additional Condition OM16** ***A notice shall be displayed permanently and prominently within the premises requesting that customers dispose of their litter responsibly.*** ***Reason*** ***To ensure the satisfactory disposal of litter in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).*** **Additional Informative** ***You are advised that there should be a second door between the toilet and the food preparation area so as to create an airlock between the toilet and working area.***	
56.	**13 BOURNE AVENUE, HAYES 30586/APP/2011/252** *(Agenda Item 11)* **Alterations to single storey rear extension with new flat roof to rear and part demolition of existing single storey outbuilding to rear to provide extra amenity space to front. (Part Retrospective).** The recommendation for refusal was moved, seconded and on being put to the vote was agreed. **Resolved – That the application be refused for the reasons set out in the officer's report.**	**Action by** James Rodger Matt Duigan

57.	**165 NORTH HYDE ROAD, HAYES 17357/APP/2011/18** *(Agenda Item 12)* **Change of ground floor from Class A1 (Retail) to Class A3 (Restaurants and Cafes) for use as fast food restaurant with new extract duct to rear.** In introducing the report, officers explained that there was limited space outside of the 'redline'. Previously the development was a retails shop which sold sound equipments and above the shop was residential use with stairs to the residential unit and windows at the top of the stairs. The issue highlighted with the proposal was the changes to facilitate cooking and the proposal to relocate the stairs. Whist officers were comfortable with the appearance of the extract flue; there were concerns about the noise and type of flue. There were also concerns about the tight constrained space between the two storey building and neighbouring building and wonder where refuse storage would be located. In response to a question, officers advised that the rear access was very constrained and was also used by businesses to the rear of the proposal. There did not appear to be type of storage area that would be required for a fast food business. The key concern therefore in respect of the proposed development was that no storage space had been proposed and there was no room around the 'redline' site. The 'redline' area was so constrained that there did not appear to be any area to locate the type of refuse that would be required for this type of takeaway shop. A Member asked whether the applicant had a right of access at the 'redline' and whether this could be closed off? Officers responded that the applicant only had access at the 'redline' to the shop but was not certain about access to the unit upstairs or whether the units had been subdivided – this would need to be confirmed. A Member asked how other fast food restaurant along the parade disposed of their waste. Officers advised that there was no space outside for refuge bins. The Committee queried there being no customer/disabled toilets and the proposed WC sited around the food preparation area with only one door. Officers advised that the provision of toilets varied and depended on the number of seats and that this was a building control issue. It was noted however that the applicant could be reminded by way of an informative. The recommendation for refusal and additional informative was moved, seconded and on being put to the vote was agreed. **Resolved – That the application be refused for the reasons set out in the officer's report, and the following additional informative:** **You are advised that the proposed toilet would not meet disabled access requirements and this issue should be addressed in the**	**Action by** James Rodger Matt Duigan

	design of any resubmission.	
58.	**FORMER B&Q SITE, UXBRIDGE ROAD 51508/APP/2011/963** *(Agenda Item 13)* **Variation of condition 12 (to extend the opening hours of the store) of planning permission ref. 51508/APP/2008/2927 dated 16/04/2010: (Single storey canopy to front entrance, refurbishment and variation of condition of planning permission ref. 51508/96/1907 dated 16/04/1997 to allow use as an Asian supermarket, comprising 1,606sq.m main retail area, 69sq.m cafe area, 690sq.m bulk goods warehouse, 1,141sq.m goods storage area, and the utilisation of the former Garden Centre trading area as a 425sq.m covered trading area for fruit and vegetables. The proposal includes changes to the external appearance of the existing building, existing parking layout, boundary treatments, external lighting and associated bin storage/compactors).** Officers introduced the report and advised the application was for the variation of Condition 12 only, to extend the opening hours of the store. There had been a trial of opening hours from 8am to 9pm Monday to Saturday and Sundays/Bank holidays from 10am to 6pm which had generated no complaint. The applicant had therefore submitted an application for permission to operate these hours on a permanent basis following the end of the trial and the Environmental Protection Unit (EPU) was comfortable for the condition to be varied. The Chairman commented that Sunday trading was prescriptive and clarified that the applicant wished to increase the currently operated hours from 10am to 5pm by an extra 2 hours, and asked officers how it would be ensured that these hours were adhered to. Officers responded that any planning approval would not override the Sunday Trading Law and an additional informative had been included in the Addendum sheet to bring the applicant's attention to this issue. A Member queried why the Committee could not approve the Sunday trading times it was minded to allow. Officers advised that the Sunday Trading Act restricted the amount of trading times and that the applicant was seeking the flexibility to choose. However, if the Sunday Trading Law did not allow them to do so, then it was not a planning matter. The Legal Advisor added that the Committee was required to consider the planning merits of the time, rather than the Sunday Trading hours. A Member raised concerns about the issue of a tannoy system raised under External Consultation in the report and stated that this would be unacceptable and would require further investigation. The Chairman asked officers to provide some clarification over this issue. Officers responded that no complaints had been lodged with Environmental Protection Unit (EPU) during, or after the 6 months trial when local residents where written to. Furthermore, it was not clear whether the complaint made about the tannoy system was referring to	**Action by** James Rodger Matt Duigan

	this particular store. Officers checked the file and advised that the concern had been raised by someone living in Ealing borough and by a hotel business. A Member commented that in the report, it had been stated that no response had been received from London Borough of Ealing. Officers added that the issue regarding the tannoy system could be further investigated by EPU. The legal Advisor advised that it would be in the best interest of the Committee to defer the application for further information to be provided, if the Committee was not happy to make a decision. It was proposed and seconded that the application be deferred for further information to be provided regarding the issue of noise made by tannoy system, and on being put to the vote was agreed. **Resolved - That the application be deferred for further information to establish what tannoy system was being used on the site which was causing noise; and to be reported back to a Committee meeting for a decision.**	
59.	**GARAGE SITE REAR OF 85 AND 87 MANOR WAYE, UXBRIDGE 67593/APP/2011/329** *(Agenda Item 14)* **Erection of a pair of 2 two-storey, two-bedroom, semi-detached dwellings.** Officers presented the report to the Committee and drew their attention to the amendments in the Addendum sheet. The recommendation for approval and the changes in the Addendum sheet was moved, seconded and on being put to the vote was agreed. **Resolved – That the application be approved subject to the conditions and informatives set out in the officer's report.**	**Action by** James Rodger Matt Duigan
60.	**67 BERRYDALE ROAD, HAYES 64145/APP/2011/858** *(Agenda Item 15)* **Single storey side extension (Part-Retrospective).** In introducing the report officers explained that the application was deferred at the meeting held on 28 June 2011. A letter had been received from the applicant explaining that when he purchased the property, it had a rear extension in the form of a conservatory which benefited from a planning permission for more than 4 years. He also outlined his personal circumstances for submitting this application, which were not planning material consideration. Officers advised that planning permission was lost when the applicant demolished the conservatory. The amenity space for this application was 40sqm in its entirety.	**Action by** James Rodger Matt Duigan

A Member stated that this development came to the attention via enforcement proceedings; it was so small that it would be very difficult to approval such a development.

Officers added that the dimension as revised was within Hillingdon Design and Accessibility Statement (HDAS) standards. However, if Members felt that the size of the neighbour's garden already being so small that, that part of the applicant's garden may affect adjoining neighbours, the Committee could consider the lack of usable external amenity space.

A Member added that as the areas was so small, they did not think that it greatly detracted from policy and as the Committee considered each application in its own merit, did not consider that accepting this application would be going against guidance, particularly as it would provide more useful space for the applicant.

An additional informative was attached to raise the applicants attention to contaminated land issues.

It was proposed that the application be refused together with an additional informative in respect of contaminated land and on being put to the vote was agreed.

Resolved – That the application be refused for the following reasons and the additional informative was attached:

The proposed development, fails to maintain an adequate amount of private usable external amenity space for the occupiers of the property, resulting in overdevelopment of the site and poor quality living environment, detrimental to the residential amenity of the occupiers as well as the character, appearance and visual amenities of the surrounding area. The development is therefore contrary to policy 4B.1 of the London Plan, policies BE19 and BE23 of the Councils adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and section 3.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

Additional Informative

You are advised that permitted development rights were removed from the property when consent was initially given for the original house to ensure contamination issues were thoroughly examined before any development of the site occurred.

Standard informatives 152 & 153 (which is included on all applications and covered polices and Human Rights Act issues referenced in the decision making process) were also included.

61.	**18 STIPULARIS DRIVE, HAYES 31178/APP/2011/263** *(Agenda Item 16)* **Erection of a single storey detached outbuilding to rear for use as storage involving part demolition of existing building (Part-retrospective)**. Officers presented the report to the Committee and drew their attention to the amendments in the Addendum sheet. The recommendation for approval and the changes in the Addendum was moved, seconded and on being put to the vote was agreed. **Resolved – That the application be approved subject to the conditions and informatives set out in the officer's report and amendments in the Addendum sheet circulated at the meeting.**	**Action by** James Rodger Matt Duigan
62.	**ENFORCEMENT REPORT** *(Agenda Item 17)* The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed. **Resolved** **1. That the enforcement actions as recommended in the officer's report be agreed.** **2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned.** *The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).*	**Action by** James Rodger Matt Duigan
63.	**ENFORCEMENT REPORT** *(Agenda Item 18)* The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed. **Resolved** **1. That the enforcement actions as recommended in the officer's report be agreed.** **2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal**	**Action by** James Rodger Matt Duigan

	enforcement notice to the individual concerned. *The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).*	
64.	**ENFORCEMENT REPORT** *(Agenda Item 19)* The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed. **Resolved** **1. That the enforcement actions as recommended in the officer's report be agreed.** **2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned.** *The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).*	**Action by** James Rodger Matt Duigan
65.	**ENFORCEMENT REPORT** *(Agenda Item 20)* The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed. **Resolved** **1. That the enforcement actions as recommended in the officer's report be agreed.** **2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned.** *The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order*	**Action by** James Rodger Matt Duigan

	or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).	
66.	**ENFORCEMENT REPORT** *(Agenda Item 21)* This report was withdrawn by the Head of Planning, Trading Standards and Environmental Services for further investigation.	**Action by** James Rodger Matt Duigan
	The meeting, which commenced at 7.00 pm, closed at 10.32 pm.	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nadia Williams on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Report of the Head of Planning & Enforcement Services

Address BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL BOTWELL LANE HAYES

Development: Extension, reconfiguration and refurbishment of existing three-form entry primary school.

LBH Ref Nos: 719/APP/2011/1239

Drawing Nos: 4318/EX05 (Site Location Plan)
4318/EX01 (Ground Floor Plan as Existing)
4318/EX02 (First Floor Plan Layout as Existing)
4318/EX03 (East and West Elevations as Existing)
4318/EX04 (North and South Elevations as Existing)
4318/P107 (Proposed Site Location Plan)
4318/P100 (Proposed Ground Floor Layout Plan)
4318/P101 (Proposed First Floor Layout Plan)
4318/P105 Rev.A (Proposed Roof Plan)
4318/P106 (Proposed Landscape Plan)
4318/P102 (East and West Elevations as Proposed)
4318/P103 (North and South Elevations as Proposed)
Planning Statement prepared by DHP (UK) LLP dated May 2011

Date Plans Received: 20/05/2011 **Date(s) of Amendment(s):**

Date Application Valid: 20/05/2011

1. SUMMARY

This application seeks full planning permission for the extension, reconfiguration and refurbishment of Botwell House Catholic Primary School in Hayes to provide additional accommodation space for the existing 3 form of entry primary school. The proposals also seek to refurbish some of the existing accommodation to provide a functional primary school which is fully compliant with current Department for Education (DfE) guidelines.

The scheme will involve the part demolition of the existing structure, construction of new extensions and reconfiguration and refurbishment of existing areas of the school in order to update the site as a whole, and to ensure the school buildings comply with current standards. This will allow the existing nursery accommodation to be relocated close to the reception classrooms in order to provide a combined Foundation Stage area as recommended by current guidelines.

The applicant has advised that the school falls 400m2 short of teaching accommodation when measured against DfE guidelines. The shortage of space is most acute in the hall, group and specialised teaching areas, however, staff accommodation is also lacking and some classrooms are undersized at under 50m2. This affects curriculum delivery and has raised serious health and safety concerns at the school. Accordingly, the proposals seek to address these issues.

The school have advised that if planning permission is not granted for the proposed changes and additional accommodation they may have no choice but to consider a reduction to 2 From Entry. This would clearly increase demand for places at other

schools within the locality.

The applicant has confirmed that the development will not involve any increase to pupil or staff numbers at the school, but is required to improve the existing accommodation to meet the current DfE requirements.

The proposed extensions are considered to be visually acceptable in this location and would be in keeping with the character and appearance of the surrounding area. Whilst they would be clearly visible from the nearest residential properties it is not considered that they would have such an unacceptable impact on residential amenity so as to justify refusal. The applicant has confirmed that the proposals will not result in an increase in pupils or staff to the site and, accordingly, there would be no impact on parking or the local highway network as a result of the proposals.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policies BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M1 **Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policies BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 M3 **Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the new building is occupied. Development shall be carried out in accordance with the approved details.

REASON
To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 TL2 **Trees to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

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

BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' 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 BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

6 TL3 **Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL6 **Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON
To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 DIS1 **Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON
To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.2.

9 DIS4 **Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON
To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 OM14 **Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority prior to occupation of the development. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policy 7.3 of the London Plan (July 2011).

11 NONSC **Sound Insulation Scheme**

The development shall not begin until a sound insulation scheme for the control of noise transmission to the properties on St. Anselms Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON
To safeguard the amenity of the occupants of surrounding properties in accordance with policies OE1 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 10 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 Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

13 NONSC **Energy Assessment**

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall be based on the recommendations of the Renewable Energy Feasibility Study prepared by DHP, reference JB/DK/4462 in May 2011. The detailed assessment shall set out the baseline energy consumption and associated CO2 emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a CO2 reduction of 25% from energy efficiency measures and renewable energy (where feasible). The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

REASON
To ensure the development reduces CO2 emissions in accordance with Policy 5.2 of the London Plan (July 2011).

14 NONSC **Grey/rain water recycling**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

REASON
To ensure the development reduces the pressure on potable water in accordance with Policy 5.3 of the London Plan (July 2011).

15 NONSC **SUDS**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy. The development shall proceed in accordance with the approved scheme.

REASON
To prevent the increased risk of flooding and aid adaptation to climate change in accordance with PPS25, and London Plan (July 2011) policy 5.3.

16 SUS7 **Heating and Lighting Control**

The building hereby approved shall employ devices that automatically turn the heating and lighting off when the rooms are not in use.

REASON
In the interests of energy conservation in accordance with Policies 5.2 and 5.3 of the London Plan (July 2011).

RPD2

17 **Obscured Glazing and Non-Opening Windows**

The first floor, south facing windows (as shown on plan 4318/P101) within 21m of dwellings fronting St Anselms Road, and specifically the south facing windows to the new Group Room, Class Room 2 (Year 2), Class Room 3 (Year 1) shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON
To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

18 OM2 **Levels**

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

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19 NONSC **Non Standard Condition**

No antenna, masts, poles, satellite dishes or the like shall be erected on top of any of the buildings hereby approved.

REASON
To ensure that apparatus do not detract from the visual amenities of the area in accordance with Policies BE13 and BE37 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

20 NONSC **Non Standard Condition**

No music and/or other amplified sound arising from the premises shall be audible from the inside of surrounding or adjacent premises at any time.

REASON
To safeguard the amenity of the occupants of nearby residential properties in accordance with policies OE1 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
S11	Service uses in Primary Shopping Areas
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I2 **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by

either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

5 I3 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

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 I11 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commision construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

8 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

9 I14 **Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-
The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;
The siting of any external machinery (eg air conditioning);
The installation of additional plant/machinery or replacement of existing machinery.
Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

11 I19 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

12 I28 **Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

13 I34 **Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

· The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
· BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents,

workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

· The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk

· Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.

· Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

14 I58 **Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contace: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises Botwell House Catholic Primary School, a three form of entry primary school, with nursery, located on the south west side of Botwell Lane in Hayes. The school occupies an approximately 0.85 hectare irregularly shaped plot which accommodates the main school building, playgrounds, limited storage space, car parking and access.

The existing main building, which formed the original school, is a two-storey, brick built building with pitched roof, constructed in the 1930s. The hall and nursery buildings, which essentially form a north west wing fronting onto the playground, were built in the 1970s and are of approximately one and a half-storey in height, also brick built. Block B, which links to the main school building and is located behind (north east) the hall and nursery is of a more modern design, built in 2000.

The school site is bounded to the north east by Botwell House, a Grade II listed building which appears to be in community use; to the north west by the Immaculate Heart of Mary Church and residential properties in Nield Road; to the south west by residential properties in St. Anslems Road; and to the south east by commercial properties in Station Road.

The site falls within Hayes Town Centre as shown on the Hillingdon Unitary Development Plan Proposals Map. It also falls within the Hayes/West Drayton Corridor. The properties adjoining to the south east fall within Hayes Primary Shopping Area and Botwell Lane is designated as a Local Distributor Road.

3.2 Proposed Scheme

This application seeks full planning permission for the demolition of parts of the existing school, and the construction of extensions and reconfiguration and refurbishment of existing areas of the school, in order to update the site and ensure it complies with current DfE standards. The applicant has confirmed that the proposed development will not involve any increase in pupil or staff numbers, but is required to improve the existing accommodation.

The north east corner of the building, which currently forms the main entrance and reception area would be altered and extended at single-storey and at two-storey level in order to provide a new more formal and welcoming entrance, additional staff facilities and teaching space, and a first floor external teaching area. This will be clad with a metal powder coated panelling system, in keeping with that used on the existing junior classroom block (Block B). A full height curtain walled glazed system would be provided to the main entrance and a glazed canopy would also be provided.

At first floor level, an external teaching space would be provided. This would have a 1m high wall with a 1m high stainless steel balustrade and etched glass infill panels for safety and to prevent overlooking to neighbouring properties.

Along the east elevation an infill extension would be provided at ground floor level, in order to provide additional reception classroom space. This would be construction from buff facing brickwork and natural coloured render. It would have a lean to roof covered with a material designed to give it a lead roof effect. The roof would project forward to provide covered external teaching space.

Two-storey extensions would also be provided to the south west of the existing building in order to provide new classrooms, a new hall and kitchen facilities. The proposed extension would be of a modern design, finished in metal powder coated cladding, glazing and natural coloured render brickwork. All windows and doors would be double glazed and finished in white to match the existing windows at the school. A glazed canopy would be provided outside the main hall.

In total the proposed extensions would create 464m2 of additional floorspace at the site.

No alterations would be made to the existing car parking layout or vehicular access arrangements to the site.

Additional tree planting and landscaping would be provided at the site as part of the proposals in order to enhance the outdoor learning areas and visual appearance of the school.

3.3 Relevant Planning History

719/84/1561 Botwell House Botwell Lane Hayes

Listed building consent to dev/alter (P)

Decision: 13-08-1985 Approved

719/AB/88/0720 Botwell House Botwell Lane Hayes

Retention of a block of two temporary classrooms

Decision: 17-05-1988 ALT

719/AD/95/0022 Botwell House Botwell Lane Hayes

Erection of extension to provide porch, covered play area and store and alterations to the external appearance in connection with use of the former kitchen as a nursery school

Decision: 17-02-1995 Approved

719/AE/97/1914 Botwell Primary School Botwell Lane Hayes

Erection of a two storey classroom block including provision of car parking

Decision: 10-06-1998 Approved

719/AF/98/1284 Botwell Primary School Botwell Lane Hayes

Relocation of temporary mobile classroom

Decision: 27-08-1998 ALT

719/APP/2003/991 Botwell House R.C.Primary School Botwell Lane Hayes Middlesex

ERECTION OF A SINGLE STOREY EXTENSION TO EXISTING NURSERY CLASSROOM

Decision: 06-06-2003 Approved

719/APP/2007/3633 Botwell House R.C. Primary School Botwell Lane Hayes

CONSTRUCTION OF A NEW HABITAT AREA FOR EXTERNAL TEACHING PURPOSES, WITH NEW EXTERNAL BRICK WALL, RAILINGS AND FENCING INVOLVING INSTALLATION OF UMBRELLA CANOPIES, BENCHES, CCTV CAMERAS, NEW ENTRANCE GATES AND LANDSCAPING.

Decision: 24-01-2008 Refused

719/APP/2008/3386 Botwell House R.C.Primary School Botwell Lane Hayes Middlesex

Erection of a 2.8m high rendered blockwork and weld mesh wall along the south eastern side boundary, and refurbishment of the playground involving new 1.8m high boundary wall comprising piers, railings and gate to form a new enclosed parents waiting area, and installation of new playground furniture including sail shade

Decision: 03-02-2009 Approved

719/APP/2009/449 Botwell House R.C.Primary School Botwell Lane Hayes Middlesex

Details in compliance with condition 2 (external materials) condition 5 (Tree Protection) 6 (Landscape Scheme), 8 (landscape maintenance) of planning permission (Ref 719/APP/2008/3386) dated 3/2/2009: Erection of a 2.8m high rendered blockwork and weld mesh wall along the south eastern side boundary, and refurbishment of the playground involving a new 1.8m high boundary wall comprising piers, railing and gate, and installation of new playground furniture including sail shade.

Decision: 27-08-2009 Approved

719/N/77/0577 Botwell House Botwell Lane Hayes

Extension/Alterations to Educational premises (P) of 110 sq.m.

Decision: 06-09-1977 ALT

719/P/78/2098 Botwell House Botwell Lane Hayes

Extension/Alterations to Commercial premises (P) of 60 sq.m.

Decision: 06-04-1979 Approved

719/Q/78/2099 Botwell House Botwell Lane Hayes

Extension/Alterations to Leisure premises (P) of 50 sq.m.

Decision: 06-04-1979 Approved

719/R/79/1450 Botwell House Botwell Lane Hayes

Details in compliance with 00719/782098(P)

Decision: 10-10-1979 Approved

719/S/80/0125 Botwell House Botwell Lane Hayes

Extension/Alterations to Commercial premises (P) of 152 sq.m.

Decision: 16-04-1980 Approved

719/T/82/1359 Botwell House Botwell Lane Hayes

Educational dev. - 50sq.m. (Full)(P)

Decision: 08-12-1982 ALT

719/Y/84/1620 Botwell House Botwell Lane Hayes

Extension/Alterations to Religious premises (P) of 48 sq.m.

Decision: 13-08-1985 Approved

Comment on Relevant Planning History

The site has an extensive planning history as summarised above.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 13 (Transport)
Planning Policy Statement 22 (Renewable Energy)
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Accessible Hillingdon
Council's Supplementary planning Document - Residential Layouts

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments

S11	Service uses in Primary Shopping Areas
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th June 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 95 local owner/occupiers and a press notice was posted. Two letters of objection, including a 30 signature petition have been received, which raised the following concerns:

i) The proposed building will be too close to nearby properties, therefore impacting on the quality of life of residents.
ii) Proximity of the south facing aspect of the school on properties in St Anselms Road.
iii) Loss of light, particularly during winter months.
iv) Noise pollution from the classrooms.
v) The proposed buildings will be an eyesore.
vi) The proposals will make neighbouring properties feel 'boxed in.'
vii) The building should be at least 20m from the boundary with the nearest residential properties.
viii) Most properties are built with adjoining back gardens in order to maintain minimum distances between dwellings. This proposal ignores this concept.
ix) Loss of privacy.
x) As the height of the proposals exceeds that of residential properties it will feel more like a three-storey house in very close proximity.
xi) Impact on residential amenity.

The applicant has responded to the petition, raising the following points:
i) Of the total 31 No. signatures on the petition, this relates to a total of 17 No. households.
ii) 9 No. of the household which have signed the petition, objecting to the application on the basis that ¿the proposed plans are far too close to their properties and therefore are going to impact on their quality of life¿ are located sufficiently remotely from the proposed works to be unaffected. These properties do not have boundaries that directly abut the school site and therefore should be completely unaffected by the proposed works.
iii) Of the signatures received, only 8 No. households have boundaries that directly abut the school

site and from which the proposed extensions will be visible.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT
A number of sensitive receptors have been identified as being sufficiently close to the proposed school extension as to be potentially impacted by reason of noise and construction works, including residential properties along St Anselms Road. Therefore, should approval be granted, conditions relating to sound insulation and demolition and construction should be attached. The standard informative relating to nuisance from demolition and construction work should also be attached.

ACCESS OFFICER
No objection.

TREES/LANDSCAPE OFFICER
TPO/Conservation Area: No

Significant trees/other vegetation of merit in terms of Saved Policy BE38 (on-site): There are several mature trees within the site (mainly along its frontage) that contribute to the amenity and arboreal character of the area, however very few are close to the proposed extensions. The ones that are close have been shown on the plans and are afforded protection by the hard surface of the playground that surrounds them. Furthermore, protective fencing is also proposed.

Significant trees/other vegetation of merit in terms of Saved Policy BE38 (off-site): None that will be affected.

Scope for new planting: Several new trees have been shown on the proposed plans.

Conclusion (in terms of Saved Policy BE38): Acceptable, subject to conditions TL2, TL3 and TL6.

HIGHWAY ENGINEER
Given that there would not be an increase in staff of student numbers, the proposal would not result in any unacceptable impacts. No objection.

SUSTAINABILITY OFFICER
No objections are raised to the proposed development subject to the following:

Energy: The submitted energy strategy is broadly acceptable although there is a lack of evidence based information justifying why there is only a 3% reduction in CO2 from renewable energy. In particular the cost figures relating to Photovoltaic Panels (per m2) is excessive and the capital cost is not considered against the lifetime benefits, including consideration of feed in tariffs.

However, as the replacement London Plan puts more emphasis on CO2 reduction from energy efficiency the broad strategy is sufficient for this stage of the development process. A condition should be attached to connect the final development to the outlined energy strategy:

Sustainability: Schools use a considerable amount of potable water. The London Borough of Hillingdon, like much of London, is in a water stressed area. As a consequence there is a pressing need to reduce the impacts on potable water. Therefore a condition relating to grey/rain water recycling should be attached.

SUDS: A condition relating to this should be attached if approval is granted.

TRANSPORT & AVIATION TEAM
The school travel plan provided as written in conjunction with the Transport & Aviation Team has been signed off and accepted. If the number of pupils or staff is not to increase then this travel plan is acceptable and this team will continue to work with the school to review yearly.

WASTE STRATEGY
a) If a bin enclosure is built there must be at least 150mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosure must also allow good access to the bins allocated for use (i.e at the front of the enclosure) by school staff, and for the bins to be rotated in between collections.
b) The material used for the floor of the bin storage area should be 100mm thick to withstand the weight of the bulk bins.
c) If gates/doors are added to the bin stores these need to be made of either metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. The doorway should allow clearance of 150mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.
d) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).
e) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.
f) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle. The roads must also allow the vehicle to drive and manoeuvre safely in between collection points.
g) If the value of the construction project is in excess of £300,000, the Site Waste Management Plans Regulations 2008 apply. This requires a document to be produced which explains how waste arising from the building works will be reused, recycled or otherwise handled. This document needs to prepared before the building work begins.
h) The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

S106 OFFICER
There are no S106 requirements for this application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Council's Unitary Development Plan Saved Policies (September 2007) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to the other policies of this plan."

Whilst the site falls within Hayes Town Centre, and Policy S11 seeks to encourage uses

such as Class A1 shops, banks and building societies and Class A3 food and drink uses in town centre locations, this is an existing established school site. Its expansion would have not have a detrimental impact on the viability or vitality of Hayes Town Centre. Accordingly, no objections are raised to the principle of the development subject to the proposal meeting site specific criteria.

7.02 Density of the proposed development

not applicable to this type of development.

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

The site does not fall within a Archaeological Priority Area and there are no Conservation Areas or Areas of Special Local Character within the vicinity. Botwell House, to the north of the school site, is a Grade II Listed Building. However, the proposed extensions would be located to the rear of the school site and would not be visible from here. Accordingly, they would have no impact on the setting of the listed building.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult with the airport safeguarding authorities in this instance.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of the application site.

7.07 Impact on the character & appearance of the area

The surrounding area is very mixed in nature, characterised by two-storey terraced residential properties to the south and west, the large brick built Immaculate Heart of Mary Church and Botwell House, which ranges in height from single-storey to three-storeys in height to the north, and two to four-storey commercial properties in Hayes Town Centre to the east.

The existing school, is set well back from Botwell Road, much of it largely hidden from view from surrounding buildings. Whilst, the original building is of a 1930s brick built design with pitched roof, it has been altered and extended several times in the past, the most obvious extension added in 2000. It is considered that the proposed extensions, which would be modern in design, would provide a clear visual separation between the original school building, whilst respecting its character, and that they would be in keeping with the more recent modern extensions and, in particular Block B.

It is considered that the proposals would enhance the visual appearance of the site as viewed from Botwell Lane and would be in keeping with the character and appearance of the surrounding area.

7.08 Impact on neighbours

The nearest residential properties to the proposed site are located in St. Anslems Road to the south and Nield Road to the west. In both cases the gardens of these properties back directly onto the school site. With a maximum height of approximately 8m the proposed extension closest to these properties, would not exceed that of the existing school building, nor would it project beyond the existing rear building line of the school.

Guidance within the Council's Supplementary Planning Document on Residential Extensions states that "where a two or more storey building abuts a property or its garden, adequate distance should be maintained in order to overcome possible overdomination." 15m will usually be the minimum acceptable distance.

The rear elevation of the nearest properties, located in St. Anslems Road would be located approximately 18m away from the nearest elevation of the proposed extension.

Whilst this complies with current Council guidelines, the applicant has, nevertheless, submitted a daylight and overshadowing analysis in order to demonstrate that the proposal would not have an unacceptable impact on the residential amenity of the nearest residential occupants in terms of overshadowing. Diagrams showing the impact of the development throughout the day at various times of year have been provided. The properties in St Anselms Road have north facing gardens, hence the diagrams clearly demonstrate that the proposed extensions will not result in a loss of light to the nearest residential properties. Accordingly, it is not considered that the proposal would have a significant impact on the residential amenity of the occupants of the nearest residential properties, in terms of over prominance or loss of light, sufficient to justify refusal.

In terms of overlooking, the Council's Supplementary Planning Document on Residential Layouts stages that a minimum of 21m should be provided between facing habitable room windows. Whilst the southern armature of the proposed extension would have windows within 21m of habitable room windows in the nearest residential properties, the plans show that these would be at a high level and obscure glazed in order to ensure that overlooking is not an issue. Given that these do not serve habitable rooms this is considered to be acceptable and it is not considered that refusal could be justified on grounds of overlooking.

The nearest properties in Nield Road are located approximately 45m away from the nearest residential properties and, accordingly, it is not considered that the proposals would have any detrimental impact on the residential amenity of occupants of properties in Nield road to the west.

The proposed new first floor play area would be located towards the north east corner of the school building. Commercial properties in Station Road adjoin the site's eastern boundary. Nevertheless, the design would ensure that overlooking is minimised. This is considered to be a sufficient distance away from the nearest residential properties so as not to impact on residential amenity.

Given the above, the proposal is considered to comply with UDP policies BE19, BE20, BE21 and BE24 and guidance within the Council's Supplementary Planning Document on Residential Extensions and it is not considered that the proposals would have a detrimental impact on residential amenity sufficient to justify refusal.

7.09 Living conditions for future occupiers

Not applicable for this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

No alterations are proposed to the existing car parking layout or site access arrangements. The applicant has confirmed that the proposals will not result in any increase in pupils or staff to the site. Accordingly, it is not considered that the proposals would result in any additional vehicle trips to/from the site or that they would have any impact on highway or pedestrian safety.

Notably, the applicant has submitted a copy of the school's Travel Plan with the application. Officers in the Council's Transport and Aviation Team have confirmed that given there will be no increase in staff or pupil numbers, the existing Travel Plan is acceptable and that this will be monitored and reviewed, on an annual basis, in conjunction with the Council.

7.11 Urban design, access and security

This issue has been largely addressed in part 7.07 of the report. The size, scale, height,

bulk and design of the proposed extensions are considered to be acceptable in this location and would be in keeping with that of the original building.

The proposed extensions would be modern in design, finished in blue metal powder-coated cladding, rendered brickwork, and glazing. In terms of materials, this would be in keeping with Block B which was added in 2000 and would compliment the older nature of the original building. The use of blue would make a feature of the new entrance/foyer area and is considered to be acceptable in this instance.

The proposals would be in keeping with the character and appearance of the surrounding area and are considered to be visually acceptable in this location.

7.12 Disabled access

The applicant's Design and Access Statement confirms that the proposals will fully comply with relevant criteria within Part M of the Building Regulations, BS 8300 and The Council's Supplementary Planning Document: Accessible Hillingdon.

Level access would be provided to all parts of the building at ground floor level and lifts would provide access to first floor level. Main corridors, doorways and circulation space would comply with minimum width standards and accessible toilets would be provided. The Design and Access Statement also confirms that consideration has been given to layout, lighting, the entrance lobby and reception area, and specialist teaching areas to ensure the school is fully accessible. The Council's Access Officer has raised no objections to the proposals.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The majority of the existing school site is covered with hardstanding with limited tree planting and landscaping in place at present. The applicant has submitted an Arboricultural Implication Assessment, which forms an appendix to the Design and Access Statement, which confirms that the site comprises only ten trees, which vary in terms of species, size and quality.

The proposals would result in the loss of one existing tree. Whilst in fair condition, this has caused significant maintenance issues for the school due to damage caused by the root system. The Council's Trees/Landscape Officer has raised no objections to its removal. No other trees would be impacted by the proposals.

it is proposed to remove existing tarmac along part of the site's southern boundary and replace this with a soft landscaped 'habitat area'. A number of new trees would also be planted around the site. The Council's Trees/Landscape Officer has raised no objections to the proposals subject to standard conditions.

7.15 Sustainable waste management

The school ultimately has discretion over which waste management methods are used. Nevertheless, the plans indicate that an internal refuse store would be provided adjacent to the kitchen area. The applicant has confirmed that this will be secure, screened and brick built with lockable containers. This would be capable of housing up to five large bins and exceeds the school's current requirements in anticipation of an increase in recycling at the school in the future. Given that this bin enclosure will be integrated into the building's design, and would not be visible from outside the site, it is not considered that any further details are required in this respect in this instance.

7.16 Renewable energy / Sustainability

Policy 5.2 of The London (July 2011) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions by using less energy, using energy more efficiently and through use of renewable energy. It goes on to state that all major development proposals must be accompanied by an energy assessment.

In accordance with this policy the applicant has submitted a Sustainable Design and Construction Statement and a Renewable Energy Feasibility Report. The Sustainable Design and Construction Statement confirms that sustainable methods of design and construction will be sought and that the development will achieve a BREEAM rating a excellent.

The Renewable Energy Feasibility Report investigates the use of various renewable energy sources. It concludes that due to the existing structure and site constraints, and technical limitations, several renewable energy sources have had to be ruled out. However, through the use of sustainable design and construction and use of renewable technologies such as air source heat pumps, solar thermal panels and photovoltaics, carbon emissions across the whole building will be reduced by approximately 26% (3% though the use of renewable energy sources).

The Council's Sustainability Officer has confirmed that the details provided are acceptable at this stage. Accordingly, no objections have been raised subject to conditions requiring the submission of a more detailed Energy Assessment.

7.17 Flooding or Drainage Issues

The site is not located within a floodplain and no issues relating to flooding have been identified. Conditions relating to Sustainable Urban Drainage Systems will be attached should approval be granted.

7.18 Noise or Air Quality Issues

It is not considered that the proposals would have any impact on local air quality as they would not result in an increase in pupils or staff at the site. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this respect.

In terms of noise, the proposals would not result in an increase in children using the site or the provision of any new play areas in close proximity to neighbouring residential properties. Nevertheless, it would result in the presence of additional classrooms and teaching space in close proximity to the boundary with properties in St.Anslems Road. Accordingly, officers in the Council's Environmental Protection Unit have recommended that a condition relating to noise insultation be attached, should approval be granted.

Whilst a first floor level outdoor playspace would be provided, this is considered to be of sufficient distance away from the nearest residential properties so as not to cause significant noise disturbance. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this respect.

7.19 Comments on Public Consultations

The concerns raised by local residents have been addressed in the report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The size, scale design and external appearance of the proposed extensions is considered to be visually acceptable in this location, and would be in keeping with the character and appearance of the existing school and surrounding area.

Objections raised by local residents are noted. However, the applicant has submitted sufficient information to demonstrate that the proposal would not have an unacceptable impact on residetnial amenities in terms of overdominance, overlooking or overshadowing. Furthermore, the proposals fully comply with current Council guidelines in this respect.

The applicant has confirmed that the proposals seek to increase space within the existing school, in order to meet DfE recommendations and standards, and that there will be no increase in pupil or staff numbers as a result of the proposals. Accordingly, there will be no impacts on existing parking or the surrounding highway network, as a result of the development.

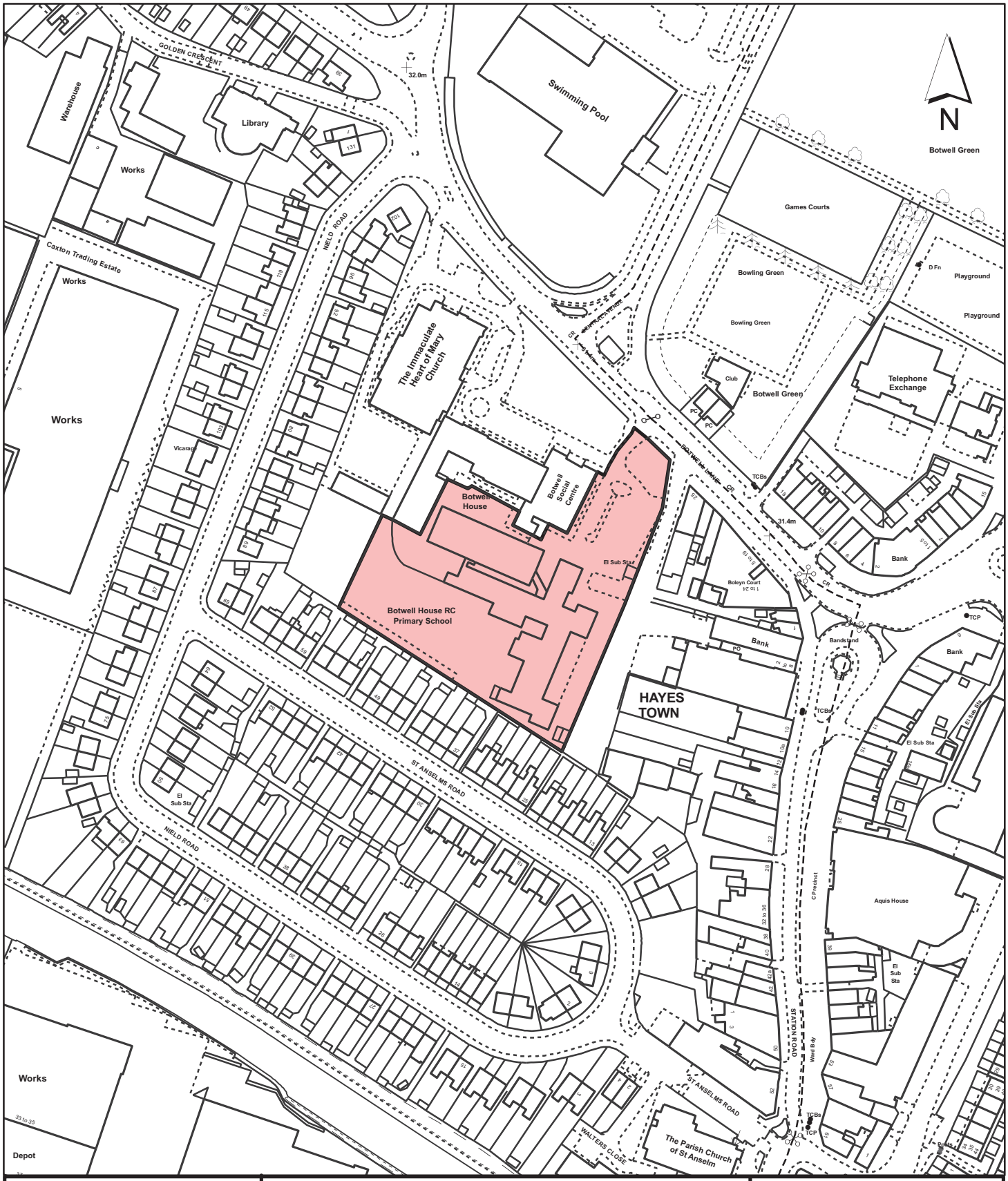
The proposal is considered to comply with relevant UDP and London Plan policies in addition to guidance within the Council's Supplementary Planning Documents on

Residential Layouts and Accessibility. Accordingly, approval is recommended subject to conditions.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 13 (Transport)
Planning Policy Statement 22 (Renewable Energy)
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Accessible Hillingdon
Council's Supplementary planning Document - Residential Layouts

Contact Officer: Johanna Hart **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

Botwell House Catholic Primary School
Botwell Lane
Hayes

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
719/APP/2011/1239

Scale
1:2,000

Planning Committee
Central and South

Date
July 2011

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Report of the Head of Planning & Enforcement Services

Address FORMER C R L AND MERMAID BUILDINGS DAWLEY ROAD HAYES

Development: Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation, ref:8294/APP/ 2005/952 dated 29/06/2005: Redevelopment of site to provide Class B1(b) and B1(c) (Business) and B8 (Storage and Distribution) uses including some trade counter uses with associated parking, servicing, access and landscaping.

LBH Ref Nos: 8294/APP/2010/867

Drawing Nos:
DPA-001 (rev 00)
DPA-002 (rev 00)
DPA-003 (rev 00)
DPA-004 (rev 01)
DPA-005 (rev 00)
DPA-006 (rev 01)
DPA-010 (rev 01)
DPA-011 (rev 01)
DPA-012 (rev 00)
DPA-013 (rev 01)
DPA-020 (rev 00)
DPA-021 (rev 00)
DPA-022 (rev 00)
DPA-023 (rev 00)
DPA-030 (rev 00)
CBA 6157-01
753-101
753-103
753-104
753-105
753-106
753-107
753-108
753-109
753-110
753-111
753-112
753-201
753-301
753-01
Drivers Jonas Planning Statement
Peter Brett Associates Transport Assessment
Air Quality Assessment
Jacobs Webber Design Statement
Waterman Burrow Crocker Flood Risk Assessment
Macgregor Smith Landscape Proposals
CBA Trees Tree Survey Report

Date Plans Received: 19/04/2010 **Date(s) of Amendment(s):**

Date Application Valid: 19/04/2010

1. SUMMARY

DEFERRED REASON

The application was deferred at the 19 April 2011 Committee in order for the following to be addressed:

i) a further assessment of traffic impacts for further clarification in respect of the Highways officer's comments relating to the potential increase in HGV movements.

Planning Officer Comment:
For avoidance of doubt, the detailed Highways Officer comments in section 6 had erroneously been reproduced from the time of the original application. The erroneous highway comments referred to an increase in traffic movements. There are no changes to levels of parking or the number of traffic movements. The current scheme is the same as that considered acceptable by the committee in 2006.

The current application is only for an extension of the time limit of the planning permission.

The agent has confirmed that the proposal is only to extend the time of the planning permission, that there is no change whatsoever to the proposal since the time that the original application was considered.

The Highways officer has advised that he raises no objection to the current application.

It should be noted by Committee that because of the 2006 approval any major development proposal in the surrounding area since this date would have needed to take into account the additional trip generation from this development proposal in their Transport Assessment. In this regard it is not the case that the highway impact needs to be re-considered in 2011. That would only apply if there had been a major change to the layout of the surrounding highway network, which has not been the case.

SUMMARY

Planning permission is sought to extend the time frame of a previous permission, which proposed full planning permission for the redevelopment of the application site to provide

class B1(b) & B1(c) (Business) & B8 (Storage and distribution) uses including some trade counter uses with associated parking, servicing, access and landscaping.

The previous planning permission was approved in 2006, with a timeframe of five years. The previous planning permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions. In accordance with the new procedures, an application to extend the time frame of the previous permission was submitted to the Council and validated prior to the previous permission expiring.

Following the deferral of the application by committee on 19 April 2011 to investigate the transport assessment, it has been confirmed by the agent for avoidance of any doubt that there are no changes proposed. That the scheme remains as per the original approved scheme. Further for avoidance of any doubt, the Highways engineer confirms the scheme is acceptable and an update to the Transport Assessment is not required.

All details are identical to those previously approved. The are no changes including the layout and design of the proposed development nor the intensity of the landuse as was considered as part of the original assessment, found acceptable and subsequently granted permission.

The proposed complies with currently London Plan and Hillingdon Unitary Development Plan saved policies (September 2007). Accordingly, approval is recommended.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission, subject to the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) The provision of a Sustainable Travel Plan and an undertaking to implement the Initiatives therein

ii) An undertaking to enter into a s278 agreement and to fund the cost of off-site highway works subject to a detailed design to be approved in writing by the Council prior to the commencement of development, not necessarily limited to and to include the following:
- Improvements to the Swallowfield Way / Dawley Road roundabout

iii) The provision of satisfactory training and employment opportunities as part of the construction on site to be agreed with the Council

iv) A contribution towards the monitoring and management of the legal agreement of 5% of the s106 value.

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

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

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this committee resolution, then the application will be referred back to the Committee for determination.

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

1 T8 **Time Limit - full planning application 3 years**

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 M1 **Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M3 **Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

REASON
To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC **Highway Improvements**

Details of proposed improvement works to the Swallowfield Way/Dawley Road roundabout and other necessary access junction works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The works shall be implemented in accordance with the approved scheme prior to occupation of the development.

REASON
In the interests of highway safety in accordance with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (2007).

5 TL2 **Trees to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the

Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings hereby approved, 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 (1989) 'Recommendations for Tree Work' 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 hereby approved, 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 BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

6 TL3 **Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON
To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL5 **Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local

Planning Authority and these works shall be carried out as approved. The scheme shall include: -
· Planting plans (at not less than a scale of 1:100),
· Written specification of planting and cultivation works to be undertaken,
· Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
· Implementation programme.
The scheme shall also include details of the following: -
· Proposed finishing levels or contours,
· Means of enclosure,
· Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
· Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
· Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
· Retained historic landscape features and proposals for their restoration where relevant.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL6 **Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON
To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 TL7 **Maintenance of Landscaped Areas**

No development shall take place until a schedule of landscape maintenance for a

minimum period of 5 years from practical completion of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation and provide details of how the buffer zone between the development and the Grand Union Canal is to be maintained. Maintenance shall be carried out in accordance with the approved schedule.

REASON
To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

10 OM11 **Floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON
To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy 5.3 of the London Plan (July 2011).

11 SUS2 **Energy Efficiency Major Applications**

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayors Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of 20% of the sites energy needs through on site renewable energy generation. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON
To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan (2011).

12 NONSC **Trade Counter Floorspace**

At any time, no more than 15% of the total gross floorspace of any individual industrial or storage/distribution unit, up to a maximum of 49sqm, shall be publicly accessible for trade counter purposes. At no time shall any adjoining trade counters be combined to create a single larger trade counter.

REASON
Excessive trade counter use of the site would be contrary to the Local Planning Authority's policy for the location of such uses, in particular Policy LE2 of the Hillingdon Unitary Development Plan Saved Policies (2007).

13 SUS6 **Green Travel Plan**

Prior to the commencement of the development hereby permitted a 10 year Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel

Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

(1) targets for sustainable travel arrangements;
(2) effective measures for the ongoing monitoring of the Travel Plan;
(3) a commitment to delivering the Travel Plan objectives; and
(4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON
To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 6.1, 6.3, and 6.4 of the London Plan (July 2011).

14 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC **Plant Noise**

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas .

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

16 N9 **Noise Monitoring Scheme**

Before the development commences a scheme which specifies the provisions to be made for the monitoring of noise levels is accordance with condition 15 shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 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 Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

18 NONSC **Contamination Site Survey (EPU)**

Before any part of this development is commenced a site survey to assess the land contamination levels 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 survey shall be undertaken at such points and to such depth as the Local Planning Authority may stipulate. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers, members of the public, buildings and the environment when the site is development. 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. Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

REASON
To ensure that the occupants of the development are not subjected to any risk from land contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (2007).

19 NONSC **Gas Protection (EPU)**

Before any part of this development is commenced, a site survey to detrmine the presence or absence of landfill gas shall be carried out to the satisfaction of the Council. Some of the landfill gas tests within the survey shall be taken beneath the proposed footprint of any new buildings. If landfill gas is found the applicant shall install remdeiation measures to prevent gas ingress to any buildings on the development site to the prior written satisfaction of the Local Plannign Authority.

REASON
The Council's records show that the development site is situated onm land that may have been used for landfill. A gas survey is required to clrify that there is no landfill gas being generated that might prejudicially affect the proposed development in accordance with policy OE11 of the Hillingdonm Unitary Development Plan Saved Policies (2007).

20 NONSC **Bird Hazard Management**

A Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, and shall include the following details:

- management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safegaurding.asp),
- which waste materials can be brought on to the site,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

The Bird hazard management plan shall be implemented as approved when construction and shall remain in force for the life of the development.

REASON
To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

21 NONSC **On Site Signage (Original)**

Details of on site signage detailing the left hand turn only restriction from the egress only access midway along the Dawley Road frontage shall be submitted to and approved by the Local Planning Authority and implemented prior to first occupation of the development.

REASON
In the interest of highway safety in accordance with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (2007).

22 NONSC **Japanese Knotweed (Original)**

A site survey to identify the presence of Japanese Knotweed shall be undertaken and if present an eradication strategy implemented in accordance with details submitted to and approved by the Local Planning Authority prior to commencement of development.

REASON
Japanese Knotweed is a controlled plant which should not be spread in order to protect and enhance the ecological interest of the site in accordance with policy EC5 of the Hillingdon Unitary Development Plan Saved Policies (2007).

23 RCU4 **Mezzanine Restriction (Original)**

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

REASON
To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

24 MCD10 **Refuse Storage (Original)**

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have

been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON
In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 5.16.

25 H14 **Cycle Storage (Original)**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage to accommodate 35 bicycles, as well as changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON
To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

26 NONSC **Flood Risk Assessment**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Document Number: WBC 35079 (SE) 002, Revision A02, March 2005 and the Addendum Letter, ref: 35079-WBC01-BMDW-12113, 20 May 2005 and the following mitigation measures detailed:
- Maximising the reduction in surface water run-off rates for all storm events up to and including the 1 in 100 year event, taking climate change into account, with greenfield rates being the target. As a minimum, run-off rates will not exceed current rates;
- Provision of storage on site to attenuate all storm events up to and including the 1 in 100 year event, taking climate change into account.

REASON
To prevent increased flood risk by ensuring the satisfactory storage and disposal of surface water from the site in accordance with policy OE8 of the Hillingdon Unitary Development Plan Saved Policies(September 2007), and policy 5.12 of the London Plan(July 2011) and PPS25.

27 NONSC **Surface Water Drainage**

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Any proposed scheme should include:
- A detention basin as described in the letter dated 20 May 2005
- The Maximisation of other Sustainable Drainage Systems (SUDS) such as swales, filter

drains and permeable paving

REASON
To prevent the increased risk of flooding and to improve and protect water quality in accordance with policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), and policies 5.13 and 7.13 of the London Plan(February 2008) and PPS25.

28 NONSC **Contamination**

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
1. A preliminary risk assessment which has identified:
- all previous uses
- potential contaminants associated with those uses
- conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON
To prevent any unacceptable risk to groundwater in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) PPS1 and PPS23.

29 NONSC **Contamination Verification**

Prior to occupation of the site, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plans for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

REASON
To prevent any unacceptable risk to groundwater in accordance with policy OE11 of the

Hillingdon Unitary Development Plan Saved Policies (September 2007) PPS1 and PPS23.

30 NONSC **Previously Unidentified Contamination**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON
To ensure any additional contamination not identified in the site investigation is dealt with appropriately in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) PPS1 and PPS23.

31 NONSC **Soakaways**

No soakaways shall be constructed in contaminated land.

REASON
To prevent contaminants leaching from the ground to groundwater or watercourses in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policy 5.13 of the London Plan (July 2011) and PPS1 and PPS23.

32 NONSC **Buffer Zone**

Prior to commencements of development and as part of details submitted in respect of discharging the requirements of condition 7 Landscaping, details of a landscape border within the application site and along the boundary adjacent to the Grand Union Canal (including location, dimensions, layout and planting) shall be submitted for approval in writing by the Local Planning Authority. This should be vegetated with species of local UK genetic provenance and not have a detrimental effect on the river corridor. This should be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To contribute to the setting of the Grand Union Canal and also to provide a buffer between the development and any refuges for wildlife within the Grand Union Canal in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)as well as policy 7.19 of The London Plan (July 2011) and PPS1.

33 NONSC **Light Spill into Watercourse**

There shall be no light spill into the watercourse or adjacent river corridor habitat. To achieve this, and to comply with sustainability, artificial lighting should be directional and focused with cowlings to light sources in close proximity to the river corridor.

REASON
To minimise possible artificial lighting disrupting the natural diurnal rhythms of a range of wildlife using/inhabiting the river and its corridor habitat in accordance with policy 7.19 of The London Plan (July 2011) and PPS1.

34 OM14 **Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1, 7.2 and 7.3 of the London Plan (July 2011).

35 NONSC **CCTV**

Prior to commencement of the development for which full planning permission is hereby approved a scheme for the provision of Closed Circuit Television (CCTV) for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The scheme for the provision of Closed Circuit Television (CCTV) shall include the following:

i) Details of how the proposed CCTV system will be compatible with the Council's CCTV system;
ii) Details of CCTV cameras, including type and specification;
iii) Details of the location of CCTV cameras to be mounted on and/or around the buildings, amenity areas and bicycle storage areas

Thereafter the development shall be carried out in accordance with the approved scheme and thereafter maintained for the life of the development.

REASON
In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority's powers under Section 2 of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety by Design and to ensure that the development provides a safe and secure environment in accordance with policies 7.1, 7.2 and 7.3 of the London Plan (July 2011).

36 NONSC **Works Adjacent to Watercourses**

Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with British Waterways. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to first occupation of the development herby permitted.

REASON

To protect the aquatic environment in accordance with EC5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) as well as Policies 7.13 and 7.14 of the London Plan (July 2011) and PPS1.

37 NONSC **Waterway CCTV and Lighting**

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme close to the Grand Union Canal shall be submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

REASON
In the interest of crime prevention, ecology, visual amenity and the canal setting in accordance with policies EC5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) as well as Policy 7.3 of the London Plan (July 2011) and PPS1.

38 NONSC **Waterborne Frieght**

Before development is commenced, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclates). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

REASON
To encourage the use of the canal for transporting waste and bulk materials in accordance with Policies 7.24, 7.25, 7.26, 7.27, 7.28, and 7.30 of the London Plan (July 2011).

39 SUS8 **Electric Charging Points**

Before development commences, plans and details of 6 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the electrical charging points shall be installed in accordance with the approved details and permanently maintained.

REASON
To encourage sustainable travel and to comply with London Plan Policies 5.8 and 6.13.

40 NONSC **Non Standard Condition**

Prior to the commencement of development, a scheme (including the marking out of parking spaces) for the allocation of parking spaces (including all disabled bays) shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking areas shall be marked out in accordance with the approved plans; designated and allocated for the sole use of the occupants of the development in accordance with the approved scheme; constructed prior to occupation of the development; and thereafter be permanently retained and used for no other purpose. The allocation scheme shall ensure that car parking spaces are located within reasonable proximity to the units they will serve.

REASON
In order to ensure the development is adequately serviced by car parking spaces and to meet the needs of disabled persons in accordance with Policies AM7, AM13 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

41 OM2 **Levels**

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

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

42 NONSC **Non Standard Condition**

All soils used for soft landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval by the Local Planning Authority. Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

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).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal

BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4

With respect to conditions 18, 19 and 20, the Council's Environmental Protection Unit and the Environment Agency, should be consulted prior to preparing information. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land.

5 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)

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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

The applicant is advised that any discharge of surface water into the waterways requires British Waterway s written permission before development commences. Please contact Ben Loader on 0207 985 7288 for further information.

8

The applicant/developer is advised to contact British Waterways third party works engineer, Hilton Guerra (07787 183085) in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways Code of Practice for Works affecting British Waterways.

9

You are advised that in relation to discharging the condition relating to the car parking allocation, the Council will expect the details submitted to demonstrate that car parking spaces will be located within reasonable proximity to the units they will serve, and in particular that disabled car parking spaces should be sited close to building entrances. In addition, the Council will expect the details submitted to show the allocation of individual parking spaces to each unit and show where staff and trade counter parking is to be located.

10

You are advised that in discharging condition 3 which relates to boundary treatment details the Council will expect that the frontage along Dawley Road will incorporate railings with brick piers along integrated with landscape planting.

11

You are advised that should a scheme for Closed Circuit Television (CCTV) be proposed for the site, you should liaise with the Metropolitan Police Crime Prevention Officer to ensure that this is compatible with the Council's CCTV system.

12 I58 **Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon

Education and Business Partnership.

3. CONSIDERATIONS

3.1 Site and Locality

The site has an area of approximately 2.6ha and is located on the eastern side of Dawley Road (a London Distributor Road), opposite Swallowfield Way.

The site was formally used by EMI, before part of the site was redeveloped to provide office and research accommodation for Scipher.

To the north, the site backs onto a retained EMI archive building (outside the application site) and the Grand Union Canal. The opposite side of the canal is designated as Green Belt, and part of this area forms the Lake Farm Country Park, a Borough Grade 1 site of importance for Nature Conservation.

On the opposite side of Dawley Road, midway along the length of the site, there is a row of six residential properties with the Industrial and Business Area. To the north of these residential properties is a three-storey factory building, and to the south are two two-storey factory buildings. To the east of the site is a large scale storage building which has a 150m frontage to Blyth Road and a two-storey office building on Clayton Road.

At the time of the original application, the site comprised two office buildings, the octagonal two storey CRL building and the predominantly one and part two storey Mermaid building which is made up of a series of interlinked octagonal units. These buildings have since been demolished. The buildings were previously used for light industrial, research and development and associated office uses. The area where the buildings were located is currently used as a car park.

The site and surrounding area is designated as an Industrial and Business Area (IBA) in the UDP. The surrounding large scale office, industrial and warehousing development reflects this designation.

3.2 Proposed Scheme

This application seeks the renewal of extant planning permission ref: 8294/APP/2005/952 (dated 29/06/2005). All details are identical to those previously approved.

The original planning permission gave consent for the redevelopment of the site to provide an industrial estate. Three single storey buildings and two two-storey buildings are proposed for the site, divided into a total of 29 units. It is proposed that the existing access into the site from the Dawley Road roundabout would be retained as the main access, the access point midway along Dawley Road would be retained as a non-HGV egress with left hand turn only restrictions. Access is also available from Clayton Road, although this is a private road and as such, no formal access arrangements to this road are proposed.

As per the previous application, planning permission is sought for Class B1(b) (research and development laboratories), B1(c) (light industry), B8 (storage and distribution) uses and trade counter uses.

A comprehensive range of supporting technical reports were submitted for consideration

as part of the original assessment, and which were considerations in this application, including a Transport Assessment, Ecological Appraisal, Acoustic Assessment, Flood Risk Assessment, Tree Survey Report, Landscape Proposals Report, and Air Quality Assessment. The scheme is unchanged and no new issues are raised with consideration solely in respect of the acceptability of extending the time limit of the planning permission.

3.3 Relevant Planning History

8294/APP/2001/1970 Scipher Headquarters Dawley Road Hayes

USE AT ANY TIME FOR ALL OR ANY OF THE ACTIVITIES WITHIN CLASS B1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987

Decision: 18-10-2001 Approved

8294/APP/2005/952 C R L And Mermaid Buildings Dawley Road Hayes

REDEVELOPMENT OF SITE TO PROVIDE CLASS B1(b) AND B1(c) (BUSINESS) AND B8 (STORAGE AND DISTRIBUTION) USES INCLUDING SOME TRADE COUNTER USES WITH ASSOCIATED PARKING, SERVICING, ACCESS AND LANDSCAPING (INVOLVING DEMOLITION OF EXISTING BUILDINGS)

Decision: 28-06-2005 Approved

Comment on Relevant Planning History

Planning permission is sought to extend the time frame of a previous permission, which proposed full planning permission for the redevelopment of the application site to provide class B1(b) & B1(c) (Business) & B8 (Storage and distribution) uses including some trade counter uses with associated parking, servicing, access and landscaping.

The previous planning permission was approved in 2005, with a timeframe of five years. The previous planning permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions. In accordance with the new procedures, an application to extend the time frame of the previous permission was submitted to the Council and validated prior to the previous permission expiring.

All details are identical to those previously approved.

4. Planning Policies and Standards

An extension of time application is considered against the development plan and material considerations, with a focus on national and development plan policies, and other material considerations which may have changed significantly since the original grant of permission.

Policy considerations of note which have changed since the original grant of consent include:
*Saved Policies version of the Hillingdon Unitary Development Plan 2007
*London Plan (consolidated since 2004) 2008, specifically the 20% renewable target
*Accessible Hillingdon Supplementary Planning Document 2010
*Planning Obligations Supplementary Planning Document 2008

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.23	To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
PT1.24	To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
PT1.25	To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
PT1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Part 2 Policies:

EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 9 local owners/occupiers.

Two public consultation responses have been received, one from the Chairman of the Hayes Town Partnership and another from Councillor J. Gardner.

HAYES TOWN PARTNERSHIP
Request consideration of any opportunity for the changing the proposal to make better use of the canal.

Officer Comment:
The application is for an extension of time, where consideration of the planning application is assessed against changes in Policy since the granting of the original permission. With regard to the above comment, there has been no change in policy to merit its consideration as part of this application.

COUNCILLOR J GARDNER
I object if the proposal includes the destruction of the area adjacent to the canal. This area has a mooring area already in situ, albeit cosmetic, but the canal side from there up to Dawley Road has excellent cover for a variety of wildlife, including Moorhens, Coots, Ducks, Swans, Heron, Shags, Parrots, a variety of wild birds, Foxes, Shrews and Voles. Many people, including myself and local residents, exit Lake Farm directly opposite the mooring site to site to site and watch the wildlife and feed the water fowl. If the proposal is to be permitted, can I ask that the section next to the canal is left as it is, or opened up so that canal boats can moor there.

Officer Comment:
The application does not encroach into British Waterways land and as such the proposal does not affect access along the canal or its moorings. Notwithstanding, that the application is for an extension of time, where consideration of the planning application is assessed against changes in Policy since the granting of the original permission. With regard to the above comment, there has been no change in policy to merit its consideration as part of this application.

BRITISH WATERWAYS
After due consideration of the application details, British Waterways has the following comments to make:
Use of Waterside
We acknowledge that the Proposals Map designation for the site, including the waterside area, is for Industrial and Business Uses. However, British Waterways is concerned that this designation and the proposed development would not make the best use of the opportunities provided by the Grand Union Canal, which is a unique feature of Hayes, and its benefits for amenity, leisure,

recreation, education, sustainability and ecology should be capitalised upon.

In the five years since the last permission on this site was granted there has been much more realisation of the significance of waterways in acting as a catalyst for regeneration, particularly with the regeneration projects of King's Cross, and the London 2012 Olympic Park site. The Town and Country Planning Association Inland Waterways Policy Advice Note, produced in coordination with British Waterways has also recently been published (2009), and provides advice on the value of watersides and the best way of maximising this for environmental, social and economic gain: http://www.tcpa.org.uk/pages/inland-waterways.html

The government guidance 'Waterways for Tomorrow' is also currently at consultation in its revision - Waterways for Everyone.

Whilst the site only occupies a very short waterside length, this links access from the adjacent road, and its use for parking and some landscaping does not make the best use of this valuable asset. It also potentially sterilises future redevelopment of the adjacent site for a more appropriate mixed use scheme that could make the most of the waterside.

We therefore consider that the waterside element of the scheme fails to enhance the character, appearance or use of the waterside in a way that would help to achieve environmental, social and economic benefit for the surrounding area.
However, should the Council be minded to grant planning permission, we would suggest that the waterside be used to create an amenity area for the occupiers of the site. There are currently a lot of self-seeded trees within the waterway wall that will be damaging its structural integrity. This is the responsibility of the site owner and landscaping proposals should consider removing and managing some trees and necessary repairs to the wall.

The development's occupiers are likely to make use of the waterside and the canal towpath for leisure and as a sustainable transport link, putting additional pressure on British Waterways to improve and maintain the canal environment to the standard they expect. We would therefore request that a financial contribution be sought from the development to enhance the waterway environment.

We also request that the following conditions and Informatives be appended to the decision notice:

Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with British Waterways. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to first occupation of the development herby permitted.

No development shall take place on site until full details of the proposed landscaping scheme have been submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, any signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting scheme after the development commences.
Reason: In the interest of preserving open views to and from the canal, the living environment for future residents and the canal setting.

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme close to the Grand Union Canal shall be submitted to and approved in writing by the Local Planning Authority in consultation with British Waterways. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the canal setting.

Before development is commenced, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.
Reason: To encourage the use of the canal for transporting waste and bulk materials in accordance with Blue Ribbon Network Policies 3C.25 & 4C.8 of the Consolidated London Plan, 2008.

Informatives
The applicant is advised that any discharge of surface water into the waterways requires British Waterway's written permission before development commences. Please contact Ben Loader on 0207 985 7288 for further information.

The applicant/developer is advised to contact British Waterways¿ third party works engineer, Hilton Guerra (07787 183085) in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways Code of Practice for Works affecting British Waterways.
In addition, in order for British Waterways to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

ENVIRONMENT AGENCY
Although this is a time extension of a previously granted permission we would like to alter our conditions that we requested originally due to changes in policy.

We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed.

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Document Number: WBC 35079 (SE) 002, Revision A02, March 2005 and the Addendum Letter, ref: 35079-WBC01-BMDW-12113, 20 May 2005 and the following mitigation measures detailed:
- Maximising the reduction in surface water run-off rates for all storm events up to and including the 1 in 100 year event, taking climate change into account, with greenfield rates being the target. As a minimum, run-off rates will not exceed current rates;
- Provision of storage on site to attenuate all storm events up to and including the 1 in 100 year event, taking climate change into account.
Reason:
To prevent increased flood risk by ensuring the satisfactory storage and disposal of surface water from the site.

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
Any proposed scheme should include:

- A detention basin as described in the letter dated 20 May 2005
- The Maximisation of other Sustainable Drainage Systems (SUDS) such as swales, filter drains and permeable paving.
Reason:

To prevent the increased risk of flooding and to improve and protect water quality.

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
1. A preliminary risk assessment which has identified:
- all previous uses
- potential contaminants associated with those uses
- conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.
Reason
To prevent any unacceptable risk to groundwater.

Prior to occupation of the site, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plans for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.
Reason
To prevent any unacceptable risk to groundwater.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
Reason:
To ensure any additional contamination not identified in the site investigation is dealt with appropriately.

No soakaways shall be constructed in contaminated land.
Reason:
To prevent contaminants leaching from the ground to groundwater or watercourses.

Before development commences a buffer zone should be maximised between the development and the Grand Union Canal. This should be vegetated with species of local UK genetic provenance and not have a detrimental effect on the river corridor. This should be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.
Reason:
To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

There shall be no light spill into the watercourse or adjacent river corridor habitat. To achieve this, and to comply with sustainability, artificial lighting should be directional and focused with cowlings to light sources in close proximity to the river corridor.
Reason:
Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using/inhabiting the river and its corridor habitat.

Officer comment: Discussions with the EA have clarified that the condition relating to the landscape buffer is simply an intent to emphasise landscaping within the application site with appropriate trees and shrubs along the boundary to the canal. This is to reinforce the natural character and wildlife value of canal but is not intended to extend off the site and into British Waterways land, nor require any alteration to the layout of the development on the site as otherwise approved. It was further confirmed by the EA that this would form part of the landscape details submitted with respect to proposed condition 3.

NATURAL ENGLAND
The description states that existing buildings will be demolished as a result of this development. You should be satisfied that these buildings do not have potential to support bat roosts as bats are a European protected species. It is not clear whether bat surveys were undertaken as part of the original application. However, as this was submitted in 2005 the results would now be out of date. I recommend that you request further information from the applicant in relation to this matter prior to granting planning permission.

Officer Comment:
The buildings were demolished in between the time of granting the original permission and apply for an extension of time. As such, Natural England's comments are considered not relevant in this instance.

BAA SAFEGUARDING
The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below from 8294/APP/2005/952 are still applied to any planning permission:

Flat/Shallow Pitched Roofs
Any flat/shallow pitched roof shall be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier shall not allow hazardous birds in particular gulls, to nest, roost or loaf on the building and they must be dispersed by the owner/occupier when requested by BAA Airfield Operations staff.

Reason: To avoid endangering the safe operation of aircraft through the attraction of birds.

We would also make the following observation:

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

SECURE BY DESIGN
The Metropolitan Police Secure by Design Liaison Officer has reviewed the application and raises no objection, subject to a secure by design and pre-commencement boundary treatment condition which addresses:

- What sort of access control/gate will be at the main entrance;
- What security will be like for the cycle storage;
- CCTV coverage for the vehicle entrance as well as general views of the site (up to an acceptable standard for car index numbers etc.);
- How the front fence ends down by the canal, that is, whether access could be gained along the canal side into the site.

The Officer also recommends an Informative noting the Secure by Design Liaison Officer's contact details.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT
Noise
No objection to the application to replace an extant planning permission, and an updated standard noise condition has been recommended being condition 15.

Contamination
No objection to the renewal of the permission and extension, subject to the same contaminated land conditions, and the need to submit further information in compliance with the conditions.

Verification information will have to be submitted in order for the condition to be discharged, in case the wording is not explicit enough.

WASTE MANAGEMENT
No objection.

TREES & LANDSCAPING
I refer to the above application to renew an extant planning permission ref. 8294/APP/2005/952 and my previous comments (attached). It is noted that the demolition work has already been implemented. The current application refers to the supporting documents, as formerly approved. My original comments remain valid.

Recommendation:
No objection subject to conditions TL2, TL3, TL5 (full specification), TL6 and TL7.
I refer to the above application, the Design Statement (Jacobs Webber doc.), Ecological Appraisal (CPM doc.), Landscape Proposals (Macgregor Smith doc.), Drg Nos DPA-001, 002, 003, 004, 005, 006, 010, 011,012,013,020, 021,022,023,030, Landscape drawing Nos 6157-01, 753-101, 103-112, 201, 301, 01 and a recent site visit:

The trees on this site form part of the approved landscape setting for the existing complex of buildings. However, the trees are not protected by TPO and the site does not lie within a designated Conservation Area.

Design Statement (Jacobs Webber):
The design statement confirms at 1.3.1 that proposals will retain 'a significant amount of landscaping around the perimeter of the site as well as the existing landscape material adjacent to the Grand Union Canal in order to reduce any visual impact from the Green Belt area'.

It is also proposed to retain the existing perimeter brick wall and railings, with minor amendments to the entrance walls from the main Dawley Road access.

Comparing the existing site plan Drg No DPA-002 with the proposed layout drawing No DPA-004, it is apparent that the planting /soft landscape areas along the north-west boundary with the canal will be retained. The area to the south of Block 01 will be similar to, or slightly wider than, the current

planted strip. Between Block 02 and 04, on the Dawley Road frontage there will be a net loss of planting, with a reduced width of soft landscape reinforced by two triangular areas which project into the site and a new line of continuous planting along the Blyth Road frontage - due to the relocation of the pedestrian access point. Drg No 002 shows the existing soft landscape strip, along the Dawley Road frontage, varying between 2.00-12.00m in width (with an average width of approximately 5.00m). This compares with the proposed layout (Drg No 004) which provides widths varying between 2.00-18.00m but averaging less than at present, approximately 4.00m?
The existing garden-like planting within the site will be totally removed in order to accommodate the proposed built development and service roads. Within the proposed operational areas of the site this plan indicates realistic locations for approximately 18No new trees.

Drg Nos DPA 005,020,021,022,023 and 030 provide a number of elevations and sections around and through the site. These serve to emphasise the existing and potential screening effect, along the Dawley Road frontage in particular, provided by the boundary wall and railings (which will be retained) the mature(ing) trees (selectively to be retained) and the generally reduced ground levels within the site compared with the Dawley Road.

Ecological Appraisal (CPM):
The conclusions and recommendations in section 5 of the Ecological Appraisal, note that:
5.3 'The site is not covered by or immediately adjacent to any statutorily designated sites of nature conservation interest'.
5.9 '...it is considered that some of the semi-mature trees and (shrubs?) should be retained in accordance to the requirements of policy EC5 of the Hillingdon UDP'.
5.13 'The site potentially supports a small stand of Japanese Knotweed...if it is confirmed to be Japanese Knotweed then an eradication strategy will be required'.
5.15 In summary, it is considered that subject to the measures set out above that the proposed re-development of the site can be implemented without significant adverse ecological impacts...'

Landscape Proposals (Macgregor Smith):
The submission includes a tree survey by CBA Trees, carried out according to the guidelines set out in BS 5837:1991. The assessment includes a condition survey which classifies the trees according to their condition and their suitability for retention/removal. The survey information is supported by Drg No CBA 6157.01.

30 different tree species were identified with a total of 130No individual trees were surveyed and 4No groups:
No trees are rated A or A/B (the best categories).
13No trees are rated 'B' (moderate condition where retention is desirable)
55No trees are rated 'B/C' (moderate condition, subject to possible tree surgery)
66No trees are rated 'C' (average condition which could be retained)
1No tree is rated 'C/D' (poor shape/form, not worthy of retention in the long term)

The Landscape Proposals document (Macgregor Smith) provides a landscape statement, which explains the design rationale and objectives for the site. The document includes an Outline Specification for the soft landscape works and Plant Schedules listing the palette of new trees and shrubs proposed for the site.

Tree retention/removal, within the development area, is clarified on Drg No 753-101 which indicates approximately 33No individual trees to be retained around the site edges (north, west/Dawley Road and the Leyland hedge along the southern boundary with Clayton Road.

Drg No 753-301 shows the hard landscape details, including regular irrigation points for the planted areas. The palette of street furniture and paving materials is provided on Drg No 753-01.

Drg No 753-201 shows the proposed soft works package including the retained trees together with new tree and shrub planting with a few planted areas within the site and a concentration of screen planting around the site edges. A total of 14No cross -sections, both long- distance and local (to explain the effects of the hard and soft landscape proposals along the Dawley Road frontage) are provided in Drg Nos 753-104, 105,106,107,108,109,110,111,112. The long-distance sections across the whole site and are shown on Drg no 753-104. This illustrates the juxtaposition of the existing trees - at the raised level of the Dawley Road with the proposed buildings (situated on the lower ground level). The boundary sections have been designed to ensure that the existing soil levels around the retained trees will remain unchanged, in order to minimise any changes to the growing conditions. Similarly the new, vertical, retaining walls within the site have been designed to minimise root severance. Any localised loss of soiled areas around existing trees is within the limits specified by BS 5837.

Drg No 753-103 details the protective fencing designed to safeguard the retained trees during the construction work. This detail complies with the recommendations in BS 5837. This drawing needs to be read in conjunction with a plan showing the position of the fencing - which has not been submitted as part of this submission.

Summary:
The site benefits from the retention of the existing wall and railings along the Dawley Road. The proposal to retain trees where appropriate and the relatively low profile of the buildings situated on a level significantly lower than the adjacent public highway, Dawley Road. Although there will be a net loss of planting within the site (the landscape quality of the site is currently exceptional for an IBA), the hard and soft landscape details submitted indicate a high quality landscape setting which has utilised the potential of the landscape features present on the site, in compliance with policies BE25 and BE38.

If you are minded to approve the application, I note that a line of 'off-site' trees are to be removed opposite the main entrance (on the Archive site). Although these trees are outside the application site, this plot is visible from the road/main entrance and should be replanted. Further to this, conditions TL2,TL3,TL5 (full specification) and TL7 should be added.

URBAN DESIGN
Proposal:

From an urban design point of view there are no objections to the proposed scheme in terms of density, site layout, or building design.

Conditions:
- Boundary treatment to be submitted and agreed in writing with the LPA before any works commence;
- Samples of proposed materials for buildings and hard landscaping to be submitted to the LPA and agreed in writing before any works commence.

PLANNING CONTRIBUTIONS s106
There does not appear to have been a s106 signed for the 2005 scheme. However, regarding this extension of time request I do consider that there may now be the need for one given our adopted SPD on planning obligations July 2008.

1. If the proposal has an expected construction time of 3 or more months and an estimate construction cost of over £2 million then it is likely a construction Training scheme or contribution is needed. This would equate to £2,500 for every £1 million build cost.

2. If EPU determine that air quality would be affected by the proposal to such a degree then an air quality contribution may be sought. This could be in the region of £25,000.

3. Transport: depending upon the comments of the highways engineer, there may be the need to include any road works into a s38 or s278 agreement.

4. If a s106 is entered into then a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

Officer comment: EPU do not consider that an air quality contribution is required in this instance. The original approval did not have a s106 signed for the 2005 scheme nor did it did have any contribution condition despite the Highways Officer at the time recommending that a s106/s278 agreement be sought.

HIGHWAYS

This is an application for planning permission to replace an extant planning permission. All details (including traffic and parking) are identical to those previously approved.

The proposed development as previously approved will result in an overall net decrease of 122 and 117 vehicular trips during the AM and PM peak periods respectively in comparison with the consented office use, a decrease of 55% and 54% respectively.

However within the overall reduced trips there is likely to be a higher proportion of HGV movements. An analysis of surveys undertaken for the Transport Assessment showed the HGV percentages 16% and 13% respectively travelling to/from the Swallowfield Way industrial area. For robustness the TA assumes an HGV proportion of 20% for the predicted site generated traffic giving a total of 25 and 19 HGV movements respectively.

As with the extant planning permission no objections are raised on highway grounds.

ACCESS OFFICER
I have reviewed the application and based on the details submitted, I have no specific comments to make and therefore do not require any specific conditions in terms of access and inclusion.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This application seeks the renewal of extant planning permission ref: 8294/APP/2005/952 (dated 29/06/2005). Under procedures introduced in October 2009, applicants can apply to their LPA for a new planning permission to replace an existing permission which is in danger of lapsing. For an extension of time application, an applicant must submit an application to the Council and it must be validated prior to the previous permission expiring. This application meets the criteria of the new procedure to be considered as an extension of time application.

Since the granting of the previous permission, all buildings on site have been demolished.

The site is located in a designated Industrial and Business Area. Policy LE2 of the UPD states that business, industry and warehousing are the preferred uses in Industrial and Business Areas. The proposed industry, warehouse and distribution use is therefore considered to be consistent with the site designation.

All details are identical to those previously approved. This includes the proposed 19 small

units which addresses Policy LE3 as well as a condition limiting the size of the proposed trade counter to address Policy LE2. The scheme therefore remains acceptable in principle, being in accordance with Policy.

7.02 Density of the proposed development

Not relevant to this type of application.

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

The scheme is identical to that previously considered acceptable in 2005. No new issues have been identified.

The Grand Union Canal is designated as a Green Chain, and the Lake Farm Country Park (Borough Grade II Nature Conservation site) is located on the opposite side of the canal.

Policy OL11 of the UDP states that the Council will conserve and enhance the visual amenity and nature conservation values of Green Chains, and Policy BE32 sets a range of considerations for the assessment of development proposals adjacent to the Grand Union Canal, including ensuring that buildings are of a design which compliments the visual quantities of the canal and enhancing or creating views to and from the watercourse. The proposed development is not considered to cause any detriment to the visual amenity or other values of the Grand Union Canal or in respect to its designation as a Green Chain.

Policy EC1 of the UDP states that the Council will not approve development that would be unacceptably detrimental to Nature Conservation Sites. An ecological assessment has been provided with the application, and the conclusions of this study state that the development will not cause any detriment to the Lake Farm Country Park. The Council's Trees and Landscaping Officer has reviewed the ecological assessment submitted and considers the conclusions to be appropriate.

With regard to impact on areas of special character, it is considered that the proposal complies with policies OL11, BE32 and EC1 of the UDP.

7.04 Airport safeguarding

BAA Safeguarding have reviewed the application and raises no aerodrome safeguarding objection to the proposal. The up-to-date Bird Hazard Management standard condition is recommended and cranes informative.

7.05 Impact on the green belt

The scheme is identical to that previously considered acceptable in 2005. No new issues have been identified.

The site is adjacent to the Grand Union Canal, and the land on the opposite side of the canal is designated as Green Belt. Policy OL5 of the UDP states that development adjacent to, or conspicuous from, the Green Belt will normally only be permitted if the development would not injure the visual amenities of the Green Belt.

The site is largely screened by buildings on an adjoining site which extends approximately 104m along the canal. This building is outside the site boundary of this application.

Accordingly, the proposed development is not considered to result in any harm to the Green Belt and as such complies with policy OL5 of the UDP.

7.07 Impact on the character & appearance of the area

This has been addressed in section 7.11 of the report.

7.08 Impact on neighbours

The scheme is identical to that previously considered acceptable in 2005. No new issues have been identified.

With regard to impact on neighbours, the proposed scheme is not considered to result in detriment to surrounding working conditions of other industrial and office buildings, or to the living conditions of the residential properties opposite the site on Dawley Road. Accordingly, it is considered that the proposal complies with policies BE19, BE20, BE21, BE23, BE24, BE25, OE1 and OE3 of the UDP.

7.09 Living conditions for future occupiers

Not relevant to this type of application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There has been no material change since the extant planning permission and the Council's highways officer has raised no objection to the extension of time application.

The Council's Highways Engineer considers car parking and bicycle parking provision remains sufficient and acceptable for the predicted number of persons to be employed on the site. Shower facilities are provided in each of the units which can be used by cyclists.

The Council's Highways Officer has also reviewed the original Transport Assessment of the approved scheme and considers the assessment and its conclusions to still be relevant and as such, no update is required. Accordingly, it is considered that the impact of the proposed development on the local highway network remains acceptable.

Similarly, the swept path drawings are included in the Transport Assessment, and these drawings indicate that internal circulation to service all of these units is acceptable.

The application includes the proposed improvement works to the Swallowfield Way-Dawley Road roundabout to enable articulated vehicles to access the main site entrance. As per the original scheme the works are to increase the diameter of the roundabout and increase the entry width to the northern Dawley Road arm and the site access arm. These proposed works remain acceptable to the Council's Highways officer and the applicant has reaffirmed that they agree to undertake these works.

The original Transport Assessment contains a framework for a future Travel Plan for the site. A legal agreement is recommended requiring the submission and approval of a full travel plan prior to occupation of the development to enable the specifics of the occupiers to be incorporated into the Travel Plan.

No objection is raised to the proposed junction works and the proposed development is not considered to result in detriment to the local highway network. Accordingly, the application is considered to comply with UDP Policies AM2, AM7, AM9, AM14 and AM15 and remains acceptable on this basis.

7.11 Urban design, access and security

The design of the building is identical to that approved in 2005. There has been no material change since the extant planning permission. The proposed development is comprised of five blocks divided into a total of 29 business units.

To ensure that an appropriate appearance is provided, conditions are recommended requiring the submission and approval of materials and boundary treatment prior to commencement of development.

Given the industrial context of the site and the Industrial and Business Area designation,

the proposed development is considered to provide a satisfactory design and appearance that is considered consistent with surrounding development and in accordance with UDP Policy BE13. The design of the proposed development is also considered to contribute to the improvement of the Industrial and Business Area in accordance with UDP Policy BE25.

7.12 Disabled access

The Council's Access officer has raised no objection to the extension of time application.

Since the granting of the previous permission, the Council has adopted the Accessible Hilling Supplementary Planning Document (SPD).

The Council's Access Officer has reviewed the proposals and has not raised any concerns or requested the imposition of any new conditions.

Accordingly, no objection is raised with regards to accessibility or inclusive design and the development is considered to accord with appropriate standards.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

There has been no material change since the extant planning permission and the Council's Trees and Landscape officer has raised no objection to the extension of time application.

Provision is made for approximately 18 new trees within the operational area of the site. Much of the existing boundary planting is retained (including approximately 33 trees), with small losses and gains to boundary landscaping in accordance with the proposed site layout.

The landscape details indicate a high quality landscape setting which utilises existing landscape features where possible. Accordingly, the proposed development is considered to comply with UDP Policies BE25 and BE38.

7.15 Sustainable waste management

There has been no material change since the extant planning permission and the Council's Waste Management officer has raised no objection to the extension of time application.

7.16 Renewable energy / Sustainability

Policy 4A.4 (Energy assessment) of the London Plan (February 2008) requires an assessment of the energy demand and carbon dioxide emissions from the proposed development to demonstrate that the proposal accords with the Mayor's Energy Strategy. There has been a policy shift since the 2005 approval from the need to meet a 10% renewable target for new development to a 20% renewable target. A condition requiring an energy efficiency report to be submitted is recommended.

It should be noted that since the last permission was granted the London Plan has been updated and Council's have been encouraged to include electric vehicle charging points in major development proposals. A condition is therefore added requiring electric vehicle charging points to be provided.

7.17 Flooding or Drainage Issues

Consultees have recommended conditions relating to surface water drainage and soakways. These recommendations accord with comments and recommendations made

as part of the previous permission. Relevant conditions are recommended.

7.18 Noise or Air Quality Issues

There has been no material change since the extant planning permission and the Council's EPU team has raised no objection to the extension of time application in terms of either noise or air quality.

7.19 Comments on Public Consultations

Refer to section 6.1 of the report.

7.20 Planning obligations

The proposed development would secure the following planning obligations, which necessarily have regard to the material planning consideration which is the previous planning permission.

(i) The provision of a Sustainable Travel Plan and an undertaking to implement the initiatives therein.
(ii) An undertaking to enter into a s278 agreement and to fund the cost of off-site highway works subject to a detailed design to be approved in writing by the Council prior to the commencement of development, not necessarily limited to and to include the following:
- Improvements to the Swallowfield Way / Dawley Road roundabout
(iii) The provision of satisfactory training and employment opportunities as part of the construction on site to be agreed with the Council
(iv) A contribution towards the monitoring and management of the legal agreement of 5% of the s106 value.

The applicant has agreed to meet these obligations.

With regard to British Waterway's comment that the use of the development would likely result in additional pressure for them to improve and maintain the canal environment and their subsequent request that a financial contribution be sought, it is noted that there have been no relevant adopted policy changes since the granting of the extant planning permission. As such the British Waterways request for a financial contribution to improve and maintain the canal environment is not able to be supported.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

CONTAMINATED LAND
Council records show that the site is either located on land, or is adjacent to land, with a considerable history of industrial uses including a brickfield, turpentine works and a gramophone factory. Any or all of these uses may have left a legacy of contamination. The Council's Environmental Protection officer has reviewed the application and considers the conditions forming part of the previous permission relating to site contamination investigation are still relevant.

CONSTRUCTION PHASE
To ensure that the construction phase does not cause detriment to neighbouring properties and in accordance with the previous permission, a condition is recommended requiring the submission and approval of a construction management plan.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to

make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The application seeks a time extension of an extant planning permission for the redevelopment of a large vacant site within an Industrial and Business Area. The proposed development would provide for Class B1(b), B1(c), B8 uses. Five buildings are proposed, which are divided into a total of 29 units. The main site access is provided from the Swallowfield Way/Dawley Road roundabout, and improvements are proposed to increase the roundabout geometry to enable HGV access to the site.

The previous planning permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applicants to extend planning permissions.

Following the deferral of the application by committee on 19 April 2011 to investigate the transport assessment, it has been confirmed by the agent that for avoidance of any doubt there are no changes proposed. That the scheme remains as per the original approved scheme. Further for avoidance of any doubt, the Highways engineer confirms the scheme is acceptable and an update to the Transport Assessment is not required.

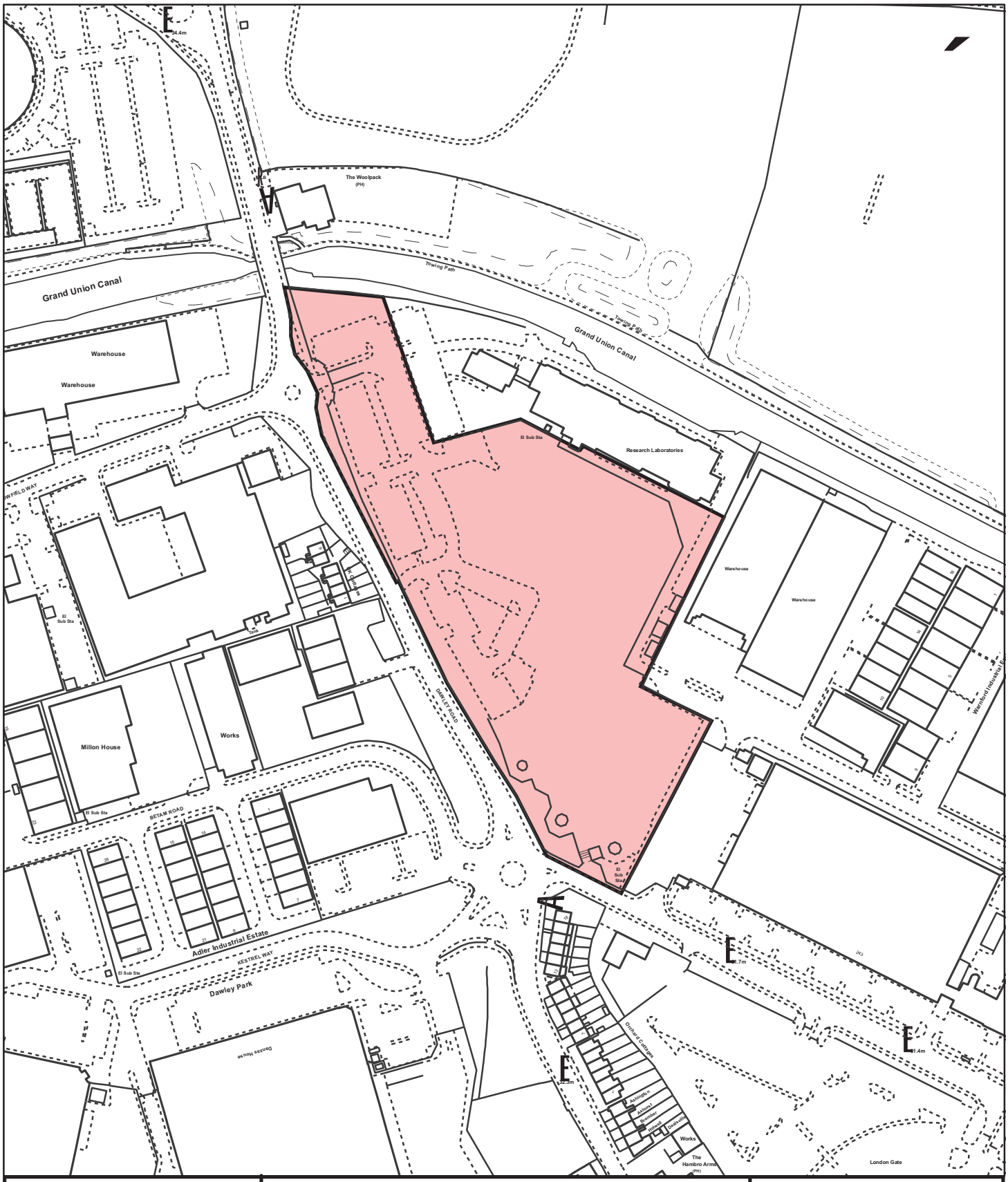
All details are identical to those previously approved. There are no changes to the layout and design of the proposed development nor the intensity of the landuse, considered as part of the original assessment, found acceptable and subsequently granted permission. Nevertheless, consultees have revisited their assessment, no new issues have been raised and the scheme remains acceptable and recommended for support on this basis.

The proposal complies with current London Plan and UDP policies. Subject to conditions, and planning obligations approval is recommended.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies 2007
London Plan (consolidated since 2002) 2008

Contact Officer: Jason Traves **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

Former CRL and Mermaid Buildings
Dawley Road
Hayes

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
8294/APP/2010/867

Scale
1:2,500

Planning Committee
Central and South

Date
March 2011

HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address 452, 456, 460-470 (EVENS) AND REAR OF BATH ROAD LONGFORD

Development: Demolition of existing buildings and structures at Nos.460-468 Bath Road and land to rear, including land currently forming part of the Abbey Business Centre, to provide a 349-bedroom hotel (Class C1) rising to a maximum of 5 storeys in height with ancillary meeting room, bar and restaurant (Class C1), and associated plant; hard and soft landscaping; car parking including a decked car park; changes to parking and access arrangements; redevelopment of No.452 Bath Road to provide 4 three-bedroom houses; retention and conversion of No.470 Bath Road into 1 one-bedroom and 1 two- bedroom apartments.

LBH Ref Nos: 65419/APP/2010/2860

Drawing Nos:
D 0001 P10 (OS Plan)
D 0002 P12 (Ground Floor Landscape Plan)
D 0099 P11 (Hotel - Basement - Outline)
D 0100 P13 (Hotel - Ground Floor)
D 0101 P13 (Hotel - First Floor)
D 0102 P13 (Hotel - Second Floor)
D 0103 P13 (Hotel - Third Floor)
D 0104 P13 (Hotel - Fourth Floor)
D 0105 P13 (Hotel - Roof Level)
D 0200 P12 (Hotel - Elevations 1 of 2)
D 0201 P12 (Hotel - Elevations 2 of 2)
D 0202 P13 (Hotel - Coloured Elevations 1 of 2)
D 0203 P12 (Hotel - Coloured Elevations 2 of 2)
D 0210 P12 (Street Elevations Bath Road/Colnbrook Bypass)
D 0300 P11 (Hotel - Proposed Sections)
D 1100 P13 (Proposed 3 new Bedroom Residences - Ground, First Floor & Roof Plan)
D 1200 P12 (Proposed 3 new Bedroom Residences - Proposed Elevations)
D 2100 P12 (Proposed Concersion of Existing Buildings - Ground, First Floor & Roof Plan)
D 2200 P12 (Proposed Conversion of Existing Buildings - Proposed Elevations)
D 3100 P12 (Deck Car Park - Levels 0-3)
D 3200 P12 (Car park - Proposed Elevations & Sections)
S 0100 P10 (As Existing Location Plan)
S 0200 P10 (As Existing Context Elevations)
3854/C/100 Rev C (Proposed Drainage Strategy)
Revised Planning Statement prepared by TP Bennett dated May 2011
Updated Design & Access Statement prepared by TP Bennett dated May 2011
Statement of Community Involvement prepared by TP Bennett dated December 2010
Environmental Statement Non-Technical Summary prepared by TP Bennett dated December 2010
Environmental Statement Volume 1: prepared by TP Bennett dated December 2010

Environmental Statement Volume 2: Heritage, Townscape, Landscape & Visual Assessment prepared by TP Bennett dated December 2010
Environmental Statement Volume 3: Transport Assessment prepared by TP Bennett dated December 2010
Environmental Statement Volume 4: Technical Appendices Part 1 prepared by TP Bennett dated December 2010
Environmental Statement Volume 4: Technical Appendices Part 2 prepared by TP Bennett dated December 2010
Environmental Statement Volume 5: Daylight, Sunlight & Shadow Analysis prepared by BLDA Consultancy dated December 2010
Energy Strategy prepared by HBS Consulting Engineers dated December 2010
D 0110 P10 (Hotel - accessible room types)
S 0001 P10 (As Existing SIte Survey)
TF671/TS/100/A Tree Survey Reference Plan
TF671/TPP/100/D (Tree removal & preliminary protection plan)
F6-100 P1 (Exsiting Grade II listed outbuilding 456 Bath Rd)
D6-100 P1 (Existing Grade ii Listed outbuilding 456 Bath Rd proposed plans)
D6-200 P1 Existing Grade ii Listed outbuilding 456 Bath Rd proposed elevations)
F2100 P10
F4001 P1
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Date Plans Received:	09/12/2010	**Date(s) of Amendment(s):**	09/12/2010 17/05/2011
Date Application Valid:	09/12/2010		

1. SUMMARY

This application seeks full planning permission for the redevelopment of land, including nos. 460-468 Bath Road, to provide a 342-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities. A new access would be created off the A4 Colnbrook By-Pass and associated car parking, including a decked car park, and landscaping, including a linear landscaped corridor alongside the river at the site's western boundary, would be provided. The plot comprising 452 Bath Road would be redeveloped to provide four 3-bedroom dwellings with associated parking and amenity space. The building at 470 Bath Road would be retained and converted to provide one 1-bedroom and one 2-bedroom flats and the outbuilding to no.456 Bath Road would be converted into one 2-bedroom unit. The provision of these residential units would off-set the demolition of nos.460-468 Bath Road. 456 Bath Road, a Grade II Listed Building known as 'The Stables' would be retained and renovated.

The development has been the subject of an Environmental Impact Assessment (EIA), submitted in accordance with The Town and Country Planning (Environmental Impact

Assessment) (England and Wales) Regulations 1999. The findings of the EIA have been reported in the form of an Environmental Statement which supports the application. This assesses the likely magnitude and significance of the effects of the development on the environment and addresses issues relating to townscape and views (including the built heritage), archaeology, ecology, transport/highways, noise and vibration, air quality, flood risk, contamination, waste, economic and social effects, sustainability and energy, and cumulative impacts. It concludes that the development would have a negligible impact upon the environment. Officers have analysed the proposal and agree with these conclusions.

It is considered that this scheme has taken a more holistic approach to the redevelopment of the entire site in order to address previous concerns, and complies with relevant planning policies. As such, approval is recommended subject to relevant conditions, and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended to secure contributions towards improvements to the public realm, construction and hospitality training initiatives, and provision of a Green Travel Plan.

2. RECOMMENDATION

Subject to no objections being received from Natural England within 10 days of the date of the Committees resolution, which raise any significant planning issues not already addressed in the report, that delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission, subject to the following:

A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.
ii) That the applicant enters into a S278 agreement for any/all works on the highway that may include, but not limited to, the provision of a pedestrain crossing, signage, road markings, dropped kerbs, tactile paving, etc.
iii) A scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents, or a contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1m build cost.
iv) A scheme to be submitted to and approved by the Council detailing how hospitality training will be provided to Hillingdon residents, or a contribution towards hospitality training for Hillingdon residents in the sum of £400 per employee.
v) A contribution of £50,000 towards public realm improvements within the area.
vi) A contribution of £25,000 towards the management of air quality within the vicinity of the site.
vii) 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.
viii) To prepare a detailed schedule of repairs, a management plan for the repair, maintenance and security, and proposals for the future use of the 456 (The Longhouse and Former Stables buildings as approved under Listed Building Consent ref: 2598/APP/2011/1168), for agreement with the Local Planning

Authority, the repair work to be carried out, and the building secured before the application site is brought into use.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning, Consumer Protection, Sport and Green Spaces, then the application may be referred back to the Committee for determination.

E) That subject to the above, the application be deferred for determination by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Consumer Protection, Sport and Green Spaces prior to issuing the decision:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M1 **Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces of all buildings (including the existing Listed Buildings) have been submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 M3 **Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

REASON
To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 MCD10 **Refuse Facilities**

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON
In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

6 TL5 **Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -
· Planting plans (at not less than a scale of 1:100),
· Written specification of planting and cultivation works to be undertaken,
· Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
· Implementation programme.
The scheme shall also include details of the following: -
· Proposed finishing levels or contours,
· Means of enclosure,
· Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- The green wall, including manufacturing specifications, plants, irrigation.
· Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
· Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
· Retained historic landscape features and proposals for their restoration where relevant.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL6 **Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON
To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL7 **Maintenance of Landscaped Areas**

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON
To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

9 DIS1 **Facilities for People with Disabilities**

Prior to the commencement of development plans and details showing the hotel being designed to accord BS8300:2009 including the provision of not less than 5% of total hotel bedrooms being accessible and fitted with ceiling hoists, 5% being accessible (no hoist required) and a further 5% of hotel bedrooms being capable of adaptation to a fully accessible design, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall then be carried in accordance with the approved plans and details. No occupation shall occur until the facilities have been provided.

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided.

REASON
To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.8 and 4.2.

10 DIS4 **Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON
To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 OM14 **Secured by Design**

The development hereby approved shall incorporate measures, including CCTV to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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, and to reflect the guidance contained in the Council's SPG on Community Safety By Design, and to ensure that the development provides a safe and secure environment in accordance with policies 7.3 of the London Plan (2008).

12 NONSC **Cycle parking facilities**

Prior to the commencement of development, details of covered and secure cycle storage provision for 48 cycles (for use by staff and visitors) shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage areas shall be completed in accordance with the agreed scheme prior to the first occupation of the building hereby permitted and thereafter permanently retained for so long as the development remains in existence. The cycle parking should be regularly monitored and additional storage provided if demand dictates.

REASON
To ensure that adequate facilities are provided in accordance with the standards set out

in the Council's cycle-parking standards in accordance with Policy AM9 of the Hillingdon Unitary Development plan Saved Policies September 2007.

13 H10 **Parking/Turning/Loading Arrangements - Commercial Devs.**

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON
To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 NONSC **Height limitation**

No building or structure of the development hereby permitted shall exceed 60m AOD.

REASON
To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. For further information please refer to Advice Note 1 "Safeguarding and Overview" (available at www.aoa.org.uk/publications/safeguarding.asp).

15 NONSC **Height limitation of trees and shrubs**

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 60m AOD.

REASON
To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because if trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. For further information please refer to Advice Note 1 "Safeguarding an Overview" (available at www.aoa.org.uk/publications/safeguarding.asp).

16 NONSC **Obstacle lighting during construction**

Obstacle lights shall be placed on cranes(s) or other construction equipment above 60metres AOD to be used in the development. The obstacle lighting scheme shall be implemented for the duration of the construction period. These obstacle lights must be steady state red lights with minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at www.caa.co.uk/srg/aerodrome).

REASON
To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement or aircraft and the operation of Heathrow Airport. For further information

please refer to Advice Note 4 "Cranes and Other Construction Issues" (available at www.aoa.org.uk/publications/safeguarding.asp).

17 NONSC **Lighting**

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON
To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare. For further information please refer to Advice Note 1 "Safeguarding an Overview" (available at www.aoa.org.uk/publications/safeguarding.asp).

18 NONSC **Bird harzard Management Plan**

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

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards for Building Design'.

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

REASON
To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

19 NONSC **archaeological work**

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

REASON
To safeguard the borough's archaeological heritage in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

20 NONSC **Flooding EA**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) for Bath Road, Heathrow Technicolor Site, Issue No 5, 49326321, September 2009, Final and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change, to 10.1l/s so that it will increase the risk of flooding off-site.

2. Provision of compensatory flood storage on the site to a 1 in 100 year standard, taking into account the effects of climate change.

REASON
To prevent the increased risk of flooding in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

21 NONSC **Flooding EA**

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON
To prevent the increased risk of flooding and to improve and protect water quality in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

22 NONSC **Contamination EA1**

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:
-all previous uses
-potential contaminants associated with those uses
-a conceptual model of the site indicating sources, pathways and receptors
-potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON
In compliance with Policy OE11 of the Hillingdon Unitary Development Plan 2007 and because the site is located on a major aquifer and there is a very shallow depth to groundwater, this makes the groundwater (controlled water) at the site very susceptible

to contamination. The existing and previous uses of the site and surrounding land has potentially caused land and groundwater contamination. Initial investigations have revealed contamination on site and as there are still buildings present on these areas will need to be investigated once the buildings are accessible. To protect the water environment of the Duke of Northumberland River

23 NONSC **Contamination EA2**

Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

REASON
In compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the site is located in a sensitive location with regards to contamination of groundwater and initial investigations at the site have shown the site to be contaminated.

24 NONSC **Contamination**

Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long- term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

REASON
In compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the site is located in a sensitive location with regards to contamination of groundwater and initial investigations at the site have shown the site to be contaminated.

25 NONSC **Contamination EA3**

If, during development, contamination not previously identified, in surveys undertaken as required by conditions 23, 24 and 29, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON
To comply with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the existing and previous uses of the site and surrounding land have potentially caused land and groundwater contamination, which may be overlooked during the site investigation.

26 NONSC **Contamination EA4**

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON
To comply with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because surface water infiltration would provide a potential pathway for contamination at the surface to reach the major aquifer that underlies the site.

27 NONSC **Contamination EA5**

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON
To comply with Policy OE11 of the Hillingdon Unitary Development plan Saved Policies September 2007 and because piling or the construction of boreholes would provide a potential pathway for contamination at the surface to reach the major aquifer that underlies the site.

28 NONSC **Contamination**

Before any part of this development is commenced a site survey to assess the land contamination levels 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 site contamination 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.
Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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

29 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 10 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 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 (including height of stored materials).
(viii) height of storage areas for materials or equipment.
(ix) details of cranes and other tall construction equipment (including the details of obstacle lighting) - such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp).
(x) control of activities likely to produce smoke and dust, etc.
- details of temporary lighting - such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).
(xi) control and disposal of putrescible waste to prevent attraction of birds.

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

REASON
To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

30 NONSC **Sound insulation for hotels**

Before the development hereby permitted commences the hotel bedrooms shall be insulated in accordance with a scheme to be agreed in writing with the Local Planning Authority. The scheme shall provide sound insulation of not less than 35 dB(A) against external noise. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON
To safeguard the amenity of the users of the proposed building given high background noise levels around the application site in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

31 NONSC **Air extraction systems and noise levels for hotels**

Before the development hereby permitted commences details of air extraction and/or air conditioning systems to be installed (with respect in particular to noise levels of the equipment installed and noise migration measures) shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON
To safeguard the amenity of the users of the proposed building given already high background noise levels around the application site in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

32 N15 **Hours restriction for audible amplified music/sound**

No music and/ or other amplified sound arising from the premises shall be audible from the inside of surrounding or adjacent premises between 2300 and 0700 hours.

REASON
To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

33 NONSC **Delivery/unloading hours**

The premises shall not be used for the delivery and loading or unloading of goods outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 of Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON
To safeguard the amenity of surrounding areas in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

34 NONSC **Delivery and servicing plan**

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON
To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

35 NONSC **Parking Management Strategy**

The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the development a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON
The use of the site for long-stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies Am2 and Am7 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to advice in PPG 13 to restrain the use of private cars and encourage travel by alternative modes.

36 SUS5 **Sustainable Urban Drainage**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy. The scheme shall clearly set out the use of green roofs, including size, location and maintenance as outlined in the Flood Risk Assessment (Revised March 11 included in Environmental Statement). The scheme shall also set out the types, sizes and locations of holding tanks with appropriate discharging facilities also outlined in the FRA. Finally, the scheme shall clearly set out responsibilities for the maintenance and operation of SUDS which may require financial contributions through the Section 106. The development shall proceed in accordance with the approved scheme.

REASON
To ensure that surface water run off is handled as close to its source as possible and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

37 OM2 **Levels**

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

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

38 NONSC **Taxi/bus drop-off area**

Prior to commencement of development full details of the taxi and bus drop-off area to be provided at the front of the site shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure satisfactory facilities are provided for coaches, buses and taxis, which would not result in traffic congestion in or around the site in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

39 NONSC **CCTV**

No development shall commence until a scheme for the provision of Closed Circuit Television (CCTV) on and/or around the building has been submitted to, and approved in writing by, the local planning authority and the building shall not be occupied until the approved scheme has been implemented. Thereafter the approved scheme shall be permanently retained.

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 exercising 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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure that the development provides a safe and secure environment in accordance with policy 7.3 of the London Plan (July 2011).

40 NONSC **Privacy of hotel guests**

Notwithstanding the submitted plans, prior to commencement of development further details of the treatment of windows in the internal courtyard on all levels of the hotel shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in accordance with the approved plans.

REASON
To ensure the privacy of occupiers of the rooms in the development in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

41 OM17 **Litter Bin Required**

The use hereby permitted shall not commence until the owner has made arrangements, to be submitted to and approved in writing by the Local Planning Authority, for the provision of litter bins within and in the vicinity of the site.

REASON
To ensure that adequate provision is made for the disposal of litter likely to be generated by the proposed development, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

42 OM18 **Litter Picking Required**

A schedule of 'litter picking' shall be submitted to and approved by the Local Planning Authority and carried out for as long as the use hereby permitted is in existence.

REASON
To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

43 NONSC **Bat protection**

Prior to the commencement of development a 1:500 plan clearly showing the location of the tree containing the bat roost as outlined in the environmental statement (ecology chapter 7.1, Plan 4). This tree shall be given protection from the development and no felling or works will take place unless otherwise agreed in writing with the Local Planning Authority.

REASON
To protect the European protected bats in accordance with PPS9 and London Plan (July 2011) Policy 7.19.

44 NONSC **Ecological enhancement**

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out the measures to be implemented to mitigate for the impacts on invertebrates, reptiles, bats, birds, mammals and amphibians. The scheme shall provide specific

details regarding riverbank improvement works that will be designed to improve the wildlife corridor. The scheme shall also set out the management of these environmental improvement areas. The development shall proceed in accordance with the approved scheme.

REASON
To provide protection and enhancement to flora and fauna in accordance with PPS9 and London Plan (July 2011) policy 7.19.

45 NONSC **Flood evacauation plan**

Prior to the occupation of development the applicant shall develop a flood warning and evacuation plan that demonstrates safe access and egress in times of flood. The plan shall include a method for warning hotel residents, sealing off particularly sensitive areas and providing safe access and accommodation away from flood areas. The development shall be operated in accordance with the approved plan.

REASON
To ensure safe access and egress and to minimise the risk of harm to people in times of flooding in accordance with PPS25.

46 NONSC **Potable water**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

REASON
To ensure the development reduces the pressure on potable water in accordance with Policy 7.19 of the London Plan (July 2011).

47 NONSC **electric charging points**

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

REASON
To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policies 5.8 and 6.16 of the London Plan (July 2011).

48 NONSC **reduction in CO2**

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the technology and measures used to provide a 25% reduction in CO2 emissions from a 2010 Building Regulations compliant development. The scheme shall

include full details of the location, type and specifications of the technology. The development should proceed in accordance with the approved plan.

REASON
To reduce the CO2 emissions and provide an energy efficient development in accordance with policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan (2011)..

49 NONSC **EA Condition**

Prior to the commencement of development a scheme for the provision and management of a buffer zone alongside the Duke of Northumberland River shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:
- plans showing the extent and layout of the 5 metre wide buffer zone
- details of the planting scheme (using only native species)
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term
- details of any footpaths, fencing, lighting etc.

Reason
To ensure there is no impact on the ecological value of native species in accordance with in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan.

50 TL1 **Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-
(i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
(ii) A clear indication of trees, hedges and shrubs to be retained and removed.
(iii) Existing and proposed site levels.
(iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
(v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

REASON
To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

51 TL2 **Trees to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction,

or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with

BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' 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 BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

52 TL3 **Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON
To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

53 TL21 **Tree Protection, Building & Demolition Method Statement**

Prior to development commencing on site, a method statement outlining the sequence of development on the site including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

REASON
To ensure that trees can be satisfactorily retained on the site in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

54 NONSC **Defensive Space**

No development shall commence until details of measures to ensure the provision of defensive space adjacent to ground floor habitable room windows of the property at 470 Bath Road have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved measures shall be constructed and completed before the development is occupied and shall be permanently retained and maintained for the life of the development.

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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan.

55 DIS5 **Design to Lifetime Homes Standards & Wheelchair Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON
To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policy 3.8.

56 DIS3 **Parking for Wheelchair Disabled People**

Development shall not commence until details of parking provision for wheelchair users, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented and thereafter these facilities shall be permanently retained.

REASON
To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

57 NONSC **Noise 1**

The rating level of noise emitted from the CCHP and other mechanical plant at the proposed development shall be at least 5 dB below the existing background noise level.

The noise levels shall be determined at the nearest residential property during the relevant periods of operation and with all other items of machinery operating together. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

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

58 NONSC **Noise 2**

Development shall not begin until a sound insulation scheme for protecting the proposed development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON
To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

59 SUS4 **Code for Sustainable Homes**

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each residential dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

REASON
To ensure that the objectives of sustainable development identified in policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan (July 2011).

60 NONSC **No Biomass Boilers**

No biomass boiler shall be used on the premises until a scheme which specifies the provisions to be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

Reason
To safeguard the amenities of the surrounding area in accordance with Policy BE21 of the Hillingdon Unitary Development Plan saved policies (September 2007).

61 NONSC **Travel plan**

Due to the development being within the AQMA, the Travel Plan submitted should

include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport. The Green travel plan should prioritise the use of low emission/zero emission vehicles including the provision of electric vehicle infrastructure. A baseline study and quantification of the reductions in emissions achieved by the travel plan should be requested.

REASON
To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

62 NONSC **No access to hotel from Bath Road**

Before development commences, details of measures (which shall include signage, road/accessway marking) to prohibit vehicular access to the hotel and decked car park from Bath Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved measures have been implemented. There after the approved measures shall be retained and maintained for the life of the development.

REASON:
To ensure there is only one way access into the site and to prevent accidents caused by vehicles attempting to enter the site from Bath Road and to accord with Policy AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

63 NONSC **Parking Allocations**

Prior to the commencement of development, a scheme (including the marking out of parking spaces) for the allocation of parking spaces (including all disabled bays) shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking areas shall be marked out in accordance with the approved plans; designated and allocated for the sole use of the occupants of the development in accordance with the approved scheme; constructed prior to occupation of the development; and thereafter be permanently retained and used for no other purpose. The allocation scheme shall ensure that car parking spaces are located within reasonable proximity to the units they will serve.

REASON
In order to ensure the development is adequately serviced by car parking spaces and to meet the needs of disabled persons in accordance with Policies AM7, AM13 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

64 RPD5 **Restrictions on Erection of Extensions and Outbuildings**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON
So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

65 NONSC **Parking arrangements**

No development shall commence until details of a security door/gate between the deck car park and proposed dwellings, as indicated on drawing no. D 0100 P13, and measures to ensure that the 4 car parking spaces in the deck car park indicated for use by residents are reserved solely for this purpose have been submitted to, and approved in writing by, the Local Planning Authority. No part of the development shall be occupied until the approved details and measures have been implemented and thereafter these shall be permanently retained.

REASON
To ensure future residents are provided with adequate vehicle and parking arrangements and to accord with policies AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

66 NONSC **Upper deck lighting**

Development shall not commence until details of lighting on the upper deck of the car park have been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON
To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

67 NONSC **Car park hours of use**

The upper deck of the car park shall only be used for customer parking during the hours of 07:00 to 23:00 (Monday to Saturday) and during store opening times on Sundays and Public Holidays. Details of the restricted parking arrangements, including ways and means of preventing cars parking on the upper level of the car park outside these times, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Thereafter, the arrangements shall be complied with as approved.

REASON
In order to safeguard the amenities of the area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

68 NONSC **Air Conditioning for hotel**

Prior to commencement of development of the hotel, details of any air extraction or air conditioning systems to be installed (with respect in particular to noise levels of the equipment installed and noise mitigation measures) shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON
To safeguard the amenity of the users of the proposed building given high background

noise levels around the application site in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2008.

69 NONSC **No Antennas**

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected atop any of the buildings here by approved.

REASON
To ensure that apparatus do not detract from the visual amenities of the area in accordance with Policy BE37 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H7	Conversion of residential properties into a number of units
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved

drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I2 **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

5 I3 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

6 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 Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

7 I6 **Property Rights/Rights of Light**

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

8 I11 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commision construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020

7556 2100).

9 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

10 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

11 I19 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

12 I25 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

13 I46 **Renewable Resources**

To promote the development of sustainable building design and construction methods,

you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

14 I28 **Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

15

With regard to condition 17 your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/pub/ications/safeguarding.asp).

16

With regard to condition 19 you are advised that the Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

17

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or other equipment due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at www.aoa.org.ukipublications/sa(eguarding.asp).

18

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.'

19

Please note the Environment Agency's requirements for drainage schemes below. These are generic and so some of the information may not be relevant to this development.

In order to check that the proposed stormwater system meets the Environment Agency's requirements, the following information will need to be provided:
a) A dearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
b) Confirmation of the critical storm duration.
c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

20

You are advised to liaise with the Environment Agency regarding the use of ground source heat pumps at the site. You should refer to the Environment Agency's guidance in Groundwater
Protection: Policy and Practice (GP3), part 4, section 10 for further information.

21

You are advised that the proposed facility will be subject to the Disability Discrimination Act 1995 (amended 2005) because it will provide a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features should be fully considered and specified as part of the design brief to ensure that disabled people receive an acceptable level of service.

The following points should be noted:

1. The proposed hotel design should incorporate the ethos and principles of BS 9999:2008, and as such should provide means of escape that permit disabled people to independently evacuate to an ultimate place of safety. To merely provide a refuge is considered to be inadequate for a development of this type and scale.

2. The proposed development should incorporate at least two appropriately designed evacuation lifts that are positioned to support horizontal evacuation, in accordance with BS 9999:2008 (annex G). Sections 18.8.2.1; 18.8.2.2 and 46.9 are particularly relevant.

3. An evacuation plan should be drawn up and submitted with any details of disabled access to/from the building.

22

The applicant is advised that the scheme for the provision of CCTV submitted pursuant to Condition 42 of this permission should be designed to link into, and be compatible with, the Council's CCTV system.

23

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 OPD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com.

24

You are advised that in discharging condition 9 that the Council will expect the plans and details submitted to discharge the condition to show the following:

- Plans should detail accessible hotel room layout in accordance with BS8300:2009.

- A larger proportion of the 34 accessible rooms should feature a level access shower (wet room facilities).

- One accessible parking bay should be provided for every accessible bedroom.

Clarification is required on the following:

i. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, ie infra-red or induction loop system, should be fitted to serve all reception areas.

ii. Seating of varying heights should be provided and sited close to reception.

iii. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

iv. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004. A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is proposed within the communal areas of the Hotel.

v. The accessible toilet should be signed either Accessible WC or Unisex. Alternatively, the use of a wheelchair symbol with the words Ladies and Gentlemen or Unisex would be acceptable.

vi. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

vii. Lifts should accord with BS 8300:2009.

viii. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

ix. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme.

x. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

- The accessible WC/shower room must be designed to be useable by disabled persons. You are advised that the current design is inadequate.

- From an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in a Design & Access Statement.

- Two fire rated lifts, at either end of the building, should be incorporated into the scheme. The lifts should be designed and integrated to support Horizontal Evacuation and:

a. must be clearly identifiable and have appropriate signage.
b. should be situated within a protected enclosure.
c. should consist of lift well and protected lobby at every level.
d. should be provided with a switch marked "Evacuation Lift" at Exit level. (This switch should cause the lift to return to the final exit & then become controllable.) Alternatively, the lift could be interfaced to the fire alarm system, returning to ground when the alarm sounds.
e. must feature an exclusive primary electricity supply from a sub-main circuit.
f. must have an alternative back-up power that should start automatically in an emergency to prevent potential interruption to the electricity supply. The cables should be separate from those of the primary supply and routed through an area of low fire risk.
g. must have power switches or isolators that are clearly identifiable and labelled at the main switchboard and alternative power supply to indicate the location of the other supply.
h. must connect to any electrical sub-station, distribution board, generator, hydraulic pump or other apparatus that is fire protected for a period not less than that of the lift shaft.
i. have a minimum load capacity of not less than 400kg.
j. should have doors that have a minimum of 2 hours fire resistance.

- Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage.

25 I47 **Damage to Verge**

You are advised that 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).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 2 hectare irregularly shaped plot located on the north side of Bath Road, and to the south of the A4 Colnbrook By-Pass dual carriageway in Longford.

The southern part of the site, fronting Bath Road, currently accommodates a number of residential buildings. These include 470 Bath Road, a locally listed two-storey detached property with ancillary gardens and garage; 460 to 468 Bath Road (even), a row of two-storey terraced houses with associated gardens and garages to the rear; 456 Bath Road, known as 'The Stables', a Grade II Listed two-storey detached house and stable block with ancillary gardens; and 452 Bath Road, a two-storey detached house with ancillary grounds. All of these buildings appear to be vacant and/or derelict. The building at 460 Bath Road has suffered significant fire damage. The southern part of the site also incorporates the existing access road to the adjacent Abbey Business Centre. Notably 454 Bath Road does not form part of the application site.

To the rear of these properties is an area of overgrown land which is currently unmanaged and heavily littered, and also comprises disused portacabin type buildings. This continues into the north west corner of the site, which fronts the Colnbrook By-Pass, and is designated as Green Belt within the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The north east corner of the site comprises an area of car parking which is currently used by the Abbey Business Centre. It also comprises a narrow strip of landscaping in front of the Abbey Business Centre, fronting the road. The applicant has confirmed that 65 of the existing 201 car parking spaces allocated to the Abbey Business Centre would be lost to accommodate the hotel development, although 40 of these would be reprovided elsewhere on site.

The site is bounded to the north by the A4 Colnbrook By-Pass dual carriageway, beyond which is a row of residential properties, the Harmondsworth Detention Centre and the Colnbrook Immigration Removal Centre. The British Airway's 'Waterside' building, set within an extensive parkland setting and located within Harmondsworth Moor, lies to the north west. Immediately to the west the site is bounded by the Duke of Northumberland River, beyond which is the Waterlife Centre, a site comprising a mix of uses including a waterlife and reptile centre and hand car wash. The site is bounded to the south by Bath Road beyond which is 501 Uxbridge Road, a detached property which accommodates the Littlebrook Nursery, Longford Cottage, a Grade II Listed residential property, Margaret Cassidy House, a three-storey hostel used by semi-independent youths, and the Thistle Hotel. Commercial office buildings, a health club, and Abbey Business Centre lie to the east.

Notably, several properties within the immediately surrounding area benefit from extant planning permissions for hotel use. Margaret Cassidy House, to the south of the site, was granted planning permission for the redevelopment of the site for a 127 bedroom hotel and ancillary uses in March 2008. Planning permission was granted for the redevelopment of the Thistle Hotel site to provide two hotels comprising 250 bedrooms

and 353 bedrooms respectively, with ancillary uses, in September 2009; and in June 2009 planning permission was granted for the redevelopment of Longford House, to the east of the application site, to provide a 400 bedroom hotel and ancillary uses.

The majority of the site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map. However, the north west corner (just under 0.4 hectares as measured on the Council's GIS mapping system) is designated as Green Belt and the southern part of the site accommodates both locally listed and Grade II Listed properties. The adjacent Duke of Northumberland River falls within a Nature Conservation Site of Metropolitan or Borough Grade I Importance, and the Longford Village Conservation Area lies approximately 115m to the west. Land immediately to the west and north west falls within the Colne Valley Regional Park, and the Heathrow Airport boundary is located beyond Bath Road to the south. The A4 Colnbrook By-Pass is designated as a Strategic Route and the entire site falls within an Air Quality Management Area.

3.2 Proposed Scheme

This application seeks full planning permission for the redevelopment of the site to provide a 342-bedroom hotel with ancillary facilities, access, car parking and landscaping. It also proposes the redevelopment of no. 452 Bath Road to create 4 terrace dwellings. The listed building at 456 Bath Road would be refurbished. No. 470 Bath Road would be converted into 2 flats.

The proposed hotel would be irregular in shape, essentially comprising three interlinking blocks. The southern block would front Bath Road, and would be aligned roughly north to south on the site. The central and largest hotel block would be orientated on a west-east axis, roughly perpendicular to the southern block. The northern block would join onto the central block at its eastern end, orientated on a north-south alignment. The building would range in height from one to five storeys, the main massing being located towards the centre and rear of the site. Each floor of the hotel would comprise the following:

- Basement Level - Ancillary storage.
- Ground Floor - bedrooms; store rooms/back of house areas; administration office; food preparation area; breakfast room; bar; snack bar; reception and entrance lobby; WC facilities; meeting rooms; 'living zone'.
- First Floor - bedrooms; store rooms.
- Second Floor - bedrooms; store rooms.
- Third Floor - bedrooms; store rooms.
- Fourth Floor - bedrooms; store rooms.

A new access only bay into the site would be created from the westbound carriageway of the A4 Colnbrook By-Pass. This would be the only access to the hotel. All vehicles would exit the site via the existing Abbey Business Centre access onto Bath Road.

Car parking will be provided in a decked car park, located towards the eastern side of the site, behind 452 Bath Road and surface level parking.

Motorcycle parking spaces would also be provided, towards the north of the hotel building.

A drop-off and pick-up zone for coaches, buses, cars and taxis would be provided outside the main entrance to the hotel. A gated service yard would be provided adjacent to the east elevation.

In terms of the existing residential properties along the Bath Road frontage, the terraced houses at nos. 460-468 (even) would be demolished to accommodate the hotel building.

The existing building, 470 Bath Road, located at the south western most corner of the plot, would be retained as residential accommodation, and would be converted to provide two units. Garden space would be provided to the front and rear.

The refurbishment of the Grade 2 listed main house (longhouse) at 456 Bath Road, continuing its latter day use as a freestanding house, is the subject of a separate Listed Building Consent application.

The existing property at 452 Bath Road would be demolished and the site redeveloped to provide four three-bedroom terraced town houses. Each property would comprise kitchen, living/dining room and WC/shower room at ground floor level and three bedrooms and a bathroom at first floor level. Each property would have a front garden and rear garden. Eight parking spaces would be provided.

The proposal seeks to provide a landscaped riverside corridor along the western boundary of the site. This would be opened for public access providing a link between Longford Village to the south and Harmondsworth Moor to the north. The existing Green Belt in the north west corner of the site would also be retained and enhanced with new planting to create a natural 'meadowland quality'. This would be accessible to the public via mown paths.

An informal courtyard garden, planted with trees and herbs, would be provided around the Grade II listed building. More formal landscaping would be provided in the arrival and drop-off area, along the A4 frontage and elsewhere around the site.

The applicant has summarised the key differences between this and the previously withdrawn scheme as follows:
- Reduction in scale and mass.
- Retention of the Green Belt.
- Redesign of the Bath Road frontage.
- Increased permeability to Duke of Northumberland River bank and use of more extensive landscaping and tree planting across the site.

3.3 Relevant Planning History

65419/APP/2009/2715 452, 456, 460-470 (Evens) And Land Rear Of Bath Road Longford

Erection of a part 3/4/5/6-storey 498-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities, 179 parking spaces at grade and basement levels, creation of a new access from the A4 Colnbrook By-Pass, cycle parking and landscaping; erection of 6 two-storey three-bedroom houses with associated amenity space and car parking; and use of No.470 Bath Road for hotel related/residential purposes (including demolition of Nos.452 and 460-468 (even) Bath Road.)

Decision: 16-02-2010 Withdrawn

Comment on Relevant Planning History

There have historically been a number of applications for minor alterations and extensions to some of the existing residential properties. In addition, planning records suggest that during 1996 and 1997 enforcement action was taken over the use of land to the rear of

no.470 (locally listed building) for the parking of lorries.

Notably all the properties on the site now appear to be vacant and in a poor state of repair. No.460 Bath Road has suffered from recent fire damage.

The only planning history relating to the whole site can be summarised as follows:

65419/APP/2009/2715 - Erection of a part 3/4/5/6-storey 498-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities, 179 parking spaces at grade and basement levels, creation of a new access from the A4 Colnbrook By-Pass, cycle parking and landscaping; erection of 6 two-storey three-bedroom houses with associated amenity space and car parking; and use of No.470 Bath Road for hotel related/residential purposes (including demolition of Nos.452 and 460-468 (even) Bath Road) - Withdrawn 16/02/10. The application was withdrawn before the committee meeting, as it was not ever determined is of little relevance to the current application.

2598/APP/2011/1168 - this is a concurrent application for the Listed Building Consent for 460 Bath Road for the refurbishment of Grade II listed house at 456 Bath Road, including internal alterations, as well as refurbishment works to outbuilding and associated hard and soft landscaping works (Application for Listed Building Consent).

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 2 (Green Belt)
Planning Policy Statement 3 (Housing)
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)
Planning Policy Guidance 13 (Transport)
Planning Policy Guidance 15 (Planning & the Historic Environment)
Planning Policy Guidance 16 (Archaeology and Planning)
Planning Policy Statement 22 (Renewable Energy)
Planning Policy Guidance 24 (Planning & Noise)
Planning Policy Statement 25 (Development & Flood Risk)
Good Practice Guide on Planning for Tourism
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Residential Layouts
Supplementary Planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.6 To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated local nature reserves or other nature reserves, or sites proposed by English Nature or the

Local Authority for such designations.

PT1.7	To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
PT1.9	To seek to preserve statutory Listed Buildings and buildings on the Local List.
PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.12	To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
PT1.14	To not normally grant planning permission for a change from residential use.
PT1.16	To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
PT1.28	To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
PT1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
PT1.32	To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
PT1.39	To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H7	Conversion of residential properties into a number of units
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd January 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 244 local owner/occupiers and the Longford Residents' Association on 14/10/2010. The application was also advertised by way of site and press notices. Four letters of objection have been received which raise the following concerns:

i) The proposal comprises 'The Stables' an historically important site in Longford Village.
ii) The area is surrounded by hotels. There is no reason to bulldoze listed buildings to make way for another modern monstrosity.
iii) This proposed 5-storey building will tower over the village, bringing in more traffic and changing its nature, which despite some modernisation still has an 'old world feel.'
iv) This is the thin end of the edge of airport expansion. Once one historic building is laid to waste what is to stop developers making good with the rest of the village?
v) Further expansion of modern development is unnecessary competition for existing hotels in the area.
vi) The proposal would be detrimental to the look, feel and soul of the village.
vii) There is no need for the hotel.
viii) Bath Road is a quiet residential road. The development would be detrimental to the quality of life of existing residents by way of increased traffic, light, noise pollution and disruption.
ix) Residents are unconvinced that all traffic will use the access from the Colnbrook Bypass.
x) 5-storeys would be imposing and impact on the nature of the street as a residential area.
xi) The conversion of 452 Bath Road and its gardens is of concern as whilst not listed this is a building of some character.
xii) Concern is raised over increased access through the village. The road is already over-used by hotel Hoppa Buses, people using it as a cut-through, and people using it for free parking for Heathrow during the weekends. The one way system is constantly ignored. Service vehicles, staff cars and hotel user vehicles will drastically impact on the road.
xiii) Hotel users will park in the village outside the parking permit hours.
xiv) Increased traffic, vehicles and pedestrian activity. Residents moved to the village for reasons of privacy and less congestion.
xv) Traffic & Parking.
xvi) Construction phase impacts.
xvii) Litter.
xviii) Light pollution.

Further rounds of consultation were undertaken when plans were amended (June 2011). Whilst further letters of objection were received, they did not raise any new issues.

Two letters of objection has also been received on behalf of the Thistle Hotel, including one on 28/06/2011, which raises the following concerns:

1) Planning permission has been granted for the redevelopment of the existing Thistle Hotel to

provide a 4 star 250-bedroom hotel and a budget 353-bedroom hotel. Works have not commenced to date due to concerns over the viability of the proposal in the current market. It is concerned that should planning permission be granted for another hotel in close proximity to the site, that it will, when combined with extant permissions for a 400-bedroom Premier Inn and a 127 bedroom mid-market hotel in the same locality, further impact on the viability of the scheme.
2) Proximity to Green Belt. The Green Belt will be surrounded by the 5-storey hotel such that it will not be visible from Bath Road. The hotel will impinge of views into and out of the Green Belt and reduce its amenity value.
3) The proposal is contrary to guidance in PPG2 and Policy OL5 of the UDP which both seek to protect the visual amenities of the Green Belt. The proposal, by reason of its height and massing, and its close proximity to the Green belt, will be visually detrimental to its character.
4) The proposal is contrary to advice in PPS5 and Policy BE10 of the UDP.
5) The site contains a number of heritage assets, including 456 Bath Road (The Stables) a former public house, curtilage listed buildings, and no.470 Bath Road which is locally listed. The Design and Access Statement refers to historic plot boundaries still being legible but the proposed development crosses, and this fails to respect, this heritage asset.
6) The hotel will have an unacceptable relationship to the listed building. It will dominate and considerably diminish the setting of the listed buildings.
7) The development proposes the removal of an attractive row of houses and a reduction in tree cover across the site, detrimental to the streetscene.
8) The proposed development is out of keeping with the prevailing character of Bath Road and will introduce an over-dominant and alien feature.
9) The proposed hotel will primarily be seen in context with two-storey, residential scale properties to which it will have little relationship. It will dominate, and is out of scale with, adjacent properties.
10) The development fails to respond to the site and its locality and is, accordingly, contrary to UDP Policy BE13.

One letter has been received which raises no objection to the provision of a hotel at the site but does raise concerns over the condition of the existing site, which has not been cleared and, as such, has become a haven for vandals with houses and garages burnt to the ground and flytipping.

LONGFORD CONSERVATION AREA ADVISORY PANEL
i) The construction of another large hotel in this area is not a beneficial development and should not be granted planning permission.
ii) Its height and bulk is inappropriate.
iii) Initially the proposal may appear to 'tidy up' the site, but in the longer term it will have detrimental impacts on its immediate neighbourhood and the surrounding area.
iv) The cumulative effect of lining the Bath Road with hotels is having a significant impact on this part of the Borough. Residential areas will lose their community feel and the increased crime creates further problems for those living nearby.
v) The Environmental Statement acknowledges that the development will have a negative impact on Longford, but then asserts that it would be of major benefit. It also stresses that the effect of any development on the settings of the adjacent listed buildings would require consideration, but concludes that the changes would be neutral or have beneficial impact. The 'before' and 'after' photos are taken from low viewpoints so the inappropriate scale of the hotel buildings is masked by low growing vegetation close to the camera. None of the photos show the views in winter when tree screening is reduced.
vi) The Stables will be completely overshadowed by the 5-storey hotel, detracting from its character and setting, as will the former Quaker Meeting House (also Grade II listed) on the south side of the Bath Road immediately opposite the proposed development.
vii) Insufficient parking, particularly given the large number of meeting rooms proposed.
viii) Loss of parking to Abbey Business Centre.
ix) Lack of staff parking, particularly as the application claims over 100 jobs will be created.

x) Residents in Harmondsworth, who already have problems with regular daily and long-term parking by those working at the airport and in airport related businesses such as hotels, will be affected, although parking restrictions have largely removed this problem in Longford.
xi) There will be a considerable increase in traffic movements as cars are moved off-site to long-term car parks and then brought back.
xii) A consequence of limited parking will be the adverse planning impact of parking lots scattered throughout the area.
xiii) The volume of taxi, minibus and coach traffic will be considerable and will add to congestion in the area which is a problem at peak times.
xiv) All departing vehicles bound for Terminals 1/2/3 will have to U-turn from westbound to eastbound on the A4, and incoming traffic from T4 and T5 may be tempted to come through Longford Village.

NATIONAL AIR TRAFFIC SERVICES
No objection.

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

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

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards' from Building Design attached.

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

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

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

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Submission of Landscaping Scheme - England
No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/publications/safeguarding.asp).These details shall include:
- the species, number and spacing of trees and shrubs
- details of any water features

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We would also make the following observation:

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

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

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

BRITISH WATERWAYS
The site is not adjacent to a watercourse owned or managed by British Waterways and therefore no comments are made.

HIGHWAYS AGENCY
No objection.

TRANSPORT FOR LONDON
The nearest Transport for London Road Network (TLRN) to the site is the A4 Colnbrook Bypass, which bounds the northern edge of the site and is proposed to form the site access. The nearest Strategic Road Network (SRN) is over 3 kilometres away. The site is served by 2 bus routes accessible from Bath Road adjacent to the Heathrow Thistle Hotel, to the south of the site. A further 2 bus stops, Colnbrook Bypass (westbound) and Duke s Bridge (eastbound) are on the A4 Colnbrook Bypass. These 4 bus stops are within a 400m walking distance of the site. The closest London Underground and National Rail services are accessed from Heathrow Terminal 5 via bus route 423. Piccadilly Line and Heathrow Express services are accessible from the Terminal. Correspondingly, the site has a Public Transport Accessibility Level (PTAL) of 1b on a scale of 1 to 6, where 1 is lowest and 6 is the highest.

The site is also currently served by 2 Heathrow Hoppa bus routes via the Thistle Hotel which offer links between Bath Road and Heathrow Terminal 1, 2, 3 (H4) and Heathrow Terminal 5 (H51). Although, as these are non-TfL services they are not included within the PTAL assessment.

The proposal is for a 341-bedroom hotel including ancillary facilities with associated car parking and servicing facilities, the retention and conversion of existing buildings to form 3 apartments and the erection of 4 three-bedroom houses. The proposal also includes the creation of a new access from the A4 Colnbrook Bypass.

The first principle approach of using surveys from similar sites is welcome and the Marriot Hotel is an acceptable site. The Transport Assessment (TA) adequately demonstrates that the development proposal due to its nature and location is unlikely to give rise to unacceptable impacts on public transport services. It is welcome that this development would be served by the Airport Hoppa Bus Service and this demonstrates that the proposals are in general conformity with London Plan policy 3C.2 Matching development to transport capacity and draft replacement London Plan policy 6.3 Assessing transport capacity.

- Accesses
TfL agrees in principle with the proposed access from the A4 Colnbrook Bypass subject to detailed design as part of the s278 agreement that will be between TfL and the developer. The new access will require suitable pedestrian facilities such as tactile paving. TfL welcomes the inclusion of a Stage 1 safety audit and is in agreement that all the points raised can be mitigated through the detailed design process.

- Car parking
A total of 199 car parking spaces are to be provided for the hotel, 34 spaces of which would be allocated for disabled use only. This is considered acceptable to TfL.

6 car parking spaces are proposed for the 3 bedroom houses which is the maximum allowed by London Plan standards but TfL considers acceptable given the scale, location and accessibility of the development.

Coach parking catering for a 15m coach with associated drop off and pick up facilities will be provided adjacent to the hotel entrance which is considered to be adequate and is supported by TfL. The taxi provision outlined in the TA is also satisfactory to TfL.

The provision of electric vehicle charging points (EVCPs) needs to be clarified. The TA states that 20% of the car parking spaces will have either active or passive electric charging points . This is below the standards set out in the draft replacement London Plan and should be amended accordingly and secured by condition.

TfL welcomes the proposal to produce a Car Park Management Plan, as suggested within the TA, TfL requests that this is secured by planning condition. This should include information on the availability of parking spaces for staff and how this will be managed.

The above measures will ensure conformity with London Plan Policy 3C.23 Parking strategy and draft replacement London Plan policy 6.13 Parking.

- Cycle parking
48 cycle parking spaces are proposed for the hotel element of the development to be complemented by showering and changing facilities for staff. This provision exceeds TfL standards and is welcomed.

Cycle parking for the residential elements has not been specified, TfL requests that 2 spaces per 3

bed house and 1 space per flat are secured by condition, these should be covered and secure. This will ensure compliance with London Plan policy 3C.22 Improving conditions for cycling and draft replacement London Plan policy 6.9 Cycling.

- Travel planning
Following TfL s comments on the travel plan submitted with the previous application, a revised and improved version has been produced. The travel plan now includes targets, a staff travel survey will be undertaken within three months of the hotel opening and an Action Plan has been included. Overall, this approach is satisfactory to TfL subject to the travel plan being secured, monitored, enforced, reviewed and funded through the s106 agreement. This will ensure conformity with the relevant elements of London Plan policy 3C.2 Matching development to transport capacity and draft replacement London Plan policy 6.3 Assessing transport capacity.

TfL welcomes the commitment within the TA to produce both a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP). It is satisfactory for these documents to be secured by planning condition in order to ensure compliance with London Plan policy 3C.25 Freight strategy and draft replacement London Plan policy 6.14 Freight.

To summarise, the car park management plan, cycle parking, EVCPs, a DSP and a CLP should be secured by condition. The proposed access from the A4 Colnbrook Bypass will need to be the subject of a s278 agreement and the travel plan should be secured through the s106 agreement.

ENVIRONMENT AGENCY
The proposed development will only be acceptable if the following conditions are imposed on any planning permission granted.

Condition 1
The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:
- Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking the effects of climate change into account, to Greenfield rates, to minimise the risk of flooding off-site.
- Provision of storage on site to attenuate all storm events up to and including the 1 in 100 year event, taking the effects of climate change into account.

Reason 1
To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

Condition 2
Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include the maximisation of Sustainable Drainage Systems (SUDS).

Reason 2
To prevent the increased risk of flooding, to improve and protect water quality.

Condition 3
Prior to the commencement of development approved by this planning permission (or such other

date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:
- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason 3
To protect the water environment of the Duke of Northumberland River.

Note
Information submitted to date satisfies part 1 of the above condition. Further site work is required to assess risks to controlled waters. It is noted from the EIA that no groundwater was encountered during previous site investigation works. This conflicts with our records which indicate groundwater should be approximately 4 - 5 m below ground level.

Condition 4
If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason 4
To protect the water environment, namely the Duke of Northumberland River.

Condition 5
No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason 5
To ensure protection of controlled waters.

Condition 6

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason 6
To ensure protection of controlled waters.

Condition 7
Prior to the commencement of building a scheme for the provision and management of a buffer zone alongside the Duke of Northumberlands River shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:
- plans showing the extent and layout of the 5 metre wide buffer zone
- details of the planting scheme (using only native species)
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term
- details of any footpaths, fencing, lighting etc.

Reason 7
Development that encroaches on rivers has a potentially severe impact on their ecological value. This is contrary to government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan. Land alongside rivers is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change.

We ask to be consulted on information received in accordance with the above conditions.

Advice to the Applicant
In order to check that the proposed stormwater system meets our requirements and to discharge the above conditions, we require that the following information be provided. In this case some of the information has already been submitted:

a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
b) Confirmation of the critical storm duration.
c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
d) Where on site attenuation is achieve through attenuation ponds or similar, calculations showing the volume of these are also required.
e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

THAMES WATER
- Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed . Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 01923 898072) prior to the Planning Application approval.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, Best Management Practices for Catering Establishments which can be requested by telephoning 020 8507 4321

- Water Comments
With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

- Supplementary Comments
Infrastructure capacity problems are suspected. The developers will be required to fund an impact study. Thames Water request that the developers contact Developer Services on 0845 850 2777 to

discuss the way forward.

ENGLISH HERITAGE (ARCHAEOLOGY)
The site lies in an area where heritage assets of archaeological interest may be anticipated. There is a substantial quantity of pre-historic and Saxon/Medieval remains in the vicinity, reflecting the intensive settlement and occupation of the Heathrow and Longford areas in those times. Of particular relevant to this site is that documentary sources reveal that it was in use as a coaching inn since the 16th century, and there is cartographic evidence for buildings across the Bath Road frontage in the early post-medieval period. A limited archaeological evaluation was conducted on the north-eastern area of the site in 1996, where limited remains from this period were encountered, but a higher volume and significance should be anticipated along the road frontage. The proposed development may, therefore, affect remains of archaeological importance.

It is not considered that further work need be undertaken prior to the determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted, requiring the applicant to secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

The submitted desk based assessment includes a model of potential archaeological survival across the site that will be used as the basis for evaluation.

CRIME PREVENTION DESIGN ADVISOR
No objection subject to conditions regarding 'Secure by Design', CCTV and boundary treatment.

NATURAL ENGLAND
A consultation has been sent, however at the time of writing this report no response had been received.

Internal Consultees

URBAN DESIGN AND CONSERVATION OFFICER
This application has been the subject of site meetings, negotiations and amended plans over many months. It is now considered that the relationship of the proposed hotel with the listed building, the Green Belt and the street scene generally in Bath Road is acceptable in terms of its siting, height and design. The refurbishment of the locally listed early Victorian villa, and its subdivision into two units is welcomed. The change of use of the listed outbuilding, and its conversion to residential, has been removed from the proposals, whilst the repair and re-use of the listed building at No. 456 has been included. These amendments are also welcomed.

Notwithstanding the detailing of the materials on the application drawings, it is considered that all materials should be made a condition of the approval, and subject to the agreement of samples, as it will be very important to ensure the best possible integration of these new buildings within the existing townscape.

HIGHWAY ENGINEER
For the hotel, it is proposed to provide a total of 119 car parking spaces, including 34 disability standard spaces, of which 22 disability standard spaces would be provided in a surface level car park located to the north of the hotel building and the remaining 12 would be provided in a decked car park, located to the east of the hotel. This would provide a total of 137 spaces in the decked car park, 97 of which would be allocated to the hotel and 40 of which would be allocated to the

Abbey Business Centre. Eight motorcycle parking spaces would also be provided.

The vehicular access to the hotel site would be via a new slip-road from the west-bound carriageway off the A4 Colnbrook By-Pass. Vehicles approaching along the east-bound carriageway would need to proceed past the site and return along the west-bound carriageway via a nearby existing roundabout, located opposite McDonalds approximately 250m to the east of the proposed new access. This one-way access would continue through the site, providing access to the car parking and servicing areas, and hotel entrance forecourt, before converging with the existing shared Abbey Business Park route which would provide egress from the site.

No objections are raised to the proposed parking provision for the new terraced properties, which complies with current Council standards.

No objection is raised subject to a condition requiring details of control measures, signage etc to prevent vehicular access to the hotel and decked car park from Bath Road to be submitted.

TREES/LANDSCAPING OFFICER
The site, which is located at the eastern end of Longford and on the eastern side of the Duke of Northumberland's River and west of the Abbey Business Centre, is predominantly flat, open and not built, although there are several houses along the Bath Road. There are views of the site, in particular the open, Green Belt land, and the large clumps of trees, from the A4 Colnbrook Bypass to the north, and from the Bath Road to the south. The trees, which are predominantly evergreen along the Bath Road and broadleaved in the middle of the site, provide a wooded backdrop, and contribute to the setting of the low-rise buildings on the Bath Road frontage and the character of the locality.

There are many trees on the site (see aerial photographs on covers of various documents and at page 11 of the Design & Access Statement). In the main these form linear groups and clumps (large-scale landscape features). These include several mature conifers, mostly Yew. Most of the broadleaved trees are Sycamore, but there are also some mature Walnuts, which are probably relics of the orchard that once covered most of the site.

The trees on the site are not protected by Tree Preservation Order or Conservation Area designation. Nevertheless, many of the trees, and groups and masses of trees, are large and conspicuous features in the local landscape, which contribute to the visual amenity and character of the area. The trees of higher values should be protected and, in terms of Saved Policy BE38 of the UDP, be retained as part of any redevelopment of the site.

The trees were surveyed in 2008 by Fabrik Ltd., and have been resurveyed (in accordance with the recommendations British Standard 5837:2005) (BS 5837) by Tree Fabrik. The Arboricultural Development Report April 2011 (Appendix E of the Environmental Statement Addendum - May 2011) ('The Addendum') includes a tree survey plan and schedule.

A total of 143 individual trees and groups were assessed and categorised according to the guidance. According to the survey there is a good age-range of trees on the site (25% young, 40% middle-aged and 35% mature), with no over-mature trees. Two trees are categorised as 'A grade (good quality and landscape value, where protection and retention is most desirable as part of any redevelopment), and 21 trees are categorised as 'B' grade (fair quality and value, worthy of protection and retention as part of any redevelopment). However, the majority (87 no.) of the trees are 'C rated (poor), which could be retained but are not a constraint on the development of the site. The remaining 37 trees are found to have serious defects and/or to be in poor condition, and are 'R' rated and identified for removal, in any event, in the interests of safety and/or sound arboricultural management.

There is a photographic record of the trees in the 'Tree Report' in the Addendum. The mostly evergreen trees associated with the dwellings on the Old Bath Road are conspicuous in views from it. One mature Yew has a high amenity value. Collectively, the others have moderate-high value and form a large-scale landscape feature of merit in terms of Saved Policy BE38. The trees along the riverbank, including a mature Ash, are also conspicuous and should be retained. The trees that form a large clump in the middle of the site are mostly Sycamore, and collectively have a high amenity value, but are mostly in poor condition. The development of the site should selectively retain these trees.

THE LAYOUT & LANDSCAPING

The landscape setting and strategy (evolution) are outlined in the 'Scheme Design' and 'Landscape Design' sections of the updated Design and Access Statement (DAS - May 2011).

There is a Tree Removal Plan (April 2011), which is reproduced in the Tree Report. That drawing shows trees to be retained and removed, the root protection areas of the retained trees, and the proposed tree protection measures. The revised application includes an arboricultural implications assessment. It is noted by the applicants that tree protection and precautionary measures and a method statement (to BS 5837), will be required to ensure that the trees are protected, and retained and utilised as part of the proposed development.

The applicants indicate, at paragraph 6.4.15 and the following table (under Policy BE38) in the Planning Statement, that 'all construction works taking place in the vicinity of the retained trees should conform to British Standard 5837:2005 Trees in relation to construction', and that 'as set out in the Landscape Proposals, the scheme will retain the river and the mature trees to the east of the site'.

The revised design of the proposed layout has been informed by the tree-related and landscape information, and the ¿Ground Floor Landscape Plan¿ (Drawing No. D 0002 P11) shows the trees to be retained consistent with the Tree Removal Plan, which shows the retention/removal of trees, as well as proposed tree planting and landscaping, which includes green and brown roofs on the hotel and a green wall on the decked car park (outline).

The revised scheme has been designed to retain the large, high-value, mature Yew tree at the front of, and other trees around, the terrace of four houses on the Bath Road (452 Bath Road), and at the rear of the listed building (456 Bath Road). In that context the removal of two Yews close to the existing buildings, in order to facilitate that part of the revised scheme, will not have a harmful effect on the local landscape or amenity of the locality.

The revised layout and landscape plans show the hotel and a linear park along/in the riverside corridor, part of which is in the Green Belt and retained as open space. These plans show the retention of most of the valuable trees/features alongside the river, on the areas north of the Bath Road and on the eastern part of the site. Most of the trees in the middle of the site will be removed to provide space for the hotel and other buildings, and associated structures, roads, parking, etc. The Landscape Plan outlines additional tree planting and landscaping as a setting for the hotel and other buildings, and in the linear park / open space. In this context, the tree loss associated with the revised scheme will not have a harmful landscape or visual effect on the locality or the Green Belt.

CONCLUSION

Overall, subject to conditions TL1, TL2, TL3, TL5 (modified to also require details of the green walls and green and brown roofs, TL6, TL7 and TL21, the revised scheme is acceptable in terms of Saved Policy BE38 and relevant landscape-related Green Belt Policies of the UDP.

ACCESS OFFICER
Amended plans have addressed all previous concerns. No objection subject to conditions requiring lifetime homes standards for the residential units and for all disabled access features to be incorporated into the development.

Conclusion: No objection subject to appropriately worded conditions.
ENVIRONMENTAL PROTECTION UNIT
- Comments on Noise impact

New hotel accommodation
According to Hillingdon s Supplementary Planning Document on noise, it is the responsibility of the developer to ensure satisfactory noise levels inside hotels. However, it is recommended that an informative, advising on adequate sound insulation, is attached should approval be granted.

Noise generated by use of the proposed development
ES section 9.6 contains an assessment of the potential noise impacts of the completed development. The noise generating uses considered are plant and machinery, hotel leisure functions, and increased road traffic, as discussed below.

Plant and machinery
ES section 9.6.2 contains an assessment of noise from the proposed gas-fired combined cooling and heating and power (CCHP) and other mechanical plant proposed at the development. In order to control noise from the uses, it is recommended that a condition relevant to noise emission from all plants and machinery proposed at the development, is attached.

Noise generated by hotel operation
ES section 9.6.3 states that the major noise-producing activities associated with the proposed development are likely to be related to leisure functions, such as amplified music at wedding receptions. The ES suggests that amplified music from these functions should be controlled by adequate sound insulation of the building. With this provision, it is not anticipated that noise problems from amplified music would be a problem provided proper management measures are adopted (including use of a noise limiter if necessary). It is noted that the nearest noise sensitive properties are some distance away. However, in order to safeguard the amenity of surrounding occupants, it is recommended that a condition be attached, requiring the applicant to submit a noise control scheme for the control of noise emission from function rooms at the proposed development.

Road traffic
ES section 9.6.4 contains an assessment of the effects of increases in road traffic associated with the development. It is concluded that increases in road traffic would be of negligible significance. EPU officers agree with the applicant s inference on insignificant increased traffic, and therefore will not be making any comments in this regard.

Deliveries/ refuse collections
There is no detailed assessment in the ES of noise from deliveries and refuse collections. However, ES section 3.5 states that vehicular access for deliveries/refuse collections would be from the westbound carriageway of the A4 Colnbrook Bypass. It would seem that facilities for dealing with deliveries/refuse will be provided within the hotel. In view of the distance to the nearest noise sensitive properties, it would seem that noise from deliveries/refuse collections should not be a problem.

Residential development units element of the scheme
The Environmental Statement (ES) section 9.6.5 relates to suitability of the site for the residential uses forming part of the development. The development would provide residential uses at 452

Bath Road, whilst the listed building at 456 Bath Road and the building of local interest at 470 Bath Road would be retained for uses that may include residential uses. The noise survey carried out as part of the ES places the proposed residential sites in Noise Exposure Category C of PPG24 Planning and Noise . This is consistent with the published aircraft noise contours for Heathrow airport. The corresponding advice in PPG24 for NEC category C is:

Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.

In deciding whether to permit the proposed residential uses, it should be noted that there are existing residential uses at 454 to 470 Bath Road. Also, the proposed new residential properties at 452 Bath Road would replace existing residential uses. Furthermore, the ES claims that satisfactory internal noise levels can be provided in the proposed residential properties by suitable sound insulation. If it is decided to permit the proposed residential use, a condition requiring a scheme for protecting the proposed residential development from road traffic, air traffic and other noise, is recommended.

Demolition and construction
ES section 9.3.3 Table 9.1 proposes criteria for noise from demolition and construction of 75 dB LAeq,T during 0800 to 1800 hours Monday to Saturday, and 0800 to 1300 hours Sunday. It is considered that noise from demolition and construction should be controlled to lower noise levels, for example, 65 dB LAeq,1h during those working hours.

ES section 9.5 contains an assessment of the effects of demolition and construction. The assessment contains predicted LAeq,1h noise levels at seven neighbouring receiver locations. Table 9.8 gives the predicted noise levels from demolition. These noise levels are generally not significantly above 65 dB LAeq,1h, although 67 dB is predicted at Little Brook Nursery. The ES claims that the effects of demolition will be adverse, short-term, local and temporary and of minor significance. Table 9.9 gives predicted noise levels from excavation. The highest of these predicted noise levels is 71 dB at 454 Bath Road. This is of some concern because the property concerned is an existing residential property. Table 9.10 gives predicted noise levels from piling activities. The highest of these predicted noise levels is 71 dB at Abbey Business Centre. This would be of less concern in view of its business use. The ES claims that the effects of excavation and piling will be adverse, short-term, local and temporary and of minor to moderate significance. The ES claims that effects at the most affected sensitive receptors (454 Bath Road and Abbey Business Centre) can be reduced to minor significance by using mitigation. The ES also claims that noise impact from construction traffic will be of negligible significance.

ES section 4.1 recommends use of a planning condition requiring a Construction Environmental Management Plan (CEMP) securing best practice in relation to demolition and construction. According to ES section 9.5.8, a range of mitigation measures would be incorporated into the CEMP. These measures include use of a 2.4 metre high hoarding on the external boundaries of the construction site, and the use of silenced plant and equipment whenever possible. A condition should be attached to secure this, should approval be granted.

An informative should be attached in order to give specific advice on controlling nuisance from demolition and construction work.

- Comments on Air Quality (ET)

The following information was submitted with the application as part of the Environmental Statement, which had implications for air quality:
· Chapter 10 Air Quality, Environmental Statement Volume 1, Heathrow West Hotel (December

2010)
· Chapter 10.1 APPLE Dust Risk Assessment, and Chapter 10.2 Air Quality Model, Environmental Statement Volume 4: Appendices Part 2, Heathrow West Hotel (December 2010)
· Energy Strategy, Heathrow West Hotel, Bath Road (December 2010)

The proposed development is within the declared AQMA and in an area currently exceeding the European Union limit value for annual mean nitrogen dioxide. The development proposal also includes 7 residential premises in an area of poor air quality. The air quality assessment in the Environmental Statement (ES) indicates that the area around the development will continue to exceed the EU limit value levels both with and without the development. There is a small but significant increase in the pollution levels with the development.

As the development is in and will cause increases in an area already suffering poor air quality the following are requested:

Section 106
Section 106 obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

Demolition and Construction Phase
A number of sensitive receptors have been identified as being sufficiently close to the site as to be potentially impacted by the construction phase, including a residential property immediately adjacent on three sides to the development site. The ES states: Prior to commencement of construction activities agreement would be reached with the London Borough of Hillingdon to ensure that potential for adverse environmental effects on local receptors is minimised. This document must be submitted to the LPA for approval prior to any works commencing at the site. The plan should follow the risk assessment approach as outlined in the GLA Best Practice guide and ensure all appropriate mitigation measures are employed to protect existing sensitive receptors, including where relevant a dust monitoring strategy. An informative to this effect is recommended.

Energy Proposals
The air quality assessment took into consideration the use of CCHP and boiler plants. The ES states low NOx burners will be adopted for the boiler and CCHP units, with dry NOx emissions levels of 70mg/kWh. The use of this or a less polluting alternative is supported. It is assumed the air quality assessment was based on the gas-fired CCHP referred to in the Energy strategy. Should the choice of renewable energy source change to biomass or biofuel this may require a further air quality assessment. A condition should be attached to ensure no biomass boilers are installed.

Transport Assessment
The air quality assessment is based on data from the transport assessment in chapter 8 of the ES. If there is a requirement for any changes in the transport assessment, further air quality assessment may be required. A condition regarding traffic management proposals should be attached should approval be granted.

Notes: This is of particular concern in areas already suffering from both poor air quality and traffic congestion. One of the main sources of air pollution from a development is the traffic arising from it. In a large number of cases, traffic management schemes are conditioned as part of the development in order to mitigate against these impacts. Any traffic scheme must look at both the impacts close to the development and, where relevant, assess any wider implication of the scheme from both a traffic congestion stance and also an air quality view. Care needs to be taken if any scheme has implications for bringing slower moving traffic closer to sensitive locations and/or changing the fleet composition and bringing more polluting vehicles such as HGVs closer to sensitive locations.

To ensure mitigation is effective, automatic traffic counts should be obtained both pre and post operation, for a defined time period.

Travel Plan
Green travel plan
Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport. The Green travel plan should prioritise the use of low emission/zero emission vehicles including the provision of electric vehicle infrastructure. A baseline study and quantification of the reductions in emissions achieved by the travel plan should be requested.

- Contamination
The following documents were submitted with the application in relation to land contamination:
· Chapter 12 Soil and Ground Contamination (consisting of a desk study), Environmental Statement Volume 1, Heathrow West Hotel (November 2009)
· Chapter 12.1 Envirocheck Report, Environmental Statement Volume 4: Appendices Part 2, Heathrow West Hotel (November 2009) (1996 Albury report missing in appendices)

The contamination chapter consisted of a review of the contamination policies, historical map information for the site and surrounding area, Envirocheck information and limited ground investigation information for some of the site from 1996 (not all information indicated as being included in the appendices appears to have been provided). The ground investigation identified quite high levels of benzo(a)pyrene on parts of the site. The limited gas monitoring carried out at the site in 1996 did not indicate significant levels of gas, however key data was missing from the gas monitoring information.

Based on the above information and the proposal for the hotel, which includes a basement car park, risk from the various sources identified has been determined to be negligible. The report does however indicate there may be contamination in some parts of the site which have not been investigated and identifies potential sources of contamination based on the historical use, which includes the area of the electricity substation and possible hydrocarbon contamination from vehicles, parked and stored on site, and recommends further investigations are carried out at the site.

The standard contaminated land condition, requiring submission of a site survey and remediation scheme, should be attached to any permission given. It appears further ground and gas investigation works may be undertaken at the site, and this information is required to determine if remedial works are required at the site. The Environment Agency need to be consulted with regard to possible groundwater issues. EPU would like information on groundwater contamination under the site to determine if there are any human health implications.

SECTION 106 OFFICER
Proposed Heads of Terms:
Residential Element
Upon assessment of the existing and proposed residential elements of the scheme it has been determined that there is a nil habitable room increase from that which exists to that which is proposed. Therefore there will not be a planning obligations requirement from this aspect of the proposal.

Commercial Element
1. The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.

2. That the applicant enters into a S278 agreement for any/all works on the highway that may include, but not limited to, the provision of a pedestrain crossing, signage, road markings, dropped kerbs, tactile paving, etc.
3. A scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents, or a contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1m build cost.
4. A scheme to be submitted to and approved by the Council detailing how hospitality training will be provided to Hillingdon residents, or a contribution towards hospitality training for Hillingdon residents in the sum of £400 per employee.
5. A contribution of £50,000 towards public realm improvements within the area.
6. A contribution of £25,000 towards the management of air quality within the vicinity of the site.
7. 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.
8. To prepare a detailed schedule of repairs, a management plan for its repair, maintenance and security, and proposals for its future use, for agreement with the Local Planning Authority, the repair work to be carried out, and the building secured before the application site is brought into use.

WASTE STRATEGY
a) Waste arising from the development is estimated to be as follows, depending on the star rating of the hotel: -
4/5 star hotel with 342 bedrooms -
Projected Weekly Waste per bedroom - 350 litres
Waste produced from all bedrooms - 119,700 litres
Number of 1,100 litre eurobins required - 109

2/3 star hotel with 342 bedrooms
Projected Weekly Waste per bedroom - 250 litres
Waste produced from all bedrooms - 85,500 litres
Number of 1,100 litre eurobins required - 78

1 star hotel with 342 bedrooms -
Projected Weekly Waste per bedroom - 150 litres
Waste produced from all bedrooms - 51,300 litres
Number of 1,100 litre eurobins required - 47

From the above it can be seen that larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on roll off bins. The latter would give the opportunity to be fed through compactors, to optimise the load being taken away.

b) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

c) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance

with BS 472-61.

e) If gate / door are added to the waste storage area these need to be made of either metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow sufficient clearance either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

g) The gradient of any path that the bulk bins (1,100 litre) have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The access road to the waste storage area must be able to withstand the load of the collection vehicle. Allow up to 32 tonnes for front end loader or roll on roll off vehicles. It must also be 4 metres wide.

- Houses

The current waste and recycling collection system for houses is:-

Weekly residual (refuse) waste using sacks purchased by the occupier
Weekly dry recycling collection using specially marked sacks provided by the Council.
Fortnightly green garden waste collection using the specially marked reusable bags provided by the Council.

- General Points

The value of the construction project will be in excess of £300,000, so the Site Waste Management Plans Regulations 2008 apply. This requires a document to be produced which explains how waste arising from the building works will be reused, recycled or otherwise handled. This document needs to prepared before the building work begins.

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

SUSTAINABILITY OFFICER
Demolition of existing buildings and structures at Nos.460-468 Bath Road and land to rear, including land currently forming part of the Abbey Business Centre, to provide a 3-5 storey 342-bedroom hotel with ancillary meeting room, bar and restaurant (Class C1), and associated plant; hard and soft landscaping; car parking including a 145 decked car park; highways and all necessary enabling works; redevelopment of No.452 Bath Road to provide 4 three-bedroom houses; retention and conversion of No.470 Bath Road into 1 one-bedroom and 1 two- bedroom apartments; and conversion of outbuilding to No.456 Bath Road into 1 two-bedroom apartment.

Biodiversity Comments
The ecology report submitted with the environmental statement demonstrates that there are a number of important ecological features on the site including protected species. In particular Bats and Water Voles were highlighted as being present or likely to be present. The ecology report

recommended further surveys. These surveys would normally be expected to be submitted prior to determination however the following issues are relevant:

Bats
Bats were recorded in two separate locations that will be impacted by the development but it is acknowledged the remaining site provides good quality foraging and resting places. Bats were recorded in the building of 468 Bath Road and in the grounds of 452 Bath Road. Demolition of 468 cannot occur until a licence is granted by Natural England.

The Council accepts that there is an overriding need for 468 Bath Road to be demolished. It has fallen into disrepair which makes it necessary to be considered in the wider footprint of the development. It is not considered sufficient in this location to require an alternative use for 468 Bath Road. The long term conservation status of the bats can be maintained through the imposition of the following condition:

CONDITION
Prior to the commencement of development a scheme for the protection and enhancement of habitat, foraging areas, resting places and roosts for bats shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly set out the extent of the benefits of the pre-developed site and provide details of how bats and their habitats will be positively included in the new development. The scheme shall also include details of the inclusion of bat boxes and bat tubes within the landscaped areas, along the river and within the fabric of the building. The number will be agreed as part of the scheme in consultation with Natural England and the Local Planning Authority. The development shall proceed in accordance with the approved scheme.

REASON
To maintain protection of important species in accordance with London Plan Policy 3D.14 of the London Plan.

The work to the tree in the grounds of 452 Bath Road is uncertain at this time which makes the following condition necessary. Insufficient information has been provided to explain the fate of the tree acknowledged in Plan 4 of the Ecology Submissions within the environmental statement. The following condition is necessary:

CONDITION
Prior to the commencement of development a 1:500 plan clearly showing the location of the tree containing the bat roost as outlined in the environmental statement (ecology chapter 7.1, Plan 4). This tree shall be given protection from the development and no felling or works will take place unless otherwise agreed in writing with the Local Planning Authority.

REASON
To protect the European protected bats in accordance with PPS9 and London Plan Policy 3D.14.

Biodiversity Improvements
The development will result in the loss or negative impacts to a wide variety of ecological areas as outlined in the environmental statement. However there is opportunity within the new development to provide an engineered set of proposals to provide considerable enhancement to the ecological setting of the area. PPS9 and London Plan policy 3D.14 requires the applicant to mitigate and compensate for the impacts of the development works on the ecological features and species. The following condition is essential:

CONDITION
Prior to the commencement of development an ecological enhancement scheme shall be submitted

to and approved in writing by the Local Planning Authority. The scheme shall set out the measures to be implemented to mitigate for the impacts on invertebrates, reptiles, bats, birds, mammals and amphibians. The scheme shall provide specific details regarding riverbank improvement works that will be designed to improve the wildlife corridor. The scheme shall also set out the management of these environmental improvement areas. The development shall proceed in accordance with the approved scheme.

REASON
To provide protection and enhancement to flora and fauna in accordance with PPS9 and London Plan policy 3D.14.

SUDS and Flood Risk Comments

Sequential Test
Part of the site lies within flood zone 2 and therefore the sequential test outlined in PPS25 needs to be applied to the proposals. The applicant has attempted to complete the sequential test but does not provide much information to support the conclusions that there are no other alternative sites at a lower risk of flooding. However, this development is in the medium probability area of flood risk associated with the Longford River. This is a man made channel that the Council¿s strategic flood risk assessment recognises has a very low risk of flooding due to operational structures that restrict flooding.

The combination of the relatively low risk of flooding on the site, the controls on the Longford River, the flood risk mitigation and the fact that there are no ¿reasonably available sites¿ along Bath Road allows the Council to be confident that the sequential test can be ¿passed¿ and the risk of flooding to the site is minimal.

Notwithstanding the above, there will always be a residual risk of flooding from events exceeding those investigated. Furthermore, hotels provide short term occupation with people relying on the owner¿s practices to provide safety in times of emergency such as fire and flood. As the site is designated flood zone 2 the following condition is necessary to ensure the procedures on the site allow an effective response to flooding without placing people at risk. This is particularly important for areas of car parks where residents of the hotel may seek to remove their vehicles during flood events:

CONDITION
Prior to the occupation of development the applicant shall develop a flood warning and evacuation plan that demonstrates safe access and egress in times of flood. The plan shall include a method for warning hotel residents, sealing off particularly sensitive areas and providing safe access and accommodation away from flood areas. The development shall be operated in accordance with the approved plan.

REASON
To ensure safe access and egress and to minimise the risk of harm to people in times of flooding in accordance with PPS25 and 4A.13 of the London Plan.

SUDS
The applicant has developed a range of approaches to delivering a Greenfield run-off rate in a 1:100year storm event plus climate change. This provides an overarching strategy that needs to be developed further through the detailed planning stage. The following condition is therefore required:

CONDITION
No development approved by this permission shall be commenced until a scheme for the provision

of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy. The scheme shall clearly set out the use of green roofs, including size, location and maintenance as outlined in the Flood Risk Assessment (Revised March 11 included in Environmental Statement). The scheme shall also set out the types, sizes and locations of holding tanks with appropriate discharging facilities also outlined in the FRA. Finally, the scheme shall clearly set out responsibilities for the maintenance and operation of SUDS which may require financial contributions through the Section 106. The development shall proceed in accordance with the approved scheme.

REASON
To ensure the development does not increase the risk of flooding in accordance with PPS25 and Policy 4A.13 of the London Plan.

Sustainability Comments
The development will have a high potable water use in an area defined as being water stressed. The following condition is therefore necessary to ensure the development can deliver sustainable water consumption.

CONDITION
Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

REASON
To ensure the development reduces the pressure on potable water in accordance with Policy 4A.16 of the London Plan.

The GLA is seeking London Boroughs to consider the policies within the replacement London Plan which is due to be adopted imminently. Policy 6.13 of the draft replacement London Plan requires new development to provide electric charging points to serve 1 in 5 car parking spaces proposed. However, the current take up of electric vehicles makes a 20% allowance for charging points difficult to consider feasible. Hillingdon recognises there is a need to drive demand by having more charging points. The following condition is therefore required:

CONDITION
Prior to the commencement of development a plan showing provision for electric charging points to serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

REASON
To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the draft replacement London Plan.

Energy Comments

The broad approach to energy is acceptable however the Council is concerned regarding the baseline information used. There is a 35% difference between the figures given and an assessment of the proposals using the Low Designer Toolkit which was developed for use with the

London Renewables Toolkit. An inaccurate baseline has a subsequent impact on the assessment of percentages relating to renewables.

However, the broad strategy is suitable and demonstrates compliance with the replacement London Plan which now needs to be considered.

The following condition is therefore appropriate:

CONDITION
Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the technology and measures used to provide a 25% reduction in CO2 emissions from a 2010 Building Regulations compliant development. The scheme shall include full details of the location, type and specifications of the technology. The development should proceed in accordance with the approved plan.

REASON
To reduce the CO2 emissions and provide an energy efficient development in accordance with Policies 4A.3 and 4A.7 of the London Plan and 5.2 of the replacement London Plan.

Natural England
No response has yet been received from Natural England at the time of writing this report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Pt1.28 and Policy T4 of the Hillingdon Unitary Development Plan Saved Policies September 2007 encourage appropriate hotel and conference facilities provision in the borough. In addition the London Plan 2011 identifies a need for a net increase of hotel rooms across London. The Greater London Authority Hotel Demand Study (2006) also identifies a need for additional hotel accommodation in London, the majority of which would be required by 2012. Therefore there is no objection to the provision of hotel development in this part of the borough.

The previous application (ref: 65419/APP/2009/2715) proposed a larger hotel which encroached on the Green Belt in the north west corner of the site. The applicant argued that the development would have provided significant benefits, including the creation of a linear riverside corridor; enhancements to the ecology and biodiversity of the site and surrounding area; provision of local employment and training opportunities; and refurbishment and re-use of a listed building. In addition it was argued that the Green Belt area has been eroded and is now physically and visually isolated from surrounding Green Belt by built development, it no longer performs a Green Belt function and it has has failed to stop the encroachment of development from the east. Nevertheless, despite the applicant's argument, it was not considered that sufficient special circumstances existed to justify an exception to established and current Green Belt policy and reasons for refusal were recommended on this basis (although it is acknowledged that the application was withdrawn before a formal decision was made).

This revised scheme removes the proposed hotel building from the Green Belt designated part of the site, instead proposing to enhance that area to create a 'natural meadowland' setting. This is a significant improvement on the previous scheme.

Policy OL5 of the UDP states that "the Local Planning Authority will normally only permit

proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of its siting, materials, design, traffic or activities generated."

This echoes advice in Planning Policy Guidance (PPG) 2: Green Belts, which states:

"The visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green belt which, although they would not prejudice the purposes of including land in Green Belts, might be visually detrimental by reason of their siting, materials or design."

The opening up of the development site through the creation of the linear park will provide a visual and physical link with the surrounding Green Belt areas and it is considered that the overall effect of the development on the Green Belt is acceptable.

The western boundary of the proposed hotel building is adjacent to the Green Belt. The northern boundary of the main block, is set further back. The two proposed blocks of the proposed hotel closet to the Green Belt are three storeys in height, before stepping up to 5 storeys further from the green belt land.

Improvements to the condition and accessibility of the Green Belt are proposed, and it is considered that, the scale, height and proximity the proposed hotel would not detract from the visual amenities and openness of the Green Belt and in accordance to UDP policy OL5 and guidance within PPG. Accordingly, the principle of development is supported in this instance.

With regards to the provision of residential units along the Bath Road frontage, these would both bring historic and derelict buildings back into use and replace housing which would be demolished to enable the hotel development. It should be noted that UDP Policy H3 resists the loss of residential accommodation unless it can be replaced within the boundary of the site. Policy H7 supports the conversion of existing properties into more units providing an appropriate living environment can be provided for future occupants and Policy H4 encourages a mix of unit sizes. Given the nature of this part of Bath Road, which is predominantly residential in character, no objections are raised to the conversion of existing, and provision of replacement, residential units in this location, providing site specific criteria can be met.

7.02 Density of the proposed development

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties.

In terms of the residential properties, the London Plan density matrix, and HDAS guidelines should be considered. The western side of the site has a Public Transport Accessibility Level (PTAL) of 1a and the eastern part has a PTAL of 1b. The site falls within a suburban area as defined in the London Plan (2008). In compliance with the Council's Supplementary Planning Document on Residential Layouts, habitable rooms with over 20m2 of floorspace would be counted as two rooms, and kitchens over 13m2 would be counted as habitable rooms.

Given that it is proposed to both provide new properties and to convert existing properties, and that the sites allocated to residential use do not all adjoin one another, these shall be dealt with independently of one another where appropriate.

Starting with no. 470 Bath Road, which forms the south western most corner of the site, it is proposed to convert this property to provide two units. The London Plan range for site's with a PTAL of 0-1 in a suburban area and with an average number of habitable rooms per unit of 3.1 - 3.7 is 150-200 habitable rooms per hectare and 40-65 units per hectare. As such, based on a site area of approximately 342m2 this element of the development would have a density of 58.5 units per hectare and 204.5 habitable rooms per hectare. This complies with London Plan standards.

The dwelling at 452 Bath Road, located towards the south eastern part of the site, would be demolished and redeveloped to provide four x 3-bedroom terraced houses.

The London Plan range for site's with a PTAL of 0-1 in a suburban area and with an average number of habitable rooms per unit of 3.8 - 4.6 habitable rooms per unit is 150-200 habitable rooms per hectare and 35-55 units per hectare. The plans indicate that there is likely to be sufficient space to provide the proposed dwellings in accordance with London Plan density guidelines.

Accordingly, this level of density is considered to be appropriate subject to the scheme meeting other site specific criteria.

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

Whilst the site does not fall within an Archaeological Priority Area, it does lie in an area with potential for archaeological remains. English Heritage have confirmed that they have no objections to the proposal subject to an appropriate condition requiring the applicant to secure the implementation of a programme of archaeological work prior to the commencement of the development.

The site does not fall within a heritage conservation area or area of special local character. The nearest part of the Longford Conservation Area is approximately 115m to the west of the nearest part of the site. Views of the proposed hotel from the Conservation Area would be largely obscured by tree screening, both adjacent to its boundary and along the western boundary of the application site, and by existing buildings on the adjacent Waterlife Centre site. As such it is not considered that it would have any significant impact upon the character or appearance of the conservation area.

The application site comprises a Grade II Listed detached dwelling (456 Bath Road) and outbuilding along its southern boundary. The Grade II Listed property is derelict and in urgent need of repair.

In terms of the Grade II listed building at 456 Bath Road the development proposals include the retention, refurbishment and restoration of the listed building and its curtilage outbuilding. The listed building (main house, known as Longhouse) will be retained for residential use, with minimum alteration, while the works proposed for the outbuilding will substantially improve its relationship with the site and include significant works of stabilisation, which will secure its long term future. These proposed changes to the Grade II listed properties are the subject of a separate listed building consent application ref: 2598/APP/2011/1168.

The front elevation of the proposed hotel building, fronting Bath Road would have a width of approximately 28m, stepping back to approximately 31m. This is slightly narrower than the 32m wide footprint of the existing row of five terraces it would replace. At three storeys high (albeit the third storey is set back from the front elevation) it would be

approximately 1m taller than the existing terraces. It is set a sufficient distance away from the adjacent listed and locally listed buildings so as not to harm their setting, providing an appropriate design is proposed which would be in keeping with the character and appearance of the wider Bath Road street scene, in addition to these properties.

No objections are raised to the principle design of the Bath Road elevation of the hotel. The scale and mass of the building has been the Bath Road frontage, as well as on the boundaries abutting Green Belt, has been reduced addressing the concerns the 2009 scheme, and resulting in the tallest elements of the development not being visible from the Bath Road streetscene. The siting of the buildings has also been amended to improve the relationship to the setting of the Listed Buildings and a greater set back from the Green Belt boundary.

The design of the terrace of houses has a more traditional architectural treatment reflecting the local vernacular; improved relationship with retained trees and improved level of natural light.

The scheme is considered to sit well within its context, its visual amenities and is considered din keeping with the scale and height of the residential properties which characterise this part of Longford and thereby accords with Policy.

7.04 Airport safeguarding

National Air Traffic Services (NATS) and BAA Safeguarding have confirmed that they have no objections to the proposal. Conditions are recommend to ensure aircraft safety.

7.05 Impact on the green belt

This issue has been largely addressed in part 7.01 of the report.

An area of approximately 3,825m2 in the north west corner of the site is designated as Green Belt. Unlike the previous 2009 scheme, the current proposals do not include the construction of new buildings on any part of the site which falls within the Green Belt. Instead it is proposed to landscape this area with informal meadow planting with natural low maintenance pathways providing public access. This would complement the proposed riverside corridor along the western boundary of the site, which would be opened up for public access, providing an informal link between Longford Village and Harmondsworth Moor to the north. Notably, this riverside corridor would also enable important maintenance of the riverbank.

It is acknowledged, that the existing Green Belt is unkempt; the proposed creation of the linear park and 'meadow green' would have benefits in terms of creating an attractive pedestrian link between nearby Green Belt to the north and south. Nonetheless it is pertinent to have regard for any potential impact of the proposed building on the visual amenities and openness of Green Belt both when viewed from within and adjacent to the application site.

Policy OL5 of the UDP seeks to protect the Green Belt from nearby development which may prejudice its visual amenity. The two proposed blocks of the proposed hotel abutting the Green Belt are three storeys in height, before stepping up to 5 storeys, which are the tallest and most prominent elements of the proposed building. It is considered that the overall height, scale and mass of these blocks would not have a detrimental impact on the openness of the Green Belt in this location.

The existing Green Belt part of the site is open in character and visible in views from the surrounding area to the north. Improvements to the condition and accessibility of the Green Belt are proposed, and it is considered that, the scale, height and proximity the proposed hotel would not detract from the visual amenities and openness of the Green Belt and are in accordance to UDP policy OL5 and guidance within PPG2.

7.07 Impact on the character & appearance of the area

The impact of the development on the Bath Road street scene and on the Green Belt has been addressed in parts 7.03 and 7.05 of the report respectively.

The part of the hotel fronting Bath Road would only be three-stories in height and has been designed to reflect aspects of the smaller scale residential and historical character of Longford Village. The building progressively steps up in height and scale towards the north of the site to reflect the more commercial character of the A4 Colnbrook By-Pass.

The element of the building fronting the A4 would measure approximately 25m wide at ground floor level, and 10m above. At five storeys it would have a height of approximately 16m. The proposal would be set back approximately 26m from the site's A4 boundary. The mass, scale and height of this element of the building has been significantly reduced over that previously proposed, and its setback from the A4 boundary, behind car parking and landscaping, significantly reduces its visual impact on the streetscene.

This proposal is in keeping with other large buildings in relatively close proximity to the application site, including the Harmondsworth Detention Centre and Colnbrook Immigration Removal Centre to the north and Waterside, British Airways' headquarters building, to the north west, which are also set well back from the street frontage and, accordingly, have limited visual impact.

The A4 to the east of the application site is characterised by a significant number of large scale hotels and offices and is much more commercial in character than this part of Bath Road, given the proposed scale of the building and its set back from the road, it is not considered that it would have such a detrimental visual impact on the character and appearance of the A4 as to justify refusal.

In terms of the Bath Road street scene, the building would be clearly visible in short and long distance views along the road, particularly to the west. Whereas the part of Bath Road to the east of the application site is characterised by commercial buildings, the west is characterised by low level residential properties, many with relatively green frontages.

In terms of the proposed rebuild residential properties, no objections are raised to their size, scale or layout. The proposed houses would have a sympathetic design with traditional pitched roofs, hand made clay tiles and a dove cote roof feature which will be maintained. In terms of their detailed design the residential properties are considered to reflect the character and appearance of existing residential properties within the locality.

7.08 Impact on neighbours

The nearest residential property to the proposed development is 454 Bath Road, which is located along the northern side of Bath Road between the existing Grade II Listed Building, forming part of the application site, and 452 Bath Road. The property benefits from mature tree planting around its site boundaries.

The Grade II Listed Building would be retained. The nearest part of the hotel building would be located approximately 35m to the north west of the nearest elevation of no.454. Given this distance, and mature tree planting which would provide significant screening, it is not considered that the proposed hotel building would have a detrimental impact on the residential amenity of the occupants of that property.

The proposed four terraced town houses would abut the eastern boundary of no.454 Bath Road and would be located approximately 7m from that building's main side elevation. The plans indicate that they would also project approximately 3m beyond the rear elevation of no.454. However, given the location of outbuildings/extensions which project beyond the rear elevation of that property it is not considered that this would have any detrimental impact on the residential amenity of occupants of no.454 in terms of overlooking or overshadowing.

There would be no issues regarding overlooking, loss of light or overshadowing, and notably no objections have been received from officers in the Council's Environmental Protection Unit regarding potential noise or disturbance impacts, subject to conditions.

The proposed 8.2m high decked car park would be provided adjacent to the north east boundary of no.454 and at the rear of the proposed town houses. The plans indicate existing trees along this boundary would need to be removed to allow for the car park. The car park would have a green wall facing the residential dwellings.

Residential properties are also located to the west of the application site beyond the Duke of Northumberland River. However, significant screening would be provided by existing and proposed landscaping along the river corridor, and by the proposed linear park along the western boundary of the site and, as such, it is not considered that the proposal would have any significant impact upon the residential amenity of occupiers of those properties.

The A4 Colnbrook By-Pass dual carriageway provides a significant barrier between the application site and properties to the north and, accordingly it is not considered that the scheme would have any significant detrimental impact on the residential amenity of occupiers of these properties in terms of noise, disturbance, or overlooking. Whilst the development would be visible from the front windows of these properties, given the nature of this part of the A4, which is largely characterised by large scale commercial development, the barrier provided by the A4, and landscaping which would be provided along the northern boundary of the hotel site, it is not considered that it would harm the outlook from these properties.

To the south, of the site, the development would be visible from both Margaret Cassidy House and Longford Cottage, on the southern side of Bath Road. However, from here the scale of the proposed development is broken up by existing buildings along the site's southern boundary, and the scheme is smaller in scale in order to try and reflect the more residential nature of this part of Bath Road. As such it is not considered that the development would have a significant impact on the residential amenities of these properties.

7.09 Living conditions for future occupiers

Policies relating to living conditions largely relate to residential developments, and there are no specific guidelines relating to hotel guest accommodation. Nevertheless, issues such as overlooking and privacy should be considered.

The hotel windows would be treated to prevent direct overlooking between rooms.

In terms of the residential properties, the Council's Supplementary Planning Document on Residential Layouts states that a minimum of 81m2 internal floor space should be provided for two-storey three-bedroom houses, 63m2 for two-bedroom flats and 50m2 for one-bedroom flats.

The four terraces would have floor areas of approximately 111m2. The proposed two bedroom units would have approximate floor areas of 86.7m2 and 77.4m2 respectively and the one-bedroom unit would have a floor area of approximately 55.9m2. These all exceed Council guidelines.

The Council's Supplementary Planning Document on Residential Layout states that a minimum of 60m2 external amenity space should be provided for 3-bedroom houses. All the gardens meet the amenity space standards.

In terms of the locally listed building, 470 Bath Road, this would be converted into one one-bedroom and one two-bedroom flat. Therefore a total shared amenity space of 45m2 should be provided. The plans indicate this property would have a rear garden area of approximately 170m2, which exceeds Council guidelines. Sufficient space exists to provide defensive space around the rear of the ground floor unit to ensure other users of the garden do not unacceptably impact on privacy, to the detriment of the residential amenity of future occupants. This could be required by way of condition, as could details of boundary treatment, to ensure the garden is private and secure from members of the public and/or hotel users using the proposed linear park alongside the river.

The applicant has submitted a Daylight, Sunlight and Overshadowing report as part of the Environmental Statement. This assesses the sunlight and daylight impact of the proposed hotel and dwellings on existing development, the daylight and sunlight amenity of the proposed new dwellings, and also the impact of the proposed hotel on the proposed new dwellings. Rooms would receive adequate light.

The layout of the proposed dwellings has been designed so that no habitable rooms directly face or overlook each other and, as such, it is not considered that the positioning of the properties would have any detrimental impact on the residential amenity of future occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

HOTEL

For the hotel, it is proposed to provide a total of 119 car parking spaces, including 34 disability standard spaces, of which 22 disability standard spaces would be provided in a surface level car park located to the north of the hotel building and the remaining 12 would be provided in a decked car park, located to the east of the hotel. This would provide a total of 137 spaces in the decked car park, 97 of which would be allocated to the hotel and 40 of which would be allocated to the Abbey Business Centre. Eight motorcycle parking spaces would also be provided.

The disability standard parking provision exceeds current Council standards of 10%.

A total of 48 cycle parking spaces would be provided, 30 for staff and 18 for visitors. These would be provided close to the staff and main entrances to the hotel, adjacent to

the east elevation.

A drop-off and pick-up zone for coaches, buses, cars and taxis would be provided outside the main entrance to the hotel. This would accommodate parking for a 15m long coach in accordance with TfL requirements.

The vehicular access to the hotel site would be via a new slip-road from the west-bound carriageway off the A4 Colnbrook By-Pass. Vehicles approaching along the east-bound carriageway would need to proceed past the site and return along the west-bound carriageway via a nearby existing roundabout, located opposite McDonalds approximately 250m to the east of the proposed new access. This one-way access would continue through the site, providing access to the car parking and servicing areas, and hotel entrance forecourt, before converging with the existing shared Abbey Business Park route which would provide egress from the site.

In terms of number of parking spaces for the hotel, there are no specific guidelines within the UDP Saved Policies September 2011 or the London Plan 2008 and, as such, it is for the applicant to justify the number of spaces in their Transport Assessment. The applicant's Transport Assessment confirms that the quantum of parking spaces and level of resultant traffic movements would not cause an adverse impact on the highway network. Notably Transport for London have confirmed that this level of parking is acceptable and have raised no objections regarding highway safety.

Transport for London encourage the provision of electric charging points in compliance with policies within the London Plan, and suggest that further details should be provided regarding how the car park will operate by way of a parking management plan. These details could be secured by way of condition should approval be granted. This would also seek to ensure that the car park was not used for long-stay parking whilst guests were not present at the hotel.

Similarly Transport for London are supportive of the level of cycle parking provision proposed for the hotel, confirming that it exceeds their current standards.

No objections have been raised to the creation of a new access from the A4, subject to detailed design which would be secured via a S278 agreement should approval be granted.

In terms of the egress onto Bath Road, it is not considered that this would have a significant detrimental impact on the London Borough of Hillingdon road network. Notably to the west of this egress point there is a bus only access to the residential area of Longford Village and, as such, traffic from the hotel wishing to travel in an eastwards direction would need to travel past commercial properties along Bath Road to the east of the application site, before joining the A4. Nevertheless, whilst access only would be available from the A4, it would appear that both Abbey Business Centre users and hotel guests could access and exit the site via Bath Road. Access through the site will be via a clearly sign posted one way stem which will which makes it clear that hotel users will not be able to access the hotel from Bath Road.

Residents have raised concerns over the potential increase in Heathrow Hotel Hoppa Buses passing through the village, and notably the applicant has committed to using this service through their Travel Plan. However, it should be noted that these buses already serve the Thistle Hotel opposite and, as such, it is not considered that the proposal would lead to a significant increase in these vehicles passing through the village.

Transport for London have confirmed that the applicant's Travel Plan is acceptable, and has been improved on that submitted with a previous scheme. It is also notable that the applicant has committed to providing both a Delivery Servicing Plan and a Construction Logistics Plan in its Transport Assessment. Should approval be granted, the Travel Plan would be secured by way of a S106 agreement and the Delivery Servicing Plan and a Construction Management Plan would be secured by way of condition.

In terms of pedestrian/cycle access to the site, this would be provided via three points of access, namely the proposed access point from the A4, the existing access from Bath Road between nos. 456 and 545, and the existing access currently serving the Abbey Business Centre. Pedestrain access would also be provided between Bath Road and the A4, via the proposed linear landscaped corridor alongside the riverbank.

RESIDENTIAL
The Council's Car Parking Standards require a maximum provision of 1.5 spaces per dwelling for flats and houses without individual curtilages and 2 spaces per dwelling for properties with curtilage parking. It is noted that the London Plan provides a guideline of 1-1.5 spaces per dwelling for three-bedroom properties and 1 space or less per dwelling for 1-2 bedroom properties. However, given the site's low PTAL of 1b, the UDP standards are considered appropriate in this instance.

In terms of the four proposed new-build terraces, a total of 8 parking spaces (including 1 x disabled spaces) would be provided to the rear of the units, accessed via a shared driveway off Bath Road, located to the east of the properties and 4 spaces in the ground level of the decked car park; a further two spaces would be provided for the two units resulting from the conversion of no. 470 Bath Road. This parking provision is considered acceptable. Should approval be granted a condition requiring details of parking allocation would be attached to any decision.

7.11 Urban design, access and security

Urban Design

Significant concerns were raised over the previous application on design grounds, with specific reference made to the height, bulk and scale of the building, which it was considered would have an unduly dominant impact on the adjacent Green Belt. As a result, whilst the building footprint continues to mirror that of the existing commercial buildings on the site, significant changes have now been made to the design of the hotel in an attempt to overcome these issues.

One of the most significant changes has been the stepping of the eastern facade to create a series of terraces comprising large expanses of glazing and planting. In addition the palette of materials has been revisited and softer tones of greens and browns introduced into the facade. It is considered that when combined with the proposed landscaped terraces, and organic patterns which would be provided on the metal and glass cladding, this would give the perception of a lighter less dominant building than previously proposed which would better integrate into the surrounding Green Belt setting.

Since the application was originally submitted in December 2010, amended plans have been submitted, which also reduce the height of the building from entirely 5-storeys, as originally proposed, to having 2 and 3 storey elements in the most sensitive parts of the site (near the Green Belt and the Listed Building). It is considered that this significantly reduces the visual impact of the proposed development on the adjacent Green Belt and

Bath Road street scene and would be fully in keeping with the varying scale and size of surrounding developments.

These design changes and significant reduction in height, combined with landscaping improvements to the adjacent Green Belt, appropriate improvements to the Listed Building works and the traffic arrangement improvements, significantly reduce the perceived bulk, mass and scale of the building. It is considered that this fully overcomes the previous concerns relating to urban design issues and the visual impact of the scheme on the openness of the adjacent Green Belt. Notably the Council's Urban Design Officer has raised no objections and is supportive of the scheme.

7.12 Disabled access

The applicant has submitted a Design and Access Statement which confirms that all entrance thresholds to the hotel and residential buildings would be level or slightly ramped with opening widths and doors designed in compliance with current regulations and Disability Discrimination Act (DDA) requirements.
It also confirms that the development would fully comply with Part M of the building Regulations, BS8300:2001 'Design of Buildings and their Approaches", and relevant Supplementary Planning Guidance.

The Council's Access Officer has reviewed the amended details that have been submitted and had advised that all previous concerns have been addressed satisfactorily. Conditions will be attached to the decision should permission be grated requiring that the hotel be fully accessible and that the residential properties be built to Lifetime Homes standards.

7.13 Provision of affordable & special needs housing

The proposed residential units would off-set the loss of those which would be demolished as part of the hotel development. Accordingly, there is no requirement to provide affordable or special needs housing for this development.

7.14 Trees, landscaping and Ecology

The site, which is located at the eastern end of Longford and on the eastern side of the Duke of Northumberland's River and west of the Abbey Business Centre, is predominantly flat, open and not built, although there are several houses along the Bath Road. There are views of the site, in particular the open, Green Belt land, and the large clumps of trees, from the A4 Colnbrook Bypass to the north, and from the Bath Road to the south. The trees, which are predominantly evergreen along the Bath Road and broadleaved in the middle of the site, provide a wooded backdrop, and contribute to the setting of the low-rise buildings on the Bath Road frontage and the character of the locality.

There are many trees on the site. In the main these form linear groups and clumps (large-scale landscape features). These include several mature conifers, mostly Yew. Most of the broadleaved trees are Sycamore, but there are also some mature Walnuts, which are probably relics of the orchard that once covered most of the site.

The trees on the site are not protected by Tree Preservation Order or Conservation Area designation. Nevertheless, many of the trees, and groups and masses of trees, are large and conspicuous features in the local landscape, which contribute to the visual amenity and character of the area. The trees of higher values should be protected and, in terms of Saved Policy BE38 of the UDP, be retained as part of any redevelopment of the site.

The landscape setting and strategy (evolution) are outlined in the 'Scheme Design' and 'Landscape Design' sections of the updated Design and Access Statement (DAS - May

2011).

There is a Tree Removal Plan (April 2011), which is reproduced in the Tree Report. That drawing shows trees to be retained and removed, the root protection areas of the retained trees, and the proposed tree protection measures. The revised application includes an arboricultural implications assessment. It is noted by the applicants that tree protection and precautionary measures and a method statement (to BS 5837), will be required to ensure that the trees are protected, and retained and utilised as part of the proposed development.

The applicants indicate, at paragraph 6.4.15 and the following table (under Policy BE38) in the Planning Statement, that 'all construction works taking place in the vicinity of the retained trees should conform to British Standard 5837:2005 Trees in relation to construction', and that 'as set out in the Landscape Proposals, the scheme will retain the river and the mature trees to the east of the site'.

The revised design of the proposed layout has been informed by the tree-related and landscape information, and the 'Ground Floor Landscape Plan' (Drawing No. D 0002 P11) shows the trees to be retained consistent with the Tree Removal Plan, which shows the retention/removal of trees, as well as proposed tree planting and landscaping, which includes green and brown roofs on the hotel and a green wall on the decked car park.

The revised scheme has been designed to retain the large, high-value, mature Yew tree at the front of, and other trees around, the terrace of four houses on the Bath Road (452 Bath Road), and at the rear of the listed building (456 Bath Road). In that context the removal of two Yews close to the existing buildings, in order to facilitate that part of the revised scheme, will not have a harmful effect on the local landscape or amenity of the locality.

The revised layout and landscape plans show the hotel and a linear park along/in the riverside corridor, part of which is in the Green Belt and retained as open space. These plans show the retention of most of the valuable trees/features alongside the river, on the areas north of the Bath Road and on the eastern part of the site. Most of the trees in the middle of the site will be removed to provide space for the hotel and other buildings, and associated structures, roads, parking, etc. The Landscape Plan outlines additional tree planting and landscaping as a setting for the hotel and other buildings, and in the linear park / open space. In this context, the tree loss associated with the revised scheme will not have a harmful landscape or visual effect on the locality or the Green Belt.

Overall, subject to conditions TL1, TL2, TL3, TL5 (modified to also require details of the green walls), TL6, TL7 and TL21, the revised scheme is acceptable in terms of Saved Policy BE38 and relevant landscape-related Green Belt Policies of the UDP.

7.15 Sustainable waste management

In terms of the proposed hotel, because this is a commercial development, the hotel operator ultimately has discretion over which waste management methods are used. It is presumed that refuse facilities would be provided in the service yard area and there appears to be sufficient space to do this. Full details of waste and recycling facilities would be required by way of condition should approval be granted.

In terms of the residential properties, limited details of refuse provision have been

provided at this stage. However, it is considered that there is sufficient space to provide appropriate facilities and, accordingly this could be required by way of condition should approval be granted.

7.16 Renewable energy / Sustainability

The London Plan (July 2011) requires major development to show how the development would generate a proportion of the site's electricity or heat needs from renewables wherever feasible.

The applicant has submitted an Energy Strategy, which demonstrates that a number of measures have been incorporated into the scheme to reduce its energy demand. These include limiting solar gain into bedrooms, ensuring air tightness, and using efficient electrical equipment.

The use of a number of renewable energy sources, wind power, photovoltaics, ground source heating and cooling, solar thermal hot water generation and biomass have been investigated. It is proposed to use a gas fired combined Heat and Power (CHP) system, air source heat pumps and roof mounted photovoltaics.

The energy efficient measures, combined with the use of CHP, air source heat pumps and photovoltaics, would provide a carbon saving of 56%, 20% of which would be from renewable energy sources. This complies with London Plan (July 2011) standards and is considered to be acceptable. Further details would be required by way of condition should approval be granted.

7.17 Flooding or Drainage Issues

The application site does not lie within a Flood Zone, however given the site is is over a hectare the applicant has carried out a flood risk assessment which is in accordance with Planning Policy Statement 25.

The Flood Risk Assessment accompanying the application demonstrates that the site lies above the 1 in 100 year flood level and that the scheme has been designed to have slab levels 300mm above this level (including entrances to the semi basement car park); adequate and appropriate means of escape provided and that the development achieves Greenfield run off rates through a combination of metro cells under car parking spaces, green roofs and a surface attenuation pond incorporated into the landscaping.

The FRA has provided sufficient information on the level of flood risk to the site and demonstrated that the proposed development will be safe from flooding whiles not increasing flood risk off site; adequately demonstrated, with evidence, that it is possible to attenuate surface water runoff rates to Greenfield rates; and demonstrated that sustainable urban drainage systems have been maximised as part of the design.

The proposal is therefore considered to be acceptable and the Environment Agency is also satisfied with the proposed mitigation measures subject to conditions.

7.18 Noise or Air Quality Issues

AIR QUALITY
The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a minor increase in pollutants and, as such, given the existing

poor air quality in the area, a number of mitigation measures should be put in place, including the provision of a Green Travel Plan and a S106 contribution of £25,000 towards air quality monitoring in the area. It is considered that these measures would be sufficient to offset the impact of the development on local air quality.

NOISE
Officers' in the Council's Environmental Protection Unit have advised that in accordance with Hillingdon's Supplementary Planning Document on Noise, it is the responsibility of the developer to ensure satisfactory noise levels inside the proposed hotel. Nevertheless, should planning approval be granted an appropriate condition could be added to ensure appropriate mitigation measures against noise were carried out.

In terms of the proposed residential properties, it is noted that the application site falls within PPG4 Noise Exposure Category C, which advises that planning permission should not normally be granted. However, these would directly replace existing residential properties and are located on the edge of a primarily residential area. As such, it is not considered that refusal could be justified on noise grounds. The Environmental Statement submitted in support of the application claims that satisfactory internal noise levels can be provided inside the properties through suitable sound insulation and notably the Council's Noise Officer has raised no objections on these grounds, subject to the imposition of appropriate conditions should approval be granted, to ensure the amenity of future occupiers would be sufficiently safeguarded.

In terms of noise impact from the proposed hotel development, it is considered that this could be controlled through use of appropriate conditions should approval be granted and, accordingly, no objections are raised on these grounds.

7.19 Comments on Public Consultations

The objections received from residents and the Longford Residents Association mainly relate to the principle of the development, traffic and parking impacts, visual impacts, including the impact on the historic buildings and Green Belt, and noise and disturbance. These issues have been addressed in the report by way of a condition or are non-material planning considerations.

The comments received from the Thistle Hotel are noted. The issues raised are addressed in the report.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that contributions should be provided towards construction training, hospitality training, public realm improvements, air quality monitoring, provision of a comprehensive green travel plan, and project management and monitoring. In addition, the applicant should enter into a S278 agreement to secure relevant highway works to the A4 and provide a scheme to ensure the future retention and maintenance of the Grade II Listed Building at 456 Bath Road. In this instance a S106 agreement has been progressed with the applicant.

7.21 Expediency of enforcement action

Not appropriate to this application.

7.22 Other Issues

- Contamination
Officers in the Council's Environmental Protection Unit have advised that there could be some contamination present at the site. Should approval be granted this could be addressed by way of appropriate conditions.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

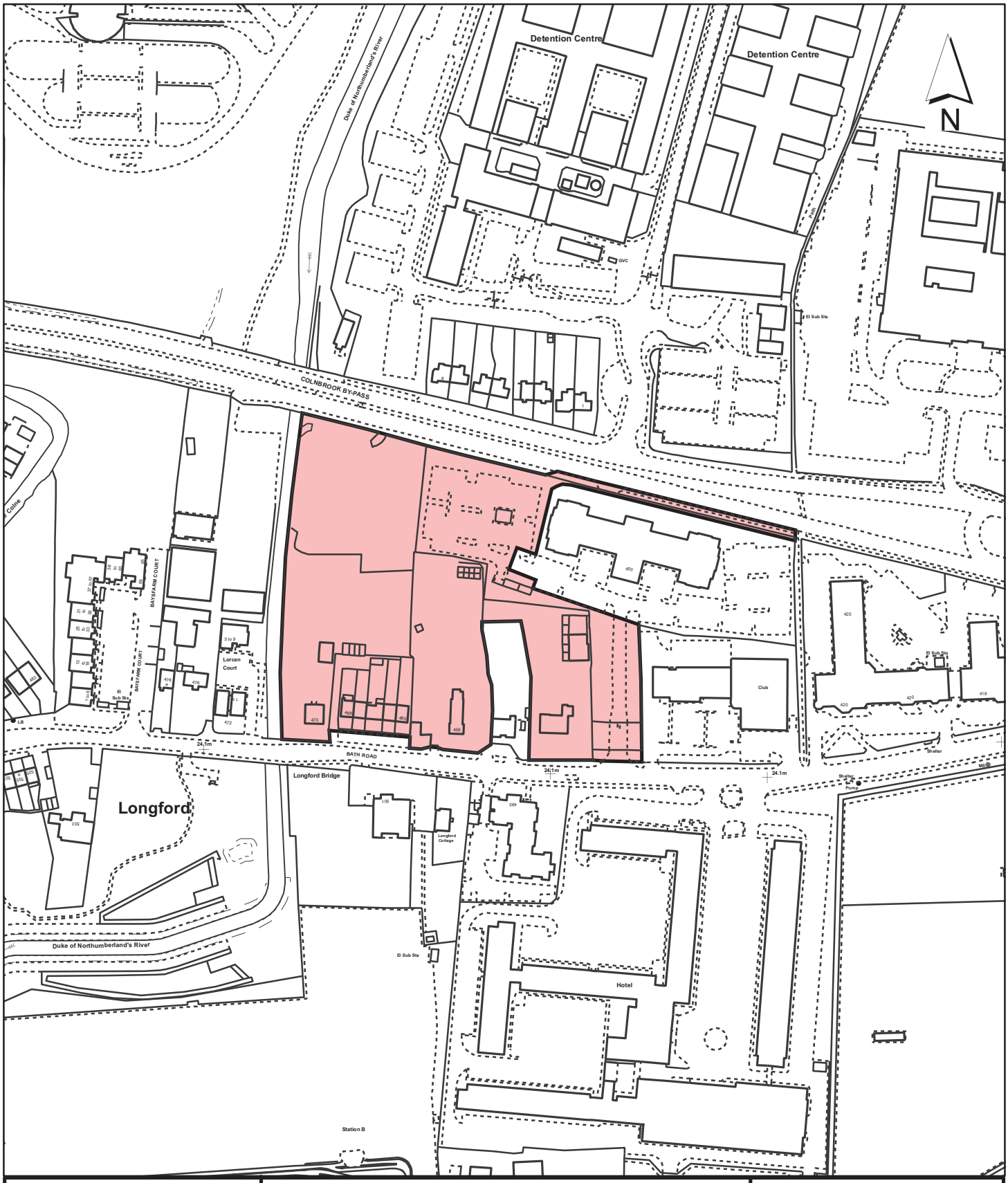
It is considered that this scheme has taken a more holistic approach to the redevelopment of the entire site in order to address previous concerns, and complies with relevant planning policies. As such, approval is recommended subject to relevant conditions, and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended to secure contributions towards improvements to the public realm, construction and hospitality training initiatives, air quality monitoring and provision of a Green Travel Plan.

The principle of the proposed development is considered to be acceptable. The size and scale of the proposed buildings are considered to be appropriate for this location, and the proposed development would not have any significant detrimental impact on the visual amenities of this part of the airport. A number of energy saving measures would be incorporated into the scheme as well as renewable energy sources. The parking is considered to be acceptable in this location and the impacts of the proposed development on the Hillingdon road network would be acceptable. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 2 (Green Belt)
Planning Policy Statement 3 (Housing)
Planning Policy Guidance 13 (Transport)
Planning Policy Guidance 15 (Planning & the Historic Environment)
Planning Policy Guidance Note 16 (Archaeology and Planning)
Planning Policy Statement 22 (Renewable Energy)
Planning Policy Guidance 24 (Planning & Noise)
Planning Policy Statement 25 (Development & Floor Risk)
Good Practice Guide on Planning for Tourism
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Residential Layouts
Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Matt Kolaszewski **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

452, 456, 460 - 470 rear of Bath Road Longford

LONDON BOROUGH OF HILLINGDON

Planning, Environment & Community Services

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

Planning Application Ref:

65419/APP/2010/2860

Scale

1:2,500

Planning Committee

Central and South

Page 54

Date

February 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address LONG HAUL CATERING BASE SCYLLA ROAD HEATHROW AIRPORT HOUNSLOW

Development: A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works.
B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA). of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)

LBH Ref Nos: 50270/APP/2011/1422

Drawing Nos:
30234/PL/110
L1511-E6
L1511-E4
30234/PL/100
30234/PL/113
30234/PL/112
30234/PL/108
30234/PL/101
30234/PL/109
30234/PL/102
03377-HL-XX-XX-DR-Y-800-8100-P1
L1511-E2
L1511-E3
L1511-E1
30234/PL/111
02-AREAS-B
Transport Statement Addendum
Phase 2 Geo-environment Investigation and Assessment
Design and Access Statement
Supporting Planning Statement
Transport Statement
Framework Travel Plan
Plot 3 Travel Plan
Energy Statement Plots 1 & 2
Energy Statement Plot 3
Noise Assessment
Air Quality Statement
Archaeological Desk Based Assessment
Ecology Survey
Bird Hazard Management Plan
External Lighting Strategy Plots 1 & 2
External Lighting Strategy Plot 3
MJA-P105-3277-M
MJA-P105-3277-L
Landscaping Management Plan
551.19.02
Utilities Report

Flood Risk Assessment and SuDS Statement Phase 1
Phase 1 Geo-environmental Desk Study
Environmental Impact Assessment (EIA)Screening Report
BREEAM Strategy

Date Plans Received: 03/06/2011 **Date(s) of Amendment(s):**

Date Application Valid: 03/06/2011

1. SUMMARY

This application is lodged in the form of a Hybrid application where by Full planning permission is sought for 10,194sqm of commercial floorspace (B1c/B2/B8 Use Classes) at the northern end of the site.

In addition Outline planning permission (with all matters reserved) is also sought to develop two further plots (one with 6,300sqm of commercial floorspace (B1c/B2/B8 Use Classes) and the other plot to accommodate 8,170sqm of commercial floorspace (B1c/B2/B8 Use Classes)).

It is worth noting that the site is within close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west, south and east. There are no residential properties in close proximity to the site. Access to the site is from the southern perimeter road.

There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. The Environment Agency have raised concerns in relation to potential flood impacts. However subject to the imposition of relevant conditions it is considered that these concerns would be adequately addressed.

The details provided in relation to the portion of development for which full planning permission is sought are considered acceptable. The design of the building, parking, access arrangements and the proposed use are considered acceptable in this location.

With regard to the portion of the development for which outline planning permission is sought, while all matters are reserved, the proposed parameters of development, are, given the context in which the site is set, considered acceptable, and subject to planning obligations and conditions (which are recommended) no objection is raised.

2. RECOMMENDATION

2.1 That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission, subject to any relevant amendments agreed by the Head of Planning,

Consumer Protection, Sport and Green Spaces and also those requested by the Greater London Authority and the following:

A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) Construction Training: Either an in-kind onsite training provision or a cash contribution equal to £2,500 for every £1 million build cost is to be delivered during the construction phases of the development. This obligation is to be delivered as each phase of the development is progressed.
ii) Employment Training: a financial contribution of £50,000 for the purposes of employment training in the borough.
iii) Public Realm: a financial contribution of £20,000 for off-site landscaping adjoining the river and the development site (this is for the entire development).
iv) Air Quality: a financial contribution of £25,000 towards air quality monitoring initiatives in the locality (this is for the entire development).
v) Travel Plan: 10 Year Green Travel Plans for each phase of the development. A financial contribution of £20,000 will also be provided to enable the monitoring of these travel plans for the 10 year period.
vi) Project Management and Monitoring Fee: a £5,000 contribution to ensure the project management and monitoring of the resulting agreement.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning, Consumer Protection, Sport and Green Spaces, then the application may be referred back to the Committee for determination.

E) That subject to the above, the application be deferred for determination by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Consumer Protection, Sport and Green Spaces prior to issuing the decision:

1 OUT1 **Time Limit**

The development hereby permitted shall begin either before the expiration of three (3) years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the

later.

REASON
To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 **Reserved matters - submission**

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -
(a) Layout
(b) Scale
(c) Appearance
(d) Access
(e) Landscaping

REASON
To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 OUT3 **Approval of Details**

Approval of the details of the access, landscaping, layout, scale and appearance of individual phases of the outline development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of the outline development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, incorporate the following:
(i) Traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points, the means of ingress and egress, the closure of existing access, visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
(ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
(iii) The means of construction and surfacing of all roads, parking areas and footpaths,
(iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
(v) Hard and soft landscaping plans,
(vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and know ordinance datum point,
(vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
(viii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
(ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
(x) A demolition and construction management plan including a method statement,
(xi) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities.
(xii) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
(xiii) Bird Hazard Management Plan.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and
(i), (ii), and (iii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(iv) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(v) To ensure the Local Planning Authority is able to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(vi) To ensure the development relates satisfactorily to its context in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(vii) To ensure the development presents a satisfactory appearance and to safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(viii) To provide a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011),
(ix) To ensure adequate facilities are provided for cyclists in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(x) To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
(xi) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (July 2011) Policies 3.1, 3.3 and 7.2.
(xii) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 5.7 of the London Plan (July 2011).
(xiii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

4 NONSC **Phasing**

Before commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaped and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 OM1 **Development in accordance with Approved Plans**

Not withstanding any illustrative information contained in supporting documentation, the outline development shall not be carried out otherwise than in strict accordance with the plans hereby approved: 30234-PL-102 Parameters Plan

REASON
To ensure that the external appearance of the development is satisfactory to accord with

Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 M5 **Means of Enclosure - details**

The boundary treatment for each phase of development approved in compliance with Condition 3(viii) shall be provided before occupation of any of the buildings approved in the relevant phase or within such longer periods as the Local Planning Authority may agree in writing. The boundary treatment shall thereafter be retained and maintained for so long as the development remains in existence.

REASON
To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 H1 **Traffic Arrangements - submission of details**

The access and traffic arrangements approved in compliance with Condition 3(i), and cycle storage facilities approved in compliance with Condition 3(ix), shall be provided before that part of the development is occupied or brought into use, or within such longer periods as the Local Planning Authority may agree in writing.

Thereafter, they shall be retained and maintained for so long as the development remains in existence.

REASON
To ensure that adequate facilities exist to serve the development and ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

8 NONSC **Parking/turning/loading/unloading**

The parking/turning/loading/unloading facilities approved in compliance with Condition 3(i) shall accord with the Local Planning Authority standards and shall be provided before the development of each phase is occupied, or brought into use. Thereafter, they shall be retained for so long as the development remains in existence.

REASON
To ensure that adequate facilities are provided and retained to service the development without creating conditions prejudicial to the free flow of traffic in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 NONSC **Surfacing & landscaping**

All surfacing and landscaping agreed in compliance with Condition 3(iv) for each phase of the development shall be provided before occupation of the buildings in the relevant phase or during the first planting season following such occupation.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and to ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 NONSC **Landscape plan for each Phase**

The detailed landscape plan for each phase approved in compliance with Condition 3(v) shall include:-

(i) An accurate survey plan at a scale of not less than 1:200, showing:-
(a) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
(b) A clear indication of trees, hedges and shrubs to be retained and removed.
(c) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
(ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained.
(iii) Planting plans (at not less than a scale of 1:100),
(iv) Written specification of planting and cultivation works to be undertaken,
(v) Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
(vi) Implementation programme,
(vii) Proposed finishing levels or contours,
(viii) Means of enclosure,
(ix) Car parking layouts (including landscaping around car parking areas),
(x) Other vehicle and pedestrian access and circulation areas,
(xi) Hard surfacing materials proposed,
(xii) Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
(xiii) Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
(xiv) Retained historic landscape features and proposals for their restoration where relevant.
(xv) A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.
xvi) Details of landscape enhancement works and planting to the frontage of the site adjacent to Scylla Road.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and to ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 TL6 **Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance the detailed landscape plans for each phase, and shall be completed within the first planting and seeding seasons following the completion of the relevant phase of development or the occupation of the buildings completed in the relevant phase, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or

in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON
To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 NONSC **Height, floorspace, width and length**

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures identified on Parameters Plan 30234-PL-102, including any plant and equipment, shall not exceed the following:

Plot 1: 6,300sqm, max height 20m from FFL, max building width 44m, max number of buildings 2no, max building length 108m, max building width 87m.

Plot 2: 8,170sqm, max height 20m from FFL, max building width 100m, max number of buildings 4no, max building length 116m, max building width 100m.

Notwithstanding any illustrative information contained in supporting documentation, the siting, maximum and minimum width and length of any buildings shall accord with Parameters Plan 30234-PL-102, unless otherwise agreed in writing by the Local Planning Authority.

REASON
To prevent over development of the site, to ensure that the scale and massing of the buildings are appropriate to their setting, to comply with the terms of the application and to accord with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 DIS1 **Facilities for People with Disabilities**

The plans and details relating to disabled access and facilities approved in compliance with Condition 3(xi) shall ensure that:

(i) The proposals are designed to be fully accessible in accordance with BS 8300:2009 and incorporating horizontal evacuation and evacuation lifts as detailed in BS 9999:2008, and a minimum of 10 percent of the hotel rooms are to be designed for wheel chair accessible, compliant with BS8300 Figure 59,
(ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:60,
(iii) Level access is provided to all buildings
(iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,
(v) All buildings, including their approach designed in accordance with BS 8300:2009,

The facilities approved in compliance with Condition 3(xi) shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 SUS1 **Energy Efficiency Major Applications - Full component**

Prior to the commencement of any of the elements of development for which full planning permission is hereby approved a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall set out the baseline energy consumption and associated CO2 emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a 25% reduction in CO2 emission from energy efficiency measures and renewable energy. The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure the development reduces CO2 emissions in accordance with Policy 5.2 of the Replacement London Plan 2011.

15 NONSC **Traffic arrangements - Full component**

Prior to commencement of any of the elements of development for which full planning permission is hereby approved, the following details of traffic arrangements for the relevant element including carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, electric vehicle charging points serving 20% of all spaces, loading facilities, closure of existing access and means of surfacing shall be submitted to and approved in writing by the Local Planning Authority.

The relevant elements of development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102

ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC **Boundary Treatment - Full component**

Construction of the elements development for which full planning permission is hereby approved shall not commence until details of boundary fencing or other means of enclosure and details of all gates and barriers (including details of locks, materials, height, management and maintenance) have been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the relevant building is occupied and shall be permanently retained thereafter.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 M1 **Details/Samples to be Submitted**

Development of the elements of development for which full planning permission is hereby approved shall not commence until details and/or samples of all materials, colours and finishes to be used on all external surfaces of the relevant component of the full planning element have been submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109

vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

18 TL5 **Landscaping Scheme - (full apps where details are reserved)**

No development of any component of the full planning permission shall take place until a landscape scheme providing full details of hard and soft landscaping works for the relevant component of the full planning permission element has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out in strict accordance with the approved details. The scheme shall include: -
- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -
- Proposed finishing levels or contours,
- Signs and lighting,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19 OM19 **Construction Management Plan**

Prior to commencement of any phase of the outline or full planning permission elements of the development as hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

The detailed drawings and supporting documentation shall include the following:

(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.

Thereafter and during the construction of each relevant phase of the outline and full elements as hereby approved, the scheme shall be completed in strict accordance with the approved details for the relevant phase of the full element of development for which full planning permission is approved.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To protect the amenity of the surrounding area in accordance with Policy BE19 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) as well as manage air quality in accordance with Policies 7.1 of the London Plan 2011 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to minimise the impact of the construction phase on the strategic highway network and to comply with London Plan policy 6.14.

20 OM2 **Levels**

The plans showing the existing and proposed levels approved as part of condition 3(vi) shall be shown in relation to a fixed datum point, and for the avoidance of doubt prior to the commencement of any of the elements of development for which full planning permission is hereby approved, plans of the relevant part of the site showing the existing and proposed ground levels and the proposed finished floor levels (in relation to a fixed

datum point) of the relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall not be carried out other than in accordance with the approved details.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

21 DIS1 **Facilities for People with Disabilities**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

The detailed drawings and supporting documentation shall include the following:
i) Sign plates, incorporating a representation of the Universal Wheelchair Symbol for the relevant phase, or element of the full planning permission, shall be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such sign plates shall identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of special services. Signs for direction and location shall have large characters or numerals and clearly contrast with the background colour.
ii) Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:
- the internal layout of buildings,
- details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings),
- external areas (including car parking areas).

Prior to occupation of the relevant phase, or relevant component of the full planning element the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22 OM5 **Provision of Bin Stores**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:

i) Detailed drawings and specification of covered, secured and signposted waste and recycling storage storage/collection areas.

Prior to occupation of the relevant phase, or relevant component of the full planning element, the approved refuse and recycling facilities shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1.

23 OM14 **Secured by Design**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant

component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:
i) Details of security measures to reach the standard necessary to achieve the '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).

Prior to occupation of the relevant phase, or relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
In pursuance of the Local Planning Authority'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 Local Planning Authority's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan (July 2011).

24 NONSC **CCTV**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved a scheme for the provision of Closed Circuit Television (CCTV) for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The scheme for the provision of Closed Circuit Television (CCTV) shall include the following:
i) Details of how the proposed CCTV system will be compatible with the Council's CCTV system;
ii) Details of CCTV cameras, including type and specification;
iii) Details of the location of CCTV cameras to be mounted on and/or around the buildings and bicycle storage areas

Prior to occupation of the relevant phase, or relevant component of the full planning element the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is

approved and full planning element are defined as follows:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority's powers under Section 2 of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety by Design and to ensure that the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011).

25 NONSC **Car Parking Allocation**

Prior to the commencement of development, a scheme (including the marking out of parking spaces) for the allocation of parking spaces (including all disabled bays) shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking areas shall be marked out in accordance with the approved plans; designated and allocated for the sole use of the occupants of the development in accordance with the approved scheme; constructed prior to occupation of the development; and thereafter be permanently retained and used for no other purpose. The allocation scheme shall ensure that car parking spaces are located within reasonable proximity to the units they will serve.

REASON
In order to ensure the development is adequately serviced by car parking spaces and to meet the needs of disabled persons in accordance with Policies AM7, AM13 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

26 H15 **Cycle Storage - In accordance with approved plans**

Prior to commencement of each relevant phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, and for the avoidance of doubt, prior to commencement of the development, detailed drawings and supporting documentation for the relevant element of the full planning permission shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
i) Details demonstrating the adequate provision of changing facilities, lockers and shower facilities for cyclists.

Prior to occupation of the relevant phase, or relevant component of the full planning element the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element¿ are defined as follows:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

27 TL7 **Maintenance of Landscape Areas**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a schedule of landscape maintenance for the relevant phase/relevant component of the full planning element covering a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure that the approved landscaping is properly maintained in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28 NONSC **Bird Hazard management Plan**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

i) A Bird Hazard Management Plan which shall include the following details:
- Details of any water features,
- Monitoring of any standing water within the site,
- Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at www.aoa.org.uk/publications/safeguarding.asp
- Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks,
- The species, number and spacing of trees and shrubs,
- reinstatement of grass areas,
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON
To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

29 SUS5 **Sustainable Urban Drainage**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a scheme for the provision of sustainable drainage systems to drain surface water runoff shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy and as set out in the flood risk assessment (Capita Symonds, Rev B, 25/5/11). The scheme shall also include information regarding the use of soakaways where proposed, including percolation tests. Should soakaways be found to be unviable, then an alternative measures shall be included in the scheme.

Thereafter the development shall proceed in accordance with the approved scheme.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To ensure that surface water run off is handled as close to its source as possible and to ensure the development does not increase the risk of flooding and to aid adaptation to climate change in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) Planning Policy Statement 25, and London Plan policy 5.13.

30 NONSC **Greywater/Rainwater Recycling**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, details demonstrating the incorporation of either rainwater or grey water recycling facilities into each of the buildings in the relevant phase/relevant component of the full planning element, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter and prior to occupation of each phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
In order to provide a sustainable form of development and promote water conservation in compliance with Policies 5.3 and 5.15 of the London Plan 2011.

31 NONSC **FRA**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and SuDs Statement dated 03/05/2011.

REASON
1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the impact of flooding on the proposed development and future occupants.
3. To comply with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and PPS25.

32 NONSC **Contaminated Land**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to deal with contamination within the relevant phase or component of the full

planning element shall be submitted (in accordance with the Supplementary Planning Guidance on Land Contamination) to and approved in writing by the Local Planning Authority.

All works which form part of the remediation scheme for the relevant or component of the full planning element shall be completed before any part of the relevant phase/component of the full planning element of development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

(i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site and surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
(ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make each phase suitable for the proposed use;
(iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the Local Planning Authority prior to commencement of each phase and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation;
(b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the Local Planning Authority prior to implementation; and
(iv) Upon completion of the remedial works, this condition will not be discharged for any phase until a verification report for the relevant phase has been submitted to and approved by the Local Planning Authority. The report shall include details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

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) PPS1 and PPS23.

33 NONSC **Previously Unidentified Contamination**

If, during development of any phase/component of the full planning element, contamination not previously identified is found to be present at the site then no further development on that phase/relevant component of the full planning element (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how contamination shall be dealt with.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To prevent the contamination of controlled waters from existing land contamination mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) PPS1 and PPS23.

34 NONSC **Ecological Diversity**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved an ecological enhancement scheme shall be submitted to and approved in writing by the Local Authority. The scheme shall set out how the development will enhance the areas bordering the Longford River, including where provision will be made for protected species (including bat boxes). The development shall proceed in accordance with the approved scheme.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
ii) Drawing: 30234/PL/100
iii) Drawing: 30234/PL/101
iv) Drawing: 30234/PL/108
v) Drawing: 30234/PL/109
vi) Drawing: 30234/PL/111
vii) Drawing: 30234/PL/112
viii) Drawing: 30234/PL/113
ix) Drawing: 8100 P1

REASON
To deliver biodiversity improvements in accordance with Policies 5.3 and 7.19 of the London Plan.

35 NONSC **No Biomass**

No biomass boiler shall be used on the premises until a scheme which specifies the provisions to be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON
To safeguard the amenities of the surrounding area in accordance with Policy BE21 of the Hillingdon Unitary Development Plan saved policies (September 2007).

36 NONSC **External Lighting**

The external lighting hereby approved shall be installed and maintained in accordance with the specification contained within the document entitled `External Lighting Strategy' dated 3rd May 2011.

REASON
To safeguard the amenities of the surrounding area in accordance with Policy BE21 of the Hillingdon Unitary Development Plan saved policies (September 2007).

37 NONSC **Gas Survey**

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of new buildings. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to any buildings on the development site to the satisfaction of the LPA.

REASON
There appears to be filled ground on this site. Past records indicate a possible landfill use. The condition is required to clarify whether or not there is any hazard due to gas migration from the filled ground to the buildings, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 250155.

38 NONSC **Use Restriction**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used solely by businesses/organisations engaged in activities which are directly related to the operation of Heathrow Airport.

REASON
To ensure that activities not directly related to the operation of the airport do not preclude opportunities of the airport for activities which are directly related to its operation, and thereby prevent pressure for development on Green Belt land and other off airport sites to cater for directly related needs and to accord with with Policy A4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

39 NONSC **Archaeology - English Heritage**

Prior to the commencement of any phase of the outline or full planning permission elements of the development as hereby approved, the applicant shall secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority for the relevant phase.

REASON
To ensure that the development would not destyroy important archaeological remains and to accord with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC3	Potential effects of development on sites of nature conservation importance
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
PPG13	Transport
PPG15	Historic Environment
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS20	Renewable Energy
PPS25	Development & Flood Risk
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.7	(2011) Outer London: economy
LPP 2.17	(2011) Strategic Industrial Locations
LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Energy assessment
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies

LPP 5.9	(2011) Overheating and cooling
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.4	(2011) London's international, national and regional transport links
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 2.8	(2011) Outer London: Transport
LPP 6.14	(2011) Freight strategy
LPP 4.10	(2011) New and Emerging Economic Sectors
LPP 5.12	(2011) Flood Risk Management
LPP 5.13	(2011) Sustainable Drainage
LPP 5.14	(2011) Water Quality and Waste Water
LPP 5.18	(2011) Construction, Excavation and Demolition Waste
LPP 5.21	(2011) Contaminated Land
LPP 7.2	(2011) An Inclusive Environment
LPP 7.3	(2011) Designing Out Crime
LPP 7.13	(2011) Safety, Security and Resilience to Emergency
LPP 7.14	(2011) Improving Air Quality
LPP 7.30	(2011) London's Canals and Other Rivers and Waterspaces
LPP 8.2	(2011) Planning Obligations

3

The development of this site is likely to damage historic assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design in order to ensure compliance with Policies BE1 and BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). This design should be in accordance with the appropriate English Heritage guidelines.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

4

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the

disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188

5

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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 I10 **Illustrative Drawings**

You are reminded that the drawings submitted with the outline component of the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

8 I24 **Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

9 I25 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of

Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

10 I43 **Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

11 I47 **Damage to Verge**

You are advised that 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).

12 I62 **Potential Bird Hazards from Buildings**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

13 I7 **Design Guidance - Reserved Matters**

You are advised to consult the Council's Design Guides for guidance on matters of design and layout prior to submitting details of reserved matters. These are available from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

14 I8 **Reserved Matters**

All details of reserved matters should be submitted for approval simultaneously.

3. CONSIDERATIONS

3.1 Site and Locality

The Application site is triangular in shape, located on the north side of Scylla Road and is bounded to the west, north west and the north by the Longford and Duke of Northumberland Rivers which curve around the site boundary (with the southern Perimeter Road further west beyond the two rivers). The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary. This landscaped riparian margin masks views from the Southern Perimeter Road to the site.

Opposite the site across Scylla Road is the Heathrow Cargo Examination unit, large depot buildings and a car parking area. To the east of the site are large industrial and warehousing buildings, incorporating areas of office, and have been constructed within the last 10 to 20 years.

The site is 4.735 Ha in area and currently accommodates a large industrial/warehouse building with an internal floor area of 19,356sqm. The building had formerly accommodated 'Gate Gourmet' a food preparation business for the aircraft industry. The existing building is approximately 40 years old and is currently being demolished.

The existing building footprint occupies approximately 35% of the total site area and is arranged in a rectangular block running north to south with the smaller elevation facing Scylla Road. The building is sited adjacent to the eastern boundary, separated from the boundary by small service areas and a circulatory road. The remaining areas of the site to the west and north are utilised for service yards, circulation and car parking.

The current site is essentially flat having little variation in ground level across its extent. With the exception of small areas to the south of the site (along the Scylla Road boundary) and along the western to northern boundaries (adjacent to the rivers and consisting of mature trees, shrubs and grass verges) the site is covered in either buildings or hard standing.

The nearest residential units to the site are situated approximately 200m to the east of the site, on the opposite side of Great S W Road (A30). The Hilton London Heathrow Airport Hotel is located 300m to the northeast of the site.

3.2 Proposed Scheme

This application is in the form of a hybrid planning application for the redevelopment of the former Long Haul Catering Base, Scylla Road, Hillingdon (4.67 hectares) to provide up to 24,651sqm (Gross External Area) of commercial foorspace (B1c/B2/B8 Use Classes) across three Plots (Plots 1, 2 and 3), with associated car parking, access from Scylla Road and ancillary works.

The scheme involves matters for which outline planning approval is sought, and in addition full planning permission is also sought for development over a portion of the site, as discussed below:

FULL PLANNING ELEMENT

Full planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) is sought for the northern end of the site (proposed Plot 3). In addition it is proposed to create a new access way from Scylla Road along with an internal estate road that will serve each development plot.

At the proposed new entrance to the site would be a gate house. The full application also proposes associated car parking, landscaping and ancillary works.

The building for which full planning permission is sought would be roughly rectangular in shape, with a north south orientation. The building would accommodate an ancillary area of office space at the northern end of the building. The building would be 15m in height.

The bulk of the floor space would be at ground level in a large open plan warehouse with high ceilings. Only the ancillary office space would be located over three floors.

Access to the building by trucks would be from the western side of the building. Parking would be provided to the east and north of the building. The main entrance for staff and visitors would be from the eastern elevation.

A landscaping buffer is proposed along the boundary with the two Rivers and within the car parking area.

The future use of the site is relevant given the location of the site within the airport boundary. The applicant has advised that the building is would be occupied by Schenker Limited, a firm providing a full range of air freight services including general air freight movements through charter, onboard couriers or special product groups. This firm provides consolidated or direct air cargo movements, door-to-door services, full- or part-charter, and combined air and sea services.

There would be up to 285 staff working at the premises and 176 parking spaces (including 17 designed for use by disabled persons) are proposed for this Plot.

The applicant is applying for 24 hour use of the facility 365 days of the year.

OUTLINE PLANNING ELEMENT

With the exception of the full planning elements outlined above, the redevelopment proposal is submitted in outline form, with all matters being reserved:

* Access: this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
* Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.
* Scale: the height, width and length of each building proposed in relation to its surroundings.
* Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built for of the development.
* Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of tress or hedges or screening by fences or walls.

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications for access, layout, scale, appearance and landscaping will also need to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of works relating to proposed Plots 1 and 2 on site which are close to the southern end of the site, bisected by the proposed new accessway leading to proposed Plot 3.

The applicant is applying for the flexibility to use Plots 1 and 2 for any combination of B1c/B2/B8 floorspace, or for the use of the building(s) for a single B1c/B2/B8 use. The applicant is applying for 24 hour use of the B1c/B2/B8 facility on all three plots.

A review of the Design and Access Statement confirms that in view of the strategic location of the Scylla Road site, future occupiers will relate to those operating in airport related activities such as air handling, cargo, supplies for aircraft maintenance, repair and overhaul operations, air catering etc.

The maximum parameters for proposed Plots 1 and 2 are set out below:

PLOT 1:

Maximum floor area: 6,300sqm
Maximum number of building: 2
Min Height 8m Max Height: 20m
Min Width 44m Max Width: 87m
Min Length 32m Max Length: 108m

PLOT 2:

Maximum floor area: 8,170sqm
Maximum number of building: 4
Min Height 8m Max Height: 20m
Min Width 40m Max Width: 100m
Min Length 34m Max Length: 116m

3.3 Relevant Planning History

50270/95/1362 British Airways Catering Centre Scylla Road Heathrow Airport

Erection of a two storey modular building for office use

Decision: 20-11-1995 Approved

50270/APP/2011/1264 Long Haul Catering Base Scylla Road Heathrow Airport Hounslow

Application for prior approval of the method of demolition for existing building

Decision: 13-06-2011 PRQ

Comment on Relevant Planning History

The site has a varied planning history, relevant consents are set out below:

Planning Consent 50270/95/1362 was approved on 20/11/1995 and related to the erection of a two storey modular building for office use by BA Catering Services.

More recently the Council received a prior notification under the General Permitted Development Order 1995 Schedule 2 Part 31 for the demolition of the existing building application(ref: 50270/APP/2011/1264). The demolition and the proposed demolition method were acceptable and as such no objection was raised. A visit to the site by the case confirms that parts of the existing building have been demolished.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)
Planning Policy Guidance 13 (Transport)
Planning Policy Guidance 16 (Archaeology and Planning)
Planning Policy Statement 22 (Renewable Energy)
Planning Policy Guidance 24 (Planning & Noise)
Planning Policy Statement 25 (Development & Flood Risk)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.12	To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
PT1.23	To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
PT1.24	To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
PT1.25	To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
PT1.27	To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.
PT1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
PT1.39	To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC3	Potential effects of development on sites of nature conservation importance
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
PPG13	Transport

PPG15	Historic Environment
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS20	Renewable Energy
PPS25	Development & Flood Risk
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.7	(2011) Outer London: economy
LPP 2.17	(2011) Strategic Industrial Locations
LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Energy assessment
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.9	(2011) Overheating and cooling
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.4	(2011) London's international, national and regional transport links
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 2.8	(2011) Outer London: Transport
LPP 6.14	(2011) Freight strategy
LPP 4.10	(2011) New and Emerging Economic Sectors
LPP 5.12	(2011) Flood Risk Management
LPP 5.13	(2011) Sustainable Drainage
LPP 5.14	(2011) Water Quality and Waste Water
LPP 5.18	(2011) Construction, Excavation and Demolition Waste
LPP 5.21	(2011) Contaminated Land
LPP 7.2	(2011) An Inclusive Environment
LPP 7.3	(2011) Designing Out Crime

LPP 7.13 (2011) Safety, Security and Resilience to Emergency

LPP 7.14 (2011) Improving Air Quality

LPP 7.30 (2011) London's Canals and Other Rivers and Waterspaces

LPP 8.2 (2011) Planning Obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th July 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY and TRANSPORT FOR LONDON
Observations from the Greater London Authority (GLA) and Transport for London (TfL) will be reported to the Committee via the addendum.

ENVIRONMENT AGENCY (EA)

In the absence of an acceptable Flood Risk Assessment (FRA) we object to the grant of planning permission and recommend refusal on this basis for the following reasons:
i) The FRA submitted in support of the application does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS25). The submitted FRA does not therefore; provide a suitable basis for assessment to be made of the flood risk arising from the proposed development.
ii) In particular, the submitted FRA fails to provide calculations to demonstrate the volume of storage required, including an allowance for climate change, up to the 1 in 100 year critical storm duration.
iii) As soakaways are proposed the calculations should demonstrate how the soakaways will work based on the critical storm duration and soakage test results to provide a half drain time.
iv) Demonstrate that the full amount of storage required has been provided for on site, either as part of the sustainable drainage system or any remaining overground flooding.
v) Should soakaways prove to be unsuitable due to ground conditions or contamination, an alternative scheme should be provided which can meet the same proposed storage and run-off conditions

Resolution
The objection may be withdrawn if the developer could provide an adequate flood risk assessment in accordance with PPS25 that satisfies our. The FRA submitted must demonstrate to that the development can proceed without creating an unacceptable flood risk either to future occupants or elsewhere. If it cannot do this then we will maintain our objection. On receipt of a acceptable FRA, we will advise on flood risk conditions or make recommendations as appropriate.

Advice To The Local Planning Authority
If you are minded to grant permission for the proposed development despite the above, it is essential you contact this office before a determination is made. yourselves, ourselves and the applicant should discuss and agree a course of action which would need to be taken to enable us to withdraw our objection. If, after discussions we are unable to withdraw our objection but you remain minded to grant permission you will be required under the Town and Country Planning (Flooding) (England) Direction 2007 to notify the Secretary of State. We may also have other environmental issues that need addressing by conditions.

Advice To The Applicant
If you can provide information to adequately demonstrate that the strategy is appropriate for the storm and site conditions as outlined above and would therefore address flood risk concerns for the site, we would be in a position to provide the local planning authority with conditions on flood risk as appropriate.

We are pleased to see that the run-off rate is proposed to be restricted to 6 l/s/ha in line with the Greenfield run-off rate as this meets the aspirations of PPS25, the London Plan and Hillingdon's SFRA to restrict wherever practicable to Greenfield rates. This will also assist in reducing flood risk on the airport site.

SUSTAINABILITY OFFICER COMMENTS IN RESPONSE TO EA OBJECTION
The Council is required to use the Environment Agency's standing advice when determining a suitable approach to flood risk. In this instance, the development is over 1 hectare and in flood zone 1 (low probability). The site is therefore not at a medium probability (flood zone 2) or high probability (flood zone 3) of flooding.

The need to consult the Environment Agency is based on the need to manage surface water run-off. Developments over 1 hectare should demonstrate the use of sustainable drainage systems. They should also be able to demonstrate that water can ideally be attenuated to a Greenfield run-off rate in a 1:100year (plus 20% for climate change) storm event.

The Environment Agency object on the grounds that there are deficiencies within the flood risk assessment (FRA). For the avoidance of doubt, the Council supports the need to give considerable weight to applications that pose a significant risk of flooding. As a Lead Local Authority it is the Councils duty to be fully confident of the decisions being made. In this instance, the risk associated with this development is simply not of a scale and nature that outweighs the benefits of the proposal.

The site is predominantly hard standing, and will remain so with the new development (it would not increase the risk of surface water runoff over that which already exists). This application can help reduce any flood risk associated with the existing development. This is set out in the flood risk assessment (FRA) which was submitted to Environment Agency. The key questions that need to be addressed through the planning decision are:

* Is the site is at an unacceptable risk of flooding?
* Are the deficiencies in the FRA of such significance that the development would be unacceptable in terms of flood risk without rectifying them prior to determination?
* Whether or not these deficiencies could be met through suitable conditions?

The site is shown to be within flood zone 1 and therefore is at a low probability of flooding. The risk of flooding to the site is therefore low.

The site is already nearly 100% hardstanding and managed by BAA's existing surface water management system. The Councils Strategic Flood Risk Assessment indicates that the site is not within a mapped low point where flooding from drainage problems are more likely. The Councils emerging surface water management plan does not show any significant risks on the site. The site will generate little or no increase in run-off or flood risk. The development will not increase the risk of flooding.

Based on the best available information of flood risk on the site, it should not be deemed to be at an unacceptable risk of flooding; nor should it be considered to increase the risk of flooding.

Therefore the aim of the applicant's FRA is to set out an approach to managing surface water that improves the current drainage regime. This will ultimately mean that the development provides a benefit to the current surface water management of the site.

The Council accepts that there are gaps in the flood risk assessment e.g. there is a lack of information on soakaways and storage areas. However, the FRA does provide a suitable strategy on which to base planning controls through the use of conditions. There is no reason to believe that the development poses a sufficient risk to require all matters to be resolved prior determination.

Objections should be sustained in instances where planning conditions may be unreasonable or where the submission of further details may still not satisfy identified risks. In this instance, it is perfectly reasonable to assume that a more detailed drainage scheme can show the development will deliver an improvement on the site. There are many forms of sustainable drainage systems that can be used even if soakaways are not found to work.

The information gaps combined with the level of risk on the site are not sufficient to outweigh other benefits of the site and therefore warrant a refusal.

Given the information above, the Environment Agencys objection is not considered to be commensurate with the level of flood risk associated with the development. The Council would always support the refusal of any application that has an unacceptable risk of flooding, but in this instance the level of risk cannot be described as being unacceptable and therefore it can be managed through the imposition of a suitable condition, which is recommended below:

Condition
No development approved by this permission shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy and as set out in the flood risk assessment (Capita Symonds, Rev B, 25/5/11). The scheme shall also include information regarding the use of soakaways where used, including percolation tests. If soakaways are not found to work, then an alternative solution should be presented. The development shall proceed in accordance with the approved scheme.

Reason
To prevent the increased risk of flooding and aid adaptation to climate change in accordance with PPS25, and London Plan policy 5.13.

The Flooding Direction
The Environment Agency has also suggested the Council would be required to refer the scheme to the Secretary of State if minded to approve the scheme while there is an objection from Environment Agency. The 2007 flooding direction referred to by the Environment Agency was cancelled on 20 April 2009 and was replaced by the Town and Country Planning (Consultation) (England) Direction 2009.

The 2009 Direction states:

For the purposes of this Direction, flood risk area development means major development in a flood risk area to which the Environment Agency has made an objection that it has not been able to withdraw even after discussions with the local planning authority.

Flood risk areas are defined as:

Land in an area within
(a) Flood Zones 2 or 3; or
(b) Flood Zone 1 which has critical drainage problems and which has been notified for the purposes of article 10 of the Order to the local planning authority by the Environment Agency;

The development site is not located within flood zones 2 or 3. The site is not identified within a critical drainage area in the Councils draft surface water management plan. The site is not in a critical drainage area The Direction does not apply to this development as it is not included within the defined flood risk area. This has been confirmed in the opinion from our Legal Team.

The purpose of the Direction is to ensure that local authorities appropriate weight flood risk in their decisions. It refers to the higher risk types of development, particularly those at direct risk of flooding. This development is not captured by the Direction due to the relatively lower risks of flooding associated with it.

NATURAL ENGLAND
No objection. Permission could be granted (subject to other constraints) and that the authority should Consider requesting enhancements

PLANNING OFFICER COMMENT: Conditions are recommended to secure the provision of Bat Boxes along the boundary of the site which adjoins the rivers.

ENGLISH HERITAGE - ARCEAOLOGY

The site is situated in an area with a high archaeological potential. It lies within the Heathrow gravel terrace, which has shown to have had extensive multi-period settlement from the Mesolithic through to Roman and later periods. Remains include monumental ritualised structures such as the Stanwell Cursus, numerous ring ditchecl enclosures and planned field systems and intensive occupation. I also note that two Scheduled Ancient Monuments, also dating to the prehistoric period, a Bronze Age earthwork and a Roman settlement, are situated less than 500m from the development site.

Depending on previous truncation, the proposed development may, therefore, affect
remains of archaeological importance. I do not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application. This is in accordance with Policy HE 12.3 of PPS5 and local policies.

Condition:

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Informative:
The development of this site is likely to damage historic assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

PLANNING OFFICER COMMENT: Relevant Conditions and Informatives are recommended.

HIGHWAYS AGENCY
No objection

DEFENSE ESTATES
No objection.

NATS SAFEGUARDING
The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

THAMES WATER
Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Water Comments
With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

PLANNING OFFICER COMMENT: Relevant Informatives are recommended to make the above clear to the applicant.

METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR
No objection subject to conditions to ensure the development meets secured by design standards and secure CCTV.

Internal Consultees

Environmental Protection Unit (EPU)

EPU COMMENT 7 JULY 2011

There have been informal discussions with the developer's agent and the URS Corporation, the

previous environmental consultants for this site in 2010. The Capita Symonds report submitted with the application is a desk study as was the URS report from March 2010. The desk studies are based on site investigations carried out around 2004 and 2007 (15 boreholes).

Information from Hounslow Council (the site was in Hounslow in the 90's) confirms that the site was landfilled historically possibly in the 1940's or 1950's. Hounslow did some basic gas monitoring in 1990 finding no significant levels. Some elevated CO2 was found in recent investigations in 2004-07. Capita Symonds cast some doubt on this indicating that the waste licence may have been for food. However I am assuming there is some landfilling as there is some shallow made ground on the site proved by the previous ground investigations. It may be that much of the made ground above the natural gravels is reworked clay.

The EPU recommend the gas condition set out below to clarify the gas levels and any necessary remediation.

As regards contamination this is discussed in the Capita Symonds report and recommendations are made for a Phase 2 intrusive investigation. Capita Symonds reference the URS report. The previous report by the URS Corporation is not submitted with the application but reviews the contamination testing in soil and water by other consultants in 2004 and 2007. The contamination found including heavy metals was not a problem for a commercial use although the testing was restricted by the nature of the made ground. Some soil contamination was a concern for groundwater but the levels actually in the groundwater did not indicate problems apart from nickel. No fuel spillage as at other places on the airport affecting the ground was found. It appears that further ground investigations will be carried out to provide a more robust appraisal of ground contamination. However I would advise that a contaminated land condition is applied to any permission as below:

Contaminated Land Condition

Standard Contaminated Land Condition for use where land contamination is known or suspected based on former or adjacent use (refer to PPS23)

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

(i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use;

(iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA prior to its implementation. (b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an

addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

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

Note: The Environmental Protection Unit (EPU) must be consulted at each stage for their advice when using this condition. The Environment Agency (EA) should be consulted when using this condition.

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

Gas Condition

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of new buildings. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to any buildings on the development site to the satisfaction of the LPA.

Reason
There appears to be filled ground on this site. Past records indicate a possible landfill use. The condition is required to clarify whether or not there is any hazard due to gas migration from the filled ground to the buildings, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 250155.

EPU COMMENT 9 AUGUST 2011

Additional information has been submitted by the applicant. The additional Phase 2 investigation by Capita Symonds adds more data to the current data from 9 boreholes reviewed by URS.

I did recommend a contaminated land condition and a gas condition on the planning permissions if given. These conditions should still be applied as recommended in July 2011. This is because there is some remediation albeit smaller scale required, and some further gas monitoring to clarify the gas regime.

As regards the new Phase 2 report this helps give a more robust view of the contaminated land issues. Capita Symonds carried out 7 boreholes, 6 trial pits and 5 window sampling boreholes. The site as indicated by the previous reports comprises made ground over River Terrace Deposits (gravels). Therefore there will be an interest from the Environment Agency. The soil contamination testing did not prove any contaminated soils of concern to a commercial end use using generic site standards for contaminants. Nickel was elevated but is not significant. However a contamination hot spot was found near the above ground fuel storage tank in the north east of the site (BH 101). In particular there is fuel (diesel) in the groundwater in the gravels. This affects soil and groundwater, and will require remediation. As the investigation points are fairly widespread then there is a possibility of uncovering further contamination at the site. These matters are considered in the Remediation Strategy - Hot Spots (para 11). Recommendations are made including removal, validation work and backfill certification.

Only low levels of ground gas have been found in this survey as previously. Some further gas monitoring should be carried out as the report only details one round (para 9). There are recommendations in CIRIA C665 for gas monitoring at commercial / sites dependent on risk. This site would probably be low or even medium risk taking into account there is some fill. In either event more rounds are advised with some rounds during a lower pressure. 6 rounds are given as an ideal number of visits. I think when there is some further data then a conclusion can be made that no gas protection measures are required. Notwithstanding there is little gas and pressure to cause a concern.

The information submitted is satisfactory for our purposes and will be adequate for the planning application. It appears that the former landfill use marked at the site by Hounslow Borough did not involve a large depth of tipping although there is some made ground on the site. We would not see any significant contamination problems with the site providing the gas levels are clarified and the hot spot in addition to any unknown contamination found is addressed. We would expect a validation report at the end of the project.

EPU Comment received August 10th 2011

Noise Assessment

I have considered the acoustic report prepared by Peter Bret Associate dated 26th May 2011. The report contains results of a noise data survey undertaken from both fixed and mobile noise sources including changes in traffic noise from HGV movement etc, however it is not clear whether or not noise from actual operation of the facility have been taken in to account in this assessment. The report claims that noise from the service yard will be at least 20dB below the existing background noise and therefore not considered to have adverse impact on the nearest noise receptor.

The report has also stated that target noise has been set for fixed plant items representative of the day and night time background noise at the nearest residential receptor situated in Hounslow Council across the A30 dual carriageway. On the other hand, the nearest Hillingdon noise receptor is some distance away from the proposed application therefore unlikely to be affected by noise. But it has been stated that details of the plant is not yet fixed at the time of writing the report and are set based on the measured background noise, EPU suggest that appropriate condition will be relevant to ensure that plants are selected which fits the sound levels recommended, ensuring that the noise limits be applied to the plant design and specification prior to installation.

In relation to Plot 1 and 2, noise data target has been predicted and assessed against the impact criteria set out in the Design Manual for Road and Bridges (DMRB) and has indicated a moderate impact on certain road network around the application site. However a recommendation has been indicated for a more detailed assessment is undertaken when full 24 hour operational traffic flows has been determined. These will obviously need to be considered as necessary.

The reports has advised that Hounslow Pollution Control has previously consulted to agree methodology to ensure compliance with their local noise criteria which has been stated as 10dB below the existing background noise but where it is not reasonably practicable to meet plant noise limits recommended, further mitigating measure will be required as necessary.

In this regard, the following condition has been recommended accordingly by EPU.

Condition 1 - Plant /Machinery
The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background
noise level. The noise levels shall be determined at the nearest residential property with all items

of plant operating. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

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

Officer Comment - The Enviromental Protection Units request for a condition regarding plant noise is noted, however given the location of the site within and industrial part of the airport and with a decent separation from residential properties it is not considered that this condition is necessary.

Use of External flood lightings

I have reviewed the report submitted by HOARE LEA detailing criteria for external lighting strategy for all plots with the development.

Any external lighting installed above the horizontal is unlikely to impact on residential amenities, by reason of light nuisance due to significant distance of Hillingdon properties to the site. The report claims to have undertaken an illumination plot for the entire site whose purpose was to demonstrate intensity of illumination for maximum surveillance and avoiding of overspills to neighbouring properties. There is possibility of lights affecting residents of Hounslow Council in close proximity, and will therefore recommend that Hounslow Environmental Health be consulted alike for their input in the proposed external lighting scheme.

However, the following condition has been recommended.

Condition 2 - External Lighting

The external lighting hereby approved shall be installed and maintained in accordance with the specification contained within the document entitled `External Lighting Strategy' dated 3rd May 2011.

Reason: To safeguard the amenity of surrounding areas.

Condition 3 - Construction and Environmental Management Plan
Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local
Planning Authority relating to relevant aspects of construction.

Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction demolition, construction and enabling work at the developments be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.
Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Condition 4 - Biomass boiler - control of air pollutants
No biomass boiler shall be used on the premises until a scheme which specifies the provisions to

be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON
To safeguard the amenity of the surrounding area.

Construction Site Informative

INF 20 Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use 'best practicable means¿ as defined in section 72 of the Control of Pollution Act 1974;
(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in ¿The control of dust and emissions from construction and demolition: best practice guidelines¿, Greater London Authority, November 2006; and
(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

HIGHWAY OFFICER

Full planning permission is being sought for a 10,194 sqm unit B1(c)/B2/B8 with on site parking provision for 176 cars to accommodate the relocation of DB Schenker on Plot 3, who currently occupy a site on A30 to the east of the proposed development site.

The Transport Statement suggests that DB Schenker will be 285 staff based at he new facility and in addition there will be 7 regular visitors. The business will operate 24 hours a day, 7 days a week, 365 days a year.

The car parking surveys at the current site occupied by the future occupier with broadly similar staff levels identifies a maximum parking demand of 177 spaces. The Council's maximum car parking standards stipulate a maximum of 102 parking spaces based on the proposed 10,194 sqm floor space. The proposed parking spaces are above the Council's maximum parking standards, however considering the parking demand associated with the future occupier of plot-3 and the location of the application site, the proposed level of car parking is considered acceptable. In addition, 40 secured and covered cycle parking spaces are proposed. Shower and changing facilities should also be provided. Car parking and cycle parking spaces should be covered

through suitable planning conditions.

The proposed access layout would require some modifications to satisfactorily accommodate swept paths for 16.5 Articulated Vehicles. Other swept paths at the access and within the rear service area are acceptable.

2.4mx90m sightlines shown on Drg no. 24639/001/005 Rev A should be conditioned.

Turning to the traffic generation and impact aspect of the proposals; surveys carried out at the current site occupied by DB Schenker have been used to calculate the level of proposed traffic generation associated with plot-3, which is acceptable. However, the methodology used to estimate the level of traffic associated with plots 1 &2 is not acceptable. Given that the use classes proposed for plots 1&2 are same as for plot-3, the surveys carried out at the current site occupied by DB Schenker should be used to provide a robust assessment.

Notwithstanding the above, the traffic distribution shows that the main traffic impact of the proposed development would be on roads where LB Hillingdon is not the Highway Authority i.e. BAA, TfL, HA and neighbouring borough roads. A slight increase in traffic is anticipated on junctions where LBH roads join other roads; however this would not result in a significant or unacceptable highway capacity impact.

Consequently, no objection is raised on the highways aspect of the proposed development.

WASTE
The proposal is for commercial development within the airport. The waste arising from the operation would be commercial waste and most likely dealt with through existing arrangements in place at the airport.

S106 OFFICER

Proposed Heads of Terms:
1. Transport: A sustainable travel plan will be sought as a result of this proposal. We would seek to secure a £20,000 compliance bond also. TfL may seek some form of public transport contribution however this will be dependant upon their response, once received. There are also be the need for some road/highways works however this will also be dependant upon the highways engineers comments.

2. Air Quality: in line with the Planning Obligations SPD a contribution towards air quality is sought. The level of this obligation will be dependant upon the comments received from EPU.

3. Construction Training: in line with the SPD a contribution towards construction training is sought, n line with the formula being £2,500 for every £1m build cost.

4. Employment Training: in line with the SPD and given the scale and location of the proposal a contribution towards or a scheme to deliver employment training is sought as a result of this proposal.

5. Public Realm: in line with the SPD and depending upon comments received form British Waterways (BW) a contribution towards the public realm is sought.

6. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions is sought to enable the management and monitoring of the resulting agreement.

SUSTAINABILITY OFFICER

Proposals

A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works.

B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA). of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)

Energy Comments

Plot 3: The energy strategy report for Plot 3 provides unclear information to demonstrate that the development can deliver a 25% reduction in CO2. However, the broad strategy sets out an approach that implies the development can deliver a 25% reduction in CO2, although there are concerns relating to the lack of clarity around the baseline energy demand assessment and the selected renewable technology. The report should be treated as if it were submitted as part of an outline application, however as there is considerable concern about the use of air source heat pumps, the following condition is considered necessary:

Condition
Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall set out the baseline energy consumption and associated CO2 emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a 25% reduction in CO2 emission from energy efficiency measures and renewable energy. The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

Reason
To ensure the development reduces CO2 emissions in accordance with Policy 5.2 of the Replacement London Plan 2011.

NB: The strategy needs to properly set out the baseline energy demand for heating and electricity as required by the London Plan. The current strategy provides confusing data about the baseline, and none about the Air Source Heat Pumps. Air source heat pumps normally require another heating method within the building due to their inability to provide 100% of the heating needs; furthermore, air source heat pumps require electricity to run them. Neither of these matters has been addressed in the energy statement. The requirement of the planning condition is for an energy assessment and therefore the Council requires much more specific information about the final energy solution.

Plots 1 and 2: The submitted energy report for Plots 1 and 2 does not constitute an energy strategy. The following condition is necessary to ensure that development can meet the 25% reduction in CO2 as required by the London Plan.

Much greater information is required for the reserved matters for Plots 1 and 2 in accordance with the following condition:

Condition
Prior to the commencement of development (Plots 1 and 2) a detailed energy assessment shall be

submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall set out the baseline energy consumption and associated CO2 emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a 25% reduction in CO2 emission from energy efficiency measures and renewable energy. The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

Reason
To ensure the development reduces CO2 emissions in accordance with Policy 5.2 of the Replacement London Plan 2011.

Flood Risk and SUDS

The proposals rely on the use of soakaways to drain the site. However, no link has been made between the ground investigation report and use of soakaways. In particular, the ground investigation report highlight possible areas of contamination and suggests that the site overlays London Clay. London Clay does not normally allow for the use of soakaways. Accordingly, soakaways may not work. Furthermore, the strategy does not provide any detail as to what the drainage solution will be.

The EA have made an objection to the scheme, and I have provided a comment in relation to this, subject to conditions, the concerns raised by the EA can be overcome.

Sustainability

To ensure the development minimises its pressure on valuable water resources the following condition is necessary:

CONDITION
Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

REASON
To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

Ecology

The site is close to the Longford River and needs to incorporate this feature within the landscaping plans from an ecological point of view. This site provides an opportunity to enhance the river as an ecological corridor by developing specific enhancements. The following condition is therefore necessary:

Condition
Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Authority. The scheme shall set out how the development will enhance the areas bordering the Longford River, including where provision will be made for protected species (including bat boxes). The development shall proceed in accordance with the approved scheme.

Reason

To deliver biodiversity improvements in accordance with Policies 5.3 and 7.19 of the London Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site falls within the Heathrow Airport boundary, as shown on the Hillingdon Unitary Development Plan Proposals Map.

Policy A4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) requires development directly related to Heathrow Airport to be located within the airport, and development not directly related to Heathrow Airport to be located outside the airport boundary. As such, the proposals need to demonstrate that the future use of the site would be directly related to the airport.

In this case the application is in the form of a hybrid application, and while a future occupier (engaged in business activities which are directly related to the operation of the airport) has been identified for the full planning element, there is not yet any occupant confirmed for the outline development proposals.

Officers have been aware of Shenker's need to re-locate from their existing premises, this company employ 285 staff, so are a significant local employer. The fact that they would remain in Hillingdon and be potentially expanding their operations is considered to be a material consideration that supports the Site 3 proposal.

Subject to a condition being imposed on any consent granted, which restrict future occupiers of space developed at the site, to businesses engaged in activities directly related to the operation of the airport, there is no objection in principle to the proposal.

7.02 Density of the proposed development

The application does not relate to residential development and as such density is not directly relevant. Consideration of overall site coverage and intensity of use have been taken into account and as is discussed in the body of this report, the proposals are not considered to represent over development.

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

The applicant has submitted an archaeological impact assessment as part of the application documentation. Following a review of the site history and the evidence provided by the applicant, the Council's Heritage advisor is satisfied that it is unlikely that any archaeological remains exist on the site. Therefore, no further evaluation is necessary prior to determination.

English Heritage have considered the proposals and advised that subject to conditinos (which are reccomended) there is not objection raised to the scheme.

7.04 Airport safeguarding

BAA Safeguarding and Compass, the National Air Traffic Services (NATS), Civil Aviation Authority and Ministry of Defence (MOD) Safeguarding organisations have responded with no objection to the proposals (outline and the full application proposals) subject to appropriately worded conditions (which are reccomended) for final landscape, bird hazard management and renewable energy details.

7.05 Impact on the green belt

The site is not within or close to the Green Belt.

7.07 Impact on the character & appearance of the area

FULL APPLICATION PROPOSALS

The proposed new building would be 15m or 3 storeys in height. The proposed height is considered appropriate given the operational needs of the occupier and is considered to be in keeping with the industrial context of the site. A combination of metal cladding profiles and metallic colours are proposed to be incorporated in the warehouse to allow large areas of cladding to be broken down. Vertical flashings visually break the panels into smaller components, whilst a recessed horizontal flashing reduces the apparent height of the unit.

The ancillary office is positioned facing onto the Longford River, this elevation would feature glazing and metallic metal cladding at the entrances.

In this case, the proximity of the building to the airport limits design options (options such as green walls or green roofs are prevented). The major concern with providing this sort of treatment in the proximity of the airport is that it provides an environment that attracts birds.

Footpaths within the plot boundaries would be constructed from concrete block paving of a contrasting colour to adjacent roads, and are considered acceptable. Carpark areas will be formed using tarmacadam and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs.

Subject to conditions to secure boundary treatment and landscaping there are no objections raised to the design or appearance of the proposed gatehouse or entrance way.

Taking account of context in which this development would be set, and the height and scale of buildings which had previously been located on the site, as well as the scale of adjoining development, no objection would be raised to the impact of the scheme on the character and appearance of the area.

OUTLINE PROPOSALS

The outline proposals are for all matters to be reserved and as such development zones have been identified as well as the parameters for future development within these:

The maximum parameters for proposed Plots 1 and 2 are set out below:

PLOT 1:

Maximum floor area: 6,300sqm
Maximum number of building: 2
Min Height 8m Max Height: 20m
Min Width 44m Max Width: 87m
Min Length 32m Max Length: 108m

PLOT 2:

Maximum floor area: 8,170sqm
Maximum number of building: 4
Min Height 8m Max Height: 20m
Min Width 40m Max Width: 100m

Min Length 34m Max Length: 116m

The applicant has submitted 3 indicative options to show how development meeting the parameters set out in the parameters plan could be met within each outline Plot. The indicative plans indicate that it would be possible to accommodate the proposed floor space in a sensible way without causing harm to the amenity of the area.

In terms of understanding if the maximum height (20m) would be acceptable in this location consideration is taken of the large scale buildings associated with the operation of the airport in the vicinity of the site. It is important to note that the site is adjoined by large scale structures which would prevent views of the site from the south, west and east. Views from the north would be limited to those from the southern perimeter Road.

This proposal would be in keeping with other large buildings in relatively close proximity to the application site and, accordingly it would have limited visual impact. This area is characterised by a significant number of large scale hotels, aircraft hangers, parking and cargo progressing buildings and is commercial/industrial in character. It is considered that in this particular context buildings with a maximum height of 20m could be accommodated without causing any unacceptable harm to the character and appearance of the area.

7.08 Impact on neighbours

The nearest residential units to the site are situated approximately 200m to the east of the site, on the opposite side of Great South Western Road (A30). The Hilton London Heathrow Airport Hotel is located 300m to the northeast of the site. The extensive and large scale industrial and office buildings which are located between the site and the residences essentially act as a visual and acoustic barrier between the proposal site and dwellings to the east/southeast.

Access to the site is only from the north, and because of the way access to the site is afforded, it is not considered that residential amenity would be unacceptably affected by traffic associated with the proposed use.

The application seeks approval to operate 24hours a day on every day of the year. The site is in close proximity to the Heathrow Airport, and noise from planes taking off and landing means that this area is already very noisy. In this particular case, given the existing context and separation from residential dwellings and hotel uses, it is not considered that noise or disturbance associated with the proposal would cause any unacceptable impacts. A 24hour a day use in this location is considered acceptable.

The Council's Highways officer has considered the proposed access arrangements as well as the traffic generation likely to be associated with the proposal, and raises no objection. Given the context in which the site is set and the nature and location of neighbouring uses it is not considered that the proposal would cause any unacceptable impacts on occupiers of near by properties.

7.09 Living conditions for future occupiers

Issues related to disabled access requirements are discussed elsewhere in this report. Considering the nature of the proposed use and the layout of the building and spaces and areas within it, it is considered that the proposal would provide adequately for future users.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

FULL APPLICATION - PLOT 3

In relation to the component of the development for which full planning permission is sought, on site parking provision for 176 cars is proposed. As the occupier of the proposed building is known, the applicant has been able to undertake surveys to understand parking demand. The car parking surveys identifies a maximum parking demand of 177 spaces. The proposed 176 spaces would exceed the Council's maximum car parking standards (which stipulate a maximum of 102 parking spaces based on the proposed 10,194 sq m floor space).

While the proposed parking spaces are above the Council's maximum parking standards, given that parking demand is known (as the future occupier is known and real time parking surveys have been undertaken) the proposed level of car parking is considered acceptable. In addition, 40 secured and covered cycle parking spaces are proposed. Shower and changing facilities should also be provided. Car parking and cycle parking spaces should be covered through suitable planning conditions.

The application was referred to the Council's Highways Engineer who has raised no objection to the scheme in relation to access of parking (subject to conditions and planning obligations which are recommended).

OUTLINE APPLICATION - PLOTS 1 AND 2

While a slight increase in traffic is anticipated on junctions this would not result in a significant or unacceptable highway capacity impact.

Transport for London encourage the provision of electric charging points in compliance with policies within the London Plan, and suggest that further details should be provided regarding how the car park will be fitted with charging points. These details could be secured by way of condition should approval be granted.

In summary, subject to relevant conditions and planning obligations (which are recommended) being imposed on any consent, no objection is raised to the development proposals.

7.11 Urban design, access and security

In terms of security the site will be managed by a gatehouse to control access into the site. The entrance into Plot 3 will be controlled by the use of vehicle barriers into the secure yard and car park area. Plots 1&2 will adopt a similar approach as and when a layout is determined. Spaces and pedestrian routes have well designed routes with easy to recognise entrances from Scylla Road. This provides for convenient movement without compromising security. Car parking is to be provided in the most prominent locations possible.

CCTV ducting, poles and brackets would be provided in the development with the CCTV cameras and cabling to be installed by occupiers. The application site is in single ownership enabling a consistent approach to safety and security.

The Metropolitan Police Crime prevention Officer has considered the scheme and advised that the scheme is acceptable and accords with pre-application advice provided historically. Conditions are recommended to ensure the provision of adequate fencing, gates, CCTV and other security measures.

7.12 Disabled access

The applicant has submitted a Design and Access Statement which confirms that all entrance thresholds to the building for which full plannnig permission is sought would be

level or slightly ramped with opening widths and doors designed in compliance with current regulations and Disability Discrimination Act (DDA) requirements.

It also confirms that the development would fully comply with Part M of the building Regulations, BS8300:2001 'Design of Buildings and their Approaches", and relevant Supplementary Planning Guidance.

The Council's Access Officer has advised that he has no objection to the scheme subject to conditions.

7.13 Provision of affordable & special needs housing

Not relevant to this applictaion.

7.14 Trees, landscaping and Ecology

ECOLOGY
An Ecological Assessment of the overall site at Scylla Road was carried out in April 2011, the habitats of the adjoining riparian corridor were also surveyed.

The survey findings identified the site as having low ecological value and contains no semi-natural habitats or significant wildlife interest. The only potential for protected species on the site would be roosting bats.

LANDSCAPING
Planting is mostly located within the landscape buffer zone on the north boundary adjacent to and divided by the security fence from the existing vegetation alongside Longford River. This planted strip also separates the car park and service area from the boundary fence.

The area would be predominantly planted with native species shrubs. There is a gas main easement which runs along this boundary and this infrastructure precludes any tree planting within 3.0 metres on the gas main. The Council's Landscape Officer has advised that the potential to provide a tree screen along the north-west boundary has been compromised by the easement required for the gas pipeline.

Supplementary tree planting will be required along this boundary. This may be achieved on site through the use of root barriers, and could be secured by way of a planning condition if any consent was granted. The Council's Landscape Officer has not raised an objection to the Full Planning element subject to conditions. Landscaping is a reserved matter ofr the outline component, and landscaping proposals for plots 1 and 2 will be assessed at the reserved matter stage.

7.15 Sustainable waste management

The Council's Waste and Recycling advisor raises no objection to the scheme subject to the imposition of conditions to require details of how waste and recycling would be provided.

7.16 Renewable energy / Sustainability

The London Plan (July 2011) requires major development to show how the development would generate a proportion of the site's electricity or heat needs from renewables wherever feasible.

The applicant has submitted an Energy Strategy, which demonstrates that a number of measures have been incorporated into the scheme to reduce its energy demand. The use of a number of renewable energy sources, wind power, photovoltaics, ground source

heating and cooling, solar thermal hot water generation and biomass have been investigated.

The energy efficient measures, combined with the use of renewable energy measures would provide a carbon saving, 20% of which would be from renewable energy sources. This complies with London Plan (July 2011) standards and is considered to be acceptable. Further details would be required by way of condition should approval be granted.

7.17 Flooding or Drainage Issues

The site is over 1 Ha in area and as such, while the site is not at any high risk of flooding, there is a need to consult the Environment Agency to ensure surface water run-off is properly managed.

The scheme was referred to the Environment Agency who have raised objection to the proposal on the basis that there are deficiencies within the flood risk assessment (FRA).

The Council's Sustainability Officer has considered the objection and has noted that the site is already covered by either buildings or hard standing, and the proposal would not worsen surface water runoff, rather subject to the imposition of appropriate conditions, surface water runoff could be controlled and the flood risk reduced.

If it were the case that the concerns raised by the Environment Agency could not be dealt with by way of condition, then there would be an objection to the scheme. In this instance, it is perfectly reasonable to impose conditions to address the concerns raised. Subject to the imposition of the following condition no objection is raised to the scheme in terms of flooding:

CONDITION
No development shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy and as set out in the flood risk assessment (Capita Symonds, Rev B, 25/5/11). The scheme shall also include information regarding the use of soakaways where proposed, including percolation tests. Should soakaways be found to be unviable, then an alternative measures shall be included in the scheme.

Thereafter the development shall proceed in accordance with the approved scheme.

Reason
To prevent the increased risk of flooding and aid adaptation to climate change in accordance with PPS25, and London Plan policy 5.13.

7.18 Noise or Air Quality Issues

AIR QUALITY
The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place, including the provision of a Green Travel Plan and a S106 contribution of £25,000 towards air quality monitoring in the area. It is considered that these measures would be sufficient to offset the impact of the development on local air quality.

NOISE

Officers' in the Council's Environmental Protection Unit have advised that in accordance with Hillingdon's Supplementary Planning Document on Noise, it is the responsibility of the developer to ensure satisfactory noise levels inside the proposed buildings. Nevertheless, should planning approval be granted an appropriate condition could be added to ensure appropriate mitigation measures against noise were carried out.

Given the separation between the site and the nearest residents, there are no objections raised in terms of noise from activities at the site impacting on residents. The applicant has submitted the routes to the site which would most likely be taken by HGV's from near by main highways. The Council's Highways Engineer has considered these and found these to be reasonable. It is quite clear that the truck routes would not need to pass by residential streets in order to access the site.

Notably no objections have been received from officers in the Council's Environmental Protection Unit regarding potential noise or disturbance impacts, subject to conditions.

7.19 Comments on Public Consultations

The application was advertised under Article 8 of the Town and Country Planning Act (1990) as major development. A sign was erected on the site and 136 nearby and adjoining occupiers were directly notified via letter. A public notice was placed in a local paper. No replies have been received.

Comments on statutory consultee responses are provided at section 6 of this report.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that contributions should be provided towards construction training, public realm improvements, air quality monitoring, provision of a comprehensive green travel plan, and project management and monitoring. In addition, the applicant should enter into a S278 agreement to secure relevant highway works.

7.21 Expediency of enforcement action

Not relevant in to this application.

7.22 Other Issues

CONTAMINATION

The application was referred to the Council's Contamination Officer who has considered the testing for contamination undertaken by the applicant. Two sets of testing and information has been undertaken by the applicant, and this has greatly assisted in understanding what issues exist on the site. The Council's Contamination officer has recommended that conditions be imposed on any consent in relation to contamination and remediation and to ensure impacts from gas are mitigated. Subject to these conditions (which are recommended), there would be no objection to the proposal in terms of contamination.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

With regards to whether in light of the EA's objection the Council would need to refer the matter to the Secretary of State, The Town and Country Planning (Consultation) (England) Direction 2009 only applies where the application site is within Flood Zones 2 or 3 or where it is a Flood Zone 1 which has critical drainage problems. The land is within a Flood Zone 1 but that the land does not have critical drainage problems (and nor has it been notified as having such problems). That being the case this application would not need to be referred to the Secretary of State before granting consent and it would seem that the EA's letter contains an error in this regard.

9. Observations of the Director of Finance

10. CONCLUSION

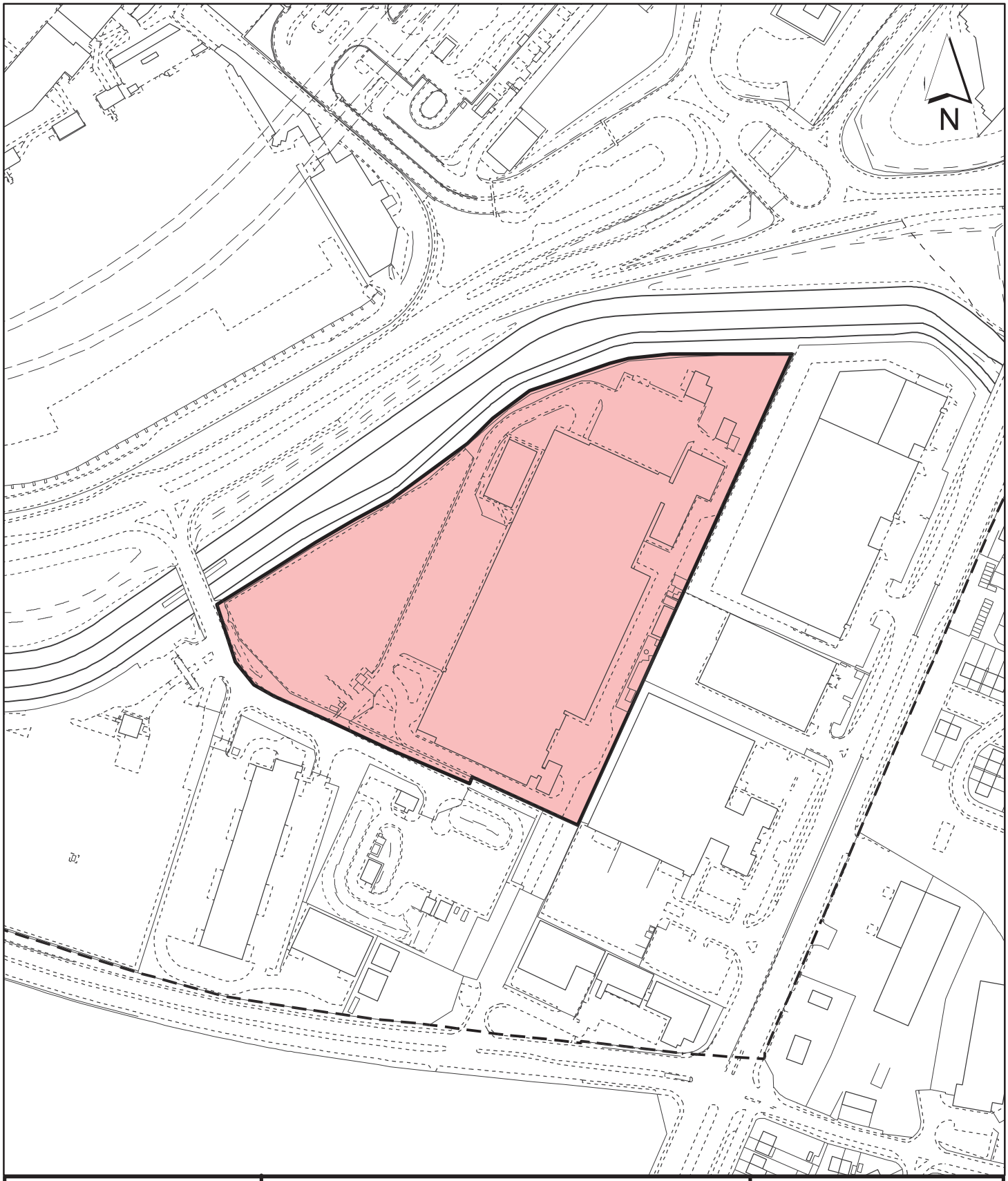
The principle of the proposed development is considered to be acceptable. The size and scale of the proposed buildings are considered to be appropriate for this location, and the proposed development would not have any significant detrimental impact on the visual amenities of this part of the airport.

A number of energy saving measures would be incorporated into the scheme as well as renewable energy sources. The parking is considered to be acceptable in this location and the impacts of the proposed development on the Hillingdon road network would be acceptable. Concerns in relation to flood risk can be adequately dealt with by way of planning conditions (which are recommended). The proposal complies with relevant planning policy and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 13 (Transport)
Planning Policy Guidance Note 16 (Archaeology and Planning)
Planning Policy Statement 22 (Renewable Energy)
Planning Policy Guidance 24 (Planning & Noise)
Planning Policy Statement 25 (Development & Floor Risk)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Matt Kolaszewski **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

Long Haul Catering Base
Scylia Road
Heathrow Airport

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
50270/APP/2011/1422

Scale
1:3,000

Planning Committee
Central and South

Date
August 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address UNIT 2 (PHASE 200), RIVERSIDE WAY INDUSTRIAL ESTATE RIVERSIDE WAY UXBRIDGE

Development: Change use from Class B1(c) , B2, B8 to a Class D1 (training centre) with associated alterations to internal layout including creation of new stair case, toilets, and an external plant compound at ground level, alterations to access and parking arrangements.

LBH Ref Nos: 47163/APP/2011/1336

Drawing Nos:
W0050-500
W0050-503 REV B
W0050-513 REV D
W0050-515 REV C
PL-01B
PL-02A
PL-03B
PL-04B
Planning Statement
Noise Assessment Report
Air Quality Statement
Transport Statement
Transport Addendum
Flood Risk Statement
nlp Letter dated 01/06/2011
Email from Stephen Millns dated 13th July 2011 'Riverside Way noise impact clarification'
Email from Stephen Millns dated 18th July 2011 'Riverside Way further noise impact clarification'
Email from Stephen Millns dated 3rd August 2011 'Riverside Way'
nlp Letter Dated 4th August 2011 (nlp ref: 12309/03/HS/IY/1809287v1)

Date Plans Received: 02/06/2011 **Date(s) of Amendment(s):**

Date Application Valid: 22/06/2011

1. SUMMARY

The application seeks planning permission to allow for a change of use of unit 2 from B1(c), B2 and B8 to a training centre falling within Use Class D1, more specifically the proposal is for the building to be utilised as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing.

While the primary use would be for educational purposes the proposal is considered to better meet the objectives of the development plan as a whole than the retention of the industrial unit. Accordingly, no objection is raised to the principal of development in this instance.

The proposal would be appropriate in terms of character and appearance, would provide adequate levels of inclusive design and would not cause any harm to the amenity of residential occupiers.

Accordingly, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 RCU2 **Use Within Same Use Class**

The premises shall be used as a National Training Centre for Excellence for Automotive Diagnostic Equipment Testing and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

REASON
To ensure that the proposal is only utilised for the above purpose and for no other purpose within Use Class D1 which would not better meet the needs of the development plan than industrial, warehousing or appropriate sui generis uses, in accordance with Policy LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC **Noise - External Plant**

The rating level of noise emitted from the external plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON
To safeguard the amenity of the surrounding are in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

5 NONSC **Storage of oils, fuels and chemicals**

No storage of any oils, fuels or chemicals shall take place unless details have of the faciltiies for their storage have been submitted to and approved in wrting by the Local Planning Authority. Thereafter storage of oils, fuels or chemicals shall only be carried out in accordance with the approved details.

REASON
To ensure that oils, fuels and chemicals are stored in an appropriate manner in

accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy 5.14 of the London Plan.

6 SUS6 **Green Travel Plan**

Within 6 months of the occupation of the building hereby approved, the occupiers shall submit a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall be proportional to the scale and type of development proposed and will include:

(1) targets for sustainable travel arrangements
(2) effective measures for the ongoing monitoring of the Travel Plan;
(3) a commitment to delivering the Travel Plan objectives; and
(4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008)

7 H14 **Cycle Storage - details to be submitted**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage (15 spaces), changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON
To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

8 H7 **Parking Arrangements (Residential)**

26 of the existing car parking spaces within the red site shown on drawing W0050-500 shall be allocated for the sole use of the development hereby approved. Thereafter these spaces shall be permanently maintained and managed to ensure they are available to users of the development and used for no other purpose.

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

9 SUS8 **Electric Charging Points**

Prior to occupation of the development hereby approved a minimum of 1 electric vehicle charging point shall be installed in the front parking area shown on drawing PL-01 B. Thereafter the charging point shall be retained and made available for users of the

development for so long as the use continues.

REASON
To encourage sustainable travel and to comply with London Plan Policy 4A.3.

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
LE2	Development in designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I15 **Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5 I25 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

6 I46 **Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

7 I47 **Damage to Verge**

You are advised that 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).

8 I58 **Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contace: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located off Riverside Way on the central part of the Riverside Way Industrial Estate and comprises an area of 0.46 hectares.

The site contains Unit 2 Riverside Way, which comprises a mix of warehouse and ancillary office floorspace within a modern 2 storey commercial shed of 2,0007 sqm gross external floorspace. The unit is vacant and was last occupied by a tenant in July 2010.

The site also incorporates a total; of 31 car parking spaces and a heavy goods vehicle service yard. There are soft landscaped areas within the site and vehicular links to St John's Road.

The application site is located within the North Uxbridge Industrial and Business Area and lies within Flood Zone 2.

With the exception of the locally listed Mill Building, located directly to the north of the application site. The immediate vicinity is characterised by the Riverside Way Industrial Estate, which comprises a mixture of modern business premises including light industrial (Use Class B1(c)), general industrial (Use Class 2) and Warehousing (Use Class B8) uses. The design of the industrial estate as a whole is consistent with that of unit 2.

Views of the site are available from St. Johns Road adjacent to the Industrial Estate Access and are softened by the extensive area of landscaping adjacent to Waterside House, located to the east of the site.

To the south lies phase 500, of the Riverside Way Industrial Estate site, which currently composes a vacant area of hardstanding, but benefits from planning permission for further industrial units. Further to the south beyond phase 500 lies the Green Belt Boundary.

3.2 Proposed Scheme

The application seeks planning permission to allow for a change of use of unit from B1(c), B2 and B8 to a training centre falling within Use Class D1, more specifically the proposal is for the building to be utilised as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing.

Internally the building would be altered to provide four garage areas for the provision of

training on diagnostic technology, which would be accessed via the exiting rear service yard. A diesel repair workshop, diesel clean room, theory instruction classrooms, ancillary eating/break out and storage areas would be provided at ground floor level. Additional classroom and break out space would be provided at first floor level.

Externally alterations would be limited to the provision of a 12.4m long by 5.6m wide by 2m high timber slatted enclosure located against the south west of unit 2 within the rear service yard and the associated loss of 5 parking spaces. No alterations are proposed to vehicular or pedestrian access and existing landscaping, refuse and cycle storage facilities would be retained.

It is anticipated that the training centre would run courses throughout the year, providing training for up to 30 people a day. It is anticipated that the centre will provide training for 2,000 technicians in year 1 expanding up to 4,500 technicians in year 5. The proposal would facilitate the relocation of an existing training centre in Denham, which currently employs 3 permanent staff and utilises 12 contract trainers on a part time basis. It is anticipated that the proposed facility will result in an increased level of employment of 11 full time equivalent staff.

3.3 Relevant Planning History

47163/APP/2000/2724 Land At Former No.2 Riverside Way Uxbridge

ERECTION OF INDUSTRIAL/WAREHOUSE UNITS (CLASS B1(c), B2 AND B8) ANCILLARY OFFICES, ASSOCIATED CAR PARKING AND HIGHWAY WORKS (PHASE 2B)(DUPLICATE APPLICATION)

Decision: 13-02-2001 Not Determined **Appeal:** 29-06-2001 Allowed

Comment on Relevant Planning History

The appeal approval and existing building/use is a material planning consideration relevent to the current scheme. Officers have reviewed the appeal documentation, in particular conditions imposed by the inspector. The conditions in this report are consistent with these.

4. Planning Policies and Standards

The London Plan (2011)
Planning Policy Statement 4

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.12	To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
PT1.23	To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.

PT1.24	To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
PT1.25	To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
PT1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
PT1.31	To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
PT1.32	To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
PT1.9	To seek to preserve statutory Listed Buildings and buildings on the Local List.

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
LE2	Development in designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th July 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised in accordance with the statutory provision, including the notification of 26 neighbouring owner occupiers.

Two letters of support have been received from Uxbridge College and Brunel University. The letter from Uxbridge College indicates that:
'Uxbridge College is excited at the prospect of welcoming Bosch's National Centre of Excellence for Automotive Diagnostic, which will provide training and development for the next generation of after market automotive engineers in the UK. The College has its own automotive diagnostic provision and would welcome the opportunity to exchange knowledge and experience with Bosch. We would see our partnership development in the following ways:
(i) Opportunities for industrial knowledge exchange between our staff and Bosch staff;
(ii) Potential for sponsorship of equipment;
(iii) Visits by our students to the training centre;
(iv) Visits by Bosch staff to the College to inform our students of work in tis industry;
(v) The potential to develop an Apprenticeship programme with Bosch's; and
(vi) Recruitment opportunities for our students into this industry.

In tough economic times, it is important that we be doing all we can to attract and retain good quality businesses to deliver sustainable economic growth and job opportunities. Bosch's investment in the Borough will act as a reminder that Hillingdon is a great place to do business.

We have already had some initial discussions with Bosch and can see an effective partnership developing that will benefit the College, our students as well as Bosch.'

The letter from Brunel indicates that:
(i) Brunel has a well established reputation for working closely with employers and over the years their students have benefitted from placements and job opportunities at Bosch. The university is keen to develop this relationship further and is excited by the prospect of Bosch establishing their National Centre of Excellence for Automotive Diagnostices at Riverside Way.

(ii) The university have had initial discussions with Bosch and can see a range of possibility that the new centre could provide including broader engagement through placements and intenships, contributions to the curriculum from Bosch staff, material support for 'Brunel Racing' and the Mechanical Engineering Programmes, and research projects.

(iii) Through close links with the automotive industry and the regional industrial parks where many car workshops are based, the university is clear about the need for this unique Centre and its important remit to raise and maintain the standards of automotive engineering in the UK.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

No objection, subject to a condition regarding the proposed external plant.

ACCESS OFFICER
No objection.

SUSTAINABILITY OFFICER
No Objection.

HIGHWAYS OFFICER
The application site is situated within the Riverside Way Industrial Estate. The development site covers 2.01 hectares in size and has a planning consent for B1c/B2/B8 land uses. There are 20 car parking spaces located to the front of the building and 27 more to the rear.

PTAL accessibility index for the site is low at 0.79, representing a score of 1a (very poor). However the area is served by a number of bus routes. The nearest underground station is Uxbridge.

The proposals are for refurbishment Unit 2 to provide Bosch with a National Training Centre for Automotive Diagnostic Equipment Testing. 5 car parking spaces to the immediate rear of the building will be removed to accommodate new external plant associated with the proposed operation of the new use. There are no proposed changes to the existing access on Riverside Way.

A Transport Statement has been submitted in support of the application.

The training centre would provide four training garage areas and theory instruction rooms where training on diagnostic technology would take place for up to a maximum of 30 trainees per day. Training courses are proposed to run throughout the year and would attract people from all over the UK with the majority of courses being run over 3 days. Courses would predominantly run from Tuesday to Thursday between the hours of 09:00 to 17:00 hours. Given the length of the training course and the attendees being from across the UK it is considered likely that those travelling considerably long distances would stay overnight locally. From Uxbridge town centre the site is located approximately 17 minutes walking time and is also accessible via a short journey by bus.

The traffic impact assessment of the proposed development has indicated that the proposed training centre could result in an additional 6 two-way movements in the morning peak hour and decrease of 3 two-way movements in the evening peak hour during a typical training day (Tuesday to Thursday). During an entire typical training day the vehicular trip generation associated with the training centre could result in a net decrease of in two-way movements compared to the existing lawful use.

Consequently, there is no objection on the highways aspect of the proposals subject to the car parking spaces (except the removal of 5 spaces as proposed) being retained and available for car parking at all times for the proposed development.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the North Uxbridge Industrial and Business Area (IBA) and seeks permission for an educational training centre.

It is recognised that the majority of activity undertaken at the site will be relating to automotive testing and maintenance, with the centre also being utilised to provide research and development with performance data from the centre being captured for these purposes. These particular aspects of the use would normally fall within Use Classes B1(c)/B2 which would be appropriate within an IBA. The fact that a proportion of

the activities on the site would be appropriate needs to be taken into account, however as the main output from the centre would be training the primary use on site would represent a D1 use which would normally be inappropriate within an IBA.

Policy LE2 of the Saved Policies UDP states: 'Industrial and Business Areas (IBA's) are designated for business, industrial and warehousing purposes (Use Classes B1 - B8) and for sui generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that:-
(i) There is no realistic prospect of land being used for industrial and warehousing purposes in the future; and
(ii) The proposed alternative use does not conflict with the policies and objectives of the plan.
(iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.'

Policy R10 of the Saved Policies UDP states that: 'The Local Planning Authority Will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to the other policies of this plan.'

London Plan Policies Policy 3.18 Education Facilities, 4.4 Managing Industrial Land and Premises, Policy 4.10 New and Emerging Economic Sectors and 4.12 Improving Opportunities for All are also relevant, as is Planning Policy Statement 4.

With respect to whether there is a realistic prospect of land being used for industrial or warehousing purposes in the future there are a number of criteria (economic, locational and demand based) which need to be taken into account and further guidance is provided within the Mayors Industrial Capacity SPG.

The application is supported by limited information indicating that there has been poor economic performance from the Riverside Industrial Estate for a number of years and limited prospects of improvement. However, the evidence base provided is not substantive and the units on the site are of a modern specification within a decent quality industrial setting. As such there is no compelling reason on face value why the site could not be utilised in the future by employment uses. In addition the application site has only been vacant since July 2010 and no detailed marketing evidence has been provided, as such it is not considered that sufficient evidence exists that there will not be a reasonable demand for an industrial or warehousing use in the future. As such the proposal would not meet the criteria (i) of Policy LE2.

As such, consideration of the proposal hinges on the matter of whether the proposal would better meet the objectives of the development plan as set out within criteria (iii) of Policy LE2. In respect of this consideration the precise type and nature of the proposed use as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing is an important consideration.

Policy 3.18 of the London Plan supports the provision of education facilities in in general, including: 'Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to education purposes....'; and

'Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college s offer. On-site or off-site sharing of services between schools and
colleges should be supported.'

Policy 4.12 of the London Plan also seeks that: 'Strategic development proposals should support local employment, skills development and training opportunities.'

It is clear that the proposed use for a training facility would make a positive contribution towards policy objectives encouraging educational facilities, in particular through providing training for up to 4,500 technicians. In this respect it is also considered of relevance that the type of training provided would increase the skills of people in the secondary/tertiary industries and these trainees would have increased opportunities to seek employment within industry on a local, regional or national basis.

It is also noted that there are currently two other educational facilities within the London Borough of Hillingdon who operate engineering and automotive courses, these being Brunel University and Uxbridge College. The proposed facility would provide a high quality training facility operated by a leading international supplier of automotive components and training with the application documentation highlighting a desire and willingness to establish links with these institutions. These types of links are particularly encouraged under policy 4.4 of the London Plan and it is noted that Uxbridge College have written in support of the application highlighting that they have had initial discussions regarding partnership working with such a centre and the benefits that this could provide in terms of:
1) Opportunity for industrial knowledge exchange;
2) Potential for equipment sponsorship;
3) Visits, including sharing of facilities and training;
4) Potential for apprenticeship programs; and
5) Potential recruiting opportunities for college students.

A similar letter of support, indicative of the benefits the centre could provide through partnership working has been received from Brunel University.

Regard should also be had to the fact that the training undertaken at the facility will necessarily involve a number of processes, which are typical of a normal engineering or automotive operation which would ideally be located in an Industrial Area and that it may be difficult to find an appropriate location for such uses in other areas.

It is therefore clear that the proposal would make a valuable contribution toward the objectives of the development plan with respect to educational provision both locally and nationally, which may not easily be accommodated elsewhere within the Borough outside of an Industrial and Business Area.

Planning Policy Statement 4 also indicates that Council's should "adopt a positive and constructive approach towards planning application for economic development. Planning applications that secure sustainable economic growth should be treated favourably" and the Governments recent Ministerial Statement on 'Planning for Growth' encourage local planning authorities to be sensitive to local economic changes, support enterprise and consider the range of likely economic benefits of proposals; including long term or indirect benefits such as the creation of more robust local economies.

In this respect it is noted that the proposal will create up to 11 full time equivalent staff, which would be similar to the number of staff employed by certain other industrial activities which could occupy a site of this type and size. The training provided could also enhance employment prospects within the borough and elsewhere.

It is also of relevance that the proposal would provide diagnostic courses running for periods of up to 4 days, with these being provided to local residents and those from much farther afield. As such many of these trainees will be likely to stay locally in overnight accommodation to attend the courses.

In conclusion, while the proposal would not represent a use which is strictly appropriate for location within a designated IBA it would provide a number of other benefits to matters of material importance, including to education and the local economy, which taken together are considered to better meet the requirements of the development plan as a whole. Accordingly the proposal is considered to comply with Policy LE2 of the Development Plan and other relevant policies mentioned above.

7.02 Density of the proposed development

The application seeks the change of use of a commercial building to a training centre. As such, residential density is not considered relevant to the proposal.

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

The proposal would not result in any works which would result in harm to archaeological remains, nor is the application site located within a Conservation Area of Area of Special Local Character.

The Mill Building located 50m to the north of the application site on Rockingham Road is locally listed and the General Elliot Public House, located 67m to the west of the application site on St Johns Road is Grade II Listed. The change of use itself would not impact on the setting of these buildings, and neither would the proposed external timber store which would be only 2m high and located within the existing service yard.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria.

7.05 Impact on the green belt

The nearest green belt land is located to the south and east of the wider industrial estate. The proposal would not have any impact on the openness of the green belt.

7.07 Impact on the character & appearance of the area

The only external alterations proposed to the building involve the erection of a 12.4m long by 5.6m wide by 2m high timber slatted enclosure intended to house a compressor unit. This structure would be of a limited size and abut the south east corner of the existing unit 2 within the rear service yard.

The appearance and scale of this limited structure is considered to be appropriate within the context of this IBA in accordance with Policies BE13 and BE25 of the Saved Policies UDP.

7.08 Impact on neighbours

The proposal involves the change of use of an existing building within an Industrial and Business Area and the erection of a small timber structure to house a compressor unit. There is no built form proposed which would impact on the amenity of any nearby residential occupiers.

Issues of noise are addressed elsewhere within the relevant section of the report.

7.09 Living conditions for future occupiers

The proposal is for a training centre, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application site is located within the Riverside Way Industrial Estate, and has 20 car parking spaces to the front of the buildings, with 27 spaces and a service yard to the rear. The site has a relatively low level of public transport accessibility, but is served by a number of bus routes and is located within a reasonable walking distance (under 600m) from Uxbridge Town Centre.

The proposal would involve the change of use of Unit 2 to provide a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing, the proposal would result in the loss of 5 parking spaces to the immediate rear of the building to accommodate external plant. No changes to the external access arrangements from Riverside Way are proposed.

The application is supported by a transport statement which indicates that the proposed training centre use could result in an additional 6 two-way movements in the morning peak hour and a decrease of 3 two-way movements in the evening peak hour during a typical training day. The proposal is anticipated to potentially result in a decrease in two-way trips over the course of the day compared to the existing lawful use.

7.11 Urban design, access and security

Issues of design and access are addressed elsewhere within this report.

The application relates to an existing commercial building, which benefits from appropriate boundary treatments and security measures in the existing situation. It is therefore not considered that the proposal would give rise to any concerns in relation to security.

7.12 Disabled access

The applicant has provided detailed information in respect to accessibility, including but not limited to door widths, refuge areas and toilets. In addition the proposed plans show an acceptable layout with regard to accessibility and the scheme would be serviced by 2 disabled parking bays.

The Council's Access Officer has considered the application in detail and considers that the development as proposed would appropriately accommodate inclusive design and accessibility for the proposed type of use. Accordingly, no objection is raised in terms of accessibility and subject to accordance with the submitted plans no additional conditions required.

7.13 Provision of affordable & special needs housing

The proposal seeks a change of use to a training centre, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

The application seeks a change of use of an existing industrial unit to a training centre. The proposals would not involve the loss of any of the existing soft landscaping which is currently located on the boundaries of the site. The existing landscaping maintains a sufficient appearance within the industrial site and the proposals would not necessitate the provision of additional or enhanced landscaping.

In addition given the former industrial use of the premises it is served by substantial areas of hardstanding, including a service yard, which could facilitate deliveries for for the

internal and minor external operations without risk of damage to the existing trees.

The proposal would comply with Policies BE25 and BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The existing industrial use is serviced by areas set aside for the storage of waste and recycling within the rear service yard.

The current application seeks to retain the current arrangements. It is considered that the existing arrangements for storage of waste and recycling are appropriate in terms of design and capacity to accommodate the needs arising from the proposed training facility. The development would therefore comply with Policy 5.17 of the London Plan 2011.

7.16 Renewable energy / Sustainability

Policies within chapter 7 of the London Plan seek to minimise the impact of developments on climate change, encouraging sustainable design and reductions in energy use.

These policies apply to change of use applications, however determining whether it is appropriate to impose such requirements in such instances it is important to consider to what extent the energy requirements or impacts of the proposed use differ from those of the existing use, to what extent the matter could be addressed within the scope of the application, and to what extent requiring any such measures would be reasonable.

In this instance, while the proposed training centre technically falls within a D1 use class the actual operation of the centre and its energy use are considered likely to be very similar to that of an B1(c), B2 or B8 use which could make use of the building in the existing situation. In addition no alterations to the building envelope or fabric are proposed and internal alterations are limited, meaning that there are limited efficiency improvements which could be made in the course of the proposed works.

In addition while it may be feasible to incorporate renewable technology at the site this can often have cost and structural implications which are likely to be unreasonable in this particular instance having regard to the limited scope of works and the similarities between the proposed and existing uses.

In this particular instance it is not considered that the proposal would justify the need for substantive works to reduce energy demand and the application would comply with the intention of policies within chapter 7 of the London Plan. However, an informative is recommended encouraging the applicant to minimise energy use and carbon dioxide emissions where possible.

7.17 Flooding or Drainage Issues

The application site is located within flood zone 2, however the application relates to a change of use and the proposed use is not of a level of vulnerability where consultation with the Environment Agency is necessary. Similarly the sequential test and exception tests set out within PPS25 are not relevant to change of use applications of this type.

Having regard to advice within PPS25 that flood risk assessments should be proportionate to the risk and appropriate to the scale, nature and location of the development the applicant has provided a brief Flood Risk Statement.

The proposal would not result in any alterations to levels on the site, the permeability of the surface treatments, drainage facilities or any alterations to the footprint of the existing building other than the installation of a small external compressor and compound. It is therefore not considered that the proposal would result in any increased risk of flooding.

Nor is it considered that the proposed use would be more vulnerable to risks of flooding the the existing lawful use.

Accordingly, the proposal is not considered to give rise to any concerns relating to flood risk and would comply with Policy OE8 of the Saved Policies UDP.

7.18 Noise or Air Quality Issues

NOISE

In respect of noise impacts the proposal needs to be considered in the context of the existing situation, this being that the existing unit which was granted at appeal in 2001 can be utilised for any purpose within falling within Use Classes B1(c) (Light Industrial), B2 (General Industrial) or B8 (Warehousing) in the existing situation and is not subject to any conditions restricting its operation in terms of hours or noise generation. This matter having been the subject of significant consideration by the Appeal Inspector. In addition the fact that the other units within the estate are also free of restrictions on their operation.

It is also noted that while the proposed use would involve some vehicle testing a diagnostic activity this is proposed to take place as part of the training use which is proposed on the site, which will require an environment which is conducive to communication and teaching. It is therefore considered that the proposed use is likely to result in significantly less noise generation than the uses which could occupy the site in the existing situation.

The proposed change of use would not therefore result in any harm to the amenity of residential occupiers by way of noise, and no conditions are necessary to secure this outcome. Indeed the imposition of any conditions in relation to the use of the premises within this IBA would be considered overly onerous given the existing situation.

The proposal does however, seek permission for the installation of additional external plant in the form of a condenser unit and it is considered that a condition should reasonably be imposed to ensure that the noise emitted from this piece of external equipment is not excessive.

The Council's Environmental Protection Unit raise no objection to the proposal subject to the recommended condition and it is considered that the proposal would comply with Policies OE1 and OE3 of the Saved Policies UDP.

AIR QUALITY

The application is supported by an air quality assessment due to its location within an air quality management area. However the proposal is predicted to result in a reduction in the number of vehicular trips to the site and as such the report concludes that development would likely lead to a small improvement in local air quality.

The Council's Environmental Protection Unit have reviewed the application and raise no objections in relation to air quality.

7.19 Comments on Public Consultations

The comments have been addressed within the body of the report.

7.20 Planning obligations

The proposal would not necessitate any planning obligations to mitigate its impact.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The application seeks planning permission to allow for a change of use of unit from B1(c), B2 and B8 to a training centre falling within Use Class D1, more specifically the proposal is for the building to be utilised as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing.

While the primary use would be for educational purposes the proposal is considered to better meet the objectives of the development plan as a whole than the retention of the industrial unit. Accordingly, no objection is raised to the principal of development in this instance.

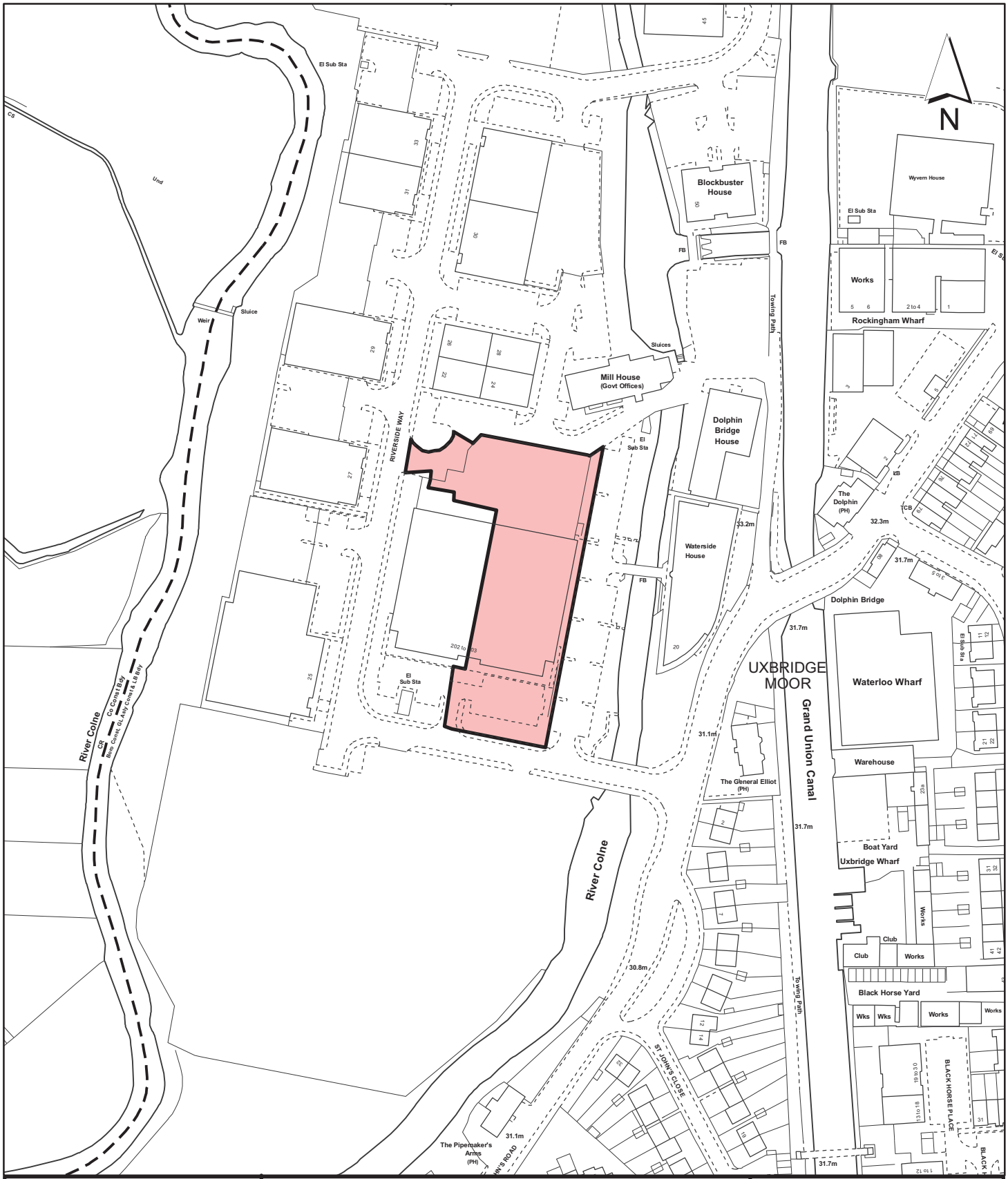
The proposal would be appropriate in terms of character and appearance, would provide adequate levels of inclusive design and would not cause any harm to the amenity of residential occupiers.

Accordingly, the application is recommended for approval.

11. Reference Documents

The London Plan (2011)
Planning Policy Statement 4

Contact Officer: Adrien Waite **Telephone No:** 01895 250230



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Site Address

Unit 2 (Phase 200)
Riverside Industrial Estate
Riverside Way, Uxbridge

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
47163/APP/2011/1336

Scale
1:2,000

Planning Committee
Central and South

Date
August 2011

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Report of the Head of Planning & Enforcement Services

Address UNIT 1 COWLEY MILL INDUSTRIAL EST LONGBRIDGE WAY UXBRIDGE

Development: Change of use from Class B1/B8 to Class B1/B8/D1 for use as children's soft play centre

LBH Ref Nos: 29704/APP/2011/875

Drawing Nos: Marketing Report
Transport Statement
30313-PL-100 Location Plan
30313-PL-101 Existing Elevations
30313-PL-102 Proposed Elevation
Technical Note - Response to Planning Report
Planning Statement

Date Plans Received: 08/04/2011 **Date(s) of Amendment(s):**

Date Application Valid: 08/04/2011

1. SUMMARY

Planning permission is sought for the change of use to a mixed use comprising B1, B8 and D1 uses. The B1 and B8 uses are as existing and as such, no objections are raised.

The site has not been identified by the Council as one which is to be released from its Industrial Business Area Classification and additionally it is identified as a Strategic Employment location within the London Plan (July 2011). In this regard there is considerable concern that the proposed use would not only result in a loss of a preferred industrial location, but also have a negative effect on other occupiers of the industrial estate.

Additionally the Transport Statement fails to demonstrate the development would not result in unacceptable traffic and parking impacts.

Refusal is recommended.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The submitted Transport Statement fails to provide an accurate and robust assessment of the transportation aspect of the proposed development. As such, the Council has been unable to assess the parking, traffic, and safety aspects of the proposed development. In the absence of information, the proposals are considered to be contrary to the Council¿s Policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

2 NON2 **Non Standard reason for refusal**

The application site falls within the Uxbridge Industrial and Business Area and is designated as a Strategic Industrial Location in the London Plan (July 2011). The

proposal would result in an unacceptable loss of employment land that is capable of being used for industrial and warehouse purposes, contrary to Policy LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policy 2.17 of the London Plan (July 2011) and recommendations within the Council's Employment Land Study (July 2009).

3 NON2 **Non Standard reason for refusal**

The position of sensitive land uses, including child play facilities, within the industrial business area could affect the ability of the Uxbridge Industrial and Business Area to function effectively, neutralising existing industrial uses within the estate. This includes the potential for conflict between pedestrians using the D1 use and commercial vehicles using the proposed B1/B8 uses in a confined space. The proposal is therefore contrary to Policies LE2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies September (September 2007), Policy 2.17 of the London Plan (July 2011) and recommendations within the Council's Employment Land Study (July 2009).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LE2	Development in designated Industrial and Business Areas
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
LPP2.17	Promote, manage and protect the strategic Industrial locations

3

You are advised that the Council considers that the lack of any dedicated car parking area is problematic.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located at Unit 1 in the Cowley Mill Trading Estate, which is located between the River Colne and Longbridge Way (western side of Longbridge Way and south of the junction between Cowley Mill Road and Longbridge Way).

The industrial estate is characterised by two storey warehouse/industrial buildings. Opposite the site to the east (accross Longbridge Way) development is mixed, with large warehouse/industrial development and two storey residential flat buildings to the north east.

The site is designated as a Stretegic Industrial Location in the London Plan and as an Industrial Business Area in the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3.2 Proposed Scheme

Planning permission is sought for the change of use to a mixed use comprising B1, B8 and D1 uses. The B1 and B8 uses are as existing. Minor changes are proposed to the external elevations including 3 signs, and a small extract duct (for kitchen fume extraction).

The applicant has advised that it is proposed that the unit would be occupied by a newly established company providing soft play facilities. The unit would provide internal soft play areas for children, separated into age ranges, along with caf© facilities, relaxed seating and ancillary areas.

The planning statement describes the use as providing a day nursery and care centre use for the local area. The planning statement is also clear that this application simply seeks to extend the range of uses able to be undertaken at the site, rather than a complete change of use from the B Class uses.

The application does not indicate how much space would be used as Class D1, as opposed to the Class B type uses.

3.3 Relevant Planning History

29704/APP/2010/2345 Unit 1 Cowley Mill Industrial Est Longbridge Way Uxbridge

Change of use from Class B1/B8 to Class B1/B8/D1 for use as children's soft play centre.

Decision: 09-12-2010 Refused

Comment on Relevant Planning History

The above application was refused for the following reasons:

1. The proposed D1 use of the premises as a play centre would result in the loss of industrial and warehouse floorspace in a designated Industrial and Business Area and a Strategic Industrial Area and Preferred Industrial Location that is capable of being used for industrial and warehouse purposes, contrary to Policy LE2 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and London Plan Policy 3B.4.

2. The application is not accompanied by a Transport Assessment or a travel plan to demonstrate the likely impact on traffic generation associated with the proposed D1 use. As such, the Council has been unable to assess the traffic impact on the proposed D1 the local highway network and to determine whether the existing parking spaces can cater for the parking demand associated with the proposed use. It is therefore considered that the proposal with its potential traffic increase would be harmful to highway and pedestrian safety and would result in inadequate provision for car parking which would be likely to cause on-street parking contrary to Policies AM2, AM7(i) and (ii) and AM14 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LE2	Development in designated Industrial and Business Areas
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
LPP2.17	Promote, manage and protect the strategic Industrial locations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

11 near by occupiers were notified of this planning application.

The applicant has provided a petition in support of the application (175 signatures). This states that there is a need for the use and that the facility would cater for children with special needs giving them a safe place to play.

Internal Consultees

HIGHWAYS ADVISOR

The Transport Statement submitted with the application fails to consider the mix of the proposed D1 use with the B1/B8 uses, which involve other vehicles including HGV movements in and out of

Cowley Mill Trading Estate and turning within this Estate.

The transport statement also fails to provide an accurate assessment of the proposals:

i) The capacity of the site for the proposed D1 use to cater for families, childminder and birthday parties has not been quantified;
ii) The car parking demand and traffic associated with the D1 use (both staff and visitors) have not been satisfactorily quantified;
iii) The applicant has proposed that at particularly busy times the length of stay will be restricted to a maximum of 2 hours. However, it would be very difficult to practically enforce this on a day to day basis throughout the life of the development and the restriction on the length of stay can change in the future as per the business demand/requirements, resources etc;
iv) There are inconsistencies in the proposed opening times and full time staff numbers stated in the application form and the transport statement;
v) The arrival and departure vehicle profile is considered to be unrealistic.

Consequently, the proposals are considered to be contrary to policies AM7 and AM14 of the UDP.

REFUSE/RECYCLING ADVISOR

i)) The proposal is for a commercial unit. The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

ii) As the producers of waste from a commercial premises the occupiers have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection.

iii) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). Collectors should not have to carry refuse sacks more than 15 metres.

iv) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

ENVIRONMENTAL PROTECTION UNIT

I do not wish to object to this proposal.

The nearest residential receptor is measured at approximately 55 meters on the other side of Longbridge Way from the application site. The potential for any disturbance from children's activities is not significant.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

LONDON PLAN (July 2011)

London Plan Policy Policy 2.17 relates to Strategic Industrial Locations and notes that boroughs should, promote, manage and where appropriate, protect strategic industrial locations (SILs) as London's main reservoirs of industrial land. The policy states that development proposals in SILs should be refused unless:

* they fall within the broad industrial type of activities
* they are part of a strategically co-ordinated process of SIL
Consolidation
* the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SMEs) or new emerging industrial sectors;
* the proposal is for small scale 'walk to' services for industrial occupiers such as workplace cr¨ches or cafes.

PLANNING OFFICER COMMENT

The retention of the B1 and B8 uses is consistent with the above, however the D1 use would be contrary to policy 2.17. The proposed D1 use would not be classified as an SME.

While the proposed D1 use could be used for industrial occupiers of the estate, demand (as evidenced by the address of petitioners) for this use would be wider than just the IBA (i.e. not a small scale 'walk to' service for the industrial estate).

The application is not considered to accord with the London Plan.

HILLINGDON UNITARY DEVELOPMENT PLAN (SAVED POLICIES SEPTEMBER 2007)

Policy LE2 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) (the UDP) seeks to retain uses within classes B1, B2 and B8 within IBA's and other uses that do not fall within these classes if they are appropriate within IBA's. The local planning authority will not permit development for other uses in industrial and business areas unless it is satisfied that:-

(i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future; and
(ii) the proposed alternative use does not conflict with the policies and objectives of the plan.
(iii) the proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

PLANNING OFFICER COMMENT

With regards to the existing industrial use and criteria (i) above, the applicant has submitted a Marketing Report. This report advises that the 6 units currently vacant, Units 1, 2, 3, 6, 8 & 10, have all been marketed with flexible terms, for the past 2 years.

The present market conditions are considered to reflect at least in part the immediate problems with national and international economies. The local market conditions could change to a favourable position (due to the fluctuations in the local and national economy) and therefore, it is important that the unit is retained for industrial purposes in the future.

The Council has undertaken an evaluation of all industrial sites in the Borough and identified a number of sites for release (this will be dealt with via the Core Strategy and Local Development Framework process).
The application site is not one of the sites proposed to be released. As the supply of industrial land is reduced, it will become increasingly important to retain and protect the remainder. The London Plan has identified the site as a SIL, and this elevates its importance in terms of ensuring it is retained for use as an employment location. Given

that the supply of industrial land is to reduce and that the current market conditions could well change over the medium and long term, it is considered that there is a realistic prospect of the land being used for industrial or warehousing purposes in the future.

The applicant contends that the B Class uses will remain and that this application is simply for an extended range of uses. However no floor plans have been provided to indicate what share of the building would be retained for B Class uses. The application form is equally ambiguous, noting only that the space would be available to be used equally as Class D1 or Class B1 or B8.

It is not considered that a soft play facility/nursery use would sensibly be able to be accommodated in the very same building that is also occupied by an industrial and warehousing use. Whereas it would not be the role of the planning authority to consider health and safety issues (as other legislation would cover this) it is the role of the local planning authority to consider the impact of the land use on other land uses.

Should planning permission be granted and the D1 use becomes operational, there is a possibility that the industrial floorspace would be permanently lost.

The position of such a sensitive land use (child play facilities), adjacent to industrial units could lead to conflicts between site users (e.g. trucks making deliveries to other business units close to children entering and leaving the site) and conflicts with parents trying to park around an industrial estate where Heavy Goods Vehicles need space to manoeuvre. There is considerable concern that this would affect the ability of the Uxbridge Industrial and Business Area to function effectively, neutralising existing industrial uses within the estate.

The scheme is not considered to comply with the London Plan (July 2011) or the Council's UDP, and there is an in principle objection to the scheme in this regard.

7.07 Impact on the character & appearance of the area

No external alterations are proposed apart from an air vent in the flank wall and 3 signs. There is no objection to the scheme in terms of appearance or visual impacts on the street scene.

7.08 Impact on neighbours

There are no residential properties nearby that would be adversely affected by the proposed development.

The application was referred to the Council's Environmental Protection Officer who has raised no objection to the scheme in terms of noise or disturbance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The applicant has advised that the facilities would cater for both children and parents, providing a safe and sociable setting in an accessible location. The application site is located within the Uxbridge IBA and has a PTAL accessibility rating of 1. This means that within a scale of 1 to 6, where 6 is the most accessible, the area has a low accessibility level. Therefore, customers are likely to travel to the site by car, thereby generating additional vehicular traffic on the highway network.

There are no specific parking standards for D1 uses and as such, the proposal should be determined on an individual basis using a transport assessment and travel plan.

The application is supported by a Transport Statement which concludes that the proposed D1 use will not have any material impact on the road network and the existing parking

provision can cater for the parking demand associated with the proposed use.

However the Councils Highway Engineer advises that the Transport Statement fails to provide an accurate assessment of the proposals. In particular, the capacity of the site for the proposed D1 use to cater for families, childminder and birthday parties, and the car parking demand and traffic associated with the D1 use (both staff and visitors), have not been satisfactorily quantified. Furthermore, the applicant proposes that at particularly busy times the length of stay will be restricted to a maximum of 2 hours. However, realistically, it would be very difficult to practically enforce this on a day to day basis throughout the life of the development(especially as small children are involved) and the restriction on the length of stay can change in future as per the business demand/requirements, resources etc. Also, there are inconsistencies in the proposed opening times and full time staff numbers stated in the application form and the transport statement, and the arrival and departure vehicle profile is considered to be unrealistic.

Therefore, it is considered that the proposal fails to fully demonstrate the likely impact on traffic generation associated with the proposed D1 use. As such, the Council has been unable to assess the traffic impact of the proposed D1 on the local highway network and to determine whether the existing parking spaces can cater for the parking demand associated with the proposed use.

It is therefore considered that the proposal with its potential traffic increase would be harmful to highway and pedestrian safety and would result in inadequate provision for car parking which would be likely to cause on-street parking contrary to Policies AM2, AM7(i) and (ii) and AM14 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

It is noted that the applicant submitted an additional technical note, which has been considered by the Council's Highways Officer. This is not considered to overcome the issues which are raised above.

The proposal fails to overcome the second reason for refusal of the previous scheme.

7.19 Comments on Public Consultations

The third party comments are noted and are addressed in the report. It is clear that there is considerable demand for the proposed use, it is noted that the demand is wide spread. Although it is unclear why 'Wacky World of Soft Play' needs to locate in an IBA.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

10. CONCLUSION

The application is not considered to have overcome the previous reason for refusal and the proposed D1 use is considered to be contrary to London Plan and local UDP policy.

In considering this second, more detailed application, officers have had additional concerns over the potential negative impact the proposed use could have over the wider industrial estate.

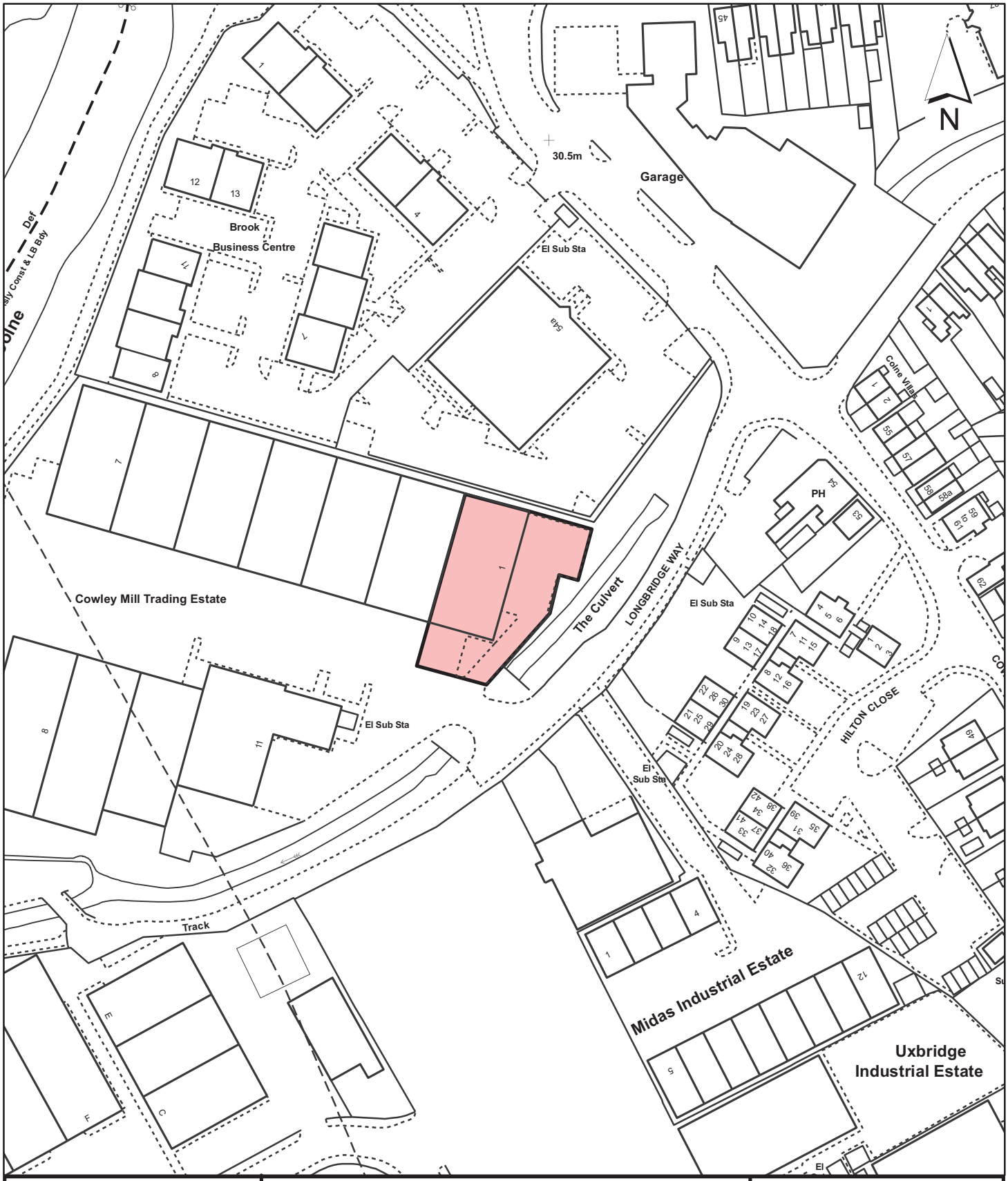
There are also significant concerns in relation to this scheme in terms of highways and parking impacts.

This application is recommended for refusal.

11. Reference Documents

Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

Contact Officer: Sonia Bowen **Telephone No:** 01895 250230



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Site Address

Unit 1 Cowley Mill Industrial Estate
Longbridge Way
Uxbridge

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
29704/APP/2011/875

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address THE STABLES GOULDS GREEN HILLINGDON

Development: Conversion of detached barn to rear to a three-bedroom residential unit, including 2 parking spaces and associated amenity space.

LBH Ref Nos: 26738/APP/2010/2554

Drawing Nos: 09/312/21 - Existing Ground Floor Plan
09/312/22 - Existing Elevations
09/312/11C - Location Plan and Block Plan
09/311/51 - Section
09/312/25 Rev A - Proposed Elevations
09/312/23 Rev A - Proposed Ground Floor Plan
09/312/24 Rev A - Proposed First Floor Plan

Date Plans Received:	03/11/2010	**Date(s) of Amendment(s):**	03/11/2010 10/11/2010 17/05/2011
Date Application Valid:	10/11/2010		

1. SUMMARY

Planning permission is sought for the conversion of an existing barn into a 3 bedroom dwelling unit, including parking area and associated amenity area.

The existing building is traditional in appearance and constructed of quality materials. It is an established feature of this area of the Green Belt and due to the enclosed nature of the site it is not considered the proposal would result in visual harm to the same. The re-use of the existing building does not represent inappropriate development within the Green Belt as set out within PPG2. Furthermore, the proposal is considered to provide adequate amenities for any future occupiers and not result in a detrimental impact to any existing surrounding occupiers.

Given the authorised use of the building (riding stables) along with its associated car parking area, it is not considered the level of traffic generated by one additional house would result in any unacceptable increase in noise nuisance or danger/inconvenience to existing users of the surrounding highway network. Furthermore, the presence of any roosting bats has been discounted from the existing barn and subject to a safeguarding condition relating to the wider foraging area, it is considered the works would not be detrimental to the local bat population.

The accommodation provided would be used in association with the existing riding school business on the site and would result in the retention of an attractive traditional building, which is considered to contribute to the landscape character of the wider area.

Subject to suitable safeguarding conditions the application is recommended for APPROVAL

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 M1 **Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:
(a) External Materials;
(b) Door and window details;
(c) Details of reuse of existing doors where this can be achieved; and
(d) Details of conservation style rooflights.

Thereafter the development shall be completed in accordance with the approved details.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 RPD1 **No Additional Windows or Doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON
To preserve the rural character of the existing building, thereby protecting the visual amenities of the wider area in compliance with BE13 and OL1 of the Unitary Development Plan Saved Policies (September 2007)

5 RPD5 **Restrictions on Erection of Extensions and Outbuildings**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to the dwellinghouse nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON
To preserve the rural character of the existing building, thereby protecting the visual amenities of the wider area in compliance with BE13 and OL1 of the Unitary

Development Plan Saved Policies (September 2007)

6 RPD9 **Enlargement to Houses - Roof Additions/Alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no addition to or enlargement of the roof of the dwellinghouse, including any form of chimney stack or antenna shall be constructed.

REASON
To preserve the rural character of the existing building, thereby protecting the visual amenities of the wider area in compliance with BE13 and OL1 of the Unitary Development Plan Saved Policies (September 2007)

7 M5 **Means of Enclosure - details**

Before the development is commenced, details of boundary fencing or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

REASON
To preserve the rural character of the existing building, thereby protecting the visual amenities of the wider area in compliance with BE13 and OL1 of the Unitary Development Plan Saved Policies (September 2007).

8 H7 **Parking Arrangements (Residential)**

The parking areas (including the marking out of parking spaces) shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained for the sole use of the occupiers of the dwelling and used for no other purpose.

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 TL5 **Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -
· Planting plans (at not less than a scale of 1:100),
· Written specification of planting and cultivation works to be undertaken,
· Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
· Implementation programme.
The scheme shall also include details of the following: -
· Proposed finishing levels or contours,
· Means of enclosure,
· Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
· Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs,

or lighting),
· Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
· Retained historic landscape features and proposals for their restoration where relevant.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 TL6 **Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON
To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 NONSC **'Lifetime Homes' Standards**

The dwelling hereby permitted shall be constructed in accordance with 'Lifetime Homes' Standards, as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'. No development shall take place until plans and/or details to demonstrate compliance with the standards have been submitted to an approved in writing by the local planning authority. The development shall thereafter be constructed in accordance with the approved details.

REASON:
To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policy 3.8.

12 NONSC **No External Lighting**

No external lighting shall be installed to the proposed development or its associated curtilage and parking area without further written consent of the Local Planning Authority.

REASON

To ensure that the works are not detrimental to local bat populations commuting and foraging around the proposed development site in accordance with policy EC5 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and Planning Policy Statement No 9.

13 NONSC **landfill gas protection**

A scheme for suitable landfill gas protection measures at the site, including for example the use of a gas membrane, shall be submitted to and agreed with the LPA. The scheme shall then be implemented to the satisfaction of the Local Planning Authority.

Reason
The property is adjacent to the former Stockley Park landfill site. Landfill gas migration has been found historically at the site. It is understood that there is already a gas venting trench and landfill gas monitoring boreholes on this site. Gas protection measures are required on the extension and converted outbuildings to protect new occupants from any gas migration to these residential buildings, in compliance with policy OE1 of the UDP Saved Policies (September 2007).

14 NONSC **Soils**

All soils used for soft landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval by the Local Planning Authority. Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

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).

15 TL20 **Amenity Areas (Residential Developments)**

The dwelling hereby permitted shall not be occupied, until the outdoor amenity area serving the dwelling as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

REASON
To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

16 NONSC **Non Standard Condition**

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 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 Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL14	Change of use or conversion of redundant agricultural buildings
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H8	Change of use from non-residential to residential
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
OE1	Protection of the character and amenities of surrounding properties and the local area

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I2 **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results

in any form of encroachment.

5 I3 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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

Access Officer advice -
The following access observations are provided:
1. Entry into the proposed conversion appears to be stepped. If it is not be possible, due to topographical or other existing building constraints, to achieve level access, it would be preferable to gently slope (maximum gradient 1:21) the pathway leading to the ground floor entrance door. Details in this regard should be requested prior to any grant of planning permission.

2. The proposed entrance level WC should provide at least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.
3. To allow the bathroom and entrance level WC to be used as wet rooms in future, plans should indicate floor gulley drainage.
4. The proposed new staircase should provide a minimum clear width of no less than 900 mm from the wall or handrail to balustrade or handrail opposite.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is on the south of Goulds Green and involves an existing riding stables. The stables comprise a stable yard complex with associated storage buildings, tack shop building, brick built traditional barn (subject to this application), car parking area and original farm house. The application site is well screened from the surrounding area by mature landscaping on all external boundaries. To the south is Stockley Park and to the north are residential properties. The site is rural in character and appearance. The barn to which the application relates is situated on the east side of the stable yard and faces onto an area of hardstanding and the flank wall of the tack shop building. The application site is situated within the `Green Belt' as designated in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

3.2 Proposed Scheme

Planning permission is sought to convert a traditional barn to a 3 bedroom unit of residential accommodation. This would involve internal alterations and minor alterations to the existing fenestration of the building, together with the provision of a private amenity area and parking for two vehicles.

The existing building is situated on the peripheries of the stable yard complex and fronts onto an area of hardstanding (currently being used for a dung-heap) and the flank wall of the tack shop building. Vehicular access to the site would be gained via the existing access to the original farm house and the car park used in association with the riding school business.

No extensions would be added to the original building and it has been confirmed any new materials that would be required will be traditional to match those of the existing London Stock brickwork, natural slates and timber fenestration.

The building is 18.7m wide and 7.95m deep and finished with a pitched roof at a maximum height of 6.7m

The Design and Access Statement comments that the proposed unit of accommodation will be used for the immediate family.

3.3 Relevant Planning History

26738/APP/2009/2596 The Stables Goulds Green Hillingdon

Conversion of outhouses to 1 two-bedroom and 1 one-bedroom flat, to include single storey side extension, conversion of loftspace to habitable use and alterations to elevations.

Decision: 08-02-2010 Withdrawn

26738/B/86/0797 Riding Stables Goulds Green Hillingdon

Leisure development - 3320sq.m. (Full)(P)

Decision: 19-06-1986 Approved

26738/C/86/0798 Riding Stables Goulds Green Hillingdon

Leisure development - 2630sq.m. (Full)(P)

Decision: 19-06-1986 Approved

26738/D/87/2036 Riding Stables Goulds Green Hillingdon

Erec. of a two-storey side extn. for granny annexe and conservatory to rear elevation.

Decision: 07-04-1988 Approved

26738/F/88/2818 The Farmhouse Goulds Green Hillingdon

Continued use of open menage and car park

Decision: 25-05-1989 ALT

26738/G/91/1045 The Farmhouse Goulds Green Hillingdon

Continued use of open menage and car park; Renewal of planning permission ref. 26738F/88/2818 dated 25.5.89

Decision: 01-08-1991 ALT

26738/H/91/1950 The Farmhouse Goulds Green Hillingdon

Erection of a manure store enclosure and permanent use of land as car park

Decision: 15-06-1992 Approved

26738/J/94/0186 The Farmhouse Goulds Green Hillingdon

Erection of a two-storey rear extension

Decision: 30-03-1994 Approved

26738/L/94/1463 The Farmhouse Goulds Green Hillingdon

Erection of two outbuildings for the manufacture and storage of fireworks

Decision: 23-11-1994 Refused **Appeal:** 27-10-1995 Dismissed

26738/M/97/0100 Riding Stables Goulds Green Hillingdon

Installation of pitched roof over tack shop

Decision: 27-03-1997 Approved

Comment on Relevant Planning History

This is a resubmission of a previously withdrawn application (Ref. No. 26738/APP/2009/2596), the application was withdrawn following officer advice that support could not be given due to the lack of supporting information with regard to the affect the proposal could have on the local bat population.

4. Planning Policies and Standards

Planning Policy Statement 3: Housing
Supplementary Planning Guidance: Educational Facilities
PPG2 Green Belts
Planning Policy Statement No 9 'Biodiversity and Geological Conservation'

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.1	To maintain the Green Belt for uses which preserve or enhance the open nature of the area.
PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL14	Change of use or conversion of redundant agricultural buildings
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H8	Change of use from non-residential to residential
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

OE1 Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

40 neighbouring properties and interested parties have been consulted and no responses have been received.

NATURAL ENGLAND: Thank you for consulting Natural England on the above mentioned planning application.
Please be aware that Natural England in London and the Southeast Region no longer provides case specific advice to Local Planning Authorities where a development may impact upon a protected species. If the council is of the understanding that this conversion has the potential to impact on protected species, you will need to refer to the guidance contained within our standing advice

Officer comment - the standing advice has been referred to and the supporting Bat Survey submitted with the application is considered to have adequately dealt with this issue. Therefore subject to the suggested safeguarding condition relating to mitigation measures the proposal would not have an adverse impact on Bats that forage in the locality. No evidence of Bats roosting in the building was found.

Internal Consultees

TREES AND LANDSCAPE OFFICER: No comments received.

HIGHWAYS OFFICER: No comments received.

ENVIRONMENTAL PROTECTION UNIT: The area of land where the outhouses are to be converted to flats and a new extension proposed is next to Stockley Park (a former landfill). There has been gas migration in the past from the restored landfill to this area (The Stables aka Jupps Farm). A gas venting trench was installed to the west of the outbuildings with some gas monitoring boreholes also at this location. The most recent monitoring we have is from 2007 and indicates landfill gas (including methane) in the venting trench with some carbon dioxide beyond the trench on the site. Therefore the buildings should have some gas protection measures such as a gas protection membrane if they are to be used for habitation rather than as part of the farm. Some measures may already be in place, there is the venting trench which is there to protect the buildings. I would advise applying the condition below.

Condition
A scheme for suitable landfill gas protection measures at the site, including for example the use of a gas membrane, shall be submitted to and agreed with the LPA. The scheme shall then be implemented to the satisfaction of the LPA.

Reason
The property is adjacent to the former Stockley Park landfill site. Landfill gas migration has been found historically at the site. It is understood that there is already a gas venting trench and landfill

gas monitoring boreholes on this site. Gas protection measures are required on the extension and converted outbuildings to protect new occupants from any gas migration to these residential buildings. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 277440.

WASTE DEVELOPMENT MANAGER; I would make the following comments on the above application regarding waste management.The plan does not show that a space has been allocated for the storage of waste. However, Hillingdon is not a wheeled bin borough so a refuse bin or other containment could be provided by the developer.

The current waste and recycling collection systems are: -
· Weekly residual (refuse) waste using sacks purchased by the occupier
· Weekly dry recycling collection using specially marked sacks provided by the Council.
· Fortnightly green garden waste collection three specially marked reusable bags provided by the Council free of charge, additional three can be purchased by occupier.

The residents would be required to present the waste and recycling at the curtilage of the property on the allocated collection days.

ACCESS OFFICER - In assessing this application, reference has been made to London Plan Policy 3A.5 (Housing Choice) and the Council s Supplementary Planning Document Accessible Hillingdon" adopted January 2010. The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

The following access observations are provided:

5. Entry into the proposed conversion appears to be stepped. If it is not be possible, due to topographical or other existing building constraints, to achieve level access, it would be preferable to gently slope (maximum gradient 1:21) the pathway leading to the ground floor entrance door. Details in this regard should be requested prior to any grant of planning permission.
6. The proposed entrance level WC should provide at least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.
7. To allow the bathroom and entrance level WC to be used as wet rooms in future, plans should indicate floor gulley drainage.
8. The proposed new staircase should provide a minimum clear width of no less than 900 mm from the wall or handrail to balustrade or handrail opposite.

The Design & Access Statement should be revised to confirm adherence to all 16 Lifetime Home Standards.

Conclusion: On the basis that the above amendments can be incorporated into revised plans, prior to any planning approval, I would raise no objection.

DIRECTOR OF EDUCATION; Based on the creation of 1x 7-room private house in Botwell ward, we request
£14,991.

Officer Comment - It is noted that the comments of the director of education were based on the plans initially submitted, which have been revised in order to address a number of design issues. The amended plans currently under consideration demonstrate the provision of 5 rooms within the building and an externally accessed utility room with an area of approximately 9.5sq.m. Having regard to the amended plans and the provision of the Planning Obligations SPD it is not considered

that an education contribution is required in this instance.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PRINCIPLE OF DEVELOPMENT
Policy H8 of the Adopted Hillingdon UDP (Saved Policies, September 2007) states change of use from non-residential to residential will be permitted if; a satisfactory residential environment can be achieved; the existing use is unlikely to meet a demand for such a use in the future; and the proposal is consistent with other policies in the plan.

The proposal is considered to provide satisfactory amenities for future residents as addressed elsewhere within this report. It is confirmed that the existing building is no longer required for the main use of the wider stable yard which has adequate storage areas for the current riding school business; and the development is not considered to conflict with any of the other policies of the plan. Therefore the proposal is considered to comply with policy H8 of the Adopted Hillingdon UDP (Saved Policies, September 2007)

Policy OL14 of the Adopted Hillingdon UDP (Saved Policies, September 2007) requires that the change of use or conversion of redundant agricultural and other rural buildings will only be accepted if the redundant building is substantial and attractive and with normal repair and maintenance can be expected to last for many years. This will also be judged against; the effect of any conversion work and other development needed upon the character, appearance or setting of the building or the area in which it is located; whether the new proposed activity would disturb the amenities of the area; and where the building is located in the Green Belt. National Policy within PPG2 (See Impact on the Green Belt section of the report) confirms that the re-use of existing buildings within the Green Belt is not inappropriate development subject to certain criteria. The proposal would accord with the objectives of Saved Policies OL1, OL2 and OL3 and the criteria within PPG2.

With regard to this proposal, the building is considered traditional and attractive in character and appearance, thereby making a positive contribution to the locality in which it is set. Furthermore, the building appears structurally sound and it appears it would be possible to convert to a residential use with fairly minor alterations. The building is now redundant in relation to the riding school, stable yard and associated tack shop and the site visit confirmed alternative adequate storage facilities exist on site. There are no nearby residential uses that would be affected by the proposal. With regard to Green Belt issues these are addressed below.

7.02 Density of the proposed development

DENSITY
The site has a PTAL of 1b, which is considered to be remote within a suburban context. Taking this into account, the London Plan density guideline is 150 to 200 habitable rooms per hectare (hr/ha) or 35 to 55 units per hectare (u/ha) as the appropriate capacity for the site.

The new house would have an approximate density of 162hr/ha. As such the application would be in accordance with the density guidelines set out within the London Plan, furthermore it is considered that adequate amenities could be provided and therefore the proposal is considered to comply with the intentions of Policy 4B.3 of the London Plan.

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

The site is not located within an archaeological priority area, a conservation area or area of special local character. Nor is the building listed or in proximity to any other listed

buildings.

7.04 Airport safeguarding

The site is not within an airport safeguarding area.

7.05 Impact on the green belt

National policy guidance in relation to development within Green Belts is set out in PPG2 - Green Belts. Advice contained in that document states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness . Within Green Belts, there is a general presumption against inappropriate development, which is by definition harmful. PPG2 states that the construction of new buildings inside a Green Belt is inappropriate unless it is for certain specified purposes, which include essential facilities for outdoor sport and outdoor recreation , and limited extension, alteration or replacement of existing dwellings.

However, the re-use of existing buildings is an exemption to this general presumption against development and is not necessarily inappropriate with PPG2 stating that:
'With suitable safeguards, the re-use of buildings should not prejudice the openness of Green Belts, since the buildings are already there. It can help to secure the continuing stewardship of land, especially by assisting farmers in diversifying their enterprises, and may contribute to the objectives for the use of land in Green Belts. The alternative to re-use may be a building that is left vacant and prone to vandalism and dereliction.'; and

'The re-use of buildings inside a Green Belt is not inappropriate development providing:
(a) it does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;
(b) strict control is exercised over the extension of re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purposes of including land in it (eg because they involve extensive external storage, or extensive hardstanding, car parking, boundary walling or fencing);
(c) the buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and
(d) the form, bulk and general design of the buildings are in keeping with their surroundings. (Conversion proposals may be more acceptable if they respect local building styles and materials, though the use of equivalent natural materials that are not local should not be ruled out).'

The site comprises an established riding stables with stable complex and ancillary storage buildings, together with the original farm house, carpark and tack shop.

The application relates to the conversion of a small barn to a residential unit of accommodation. This building is traditional in character and appearance and is considered to form part of the landscape character of this area of the Green Belt, it is no longer required for purposes associated with the larger farm, it is also of permanent and substantial construction and could be converted without major works. In addition, due to the enclosed nature and established boundary landscaping of the site, it is not considered the additional residential paraphernalia that would result by the proposed residential curtilage area, would be conspicuous from the surrounding Green Belt land. As such, the proposal would not represent inappropriate development within the Green Belt and is considered to preserve and enhance the visual amenities of the Green Belt.

7.07 Impact on the character & appearance of the area

PPS3 reiterates the importance of achieving design which is appropriate to its context stating that "design, which is inappropriate in its context, or which fails to take the

opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. It is clear that new developments should integrate with and complement the neighbouring buildings and local area 'in terms of scale, density, layout and access' and that they should create, or enhance, a 'distinctive character that relates well to the surroundings'.

Policy BE13 of the Adopted Hillingdon UDP (Saved Policies, September 2007) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and BE15 states proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

This application site is well screened from the wider area by mature landscaping on all of the site boundaries. The existing building is attractive in appearance and is set on the peripheries of the stable yard complex, facing inward toward the same. Due to its existing design the retention of the building is considered positive and the plans currently under consideration retain many of the key architectural features of the existing building.

The curtilage and parking area that would be provided for the proposed residential unit would be sited within the existing stable yard boundaries, on an area of hardstanding currently used for a muck-heap, and set against the flank wall of the tack shop building.

Due to the limited alterations to the exterior of the existing building and the proximity of the associated amenity and parking area, it is not considered the proposal would result in material harm to the visual amenities of the wider area, as any associated exterior residential paraphernalia would be well screened from the same. As such, the application is considered to accord with Policies BE13 and BE15 of the Adopted Hillingdon UDP (Saved Policies, September 2007) and also with PPS3.

7.08 Impact on neighbours

Due to the proximity and type of development proposed as part of this application, it is not considered that it would impact on the amenities of any adjoining buildings or adjacent properties by reason of loss of sunlight or overshadowing, and no adverse privacy impacts are anticipated given the distances to the nearest residential properties. The proposal in accordance with Policies BE20 and BE24 of the UDP(Saved Policies September 2007).

With regard to the vehicle movements. The application would result in the access drive serving one property and this would utilise the existing vehicular access serving the site. Whilst this access passes the flank boundary of the original farmhouse, it is further noted that this access also serves the riding stables and its associated car park. As such, it is not considered the level of traffic would be significantly increased at this access point by the increase of one dwelling unit, consequently any disturbance is not considered sufficient to justify the refusal of this application. The proposal would therefore comply with Policies H8 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

7.09 Living conditions for future occupiers

Section 4.7 of the SPD: Residential Layouts, states careful consideration should be given in the design of the internal layout, and that satisfactory indoor living space and amenities should be provided. The proposed internal floor space for the new dwelling unit would be approximately 117sq.m excluding the floorspace of the utility room. The SPD states the minimum amount of floor space required for a 3-bedroom two storey house would be 81m2 and therefore the proposal would comply with this advice.

With regard to the size of the garden, the SPD: Residential Layouts: Section 4.15 states that three bedroom property should have a garden space of at least 60m2. The layout plans show an area of over 160m2 provided for this new dwelling. As such the proposal would comply with Policy BE23 of the UDP (Saved Policies September 2007) and the SPD: Residential Layouts.

The SPD also advises that in order to prevent adjoining properties from appearing unduly dominant, two storey buildings should be separated by at least 15m from facing habitable room windows and these windows should not overlook or be overlooked by other habitable room windows within a distance of 21m to afford appropriate privacy. The separation distance should also apply to the private amenity space, taken to be the 3m deep area of rear garden adjoining the house. The separation distances between the existing farm house and the windows and private amenity area for this proposal are over 30m and thus ensure that the houses would not overlook one another. It is therefore concluded that all habitable rooms of the proposed houses would have adequate outlook, privacy and natural lighting and their amenity space is adequate to afford a suitable standard of residential amenity for their occupiers.

The proposal accords with policies BE20, BE23 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and relevant design guidance in terms of the residential accommodation provided.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The scheme provides two off-street car parking spaces for the new unit of accommodation and this would be in line with the Council's Parking Standards. The existing vehicular access to the stable yard and farm house would be utilised by the proposal. As such, the development would not be prejudicial to highway and pedestrian safety and would comply with Policies AM7(ii) and AM14 of the UDP Saved Policies (September 2007).

7.11 Urban design, access and security

Urban design and access issues are addressed elsewhere within this report. It is also considered that the proposal would benefit from appropriate levels of security.

7.12 Disabled access

The proposed floor plans show the provision of WC facilities at ground floor level and that the dwelling would exceed the minimum floor space standards. It is therefore considered if a permission were to be issued a condition is applied requiring the dwelling to be constructed to Lifetime Homes Standards. As such, the proposal is considered to comply with the intentions of Policy 3.8 of the London Plan (July 2011) and the Council's Accessible Hillingdon SPD January 2010.

7.13 Provision of affordable & special needs housing

The proposal does not meet the threshold to require the provision of this type of housing.

7.14 Trees, landscaping and Ecology

The application site is situated within the existing perimeters of the stable yard complex and there is mature landscaping on all boundaries. Therefore, it is considered subject to conditions relating to the submission of an appropriate landscaping scheme the development would satisfactorily integrate with the wider area and not result in visual harm to the Green Belt.

7.15 Sustainable waste management

Section 4.40 - 4.41 of the SPD: Residential layouts deals with waste management and specifies bin stores should be provided for. The submitted application does not include details of these, however as the proposal is for a residential dwelling it would be serviced in the same manner as other residential properties within the borough and there is ample

space within the curtilage of the proposed dwelling for storage of waste and recycling to take place. Accordingly, the proposal is considered to comply with the relevant provisions.

7.16 Renewable energy / Sustainability

The re-use of existing buildings is in itself sustainable as it makes the best use of resources and structures which already exist. Given that the proposal is a conversion it would not be possible to achieve a standard set out in the Code for Sustainable Homes, which relates to new build properties only. However, it is clear that efforts have been made through the design of the proposal to minimise carbon dioxide emissions, for example fenestration has been carefully placed to ensure that all of the habitable rooms within the property would benefit from amply natural light, it is therefore considered that the proposal overall would comply with the intentions of Policy 5.3 and 5.7 the London Plan (July 2011).

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application.

7.18 Noise or Air Quality Issues

It is not considered that the proposal would have any adverse impacts on air quality or create any adverse impacts by way of noise. Nor is it considered that the future occupiers would be subject to any unacceptable levels of noise in this location.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Policy R17 of the saved UDP is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These UDP policies are supported by more specific supplementary planning guidance.

The plans currently under consideration would result in the creation of only 5 rooms and the proposal would therefore not attract the need for any contributions under the adopted Planning Obligations SPD.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

The proposal relates to a Barn Conversion situated on the edge of the open countryside. Planning Policy Statement No 9 'Biodiversity and Geological Conservation' states, the re-use of previously developed land for new development makes a major contribution to sustainable development, but that where sites have significant biodiversity interest local planning authorities, together with developers should aim to retain this interest or incorporate it into any development.

The supporting information submitted with the scheme contained a full bat survey. This report concluded that the building was only suitable for small numbers of roosting bats, but no evidence of bat roosts in the building were found. Two emergence surveys identified bats foraging and commuting around the building, but no bats emerged or re-entered.

The results of the surveys and internal inspection of the building are sufficient to conclude that it is currently not used by bats for roosting. Therefore no further action or survey work is required for bats. Bats were observed foraging in habitat adjacent to the building and commuting along nearby lines of trees. As such, it is recommended should a permission

be issued a condition is applied to restrict the installation of external lighting without further written consent, as this would have the potential to disturb flight routes and foraging grounds, resulting in habitat fragmentation. Therefore, subject to this mitigation measure the proposal would comply with PPS9 and therefore also with policy EC5 of the Hillingdon Unitary Development Plan (Saved Policies September 2007)

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

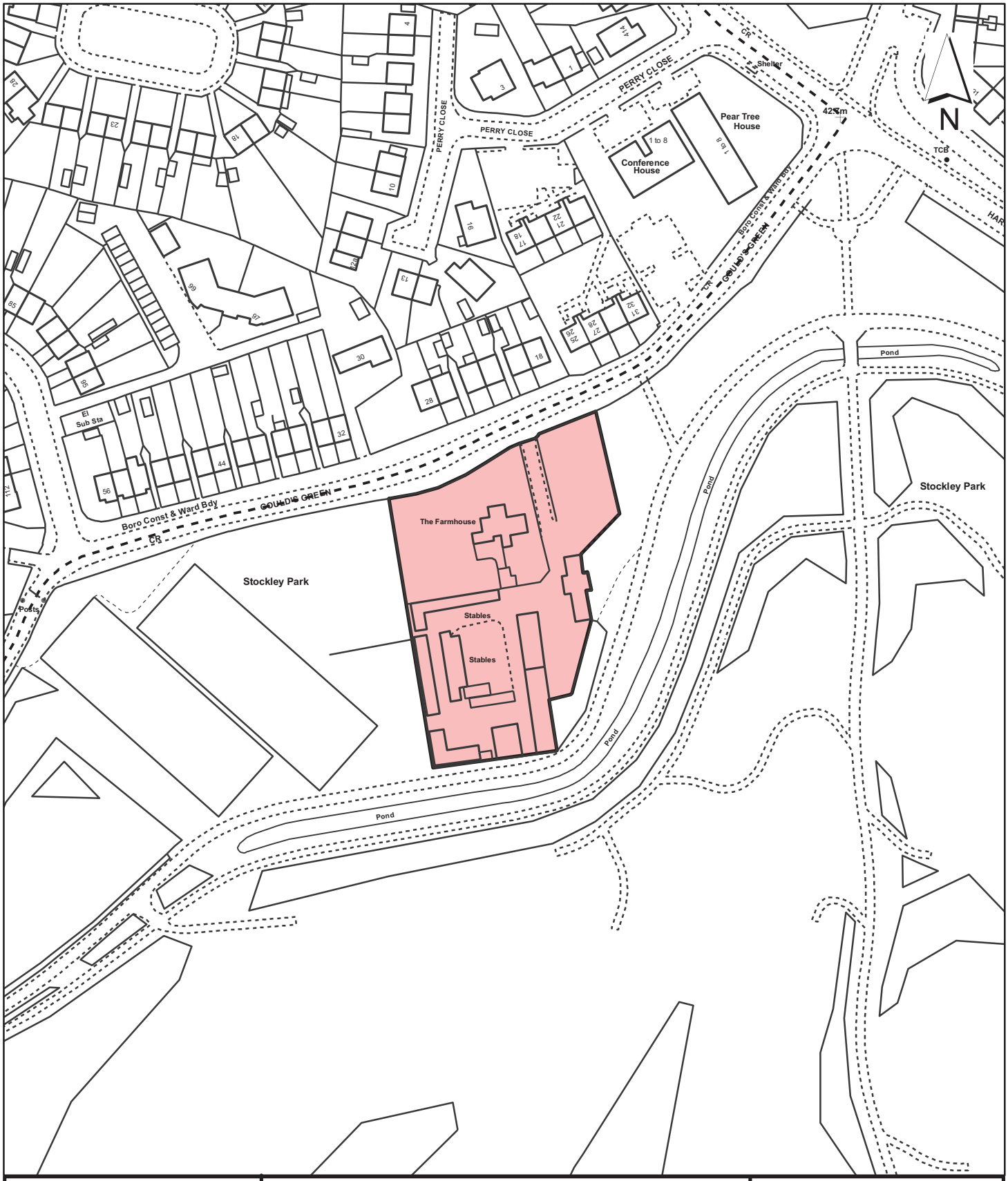
It is considered that the existing building is traditional in character and appearance and forms part of the landscape character of this area of the Green Belt. Due to the established boundary landscaping of the site it is not considered the additional residential paraphernalia that would result would not be conspicuous from the Green Belt or the surrounding area. As such, the proposal would preserve or enhance the visual amenities of the Green Belt.

In summary, it is considered the proposal would not result in a material loss of amenity to the surrounding area or neighbouring properties, thereby complying with the relevant policies contained in the UDP (Saved Policies September 2007) and the London Plan and therefore the proposal is recommended for Approval subject to suitable safeguarding conditions.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Polices September 2007
HDAS: New Residential Layouts: July 2006' Accessible Hillingdon': July 2006
The London Plan (July 2011)
Supplementary Planning Guidance: Educational Facilities
Planning Policy Guidance Note No 2 Green Belts
Planning Policy Statement 3 `Housing'
Planning Policy Statement No 9 'Biodiversity and Geological Conservation'

Contact Officer: Adrien Waite **Telephone No:** 01895 250230



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Site Address

The Stables
Goulds Green
Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
26738/APP/2010/2554

Scale
1:1,500

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address BRUNEL UNIVERSITY - TOWER C KINGSTON LANE HILLINGDON

Development: Creation of an area of concrete hardstanding.

LBH Ref Nos: 532/APP/2010/2391

Drawing Nos: BUTC-PP-00-DET-302-A - Ground Floor Detail
BUTC-PP-00-PLN-301-A Site Block Plan
BUTC-PP-00-SIT-300-A Site Location Plan

Date Plans Received: 12/10/2010 **Date(s) of Amendment(s):** 13/07/2011

Date Application Valid: 12/10/2010

1. SUMMARY

The application seeks to install a new area of concrete hardstanding adjacent to the southern elevation of Tower C, a locally listed building within Brunel University utilised by the Universities Engineering Department.

Tower C is scheduled within the Council's Local List, however similar alterations have taken place in the past and the Council's Conservation Officer raises no objection to the installation of the proposed hardstanding adjacent to the building.

It is not considered that the proposal would have any significant impact on the openness of the Green Belt within this Major Developed Site and adequate soft landscaping would be retained in the vicinity of the application site.

The proposal is also considered acceptable in terms of highways safety.

Accordingly, the application is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings

3. CONSIDERATIONS

3.1 Site and Locality

The application site is the Tower C at Brunel University, this is one of the towers within a complex of 4 such concrete framed structures, incorporating exposed brickwork and single glazed metal windows. These buildings are utilised primarily by the Universities Engineering Department. The Building is located in Zone D of the Campus with the Howell Theatre to the north and the other engineering towers to the east and west. The South Loop Road is located to the south of the application site.

The building is contained on the Council's Local List of Buildings, but has a number of non-original features including roller shutters on the eastern elevation and other structures associated within the engineering related educational use taking place within this area of the campus.

Brunel University is a Major Developed Site within the Metropolitan Green Belt.

3.2 Proposed Scheme

The application seeks for the the creation of a 74sq.m area of hardstanding directly to the south of the building.

The hardstanding would facilitate easier servicing of the workshops within the building which are used as practical workshop for Mechanical and Electrical equipment thereby requiring deliveries of heavy and/or bulky goods to be delivered. The proposal would utilise the existing external roller shutter and equipment would then be moved internally between the workshops, as the building is only locally listed any internal works would not require planning permission.

Vehicular access would be via the Universities existing internal road network and the proposal would maintain the large majority of soft landscaping to the south of the building.

3.3 Relevant Planning History

Comment on Relevant Planning History

Brunel University has an extensive planning history, however none is considered directly relevant to the current proposal.

4. Planning Policies and Standards

None.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.1	To maintain the Green Belt for uses which preserve or enhance the open nature of the area.
PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.16	To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE8	Planning applications for alteration or extension of listed buildings

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th January 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised via site notice and the closest residential occupiers were notified, including the Cleveland Road Residents Association were notified. No comments have been received.

Internal Consultees

TREES AND LANDSCAPE
No objection.

CONSERVATION
No objection.

HIGHWAYS
No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within a Major Developed Site located inside the Metropolitan Green Belt. However, no additional internal floorspace is proposed and, having regard to the immediate context, it is not considered that the proposed area of hardstanding would harm the openness or amenity of the Green Belt. There is no policy objection to the proposal which would accord with Policies OL1, OL2 and OL5 of the Saved Policies UDP.

7.02 Density of the proposed development

No additional built form or residential accommodation is proposed and density is not relevant to consideration of the current proposal.

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

The proposed area of hardstanding is located directly adjacent to Tower C, a locally listed building within Brunel University. The area surrounding the Tower is a mixture of hardstanding areas and soft landscaping. The Council's Conservation Officer raises no objection to the proposal which would not result in harm to setting or value of the locally listed building. The proposal would therefore comply with Policy BE10 of the Saved Policies UDP.

The proposal is not located within a Conservation Area or Area of Special Local Character and it is not considered the proposed hardstanding would result in any harm to remains of archaeological importance.

7.04 Airport safeguarding

The proposal does not have any implications for airport safeguarding.

7.05 Impact on the green belt

The proposal, which consist a new area of concrete hardstanding would not add any significant built form to the building nor is it considered that it would have any significant impact on the openness or amenity of the Green Belt within this Major Developed Site. Accordingly, the proposal is considered to comply with Policies OL1, OL2 and OL5 of the Saved Policies UDP.

7.07 Impact on the character & appearance of the area

The proposed hardstanding is located within Brunel University which is a Major Developed Site within the Green Belt characterised by large educational buildings including a number of locally listed buildings, soft landscaping and extensive areas of hard landscaping.

It is not considered that the proposal would harm the setting or value of the neighbouring

locally listed building, nor would it have any adverse impacts on the overall character or appearance of the University Campus. Accordingly, the proposal would accord with Policies BE10 and BE13 of the Saved Policies UDP.

7.08 Impact on neighbours

The proposal would not have any detrimental impact on the amenity neighbouring halls of residence and there are no other residential properties nearby.

7.09 Living conditions for future occupiers

The proposal relates to an educational building within Brunel University. As such there are no future residential occupiers to consider.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal seeks the installation of a new area of hardstanding in order to enable easier deliveries to an existing educational building at Brunel University and accessed via the Universities internal roads. It is not considered that the proposal would have any implications with regard to traffic generation, cycle parking or car parking.

The location of the proposed roller shutter and hardstanding is considered to be acceptable in terms of high way and pedestrian safety.

7.11 Urban design, access and security

Issues of design are addressed elsewhere within this report. The proposal would not raise any access or security issues.

7.12 Disabled access

The proposed hardstanding does not raise any concerns regarding inclusive or accessible design.

7.13 Provision of affordable & special needs housing

The proposal relates to works to an existing educational building and the provision of affordable or special needs housing is therefore not considered to be relevant.

7.14 Trees, landscaping and Ecology

There are no trees or other landscape features of merit which would be impacted on by the proposal. The proposed area of concrete hardstanding is small when considered in the context of the existing hardstanding areas surrounding the building and the proposal would maintain a significant level of the existing grass located to the south of the building.

It is considered that the proposal would maintain an appropriate landscape setting having regard to the surrounding context and would comply with Policy BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The proposal would not impact on the existing waste and recycling management arrangements serving Tower C.

7.16 Renewable energy / Sustainability

The application is not of a scale of type which would necessitate measures to reduce carbon dioxide emissions.

Accordingly, the proposal is considered to comply with Policies 4A.1, 4A.3 and 4A.7 of the London Plan in addition to other policies within section 4A.

7.17 Flooding or Drainage Issues

The application site is not located within a Flood risk zone. Having regard to the level of existing hardstanding in the vicinity, which is served by traditional drainage techniques and the amount of soft landscaping which would be retained to the south of the proposed hardstanding, it is not considered that the amount of additional hardstanding proposed is

sufficient to require any measures relating to floor risk or sustainable urban drainage, the proposal is therefore considered to comply with Policies OE8 and OE9 of the Saved Policies UDP and Policy 4A.14 of the London Plan.

7.18 Noise or Air Quality Issues

It is not considered that the proposal to provide an additional area of hardstanding to the existing building would have any detrimental impacts on air quality or the noise environment.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

The proposal is not of a nature which would necessitate the provision of planning obligations.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The application seeks to install a new area of concrete hardstanding adjacent to the southern elevation of Tower C, a locally listed building within Brunel University utilised by the Universities Engineering Department.

Tower C is scheduled within the Council's Local List, however similar alterations have taken place in the past and the Council's Conservation Officer raises no objection to the installation of the proposed hardstanding adjacent to the building.

It is not considered that the proposal would have any significant impact on the openness of the Green Belt within this Major Developed Site and adequate soft landscaping would be retained in the vicinity of the application site.

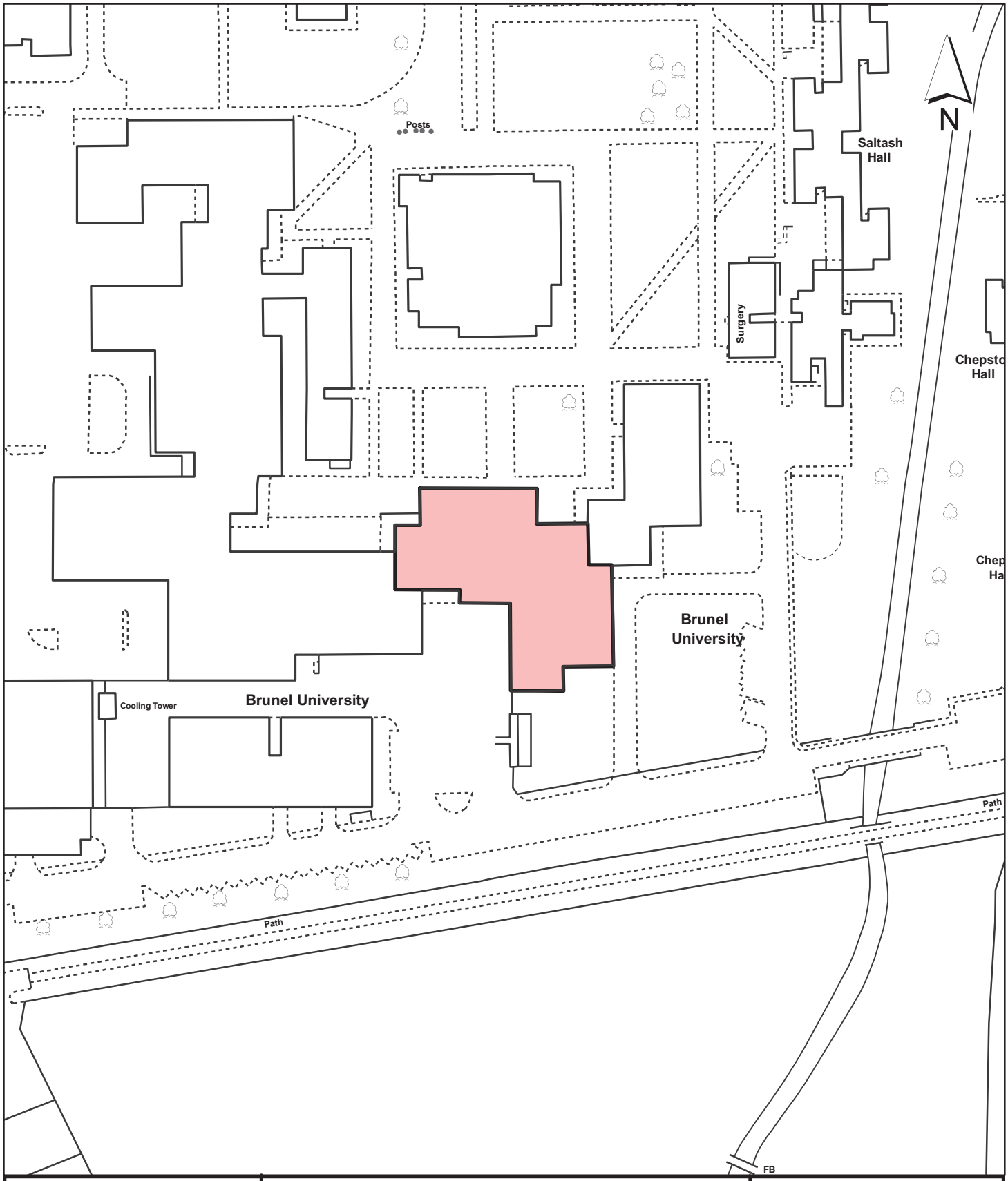
The proposal is also considered acceptable in terms of highways safety.

Accordingly, the application is recommended for approval subject to conditions.

11. Reference Documents

Saved Policies UDP (September 2008)
London Plan (July 2011)

Contact Officer: Adrien Waite **Telephone No:** 01895 250230



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Site Address

Brunel University (Tower C)
Kingston Lane
Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:	Scale
532/APP/2010/2391	**1:1,250**
Planning Committee	Date
Central and South	**July 2011**

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 456 BATH ROAD LONGFORD

Development: The refurbishment of Grade II listed house at 456 Bath Road, including internal alterations, as well as refurbishment works to outbuilding and associated hard and soft landscaping works(Application for Listed Building Consent).

LBH Ref Nos: **2598/APP/2011/1168**

Drawing Nos: F4 001 P1 (existing site plan)
F4 100 P1 (existing ground floor plan)
F4 102 P1 (existing second floor plan)
F4 200 P1 (existing elevations)
Design & Access Statement dated May 2011
Preliminary Investigation of Timber Decay 26 & 27 April 2011
Timber Condition Investigation April 2011
Heritage Statement
F4 101 P2 (existing first floor plan)
F5 100 P2 (existing elevations - Outbuilding)
D4 100 P2 (Longhouse - proposed ground floor plan)
D4 101 P2 (Longhouse - proposed first floor plan)
D4 102 P2 (Longhouse - proposed second floor plan)
D4 200 P2 (Longhouse - proposed elevations)
D5 100 P2 (Outbuilding - proposed ground & roof plan)
D5 200 P2 (Outbuilding - proposed elevations)

Date Plans Received: 11/05/2011 **Date(s) of Amendment(s):** 27/06/2011

Date Application Valid: 11/05/2011

1. CONSIDERATIONS

1.1 Site and Locality

The site is situated within the London Borough of Hillingdon fronting the Bath Road to the south. It is to the north-west of Heathrow Airport within close proximity to Terminal 5. The site contains a vacant, two storey dwelling house, which is Grade II Listed and a curtilage listed outbuilding. Both have been subject to extension, alterations and rebuilding works since original construction. Longford Village Conservation Area is located approximately 200m to the west of the site. The site and the north and west of the site are the subject of a major planning application, of which this is the associated listed building application. The site is essentially a large overgrown garden and the buildings are unoccupied.

1.2 Proposed Scheme

The current proposals involve the refurbishment of the listed building and outbuilding (for use ancillary to the listed building).

There are to be no external alterations to the fabric of the listed building. External repairs are to be undertaken and will include: all windows to be retained and refurbished, infestations to be treated and made good in line with specialist surveys, broken tiles to be repaired and replaced, flashings to be refurbished and redundant SVP piping to be removed and replaced. Internal refurbishment will involve the repair of existing features, including the existing stairs, cupboards and ceilings are to be refurbished and a number of fittings and party walls are to be stripped out and made good.

The works to the outbuilding will include the cleaning and repointing of the existing brickwork, amendments to fenestration, removal of ivy and rooftiles to be cleaned and restored with reuse of historic timbers where possible. The internal works will retain as much original as possible while creating a high quality two bedroom living space.

The landscaping of the site is to involve the remodelling of the existing overgrown space to create a appropriate setting for the listed building, while creating a block paving courtyard and paths through the site. The existing mature trees around the listed building are to be retained and the landscape proposals, included within the revised full planning application will enhance this setting. The existing brick wall and piers are to be amended to form a new pedestrian and gated access.

1.3 Relevant Planning History

65419/APP/2009/2715 452, 456, 460-470 (Evens) And Land Rear Of Bath Road Long

Erection of a part 3/4/5/6-storey 498-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities, 179 parking spaces at grade and basement levels, creation of a new access from the A4 Colnbrook By-Pass, cycle parking and landscaping; erection of 6 two-storey three-bedroom houses with associated amenity space and car parking; and use of No.470 Bath Road for hotel related/residential purposes (including demolition of Nos.452 and 460-468 (even) Bath Road.)

Decision Date: 16-02-2010 Withdrawn **Appeal:**

Comment on Planning History

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 30th June 2011

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

A total of 83 neighbouring occupiers were consulted regarding this Listed Building Application. One response was received from the Longford and Harmonsworth Conservation Area Advisory Panel stating that they raise no objection to the proposed listed building works.

CONSERVATION OFFICER
Background: The major planning application has been amended to include the refurbishment and alteration of No. 456 Bath Road, the former coaching inn, alterations to

the front boundary wall including relocation of entrance and re-use of gates; refurbishment of outbuilding as existing, with uses ancillary to the main house.

These proposals are welcomed as being a potentially significant improvement to the appearance and fabric of the two listed buildings, the retention of their historic significance in a single ownership, and the safeguarding of their future. The relocation of the front entrance has historic precedents and the re-use of another gate on the site is welcomed. The landscaping works and details of the front boundary treatment should be subject to a condition, notwithstanding the application drawings.

It will be very important to ensure that a full repair of these buildings takes place, to an agreed schedule, in conjunction with the building of the hotel. It thus needs to be tied in as part of the S. 106 agreement.

Recommendation: Acceptable, subject to S. 106 Agreement.

ENGLISH HERITAGE
WE do not consider that it is necessary for this application to be notified to English Heritage under the relevant statutory provisions.

4. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.7	To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
PT1.9	To seek to preserve statutory Listed Buildings and buildings on the Local List.

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE13	New development must harmonise with the existing street scene.

5. MAIN PLANNING ISSUES

The development proposals include the retention, refurbishment and restoration of the listed building and its curtilage listed outbuilding. The main listed building will be retained for residential use, with minimum alteration, while the works proposed for the outbuilding will substantially improve its relationship with the site and include significant works of stabilisation, which will secure its long term future. A full PPS5 assessment is contained

as part of the application. The report identifies the heritage assets that may be affected by the proposal and concludes that the scheme will not result in harm to the significance of those assets and in some cases will better reveal that significance. The proposal is therefore considered to be in accordance with the advice set out in PPS5 and Policies BE8, BE9, BE10, BE12 of the UDP.

Policies H2 and H3 of the UDP seek to resist the loss of residential units that are suitable for continued residential occupation. Policy H3 states that any scheme to redevelop existing housing sites will only be allowed if the residential units lost will be replaced elsewhere on the site.

The Grade II listed building has a history of residential use, although it is currently in a state of disrepair. The outbuilding will be repaired and utilised for purposes ancillary to the Listed Building. This forms part of the full application, and the relevant policy issues are addressed there. However in brief, there are currently eight residential dwellings on the larger development site (nos. 452, 456, 460 - 470 Bath Road (Evens)).

The properties at 452 and 460-468 will be demolished, and the proposal in total involves 4 x three-bed family units, 2 x two-bed apartments and 1 x one-bed apartment, and the refurbishment of the listed building which has been vacant for many years and in a poor state of repair, will bring this premise back into residential use. There will be no reduction in residential units, and this application ties in the listed building elements of the larger submitted scheme securing full repairs to the listed structure.

These works will be secured by way of a S106 Agreement tied to the planning application ref: 65419/APP/2010/2860, which is also on this Committee Agenda, for the redevelopment of the wider site (within which this site lies) for a hotel requiring that the hotel shall not be occupied until such time that the listed building works have been completed to the satisfaction of the Council's Urban Design & Conservation Officer.

6. RECOMMENDATION

APPROVAL subject to the following:

1 CAC16 Time Limit (3 years) - Conservation Area Consent

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

REASON
To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 CAC4 Making good of any damage

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within 6 months of the works being completed.

REASON
To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies

(September 2007).

3 CAC12 Samples of materials

Samples of all materials and finishes to be used for all external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before commencement of any works.

REASON
To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 CAC13 Internal and External Finishes (Listed Buildings)

All new works and works of making good to the retained fabric of the building, whether internal or external, shall be finished to match the existing fabric with regard to methods used and to material, colour, texture and profile.

REASON
To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 CAC14 Further Details (Listed Buildings)

Detailed drawings, samples of materials or other information, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:
(a) details of detailed design & materials of all new doors and architraves (internal & external) (scale of 1:1, 1:5 or 1:10 as appropriate);
(b) details of detailed design & appearance of the secondary glazing (samples and drawings at an appropriate scale to be provided);
(c) details fo the design, materials and finish of drainpipes, guttering and hopper heads;
(d) details of the types and location of new flues, vents and extenral pipework;
(e) sample panel to be provided on site illustrating brick work to be used for new works & repairs to structures including mortar mix and pointing style;
(f) Sample of tiles to be used for roofing repairs; and
(g) drawings of new piers and pedestrian gate to frontage to be provided at an appropriate scale (Pedestrian gate to be timber and of traditional construction).

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

REASON
To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 NONSC Non Standard Condition

A methodology and schedule of repairs to the house and outbuilding shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun. These shall include details of works to the timber frame, roof & floor structures, doors, windows, panelling and staircases. Thereafter the works shall be carried out in accordance with the approved details.

REASON
To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 The decision to GRANT Listed Building Consent 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 The decision to GRANT Listed Building Consent has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

BE10 Proposals detrimental to the setting of a listed building

BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings

BE13 New development must harmonise with the existing street scene.

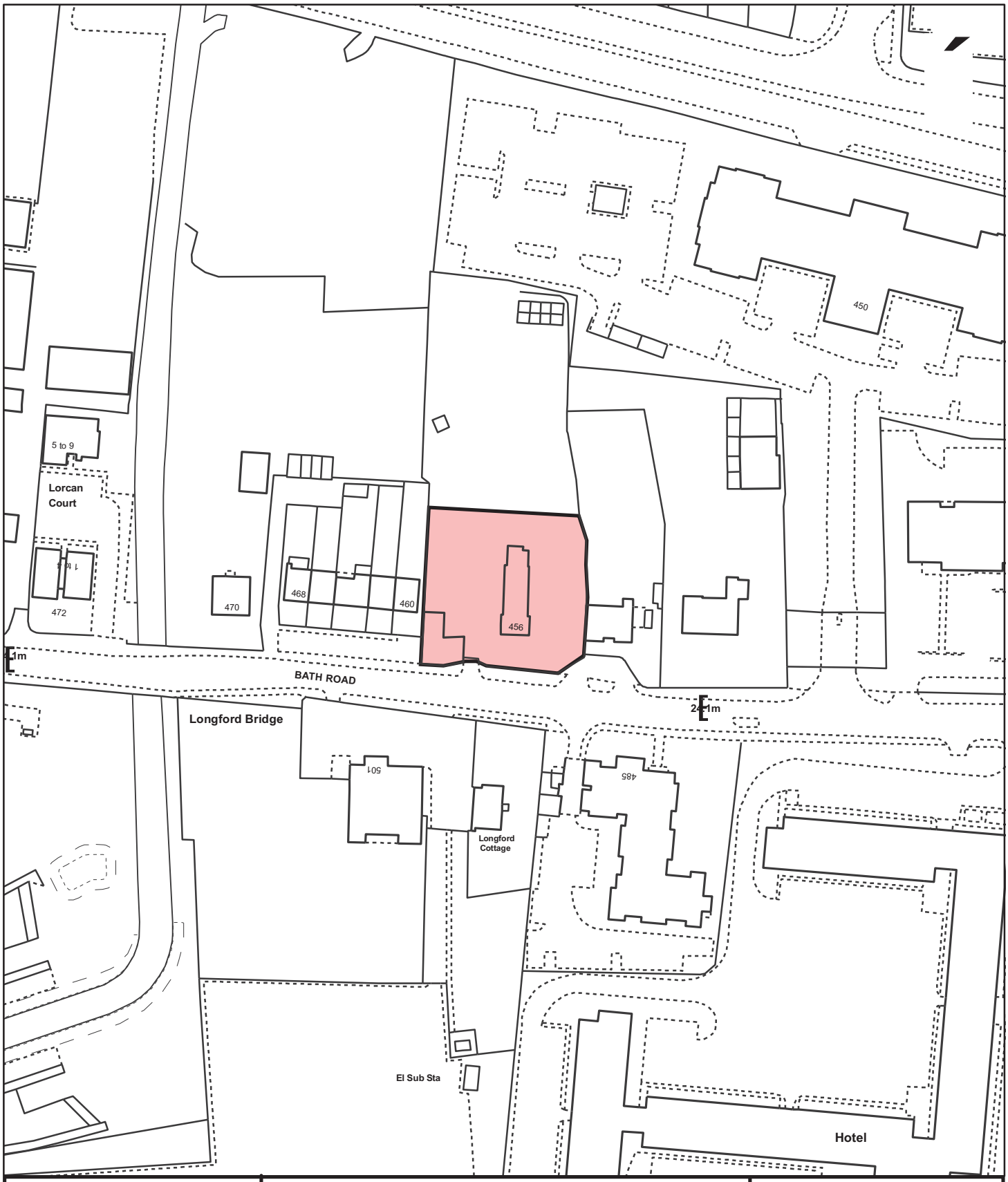
3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 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).

5 In relation to condition 5, the Council will expect that the play area be surfaced with a shock absorbent material to prevent children harming them selves when falling.

6 Any further changes to the building resulting from complying with Building Regulations or OFSTED or any other non-planning regulations must be approved through planning and listed building applications prior to implementation.

Contact Officer: Matt Kolaszewski **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

456 Bath Road
Longford

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
2598/APP/2011/1168

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 123 UXBRIDGE ROAD HILLINGDON

Development: Part two storey, part single storey rear/side extension, part single storey, part two storey, part three storey front/side extension incorporating new front porch, alterations to existing elevations, installation of external staircase to side, installation of glass canopy to existing roof, installation of wheelchair ramp to front. Involving the conversion to provide a place of worship at ground and part first floor, a 2 bed self-contained unit at first floor and a 3 bed self contained unit on the second floor

LBH Ref Nos: 29448/APP/2011/639

Drawing Nos: LDP/250/07/C
LDP/250/12/C
Design & Access Statement
Transport Statement
1:1250 Location Plan
LDP/250/11/C
LDP/250/01/B
LDP/250/02/B
LDP/250/03/B
LDP/250/04/B
LDP/250/05/B
LDP/250/06/B
LDP/250/08/B
LDP/250/09/B
LDP/250/10/B

Date Plans Received: 15/03/2011 **Date(s) of Amendment(s):** 15/03/2011

Date Application Valid: 01/04/2011

1. SUMMARY

Planning permission is sought for extensions and alterations to the existing building for use as a place of worship with 2 self-contained flats. The proposed extensions and alterations are not considered to detract from the character and appearance of the street scene. The proposed units would provide an adequate standard of accommodation for future occupiers however, the proposal fails to satisfactorily demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, be prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposal fails to satisfactorily demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, be prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal also fails to demonstrate that sufficient off street parking provision (which meets the councils approved parking standards to service the proposed development)

would be made. The development would therefore lead to additional on street parking to the detriment of public and highway safety. The proposal therefore fails to comply with policies R9, AM2, AM7 and AM14of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
H7	Conversion of residential properties into a number of units
R9	Proposals for the use of buildings for religious and cultural purposes
R16	Accessibility for elderly people, people with disabilities, women and children
OE1	Protection of the character and amenities of surrounding properties and the local area
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.8	London Plan Policy 3.8 - Housing Choice
LPP 5.3	London Plan Policy 5.3 - Sustainable Design and Construction.
LPP 7.1	London Plan Policy 7.1 - Policy 7.1 Buiding Londons neighbourhoods and Communities
LPP 7.2	London Plan Policy 7.2 - Creating an inclusive environment.

3

You are advised that any re-submission should include evidence to show there is a right

of way to the site from Churchill Close/Churchill Avenue.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north east side of Uxbridge Road, south west of Churchill Close, and comprises a detached 3 storey building with a two storey extension, set some 20m from Uxbridge Road. The ground floor is currently vacant, but was previously in use as a veterinary clinic/surgery, with a double garage in the rear yard accessed off Churchill Close. Two detached single storey portacabins are also located in the rear yard. The first floor comprises a 3 bedroom flat and a studio flat to the rear, accessed from the rear yard via Churchill Close, and the second floor provides a 3 bedroom flat.

The ground floor level is part set below street level. The main entrance steps lead to the first floor flat, with secondary steps alongside leading down to the ground floor unit. Off street parking spaces lie in the front forecourt accessed off Uxbridge Road.

To the south east lies a single storey building in use as a place of worship by the Salvation Army and to the north west lies a BP Petrol filling station with a M&S convenience store. To the rear lies 1 Churchill Close, a two storey end of terrace house. The street scene is predominantly commercial in character and appearance and the application site lies within the developed area as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

This current application proposes a similar development to that which was previously refused. The main difference is that the number of self-contained flats has been reduced from 3 unit to 2 units and a Transport Statement has been submitted.

Planning permission is sought for extensive extensions and alterations to the existing building. It is proposed to erect a 3 storey extension along the front elevation of the existing building which would wrap around part of the western elevation, providing entrance lobbies on all floors. The proposed extension would bring the main building 2.6m forward of its current position. It would measure 9.8m wide and 2.6m deep along the front elevation, 7m wide and 2.7m deep along the side (western) elevation, and would be finished with a flat roof with coping set above a parapet, 9.5m high. A glass canopy is proposed at roof level providing natural light to the lobby area below.

The elevation to the main part of the building, along the front wall, would be rendered and finished with a parapet wall set 0.5m below the 3 storey extension, while the proposed extension along the western side will be brick finished and comprise centrally positioned windows providing natural light to the lobby and stairwell. The western elevation of this extension would provide an entrance at ground floor level with windows above, which would also provide natural light to the lobby and stairwell.

An entrance canopy is proposed along the front elevation of the building. It would comprise a flat roof with parapet structure supported by brick piers and would be open on all sides. The entrance canopy would be set adjacent to the eastern side boundary and would measure 9.7m wide, 1.8m deep and 4.8m high.

A two storey side extension is proposed along the eastern side of the building. It would measure 0.8m wide, set behind the front extension, extending to 7m wide at rear set flush with the rear wall of the two storey rear extension. It would be finished with a flat roof matching the height of the existing two storey rear extension. The extension would provide additional floorspace at ground, first and second floor.

The attached garage to the rear of the two storey rear extension would be converted to provide additional floorspace at ground floor level. It is also proposed to erect a first floor above this building. The proposed extension would measure 5m wide, 5.5m deep, set 2m behind the rear wall of the garage building, and finished with a flat roof matching the height of the two storey rear extension and proposed two storey extension. A new flat roof is proposed above the remainder of the garage building and a fire escape staircase would be positioned adjacent to the flank wall of the ground floor garage and first floor extension providing access from the first floor. The remainder of the rear area would provide a courtyard and two off-street parking spaces, all of which would be enclosed by a rear gate fronting the access road to the rear.

New and replacement windows are proposed in the existing elevations. The enlarged ground floor would provide a church hall with WC, and access lift within the converted garage building. The use of the ground floor as a place of worship does not result in a change in the lawful use of the ground floor unit.

The proposed first floor would provide a 2 bedroom self-contained flat at front with a multipurpose hall to the rear with ancillary offices, access lift and WC within the first floor extension above the garage. This hall would be accessed from the ground floor and as such would be ancillary to the place of worship. The proposal would therefore involve a part change of use of the first floor from residential to D1. The second floor would provide a 3 bedroom self-contained flat.

The front area would be retained as existing providing 5 off-street parking spaces. Some soft landscaping is also proposed in the front area.

The applicant has advised that the church has a membership of 150 visitors and will employ 7 full time staff and 3 part time staff. The offices and place of worship will operate between the hours of 9am to 5pm and between 9am and 1pm on Saturdays, Sundays and bank holidays, as stated on the application form, however the Transport Statement states that on Sundays, the use will operate between the hours of 09.30 and 12.30.

3.3 Relevant Planning History

29448/APP/2010/2027 123 Uxbridge Road Hillingdon

Erection of a part two storey, part single storey rear/side extension, part single storey, part two storey, part three storey front/side extension incorporating new front porch, alterations to existing elevations and installation of glass canopy to existing roof, involving the conversion to provide a place of worship at ground and part first floor, a 2 bedroom self-contained unit at first floor and one, and two bedroom units on the second floor.

Decision: 20-12-2010 Refused

Comment on Relevant Planning History

The above application was refused for the following reasons:

1. The applicant has failed to demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal also fails to demonstrate that sufficient off street parking provision (which meets the councils approved parking standards to service the proposed development) would be made. The development would therefore lead to additional on street parking to the detriment of public and highway safety. The proposal therefore fails to comply with policies R9, AM2, AM7 and AM14of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2. The proposed one and two bedroom units fail to provide adequate internal floor space to satisfy the minimum area of 50sq.m and 63sq.m considered by design guidance to be the minimum necessary to provide an adequate standard of amenity for self-contained flats. As such, the proposal would provide a sub-standard form of residential accommodation, and would not represent suitable replacement provision, contrary to London Plan policies 3A.5 and 4B.1, policies H2, H3 and H7 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and paragraphs 4.6 to 4.8 of the Council's HDAS: 'Residential Layouts'.

3. The lack of outlook from and day light into the proposed first floor 2 bedroom flat (Flat 2) would result in an oppressive environment and the proposal would fail to provide a satisfactory residential environment for future occupiers of that property, contrary to advice contained within the Council's Supplementary Planning Document HDAS Residential Layouts, and to Policies 4B.3 of the London Plan (2008).

4. The development, by virtue of the lack of access for disabled persons to the upper level offices and multipurpose hall fails to ensure adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.16	To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
PT1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
PT1.31	To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
PT1.32	To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
PT1.38	To seek a reduction in road accident casualties through highway improvements including traffic calming and the design of new highway schemes.

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
H7	Conversion of residential properties into a number of units
R9	Proposals for the use of buildings for religious and cultural purposes
R16	Accessibility for elderly people, people with disabilities, women and children
OE1	Protection of the character and amenities of surrounding properties and the local area
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.8	London Plan Policy 3.8 - Housing Choice
LPP 5.3	London Plan Policy 5.3 - Sustainable Design and Construction.
LPP 7.1	London Plan Policy 7.1 - Policy 7.1 Buiding Londons neighbourhoods and Communities
LPP 7.2	London Plan Policy 7.2 - Creating an inclusive environment.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

57 adjoining owner/occupiers have been consulted. No comments have been received.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Internal Consultees

A ward Councillor requests that this application is reported to the planning committee.

Access Officer:

1. The proposed entrance ramp should be designed in accordance with Part M to the Building Regulations 2000 (2004 edition). A level access threshold and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm achieved.

2. The new lift proposed should be orientated to ensure that internal car dimensions are in line with building regulations specification. It would appear from plan that lift door should be positioned on the narrowest side, to ensure that the left is 1400 mm deep by 1100 mm wide.

3. Confirmation that the proposed accessible WC would conform to BS 8300:2009 should be sought.

Recommended Informatives

4. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

5. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

6. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical.

No objection, subject to suitable conditions to address the above points.

Highways:

The submitted Transport statement has been reviewed and the previous highways reason for refusal remains valid.

Environmental Protection -Contamination:

You are advised that the digging of foundations for a previous extension in 1999 encountered oil contamination at the site. The petrol station next door was remediated in 1997, but it is possible some oil migrated to the site via the groundwater, although the source of the oil does not appear to have been clarified. A letter refers to gas/vapour protection measures being incorporated into the development in the form of a membrane and perforated pipes in the sub- floor and the contaminated material being taken away.

A contaminated land condition and contamination informative need to be included in any permission given.

Environmental Protection:

No objection, subject to conditions relating to noise levels, sound insulation, and deliveries/collection.

Waste Management:

The plan does not appear to show that a space has been allocated for the storage of waste from the domestic units. However, Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The current waste and recycling collection systems

are: -

- Weekly residual (refuse) waste using sacks purchased by the occupier
- Weekly dry recycling collection using specially marked sacks provided by the Council.

The waste and recycling should be presented near the curtilage of the property on allocated collection days.

Trees/Landscape:

The site is occupied by a religious centre fronting on to Uxbridge Road, close to the junction with Long Lane. A large building and hard landscape associated with parking spaces and access to the front dominates the plot.

There are no significant landscape features on the site which constitute a constraint on development. There is a wide strip of highway verge between the busy road and the parking spaces to the front. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

The proposal is to build extensions to the front, rear and side of the building, including the installation of a wheelchair ramp to the front and the conversion of uses within the building.

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

No landscape features of merit will be lost due to the development. The proposal includes new hard landscaping but provides little, or no, opportunity for soft landscape enhancement on the site which would be of great benefit in this urban location. Drawing No. LDP/250/12/C indicates the area of soft landscape in front of the car park thought to be highway verge. If there is any scope for soft landscaping either on-site, or off-site, this should be secured by condition or legal agreement.

RECOMMENDATIONS:
No objection, subject to the above observations and conditions TL5, TL6 and TL7 (if soft landscaping is feasible).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application property is an established commercial/residential use building on the Uxbridge Road where there are a plethora of uses. The proposed place of worship (Use Class D1) would not constitute a change of use from the previous veterinary surgery (Use Class D1), and the limited loss of residential accommodation on first floor level is considered to be compensated by additional floorspace within the development. As such, the proposal is considered to be acceptable subject to compliance with policy. The material impacts of the increases in floorspace on the site available for the uses is assessed within the relevant sections of this report.

7.07 Impact on the character & appearance of the area

The proposed extensions would result in a significant increase in the bulk and scale of the original building. However, this is not considered to be to its detriment. The proposed extensions and elevational alterations are considered to represent an improvement over the existing building. Although the proposed 3 storey extension would extend above the existing building, this is not considered to be detrimental, particularly as it would introduce a glazed feature that would add interest in the street scene.

The proposed two storey side and first floor rear extensions, would appear subordinate to the main building as they would not project above the height of the existing two storey rear extension. The street scene comprises a mixed design of buildings and there is no uniform design appearance. Given the setback of the property from the street, it is considered that the proposal would not have a detrimental impact on the character and appearance of the street scene.

At rear, the proposal would also be of a large scale, however, again, give its siting in Churchill Close, it is not considered that the proposal would have a detrimental impact on this street scene.

Overall, the proposal would comply with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.08 Impact on neighbours

The proposal would involve the installation of new windows along the east and west sides of the enlarged building. There are no residential properties to the east and west that would be adversely affected by the proposed development. The proposal would result in an increase in overlooking onto the Salvation Army Hall. However, this property does not contain any residential units or private amenity space and the proposal would not result in direct overlooking in the windows of the Hall.

The nearest residential properties lie to the north in Churchill Close. No. 1 Churchill Close lies 7m to the north, and having regard to the siting and orientation of the buildings this distance is sufficient to ensure that the proposal would not harm the residential amenities of the occupiers of that house through overdominance, visual intrusion and overshadowing. No additional windows are proposed in the northern elevation of the enlarged property and as such no additional overlooking will result. It is therefore considered that the proposal would not harm the residential amenities of nearby properties in accordance with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.09 Living conditions for future occupiers

The proposal involves the replacement of self-contained units within the scheme. The proposed two bedroom unit on the first floor has an internal size of approximately 77sq.m and the proposed 3 bedroom unit on the second floor has an internal floorspace of approximately 90sq.m. As such, the proposed units would be of a sufficient size to meet the recommended standard of 63sq.m for 2 and 77sq.m for 3 bedroom flats, respectively, as advised at paragraph 4.6 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Layouts. Furthermore, each habitable room would have an outlook and receive sufficient natural light in accordance with London Plan Policy 3.8 and BE20 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

It is therefore considered that suitable reprovision of the residential units have been provided and therefore, the proposal would provide an adequate standard of accommodation for future occupiers, in accordance with London Plan policies 3.8 and 7.2 and policies H2, H3, H7 of the Hillingdon Unitary Development Plan Saved Policies September 2007. The proposal would therefore overcome the second and third reasons for refusal of the previous scheme.

A condition relating to sound insulation between floors and walls is sufficient to maintain a suitable residential environment for future occupiers within this mixed use scheme.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located in a predominantly commercial area on Uxbridge Road, near its

junction with Long Lane. In the proximity of the site, there is a petrol filling station and a place of worship.

Uxbridge Road is heavily used at all times with limited parking. The proposal involves a place of worship. The applicant has advised that the existing church in Stonebridge, in the London Borough of Brent, would be relocated to this site.

The application is now accompanied by a Transport Statement (TS). The TS states that the primary objective surrounding this proposal is that the application property would cater for one main religious service on Sundays between 09.30 and 12.30. The attendance at these services is intended to be in the region of 150 people. There is no schedule outlined for activities on the other weekdays with the exception of potential small gatherings a few evenings a week for a childrens playgroup. There are 5 off-street parking spaces at the front of the premises with 2 spaces proposed in the rear courtyard.

With regards to trip generation, in order to obtain an understanding of the impact of the development proposal, and how it will compare with the existing use of the site, information was obtained directly from the church that will operate from the building. There were no comparable sites and therefore a travel survey was conducted to ascertain the modal split in relation to the current church congregation located in Stonebridge. On that day a total of 130 church members were in attendance made up of 35 different family groups. The survey concluded that vehicle trips were the primary mode of travel with a total of 21 vehicle journeys (20 cars and 1 mini bus).

The TA argues that many of the church congregation resides in West London, close to the application site and as such there will be less vehicle trips. Furthermore, the TA states that based on the results, the proposal will have an insignificant impact in terms of traffic generation within the area, and that the church will be purchasing a second mini-bus to collect more distance church members.

In regards to on-street parking, a parking survey of the streets within 300m of the site was undertaken on a Sunday morning. It concludes that there is sufficient capacity in the surrounding streets.

However, the information provided by the church to support the survey is not considered to be reliable. No information has been submitted to identify the catchment area of the church congregation and as such it is quite possible that the church congregation could travel to the application site from Stonebridge. Furthermore, the site has a PTAL rating of 2 and public transport is at its lowest on Sunday mornings. Many of the surrounding streets surveyed are narrow and only support parking spaces on one side of the road.

Given the above, it is considered that the proposal has failed to satisfactorily demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal would therefore lead to additional on street parking to the detriment of public and highway safety, contrary to policies R9, AM2, AM7 and AM14of the Hillingdon Unitary Development Plan Saved Policies (September 2007). The proposal would therefore fail to overcome the first reason for refusal of the previous scheme.

7.12 Disabled access

The proposal would now provide an internal access lift between the ground floor church hall and first floor offices. The Access Officer has raised no objections in principle to this

provision subject to it being orientated to ensure that the internal car dimensions are in line with building regulations. Therefore, the proposal would overcome the forth reason for refusal of the previous scheme and would now comply with policy R16 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and London Plan (July 2011) Policies 3.8 and 7.2.

7.14 Trees, landscaping and Ecology

No landscape features of merit will be lost due to the development.

7.15 Sustainable waste management

No details of refuse storage has been submitted however, there is sufficient space to the rear to provide this. A condition is recommended to secure this provision, should planning permission be granted.

7.18 Noise or Air Quality Issues

The Environmental Protection Officer has raised no objections to the scheme subject to noise related conditions.

7.19 Comments on Public Consultations

No third party comments have been received.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

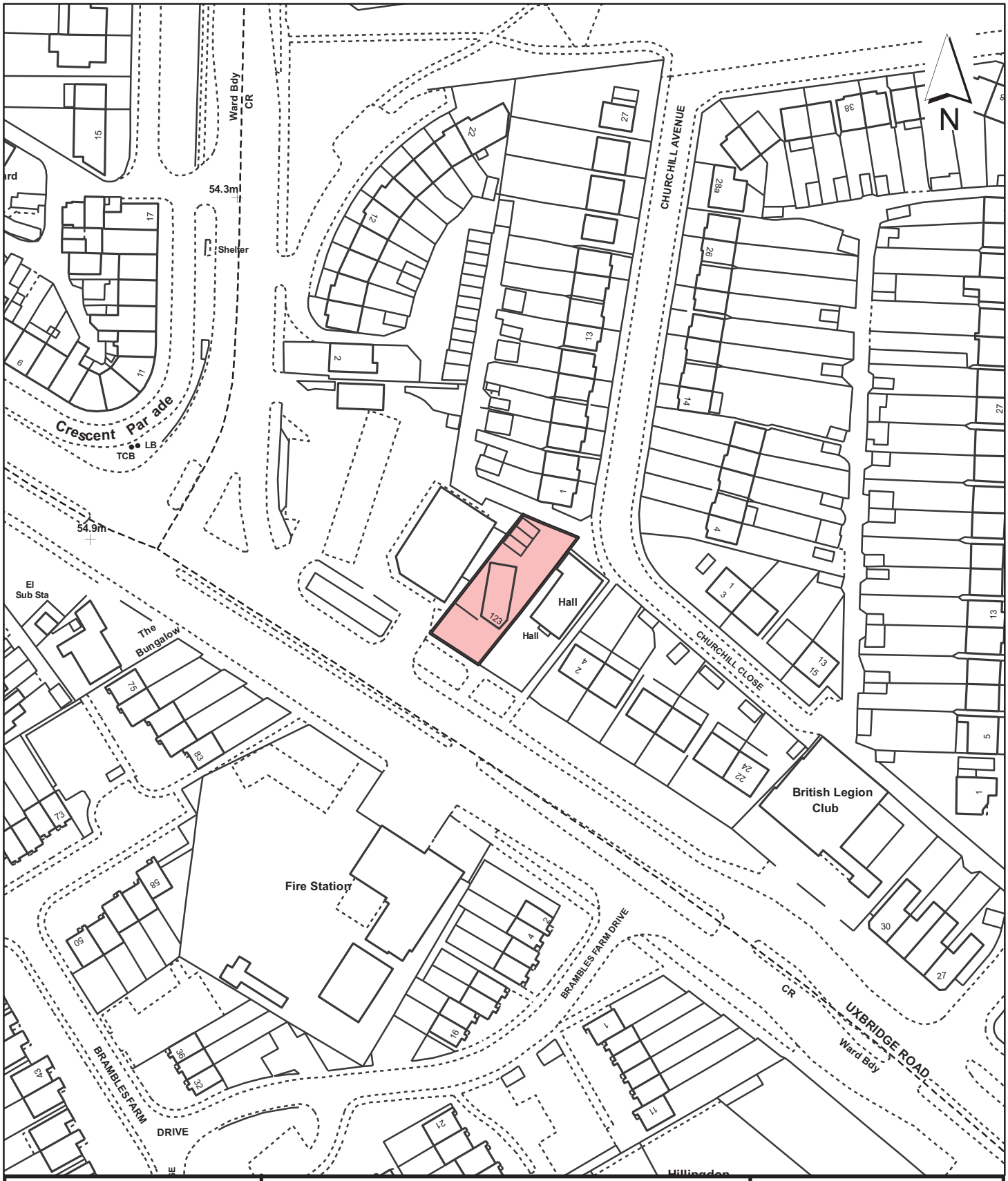
10. CONCLUSION

For the reasons outlined above and that the proposal would be contrary to the aforementioned policies of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007), this application is recommended for refusal.

11. Reference Documents

London Plan (July 2011)
Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).
Hillingdon Design & Accessibility Statement: Residential Layouts

Contact Officer: Sonia Bowen **Telephone No:** 01895 250230



Notes

Site boundary

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Site Address

123 Uxbridge Road Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
29448/APP/2011/639

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address UNIT 7A, HAYES BRIDGE RETAIL PARK UXBRIDGE ROAD HAYES

Development: Application for variation of condition 4 (to extend the range of goods permitted to be sold) of planning permission ref: 51331/APP/2005/1415 dated 17/07/2005: Alterations to front, rear and side elevations to create new entrances and new enclosed service corridor.

LBH Ref Nos: 67475/APP/2011/853

Drawing Nos: Location Plan
Planning & Retail Statement
Appendices to Planning & Retail Statement

Date Plans Received: 06/04/2011 **Date(s) of Amendment(s):**

Date Application Valid: 07/04/2011

1. SUMMARY

This application relates to Unit 7A, a vacant retail unit, located at Hayes Bridge Retail Park, on the southern side of Uxbridge Road in Hayes. In 2005 planning permission was granted for alterations to the front, rear and side elevations of the unit. Condition 4 of that permission restricted the type of goods which could be sold at the site to, primarily, bulk goods (ref: 51331/APP/2005/1415).

This application seeks the variation of that condition to extend the range of goods which could be sold at the unit in order to allow Next Home to operate from the premises. The applicant advises that these stores are dedicated to retailing a comprehensive range of products including Next's range of furniture and home furnishings.

The applicant has submitted a Planning and Retail Statement and letter in support of the application and has advised that in addition to the already permitted goods, Next Home wish to sell luggage and travel goods, pushchairs and car seats, crockery, glassware and cutlery, cookware, ornaments and vases, seasonal gifts including food and drink, toys and games, cards and stationery.

The applicant has submitted a draft unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 which proposes that the additional goods shall not account for more than 17% of the net sales area of the store. It is considered that this would be a sufficiently robust mechanism to control the share of sales in merchandise categories outside of those set out in the existing condition to avoid occupiers of Unit 7A diverting a significant proportion of trade from nearby town centres. As such, the proposal is considered to be in accordance with relevant UDP and London Plan policies in addition to guidance within Planning Policy Statement 4: Planning for Sustainable Economic Growth. Accordingly, approval is recommended subject to satisfactory completion of the unilateral undertaking and appropriate conditions.

2. RECOMMENDATION

a. That the application be determined by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) to provide for the following obligation:

(i) That the additional goods proposed as part of the planning application shall not account for more than 17% of the net sales area of the store at the site at any one time and shall comprise any of the following items:

1.1 Luggage and travel goods

1.2 Pushchairs and car seats

1.3 Crockery

1.4 Glassware and cutlery

1.5 Cookware

1.6 Ornaments and Vases

1.7 Seasonal Gifts including:

- Food and drink
- Toys and Games
- Cards and Stationery

b. That the applicant meets the Council's reasonable costs in the preparation of the unilateral undertaking and any abortive work as a result of the undertaking not being completed.

c. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

d. That if within 6 months, the unilateral undertaking has not been finalised, delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to refuse planning permission for the following reasons:

1. The proposed amendment to condition 4 of planning permission 51331/APP/2005/1415 would provide for inadequate control over the sale of goods which should be sold within Town Centre Locations. As such it would result in an unsustainable pattern of development which would encourage transportation by private motor vehicles and result in a detrimental impact on the vitality and viability of nearby Twon centres contrary to the objectives of Policies AM1 and AM2 of the Hillingdon Unitary Development Plan Saved Policies, Policies 2A.8, 3D.1, 3D.2 and 3D.3 of the London Plan, Planning Policy Statement 1: Delivering Sustainable Development, Planning Policy Statement 4: Planning for Sustainable Economic Growth and Planning Policy Guidance 12: Transport.

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

1 T8 **Time Limit - full planning application 3 years**

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 NONSC **Non-food goods restriction**

The retail development hereby approved shall not be used for any purpose other than the sale of the following non-food goods: DIY articles; garden materials & goods; building & decorating equipment & related goods; furniture & furnishings; self assembly furniture; carpets; floor coverings; white goods & other electrical goods & accessories; computers; office stationery & equipment; and pets & pet products.

Furthermore, the following goods may be sold from an area not accounting for more than 17% of the net sales area of the store: luggage & travel goods; pushchairs & car seats; crockery; glassware & cutlery; cookware; ornaments & vases; seasonal gifts including food & drink; toys & games; and cards & stationery.

REASON
The site is not considered an appropriate one for general shopping purposes because of its location on an industrial estate away from existing shopping centres and is not accessible to the majority of potential customers by public transport or on foot and is not, therefore, one where a general retail development could be permitted in accordance with policies and objectives of the UDP. Therefore, in accordance with Policy S2 of the adopted UDP, the local planning authority is only prepared to permit retail development for that limited range of goods for which public transport accessibility is not a material consideration and which require a site which is neither available nor appropriate to any existing local town centre. Additionally, the Local Planning Authority would wish to control the range of goods for this out-of-centre location to protect the vitality and viability of the local shopping centres in accordance with Policy S1 of the Borough's adopted Unitary Development Plan.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

LPP 3D.1	London Plan Policy 3D.1 - Supporting Town Centres.
LPP 3D.3	London Plan Policy 3D.2 - Town centre development
LPP 2A.8	London Plan Policy - 2A.8 Town Centres

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises Unit 7A, an existing vacant retail unit located at Hayes Bridge Retail Park, on the Southern side of Uxbridge Road in Hayes. The unit provides

1,646m2 of floorspace, 887m2 at ground floor level and 759m2 at mezzanine level. The unit, formerly occupied by Furnitureland, has recently been created following the sub-division of the original Unit 7.

The retail park comprises approximately eight attached units, and one single detached unit, with associated car parking, loading facilities, etc. Most of the units are occupied by well known retailers such as Currys, Halfords, Staples, Dreams, etc, and comprise modern shop fronts with heavy signage.

Access to the retail park is via a dedicated access road off Uxbridge Road, located to the east of the units and car park.

The retail park is bounded to the north by Uxbridge Road, beyond which are residential properties, and to the south, east and west by industrial units.

Uxbridge Road is designated as a London Distributor Road.

3.2 Proposed Scheme

Condition 4 of planning permission ref: 51331/APP/2005/1415 dated 19/07/05 states:

"The non-food retail development hereby approved shall not be used for any purpose other than the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, furniture and furnishings, self-assembly furniture, carpets, floor coverings, white goods and other electrical goods and accessories, computers, office stationary and equipment, pets and pet products. The premises shall be used for no other purposes, including any other use within Class A1 of the Town and Country Planning Use Classes (Amendment) Order 2005, unless prior written consent is obtained from the local planning authority.

REASON
The site is not considered an appropriate one for general shopping purposes because of its location on an industrial estate away from existing shopping centres and is not accessible to the majority of potential customers by public transport or on foot and is not, therefore, one where general retail development could be permitted in accordance with policies and objectives of the UDP. Therefore, in accordance with Policy S2 of the adopted UDP, the local planning authority is only prepared to permit retail development for that limited range of goods for which public transport accessibility is not a material consideration and which require a site which is neither available nor appropriate to any existing local town centre. Additionally, the Local Planning Authority would wish to control the range of goods for this out-of centre location to protect the vitality and viability of the local shopping centres in accordance with Policy S1 of the Borough's adopted Unitary Development Plan."

This application seeks planning permission to vary that condition to allow a wider range of goods to be sold to include home furnishings (including textiles, fabrics and decorative goods), housewares, kitchenwares (including crockery, glassware and cutlery), mother and baby products, luggage, travel accessories and seasonal gifts.

3.3 Relevant Planning History

67475/APP/2010/2824 Unit 7a, Hayes Bridge Retail Park Uxbridge Road Hayes

Application for variation of condition 4 (to extend the range of goods permitted to be sold) of planning permission ref: 51331/APP/2005/1415 dated 17/07/2005: Alterations to front, rear and

side elevations to create new entrances and new enclosed service corridor.

Decision: 10-06-2011 Approved

Comment on Relevant Planning History

The planning history, directly relevant to unit 7a, is summarised above. The following, relating to the wider retail park, is also considered to be relevant:

On 26/01/96 outline planning permission was granted for the demolition of an existing record factory building and the redevelopment of the site to provide 9,290m2 of class A1 (non-food retail) floorspace and 278m2 of class A3 (food and drink) floorspace with associated parking and landscaping (ref: 1911BJ/95/895).

Condition 10 of that consent controls the retail use of the floorspace to, primarily, bulk goods.

An application for reserved matters in compliance with the above permission was approved on 15/05/96 (ref: 1911/BM/96/0326)

Permission was granted for the variation of condition 10 of planning permission ref: 1911BJ/95/895 in February 1997, to permit the sale of bicycle accessories and car improvement products (ref: 1911/BS/96/1058).

A Section 73 application to amend Condition 10 of outline planning permission ref:1911/BJ/95/895 dated 26/01/1996, in order to sell a wider range of goods at Unit 6 was refused on 12/08/10 for the following reason:

"Insufficient information has been provided to demonstrate that the proposal would not have a significant adverse impact on the vitality and viability of nearby town centres, including consumer choice and the range and quality of comparison and convenience retail offer. Accordingly, the application is considered to be contrary to Policies 2A.8, 3D.1, 3D.2 and 3D.3 of the London Plan and Planning Policy Statement 4: Planning for Sustainable Economic Growth."

A subsequent application for external alterations to Unit 6, creation of an addition 930m2 of floorspace at mezzanine level, and change of use to enable occupation of the unit by a catalogue showroom retailer (involving the sale of additional types of good) was granted planning permission on 04/11/10.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (2008)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Guidance 13: Transport
Supplementary Planning Document on Accessible Hillingdon

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

LPP 3D.1 London Plan Policy 3D.1 - Supporting Town Centres.

LPP 3D.3 London Plan Policy 3D.2 - Town centre development

LPP 2A.8 London Plan Policy - 2A.8 Town Centres

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to eight local owner/occupiers. No responses were received.

The Hayes Town Centre Partnership advised that they were not aware of any sites, with the required floorspace, within Hayes Town Centre.

Internal Consultees

No internal consultations took place.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site falls within an existing retail park, located within the Springfield Road Industrial and Business Area as designated within the UDP. Given that the site forms part of an existing retail park and no change of use is proposed, no objections are raised in terms of Policies LE1 and LE2 of the UDP, which seek to retain designated Industrial and Business Areas for B1, B2, B8 and appropriate sui generis uses.

Nevertheless, the application seeks to extend the range of goods which can be sold from the retail unit. The existing restriction on the sale of goods is in place in order to ensure that the retail park does not have an unacceptable impact on the vitality or viability of local shopping centres and that only goods for which public transport accessibility is not a key consideration can be sold.

The extension of the range of goods which could be sold from the unit has the potential to impact on existing shopping centres and to attract shopping trips by car which could be more sustainably serviced by existing town centre locations. Accordingly, the proposal requires careful consideration with respect to Policies 2A.8, 3D.1 and 3D.2 of the London Plan and Planning Policy Statement 4 - Planning for Sustainable Economic Growth; including the PPS4 Practice guidance on need, impact and the sequential approach.

Notably, Policy 2A.8 of the London Plan encourages the enhancement in vitality and viability of town centres and improving the sustainability of London's development. It encourages such development, where practicable, in town centres and, where this is not practicable, on the edge of town centres.

Policy 3D.1 states that boroughs should enhance access to goods and services and strengthen the wider role of town centres, though a number of objectives, including:
· encouraging retail, leisure and other related uses in town centres and discouraging them outside the town centres
· encouraging forms of development, operational practice and consumer behaviour which will help to reduce carbon dioxide emissions
· enhancing the competitiveness and quality of retail and other consumer services in town centres

Policy 3D.2 reiterates that retail, commercial and leisure development should be encouraged to locate in appropriate town centre locations and that if no town centre sites are available provision should be made on the edge of centres. It states that proposals for out of centre development or for intensification or expansion of existing out of centre retail facilities should be managed in line with the sequential approach, seeking to reduce car dependency and traffic generation and to improve public transport access to promote more sustainable forms of development.

Planning Policy Statement 4: Planning for Sustainable Economic Growth, provides more detailed guidance on planning for economic growth, including proposals for out of centre retail development. Policy EC10 of PPS4 sets out considerations which should be applied to all economic development including whether is has been planned to minimise carbon dioxide reductions, the accessibility of the site, whether it achieves a high quality and accessible design, the impact on economic and physical regeneration and the impact on local employment.

Policies EC14, EC15, EC16 and EC17 of PPS4 set out the information which is required to support applications for Town Centre Uses and the approach to the assessment of applications for such uses in out of centre locations. In particular, Policy EC15 requires that any such application should be subject to a sequential assessment as to whether the proposal could be located within a town centre and Policy EC16 requires an Impact Assessment addressing the following issues:
a. the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal
b. the impact of the proposal on town centre vitality and viability, including local consumer choice and the range and quality of the comparison and convenience retail offer
c. the impact of the proposal on allocated sites outside town centres being developed in accordance with the development plan
d. in the context of a retail or leisure proposal, the impact of the proposal on in-centre trade/turnover and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to five years from the time the application is made, and, where applicable, on the rural economy
e. if located in or on the edge of a town centre, whether the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres
f. any locally important impacts on centres under policy EC3.1.e'

The applicant has submitted a Planning and Retail Statement in support of the application. This contains a sequential assessment of alternative sites within the nearest town centres of Hayes, Uxbridge Road and Southall. The assessment indicates that there are no suitable alternative sites which would meet the requirement of the proposed occupier.

Officers have surveyed these town centres, spoken to the Hayes Town Partnership and local estate agents and have been unable to find any existing alternative vacant units

either within or on the edge of these centres, which would meet Next Home's floorspace requirements. Nonetheless, regardless of the indications of the sequential assessment the proposal must also satisfy the impact assessment in accordance with Policies EC16 and EC17 of PPS4.

It is considered that the main issue relates to the potential impact the proposal could have on surrounding town centres, and in particular Hayes. Therefore, it is important that the applicant sufficiently demonstrates that the expansion in the range of goods to be sold will not divert such a significant proportion of trade from town centre locations so as to harm their viability and vitality.

The applicant has advised that in addition to the already permitted goods, Next Home wish to sell luggage and travel goods, pushchairs and car seats, crockery, cookware, glassware and cutlery, ornaments and vases, seasonal gifts including food and drink, toys and games, cards and stationery. The applicant has submitted a draft unilateral undertaking which proposes that the additional goods shall not account for more than 17% of the net sales area of the store.

It is considered that this would be a sufficiently robust mechanism to control the share of sales in merchandise categories outside of those set out in the existing condition to avoid occupiers of Unit 7A diverting a significant proportion of trade from nearby town centres. As such, the proposal would comply with the above policy guidance.

7.02 Density of the proposed development

Not applicable. Guidelines relating to density relate to residential developments.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the vicinity of the site.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this type of application.

7.05 Impact on the green belt

Not applicable. There is no Green Belt within the vicinity of the site.

7.07 Impact on the character & appearance of the area

Not applicable. No external alterations are proposed to the unit as part of this application.

7.08 Impact on neighbours

The nearest residential properties are located approximately 235m to the north on the opposite side of Uxbridge Road. It is not considered that the variation of the condition, to allow a greater range of goods to be sold, would have any detrimental impact on the amenity of the nearest residential occupants. No other alterations are proposed to the unit or the original consent.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is not considered that the proposed variation of the condition, to allow a greater range of goods to be sold at the unit, would result in a significant increase in traffic to/from the site sufficient to justify refusal.

No alterations are proposed to the existing car parking, access or servicing arrangements.

In terms of parking, the applicant advises that the retail park is currently served by 475 parking spaces, including 16 disability standard spaces. The Council's current car parking standards require between 1 space per 15m2 of floorspace and 1 space per 75m2 of floorspace depending on retail format and PTAL. Therefore, based on an approximate total floorspace of 10,498m23 (9,568m2 of floor space originally allowed in addition to 930m2 mezzanine floorspace permitted during 2010) between approximately 140 and 700 spaces should be provided. Accordingly, the existing parking provision complies with the Council's current Parking Standards and is considered to be adequate.

7.11 Urban design, access and security

No applicable. No external alterations are proposed to the existing retail unit as a result of this application.

7.12 Disabled access

No alterations are proposed to the existing access to the retail unit as a result of this application.

7.13 Provision of affordable & special needs housing

Not applicable to this type of application.

7.14 Trees, landscaping and Ecology

Not applicable. No external alterations are proposed as a result of this application.

7.15 Sustainable waste management

As this relates to a commercial premises, the site occupiers ultimately have discretion over which waste management methods are used. No external alterations are proposed and, accordingly, it is assumed that existing waste and recycling facilities would be used.

7.16 Renewable energy / Sustainability

Not applicable. This application relates to an existing retail unit. No external alterations are proposed to the building.

7.17 Flooding or Drainage Issues

Not applicable. The proposal would not result in an increase in floor area or hardstanding and, accordingly, would have no impact on flooding or surface water drainage.

7.18 Noise or Air Quality Issues

Not applicable. It is not considered that the proposed variation of condition to allow a wider range of goods to be sold at the unit would have any detrimental impacts in terms of noise or air quality.

7.19 Comments on Public Consultations

Officers contacted the Hayes Town Centre Partnership to seek their knowledge in relation to existing vacant retail premises within the Hayes area. The Hayes Town Centre Partnership advised that they were unaware of any vacant retail units of a sufficient size to meet Next Home's requirements.

7.20 Planning obligations

The applicant has submitted a draft unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 which proposes that the additional goods shall not account for more than 17% of the net sales area of the store. It is considered that this would be a sufficiently robust mechanism to control the share of sales in merchandise categories outside of those set out in the existing condition to avoid occupiers of Unit 7A diverting a significant proportion of trade from nearby town centres.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application relates to Unit 7A, a vacant retail unit, located at Hayes Bridge Retail Park, on the southern side of Uxbridge Road in Hayes. In 2005 planning permission was granted for alterations to the front, rear and side elevations of the unit. Condition 4 of that permission restricted the type of goods which could be sold at the site to, primarily, bulk goods (ref: 51331/APP/2005/1415).

This application seeks the variation of that condition to extend the range of goods which could be sold at the unit in order to allow Next Home to operate from the premises. The applicant advises that these stores are dedicated to retailing a comprehensive range of products including Next's range of furniture and home furnishings.

The applicant has submitted a Planning and Retail Statement and letter in support of the application and has advised that in addition to the already permitted goods, Next Home wish to sell luggage and travel goods, pushchairs and car seats, crockery, cookware, glassware and cutlery, ornaments and vases, seasonal gifts including food and drink, toys and games, cards and stationery.

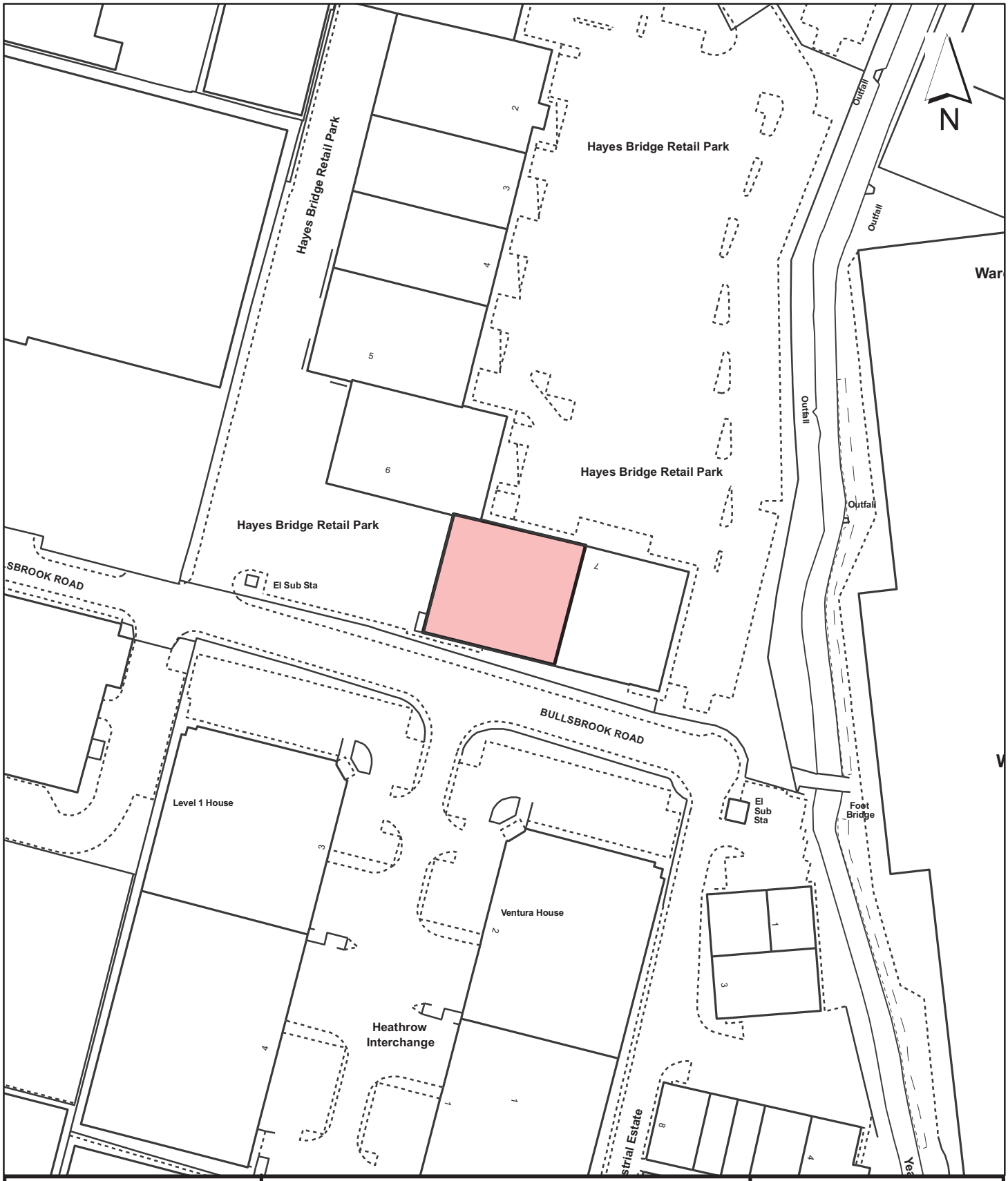
The applicant has submitted a draft unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 which proposes that the additional goods shall not account for more than 17% of the net sales area of the store. It is considered that this

would be a sufficiently robust mechanism to control the share of sales in merchandise categories outside of those set out in the existing condition to avoid occupiers of Unit 7A diverting a significant proportion of trade from nearby town centres. As such, the proposal is considered to be in accordance with relevant UDP and London Plan policies in addition to guidance within Planning Policy Statement 4: Planning for Sustainable Economic Growth. Accordingly, approval is recommended subject to satisfactory completion of the unilateral undertaking and appropriate conditions.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (2008)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Guidance 13: Transport
Supplementary Planning Document on Accessible Hillingdon

Contact Officer: Adrien Waite **Telephone No:** 01895 250230



Notes

Site boundary

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Site Address

Unit 7A, Hayes Bridge Retail Park
Uxbridge Road
Hayes

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
67475/APP/2011/853

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

Page 302

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 301 LONG LANE HILLINGDON

Development: Variation of condition 2 (to allow use of betting shop between the hours of 09:00 hrs and 22:00 hrs) of planning permission ref. 568/APP/2010/1741 dated 17 January 2011: Change of use from Class A1 (Retail) to Class A2 (Financial and Professional Services) for use as Betting Shop.

LBH Ref Nos: 568/APP/2011/636

Drawing Nos: 4613-1 Location Plan
Decision Notice of related application
LONG/02
RAR/gw/l111/14.03.11

Date Plans Received: 14/03/2011 **Date(s) of Amendment(s):**

Date Application Valid: 17/03/2011

1. SUMMARY

Planning permission is sought to vary condition 2 to allow an extension to the hours of operation. The proposed use as a betting office is unlikely to harm the residential amenities of the occupiers of adjoining residential properties, subject to implementation of details relating to sound insulation.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

The development hereby permitted shall be begun before 17 January 2014.

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

2 HLC1 **Hours of use**

The betting shop hereby approved shall be used solely between the hours of 09.00 and 22.00 Mondays to Sundays and Bank Holidays or Public Holidays excluding Christmas Day. There shall be no staff on the site outside of the hours hereby permitted.

REASON
To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 NONSC **Details of ventilation equipment**

No air handling unit or any other plant or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such

combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON
To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

4 N5 **Control of noise**

Prior to first occupation of the betting shop hereby approved, a scheme which specifies the provisions to be made for the control of noise emanating from the site, and a sound insulation scheme for the control of noise transmission to the adjoining residential uses/premises, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall then be implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the site remains in use.

REASON
To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 N15 **Hours restriction for audible amplified music/sound**

No music and/or other amplified sound arising from the premises shall be audible from the inside of surrounding or adjacent premises between 22.00 and 09.00 hours.

REASON
To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 NONSC **Deliveries/loading/unloading**

The premises shall not be used for delivery and the loading or unloading of goods outside the hours of 08:00 and 18:00 Monday to Friday and outside the hours of 08:00 and 13:00 hours on Saturdays. There shall be no deliveries or loading or unloading of goods on Sundays and Bank/Public Holidays.

REASON
To safeguard the amenity of surrounding area, in accordance with policies OE1 and OE3 of the adopted Hillingdon Unitary Development Plan (Saved Policies,
September 2007).

7 NONSC **Waste/refuse**

No development shall take place until a scheme detailing the method of disposal, secure storage and collection of litter, waste and recycling materials, generated by the business and/or discarded by patrons, has been submitted to and approved in writing by the Local

Planning Authority. The details shall include details of the facilities to be provided, and the methods for collection of litter within and in the vicinity of the premises. The approved scheme shall be implemented in full and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority. No waste from the approved use shall be stored on the pavement.

REASON
To ensure that adequate provision is made for the disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policies OE1 and S1 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

8 DIS1 **Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON
To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.2.

9 OM18 **Litter Picking Required**

A schedule of 'litter picking' shall be submitted to and approved by the Local Planning Authority and carried out for as long as the use hereby permitted is in existence.

REASON
To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 NONSC **Wheelchair accessible WC**

Prior to first occupation of the premises, full details of a wheelchair accessible WC shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON
To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

11 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September

2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OE1 Protection of the character and amenities of surrounding properties and the local area

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I3 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 I18 **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.
For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

6 I25 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary

consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

7 I6 **Property Rights/Rights of Light**

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

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the ground floor of a retail unit, currently occupied by a DIY (windows and doors) store, and forms part of a parade of shops on the western side of Long Lane, south of its junction with Hercies Road. The parade predominantly contains shop units on the ground floor with residential accommodation above. The application site lies at the southern end of the two storey parade, just outside the core area of the North Hillingdon Local Centre. There is a service road with public on-street parking to the front of the parade, and service roads to the rear of the units. The site is bounded to the west by a single-storey attached workshop building, which will continue to be used by the glazing company. The application site lies within the North Hillingdon Local Centre, as designated in the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

3.2 Proposed Scheme

Planning permission ref: 568/APP/2010/1741, for the change of use from Class A1 (Retail) to Class A2 (Financial and Professional Services) for use as Betting Shop, was granted in January 2011. Condition 2 states:

"The betting shop hereby approved shall be used solely between the hours of 09.00 and 19.00 Mondays to Saturdays, and not at all on Sundays, Bank Holidays or Public Holidays. REASON To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)."

Planning permission is sought to vary condition 2 seeking a change to the opening hours to between 0900 and 2200 hours the following day, excluding Christmas day.

3.3 Relevant Planning History

568/APP/2010/1741 301 Long Lane Hillingdon

Change of use from Class A1 (Retail) to Class A2 (Financial and Professional Services) for use as Betting Shop.

Decision: 17-01-2011 Approved

568/APP/2011/1311 301 Long Lane Hillingdon

Details in compliance with conditions 3 (plant equipment), 4 (noise insulation), 7 (method of disposal), 9 (schedule of litter picking) and 10 (disabled access) of planning permission ref.

568/APP/2010/1741 dated 17/01/2011; Change of use from Class A1 (Retail) to Class A2 (Financial and Professional Services) for use as Betting Shop.

Decision: 01-07-2011 Approved

Comment on Relevant Planning History

As above.

4. Planning Policies and Standards

Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.

Part 2 Policies:

OE1 Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

41 adjoining owner/occupiers and the Oak Farm and North Uxbridge Residents' Associations have been consulted. 5 letters of objection have been received making the following comments:

(i) there is no need for another betting office in the parade, and
(ii) the extension of hours will lead to noise and disturbance to residents.

Officer comments: On point (i), planning permission has already been approved for the change of use from retail to a betting office. Point (ii) is addressed in the report.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

I have reviewed the covering letter dated 14th March 2011. It is the case that under the Gambling Act 2005, London Borough of Hillingdon issues Premises Licences to betting shops. The default condition restricting opening hours in the Gambling Commission's May 2009 Guidance to Licensing Authorities - 3rd Edition, at section 19.14 states that 'gambling facilities may not be offered in betting premises between the hours of 10pm on one day and 7am on the next day, on any day'.

The proposed variation is for between 9am and 10pm on any day (taking into consideration that Section 183 of the Gambling Act 2005 prohibits provision of facilities for gambling on Christmas Day) and as such is within the guidelines set by the Gambling Commission and therefore at the upper limit of what London Borough of Hillingdon would be able to issue on a Premises Licence for this purpose. It should be considered that there are mechanisms under the Gambling Act 2005 for such premises licences to be reviewed where operational problems arise.

With good management practices it is possible to prevent impacts on residential amenity and EPU would not therefore object to this variation in this instance.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Planning permission has already been granted for the change of use of the premises to a betting shop. There is therefore no objection to the principle of the development.

7.02 Density of the proposed development

Not applicable.

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

Not applicable.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

No further issues identified.

7.08 Impact on neighbours

The proposal will result in an extension to the hours of operation. The Environmental Health Officer considers that with the implementation of the sound insulation details submitted under planning application ref: 568/APP/2011/1311, the use of the premises as a betting office is unlikely to harm the residential amenities of the occupiers of the first floor flat, through noise and disturbance. Furthermore, as mentioned above, there are mechanisms under the Gambling Act 2005 for such premises licences to be reviewed where operational problems arise. The applicant has referred to a number of other late night establishments in the vicinity including the Chinese restaurant at 305 Long Lane and William Hill Bookmakers at 325 Long Lane, both of which open to 22.00 hours. However, these have been in existence for many years and are not subject to planning control. Notwithstanding this, it is not considered that the proposed extension of hours to 21.30 at the application site would result in any material harm to nearby residential occupiers given the location of the site in a local shopping centre on a busy main road.

As such, subject to the implementation of sound insulation, details of which to be submitted and approved prior to commencement of the use under condition 4 of planning permission ref: 568/APP/2010/1741), the proposal is considered to comply with policy OE1 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

No further issues identified.

7.11 Urban design, access and security

No further issues identified.

7.12 Disabled access

No further issues identified.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

Not applicable.

7.15 Sustainable waste management

No further issues identified.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

Not applicable.

7.18 Noise or Air Quality Issues

Noise issues are discussed in Section 7.1 of the report. No air quality issues identified.

7.19 Comments on Public Consultations

Discussed in Section 6.1 of the of the report.

7.20 Planning obligations

Not applicable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

Planning permission is sought to vary condition 2 to allow an extension to the hours of operation. The proposed use as a betting office is unlikely to harm the residential amenities of the occupiers of adjoining residential properties, subject to implementation of details relating to sound insulation.

11. Reference Documents

Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

Contact Officer: Mark Smith **Telephone No:** 01895 250230

Notes

Site boundary

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Site Address

301 Long Lane Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
568/APP/2011/636

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 11 COLNE AVENUE WEST DRAYTON

Development: Erection of a first floor side extension (involving demolition of existing chimney to side).

LBH Ref Nos: **24766/APP/2011/800**

Drawing Nos: Location Plan
2011/01 Existing floorplans and elevations
2011/02A Proposed floorplans and elevations

Date Plans Received: 31/03/2011 **Date(s) of Amendment(s):** 31/03/2011
28/06/2011

Date Application Valid: 04/04/2011

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located in the west side of Colne Avenue and comprises a two storey semi-detached house with a single storey side and rear extension. The attached house, 13 Colne Avenue, lies to the north and has a single storey rear extension. To the south lies 9 Colne Avenue, a two storey semi-detached house with a single storey side garage along the boundary with the application site. The street scene is residential in character and appearance, comprising a mix of two storey detached and semi-detached houses of varying designs, and the application site lies within the Garden City, West Drayton Area of Special Local Character, as designated in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

1.2 Proposed Scheme

Planning permission is sought for the erection of a first floor side extension above the existing side garage. The proposed extension would be set 0.9m behind the front wall and would measure 1.9m wide, 7.3m deep, and finished with a hipped roof set 0.5m below the main roof ridge.

The proposed first floor side extension would provide additional floorspace for the existing bedrooms.

1.3 Relevant Planning History
Comment on Planning History

There are no relevant planning decisions.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

EXTERNAL:

4 adjoining owner/occupiers have been consulted. No comments have been received.

West Drayton Advisory Panel:

I am writing on behalf of West Drayton Conservation Area Advisory Panel. We have no objection to this proposed development as its scale is subsidiary to the existing house and in our opinion has no detrimental effect on the street scene.

INTERNAL:

Trees/Landscape:

There are several conifers (3 Lawson Cypress and a young Cedar) and a Rowan in the adjacent rear garden at 9 Colne Avenue, however they are far enough away to not be affected. The Lime tree outside the front garden (street tree) may need to be crown lifted to allow better access for any delivery vehicles associated with the construction of the proposed extension.

Urban Design/Conservation:

The scheme proposes a first floor extension over an existing flat roof garage. The extension is set back from the front elevation and would be lower than the main roof. In this respect, the extension would appear subordinate to the main house and would be acceptable in principle.

It is felt, however, in order to accord with the HDAS (paragraph 5.1), the extension should be set in from the side boundary by at least 1.5m. The scheme proposes a set in of 1.2m. Whilst not ideal, this would be acceptable in this instance, as it would leave enough gaps between this and the adjacent property to enable views to the rear garden. The extension, therefore, would not be considered detrimental to the character and appearance of this ASLC.

Conclusion: Acceptable in this instance.
(Officer Comment - Amended plans have been received showing a set in of 1.5m from the boundary in accordance with the Conservation Officers comments.)

Councillor Buttivant: Requests that this application is determined by the planning committee.

4. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.

Part 2 Policies:

BE5 New development within areas of special local character

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

HDAS 'Residential Developments'

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the proposal on the character and appearance of the original house; on the street scene and surrounding area; on the character and visual amenities of the Garden City, West Drayton Area of Special Local Character; and on residential amenity.

The proposed first floor side extension by reason of its overall size, siting, design and appearance would harmonise with the character, proportions and appearance of the original house, It would appear subordinate as it would be set behind the front wall and below the roof ridge of the main house, in accordance with paragraphs 5.6 and 5.8 of the Hillingdon Design & Accessibility Statement: Residential Extensions. As such, it is considered that the proposal would not detract from the character and appearance of the street scene and surrounding area, and would not harm the character and visual amenities of the Garden City, West Drayton Area of Special Local Character, in accordance with policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and section 5.0 of the Hillingdon Design & Accessibility Statement: : Residential Extensions.

Paragraph 5.1 of the Hillingdon Design & Accessibility Statement: Residential Extensions advises that in situations where an existing ground floor side extension is within 1m of the boundary, the first floor should retain a minimum set-in of 1.5m. The application has been amended to show a 1.5m gap retained to the side boundary with 9 Colne Avenue, and this would be sufficient to maintain the open character and visual amenities of the street scene in accordance with policies BE5, BE13, BE19 and BE22 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and section 5.0 of the Hillingdon Design & Accessibility Statement: Residential Extensions.

The attached house, 13 Colne Avenue, would not be adversely affected by the proposed development as it lies on the opposite side of the application property. 9 Colne Avenue does not have any habitable room windows facing the application site and the proposal would not project beyond the front and rear walls of that house. It is therefore considered that the proposal will not harm the residential amenities of the occupiers of 9 Colne Avenue, through overdominance and visual intrusion. As 9 Colne Avenue lies to the south it is not considered that the proposal would have an adverse impact by way of overshadowing and no windows are proposed facing that house and therefore, no overlooking will result.

As such, the proposal would comply with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007). The new windows would provide an adequate outlook and natural light to the rooms they would serve, in accordance with London Plan Policy 4A.3 and BE20 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

Off-street parking, private amenity space and trees will not be affected by the proposed development.

This application is recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HH-T8 Time Limit - full planning application 3 years

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 HH-M2 External surfaces to match existing building

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON
To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 HH-MRD4 Single Dwellings Occupation

The development hereby approved shall not be sub-divided to form additional dwelling units or used in multiple occupation without a further express permission from the Local Planning Authority.

REASON
To ensure that the premises remain as a single dwelling until such time as the Local Planning Authority may be satisfied that conversion would be in accordance with Policy

H7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 HH-OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON
To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 HH-RPD1 No Additional Windows or Doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 9 Colne Avenue.

REASON
To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 NONSC Non Standard Condition

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 hours during which development works will occur (please refer to informative 13) for maximum permitted working hours).
(ii) Traffic management (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).
(iii) 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 Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007.

INFORMATIVES

1 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

Standard Informatives

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 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:

Policy No.

BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
HDAS	'Residential Developments'

3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning, Enviroment and Community Services, Building Control,
3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

7 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 Planning, Enviroment and Community Services Reception, Civic Centre, Uxbridge, UB8 1UW.

8 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.

9 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

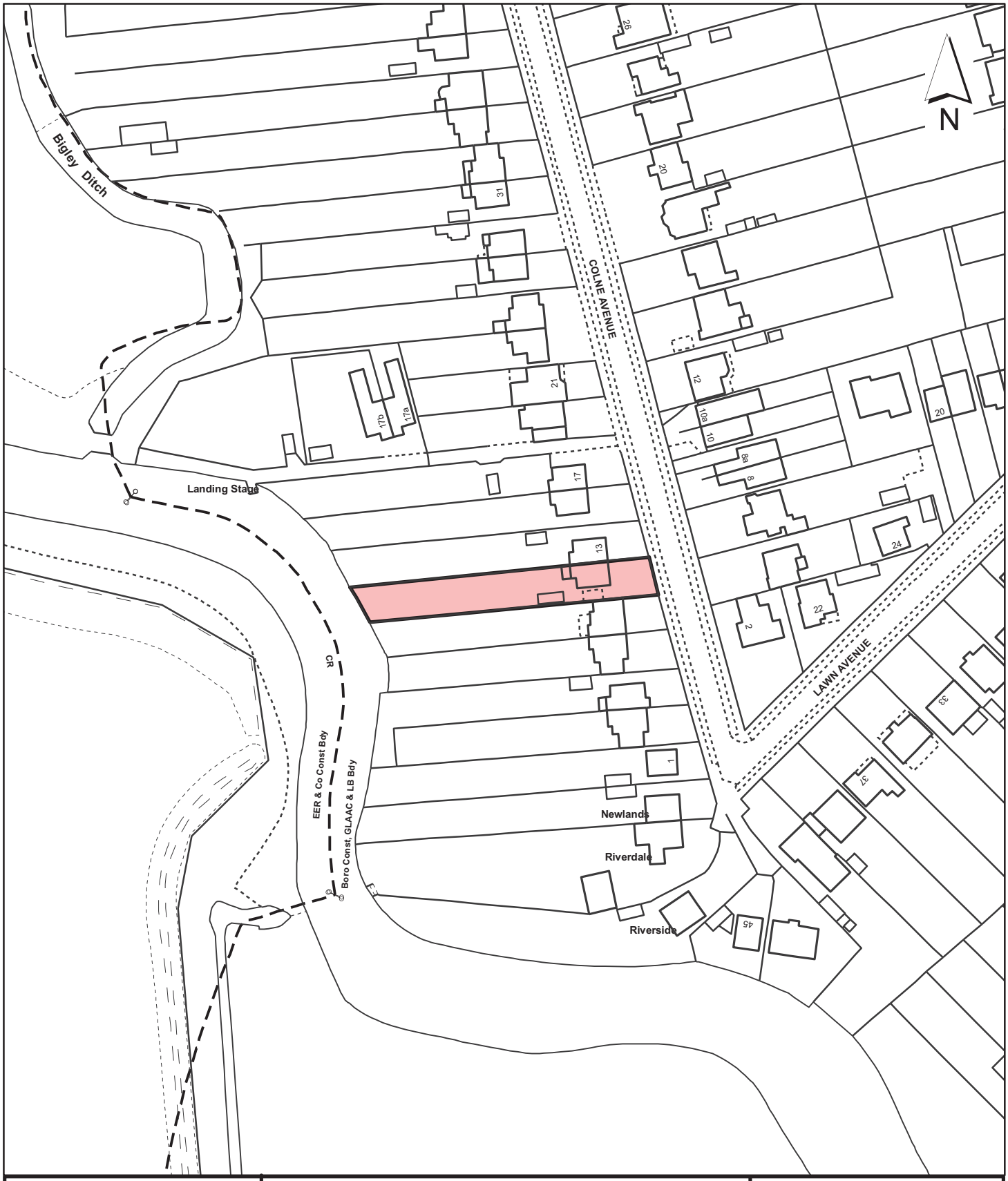
You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

12 You are advised that 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).

Contact Officer: Sonia Bowen **Telephone No:** 01895 250230



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Site Address

11 Colne Avenue
West Drayton

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
24766/APP/2011/800

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

Report of the Head of Planning & Enforcement Services

Address 7 CHERRY TREE AVENUE YIEWSLEY

Development: Continued use of extended dwelling as two separate dwellings

LBH Ref Nos: 63027/APP/2011/1129

Drawing Nos: 06/381/03 Rev B (Existing Plans - Floorplans)
06/381/02 Rev B (Existing Plans - Elevations)
06/381/00/A (Location Plan)
Planning, Design and Access Statement

Date Plans Received: 10/05/2011 **Date(s) of Amendment(s):**

Date Application Valid: 10/05/2011

1. SUMMARY

The application seeks the continued use of an extended dwelling house at no. 7 Cherry Tree Avenue as two separate dwellings, served by individual external amenity areas and a single off street car parking space.

The proposal would fail to provide adequate living conditions for future occupiers of unit 7a due to inadequate internal or external space provision, and fail to provide an acceptable level of inclusive design.

It would also result in an unacceptable level of overlooking of the neighbouring property, and provide inadequate off street car parking to the detriment of highway and pedestrian safety.

Accordingly, the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Inadequate Residential Living Environment**

As a result of the proposed sub-division of the existing residential plot, the development would result in a deficient amount of internal floorspace and external amenity space for the proposed new dwelling (labelled 7a), the proposal would therefore result in substandard living conditions for future occupiers of this unit contrary to policies BE19 and BE23 of the Hillingdon Unitary Development Plan (Saved Policies September 2007), Policy 3.5 of the London Plan (July 2011) and the adopted Hillingdon Design and Accessibility - Residential Layouts Supplementary Planning Document.

2 NON2 **Overlooking**

The proposed development by reason of the first floor rear facing bedroom window and its proximity to the neighbouring property No.1 Park Tree Avenue would result in a form of development which would not provide satisfactory amenities for that adjoining property, due to the loss of privacy that would arise. The proposal is therefore contrary to Policy BE24 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the adopted Hillingdon Design and Accessibility - Residential Layouts

Supplementary Planning Document.

3 NON2 **Lack of Inclusive Design**

The proposal would fail to meet all relevant Lifetime Home Standards, contrary to Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies Policy 3.8 of the London Plan (July 2011) and guidance within the Council's Supplementary Planning Guidance - Accessible Hillingdon.

4 NONSC **Insufficient Parking**

The proposed development fails to provide alternative off street parking provision for the existing property (No 7 Cherry Tree Avenue), and therefore the development is considered to be deficient in car parking provision with regard to the Council's approved car parking standards, leading to on-street parking to the detriment of public and highway safety and therefore contrary to policy AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Council's Car Parking Standards (2007).

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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
>>	London Plan Policy 3.5 Quality and Design of Housing

3. CONSIDERATIONS

3.1 Site and Locality

The application site is that of 7 Cherry Tree Avenue in Yiewsley. A side extension has recently been erected, however the extension does not comply with the requirements of planning permission 63027/APP/2007/3871 and is subject to an enforcement notice. In addition the side extension has been converted to and is currently being utilised as a separate dwelling unit. The current application seeks to retrospective permission to regularise the works and use as currently on site.

3.2 Proposed Scheme

The application seeks the continued use of an extended dwelling house at no. 7 Cherry Tree Avenue as two separate dwellings, served by individual external amenity areas and a single off street car parking space.

The external built form proposed for retention is largely consistent with the extension previously approved with the differences being limited to the additional window on the flank elevation, alterations to the first and ground floor fenestration to the rear elevation and the provision of an additional door on the rear elevation.

3.3 Relevant Planning History

63027/APP/2007/1247 7 Cherry Tree Avenue Yiewsley

ERECTION OF TWO STOREY SIDE EXTENSION AND DEMOLITION OF EXISTING GARAGE.

Decision: 19-06-2007 Refused

63027/APP/2007/3871 7 Cherry Tree Avenue Yiewsley

ERECTION OF A TWO STOREY SIDE EXTENSION.

Decision: 15-02-2008 Approved

Comment on Relevant Planning History

In addition to the above the application site is currently subject to two enforcement notices between them requiring that the use of the premises as two separate dwellings cease and that the building be made compliant with the plans approved under application 63027/APP/2007/3871.

4. Planning Policies and Standards

The London Plan (July 2011).

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
>>	London Plan Policy 3.5 Quality and Design of Housing

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

22 nearby and neighbouring owner/occupiers were consulted on the application.

Two letter of objection have been received raising concerns regarding:
(i) Parking
(ii) Amenity for future occupiers; and
(iii) Drainage

Internal Consultees

HIGHWAYS
Cherry Tree Avenue has a 5.5m wide carriageway, accessed from Royale lane via Falling Lane benefiting and is densely populated residential area benefiting from footway parking on both sides.

A recently constructed hard standing area in front garden on the eastern section of dwelling is assumed to accommodate one off street vehicle parking, without clearly showing a legal vehicle cross over.

The applicant has failed to clearly show proposed parking spaces for use by two separate dwellings, whilst submitted design and Access statement is suggesting to utilise footway parking on highway that is contrary to sustainability objectives of policy AM7 of the Council's Parking Standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies September 2007).
Policy AM14 of the UDP refers to the Council s vehicle parking standard contained in the Annex 1, which requires minimum of two vehicle parking space for similar use.
Allowing this application could set a precedent resulting in other similar unacceptable proposals, affecting the Council s position in resisting the same.

It can therefore be concluded that the proposal fails to make adequate off-street parking provision to serve proposed flats in accordance with the Council s adopted car parking standards. The proposal would therefore be likely to give rise to additional on-street car parking, to the detriment of highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted unitary

Development saved policies (September 2007), and is therefore recommended to be refused.

ACCESS OFFICER
I raise objection to the proposed application which does not demonstrate compliance with Lifetime Homes standards. In essence a house that was potentially accessible has been modified into two houses, which due to their design are not conducive to Lifetime Home standards.

TREES & LANDSCAPE
Background:
The site is an end of terrace house on a wider than usual corner plot at the junction of Pear Tree and Cherry Tree Avenues. There is an existing extension (7A on plan) to the side of the original house accessed via a driveway with a dropped kerb on the corner of the streets
The only significant landscape feature is a highway tree in the footway opposite number 7. There is also a dense Privet hedge which belongs to the garden of 1 Cherry Tree Avenue, which contributes to the character of the area.
There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

Proposal:
The proposal is a retrospective application to continue to use the extended dwelling as a separate unit.

Landscape Considerations:
Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.
· No trees or other landscape features will be affected by the development and the proposed new building will have little impact on views into the site, or the landscape setting.

Recommendations:
No objection and, in this case, no need for landscape conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal seeks the retention of the property as two separate dwellings units. There is no objection to the intensification of the existing residential use on the site subject to the proposal complying with all other planning policies and with regard to all other material planning considerations.

7.02 Density of the proposed development

The proposal seeks the retention of the property as two separate dwelling units, which would result in a residential density of 77 units/ha or 269 habitable rooms/ha.

The London Plan recommends a density of 50-75 units/ha or 150-200 habitable rooms/ha for development sites within suburban settings with a public transport accessibility level of 1. The application would significantly exceed the recommended standard and would only be acceptable should it accord with all other relevant policies.

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

The application site is not located within a Conservation Area, Area of Special Local Character, or such that it would impact on the setting of any Listed Buildings.

It is not considered that the proposal would have any detrimental impacts on remains of archaeological importance.

7.04 Airport safeguarding

The application would not conflict with any airport or aerodrome safeguarding criteria.

7.05 Impact on the green belt

The application site is not located within or in proximity to the designated Green Belt.

7.07 Impact on the character & appearance of the area

In terms of the physical appearance the built form proposed for retention is largely as previously approved with the differences being limited to the additional window on the flank elevation, alterations to the first and ground floor fenestration to the rear elevation and the provision of an additional door on the rear elevation.

The amendments do not significantly alter the appearance of the building from the built form previously approved, the retention of these features would not therefore detract from the character and appearance of the original dwelling or street scene and would accord with Policies BE13 and BE15 of the Saved Policies UDP.

The proposal would also retain an additional area of concrete hardstanding, however this would retain an adequate balance between hard and soft landscaping within the front garden in accordance with the HDAS - Residential Extensions and as such would not result in significant detriment to the street scene.

7.08 Impact on neighbours

Policies BE20, BE21 and BE22 of the Saved Policies UDP seek to ensure that new buildings do not have adverse impacts on the residential amenity of neighbouring occupiers by way of dominance or loss of light. The HDAS - Residential Extensions and Residential Layouts provide further guidance on this matter.

The physical built form in terms of layout, size and bulk is the same as that approved under planning permission 63027/APP/2007/3871 which was considered acceptable in terms of policies BE20, BE21 and BE22. Accordingly, the proposal would comply with the above policies.

Policy BE24 seeks to ensure that the design of new building seeks to protect the amenity of occupiers and their neighbours. The HDAS - Residential Extensions and Residential Layouts provide further guidance on this matter.

The application site and dwelling proposed for retention (within the extended part of the property) are located in close proximity to no. 1 Park Tree Avenue, with the first floor rear window causing significant and unacceptable overlooking of sensitive parts of this property. On the approved scheme for an extension this issues was to be addressed by having a relatively small non-opening and obscure glazed window on the first floor rear elevation to prevent loss of privacy. The current proposal seeks to retain the window as currently installed which is larger, clear glazed and would serve a habitable room.

The proposal would therefore result in an unacceptable loss of privacy to neighbouring occupiers contrary to Policy BE24 and should be refused for this reason.

7.09 Living conditions for future occupiers

The proposal seeks the retention of two individual dwelling units on the site, for the purposes of this report these will be referred to as 7 and 7a as referred to on the submitted block plan.

Unit 7, would represent the original dwelling (before it was extended) with 2 bedrooms and a study. The dwelling would have an internal floorspace of 70.8sq.m, an external amenity space measuring 69 sq.m and all habitable room windows would benefit from adequate

light and outlook. Accordingly, unit 7 would provide appropriate living conditions for the future occupiers in accordance with Policy BE23 of the Saved Policies UDP and guidance within the HDAS Residential Layouts.

Unit 7a, would represent the proposed new two bedroom dwelling to be created within the previously approved extension. The dwelling would have an internal floorspace of 41-44sq.m and a usable external amenity space measuring 23 sq.m to the rear, this falls substantially below the floorspace and amenity space guidelines set out within the HDAS Residential Layouts and the London Plan. The proposal would result in unsatisfactory living conditions contrary to Policy BE23 of the Saved Policies, Policy 3.5 of the London Plan and the adopted HDAS - Residential Layouts SPD.

While all habitable room windows within unit 7a would attain adequate levels of light and outlook, the rear bedroom window would cause an unacceptable loss of privacy to the neighbouring property. The window cannot be obscure glazed to overcome this issue as this would result in an unacceptable living environment for the future occupiers of unit 7a. The application is therefore contrary to Policy BE24 as identified above.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Cherry Tree Avenue has a 5.5m wide carriageway, accessed from Royale Lane via Falling Lane benefiting and is densely populated residential area benefiting from footway parking on both sides.

The Council's Parking standards require a maximum provision of 2 parking spaces for dwellings with curtilage parking. A recently constructed hard standing area in front garden on the eastern section of dwelling could accommodate one off street vehicle parking for the proposed dwelling (Unit 7a). However, the proposal would not retain any off street parking for the existing dwelling (Unit 7).

The proposal would therefore fail to make adequate off-street parking provision to serve the existing property (Unit 7) in accordance with the Council's adopted car parking standards. The proposal would therefore be likely to give rise to additional on-street car parking, to the detriment of highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted unitary Development saved policies (September 2007).

7.11 Urban design, access and security

Issues of design and access are addressed elsewhere within the body of this report.

The proposal is not considered to give rise to any substantive issues or concerns with regard to security.

7.12 Disabled access

The proposed new dwelling would fail to comply with Lifetime Homes Standards and is therefore contrary to Policy 3.8 of the London Plan (July 2011) and the Accessible Hillingdon SPD.

7.13 Provision of affordable & special needs housing

The application does not propose special needs housing and is not of a scale which would necessitate the provision of affordable units.

7.14 Trees, landscaping and Ecology

The proposal would not necessitate the loss of any trees or landscape features of merit above the originally approved side extension, in addition both properties would retain a sufficient level of soft landscaping within their frontages in compliance with guidance within the HDAS - Residential Extensions. Accordingly, the proposal is considered to comply with Policy BE38 of the Saved Polices UDP.

7.15 Sustainable waste management

The application does not demonstrate any specific waste management provision, however generally individual dwelling houses in the borough make their own provision for waste and recycling with bags being taken to the pavement on collection days. No objection is therefore raised in respect of the waste or recycling storage.

7.16 Renewable energy / Sustainability

Planning permission was originally granted for an extension which did not require any sustainability measures to be implemented and some flexibility has to be applied with regard to conversions of an existing structure as you cannot necessarily 'retrofit' sustainable design and construction techniques. On this basis it is not considered that the lack of detail in respect of this issue is sufficient to justify refusal in this instance.

7.17 Flooding or Drainage Issues

The proposal would not raise any concerns relating to flooding and drainage. The area of hardstanding which has been created and would be retained is of a type which could have been constructed under permitted development rights due to the amount of soft landscaping around it and as such it is not considered it would not give rise to drainage issues.

7.18 Noise or Air Quality Issues

The proposal would not raise any concerns relating to noise or air quality.

7.19 Comments on Public Consultations

Issues (i), (ii) and (iii) have been addressed in the body of this report.

7.20 Planning obligations

The proposal is not of a scale which would necessitate planning obligations to mitigate its impacts.

7.21 Expediency of enforcement action

The application property is already subject to enforcement notices relating to the works proposed for retention.

7.22 Other Issues

The submitted design and access statement provides a number of examples of previous and historical planning application and appeal decisions which seek to argue that the proposal is acceptable. This evidence has been taken into consideration, however the cases sited are not considered directly relevant to the current application or policy context.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The application seeks the continued use of an extended dwelling house at no. 7 Cherry Tree Avenue as two separate dwellings, served by individual external amenity areas and a single off street car parking space.

The proposal would fail to provide adequate living conditions for future occupiers of unit 7a due to inadequate internal or external space provision, and fail to provide an acceptable level of inclusive design.

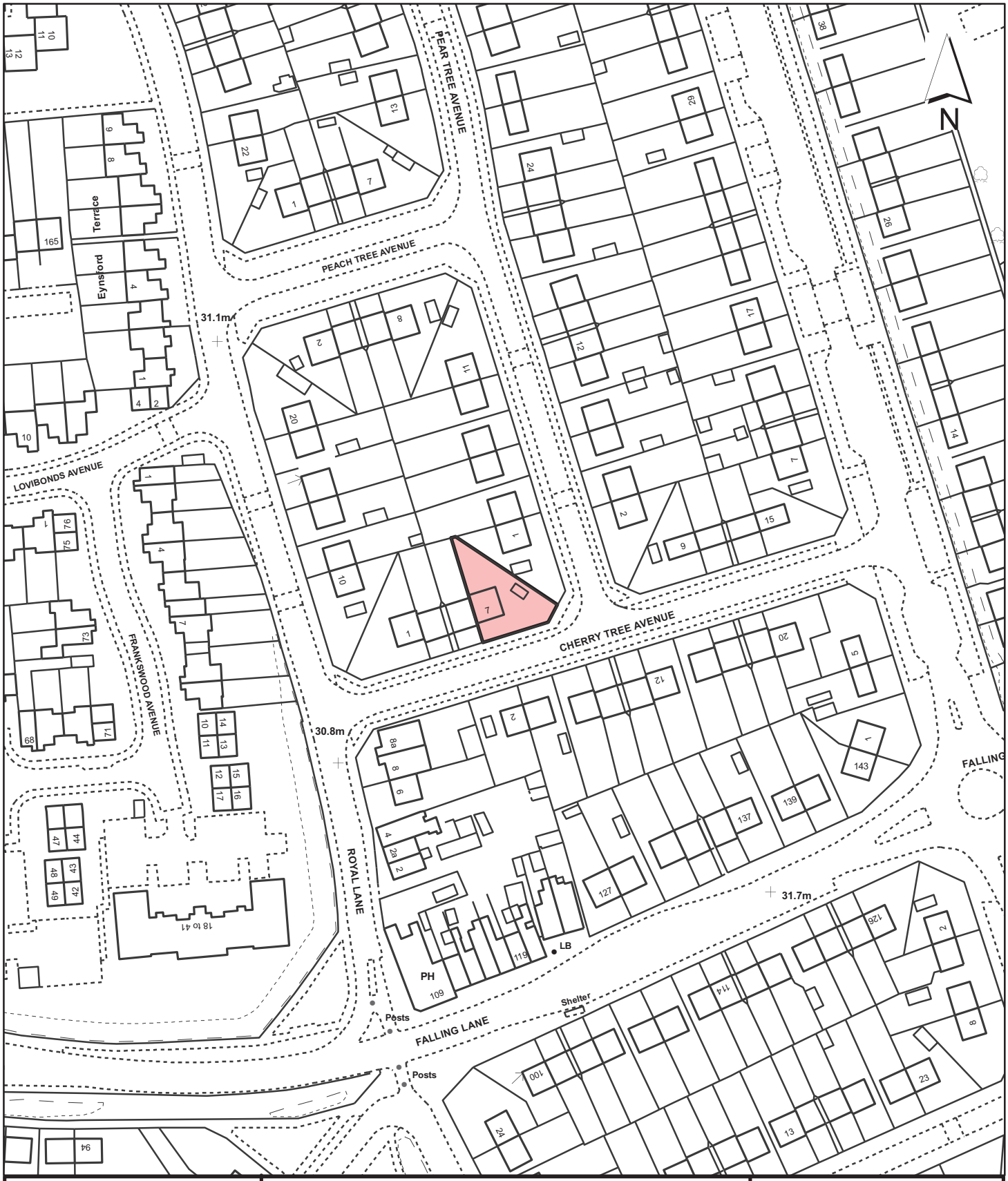
It would also result in an unacceptable level of overlooking of the neighbouring property, and provide inadequate off street car parking to the detriment of highway and pedestrian safety.

Accordingly, the application is recommended for refusal.

11. Reference Documents

The London Plan 2011

Contact Officer: Adrien Waite **Telephone No:** 01895 250230



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Site Address

7 Cherry Tree Avenue
Yiewsley

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
63027/APP/2011/1129

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

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Plans for Central & South Planning Committee

1st September 2011

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LONDON

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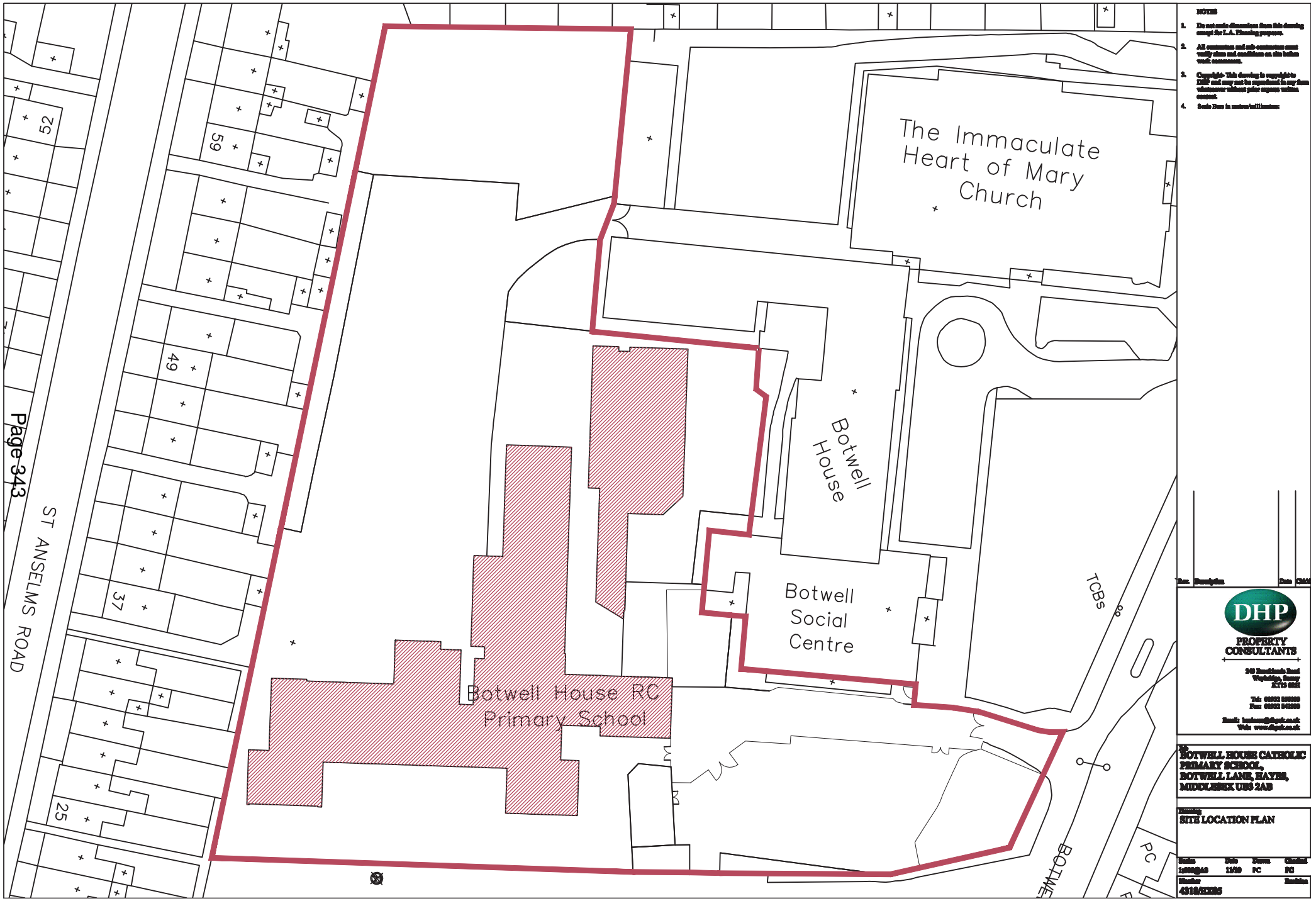
Report of the Head of Planning & Enforcement Services

Address	BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL BOTWELL LANE HAYES
Development:	Extension, reconfiguration and refurbishment of existing three-form entry primary school.
LBH Ref Nos:	719/APP/2011/1239

Date Plans Received:	20/05/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	20/05/2011		



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Rev. Description Date Chkd

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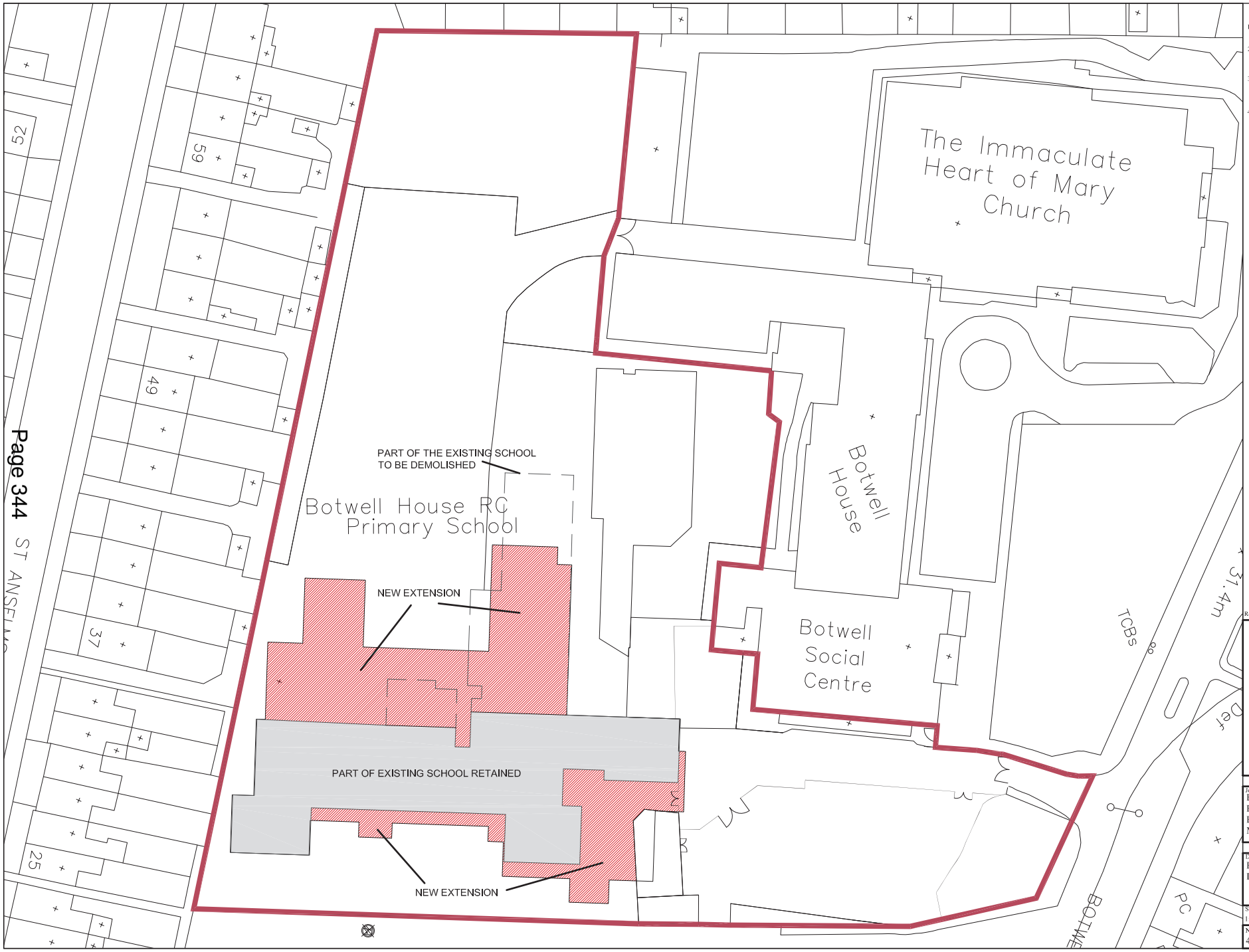
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL, BOTWELL LANE, HAYES, MIDDLESEX UB3 2AB

Drawing
SITE LOCATION PLAN

Scales	Date	Drawn	Checked
1:2500@A3	11/19	PC	PC

Number 4318/EX05 Revision



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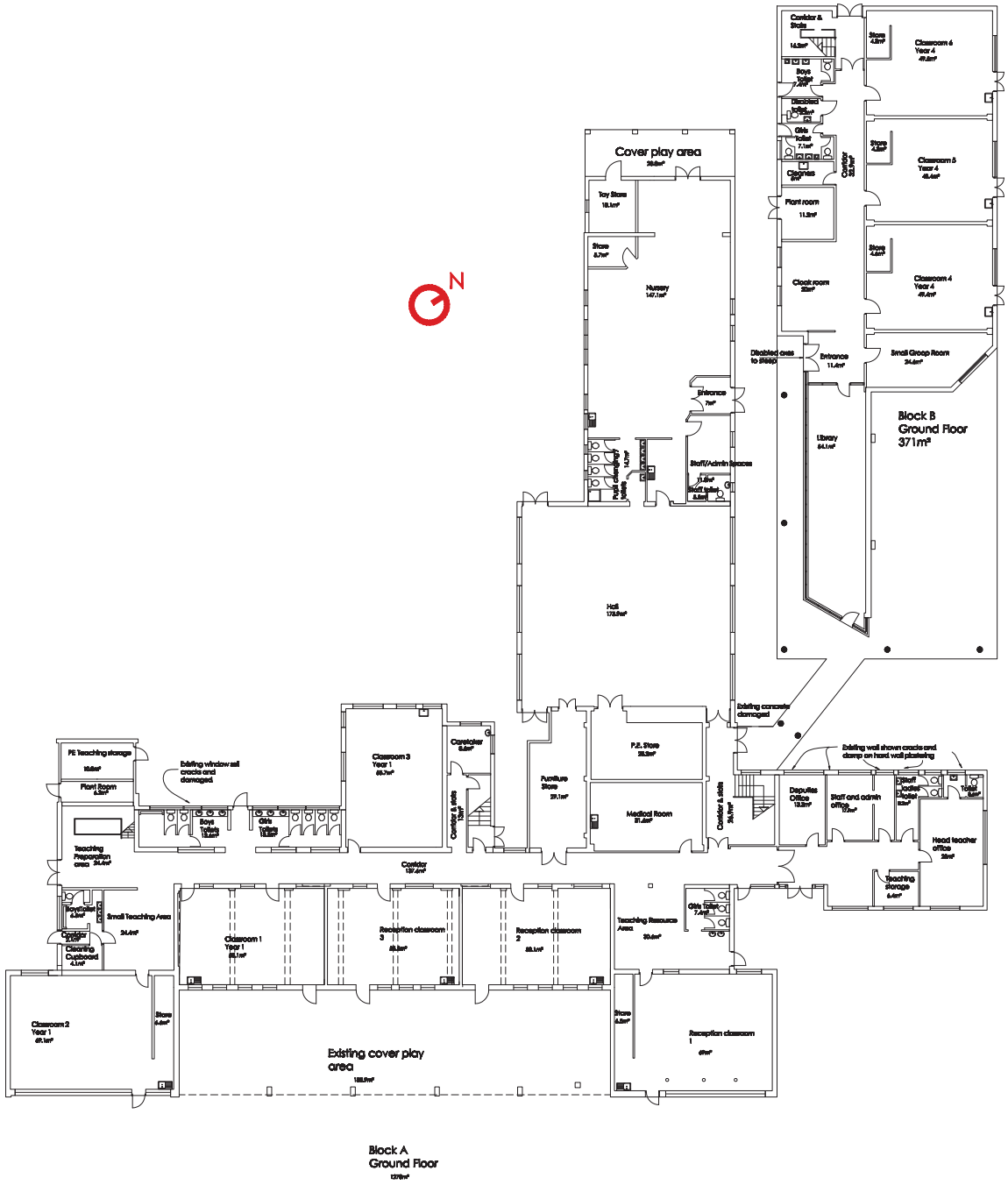
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL, BOTWELL LANE, HAYES, MIDDLESEX UB3 2AB

Drawing
PROPOSED SITE LOCATION PLAN

Scales	Date	Drawn	Checked
1:500@A3	11/10	PC	PC

Number: 4318/P107
Revision:



N

EXISTING GROUND FLOOR LAYOUT PLAN 1:150

Rev.	Description	Date	Ckd

4. Scale Bars in metres/millimetres:

1:1250 0 50m
1:500 0 25m
1:200 0 10m
1:100 0 5m
1:50 0 3m
1:20 0 1m
1:10 0 500mm
1:2 0 100mm
50mm
Fullsize 1:1

NOTES

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243 Brooklands Road
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Fax: 01932 841800
Email: business@dhpuk.co.uk
Web: www.dhpuk.co.uk

Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
GROUND FLOOR PLAN
LAYOUT AS EXISTING

Scales	Date	Drawn	Checked
1:150@A1	10.10	SP	

Number
4318/EX01

Revision

PLANNING ISSUE

Rev.	Description	Date	Chk'd

4. Scale Bars in metres/millimetres:

1:1250	50m / 25m
1:500	10m
1:200	5m
1:100	3m / 1m
1:50	1m
1:20	500mm
1:10	100mm
1:2	50mm

Full size 1:1

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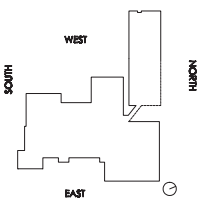

KEYPLAN

- Assembly Hall
- Standard classroom (Infants)
- Standard classroom (Junior)
- Stores
- Resource Areas
- Kitchen
- Office/staff/admin
- Cloak Areas
- Early Years (Reception/Nursery)
- Toilets
- Plant

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Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
PROPOSED GROUND FLOOR LAYOUT PLAN

Scales	Date	Drawn	Checked
1:150@A1	10.10	SP	

Number
4318/P100

Revision

FIRST FLOOR LAYOUT PLAN 1:150

Rev.	Description	Date	Chk'd

4. Scale Bars in metres/millimetres:

1:1250 0 50m
1:500 0 25m
1:200 0 10m
1:100 0 5m
1:50 0 3m
1:20 0 1m
1:10 0 500mm
1:2 0 100mm
50mm
Fullsize 1:1

NOTES

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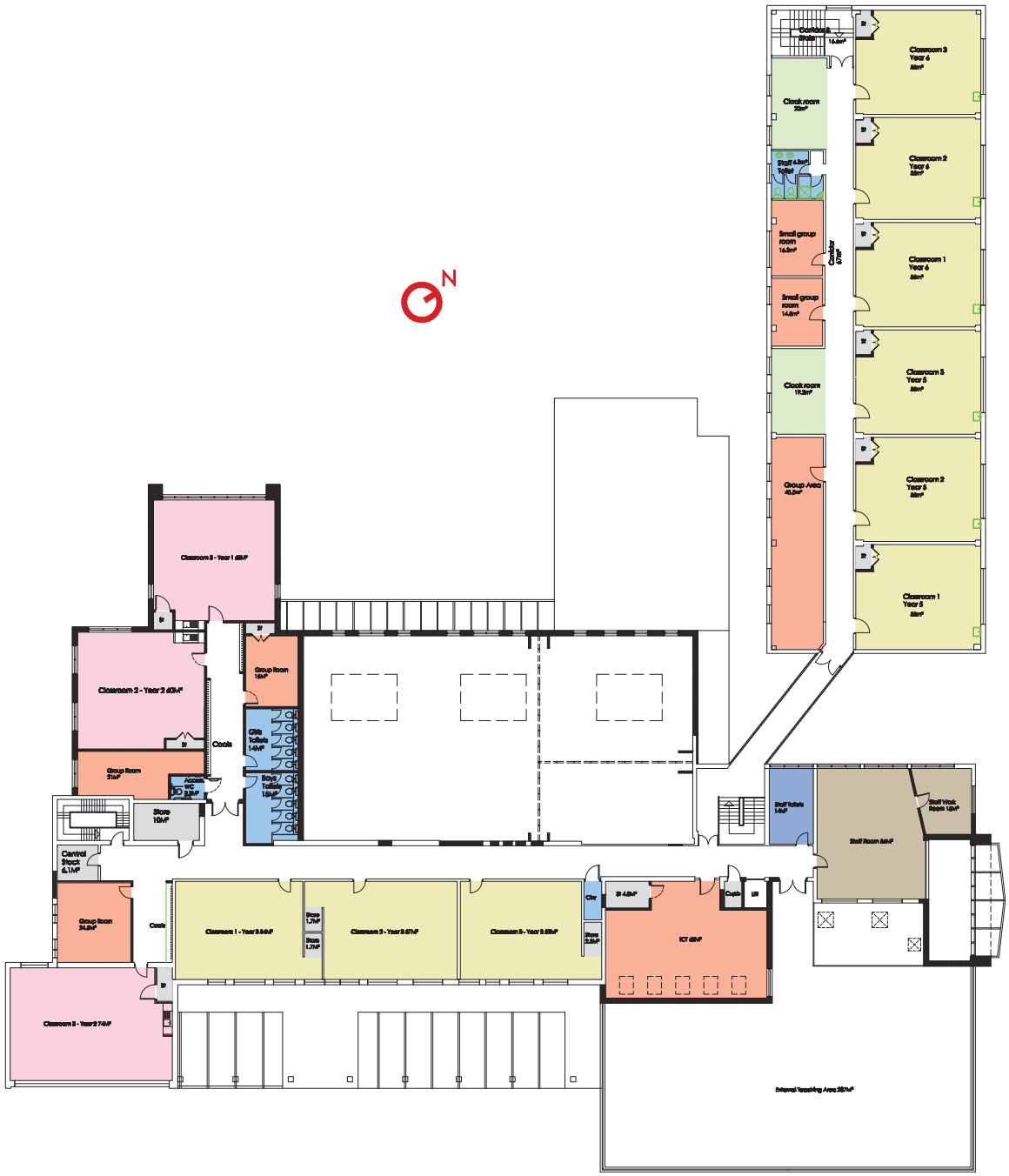
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
FIRST FLOOR PLAN
LAYOUT AS EXISTING

Scales	Date	Drawn	Checked
1:150@A1	10.10	SP	

Number
4318/EX02

Revision



PLANNING ISSUE

Rev.	Description	Date	Chk'd

4. Scale Bars in metres/millimetres:

1:1250	50m / 25m
1:500	10m
1:200	5m
1:100	3m / 1m
1:50	1m / 500mm
1:20	500mm / 100mm
1:10	100mm / 50mm
1:1	Full size 1:1

NOTES

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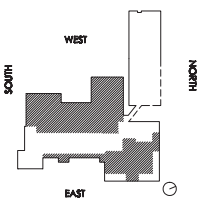

KEYPLAN

- Assembly Hall
- Standard classroom (Infants)
- Standard classroom (Junior)
- Stores
- Office/staff/admin
- Cloak Areas
- Toilets
- Resource Areas

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Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
PROPOSED FIRST FLOOR LAYOUT PLAN

Scales	Date	Drawn	Checked
1:150@A1	10.10	SP/AL	

Number
4318/P101

Revision

EAST ELEVATION 1:100

WEST ELEVATION 1:100

4. Scale Bars in metres/millimetres:

1:1250 0 50m 25m
1:500 0 10m 5m
1:200 0 3m
1:100 0 1m
1:50 0 500mm
1:20 0 100mm
1:10 0 50mm
Full size 1:1

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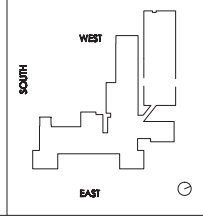
KEYPLAN



Rev.	Description	Date	Chkd

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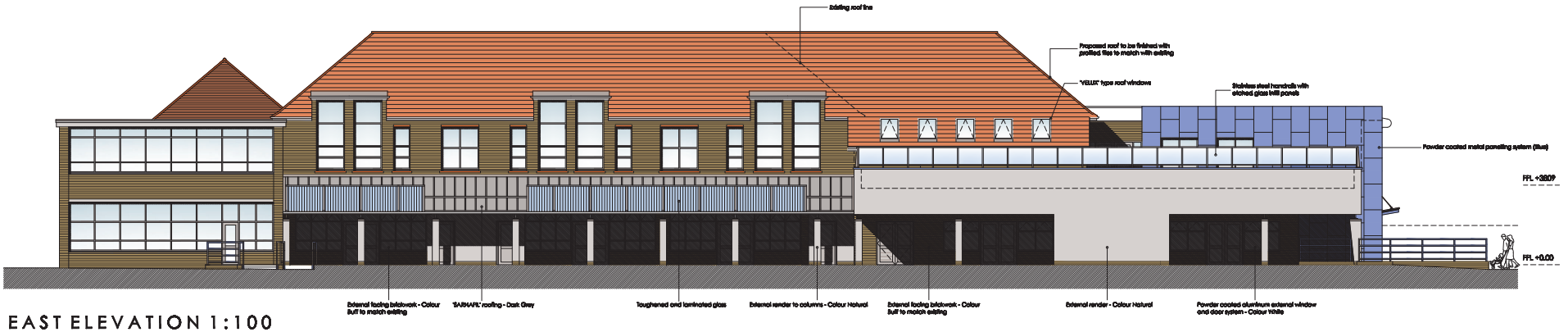
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

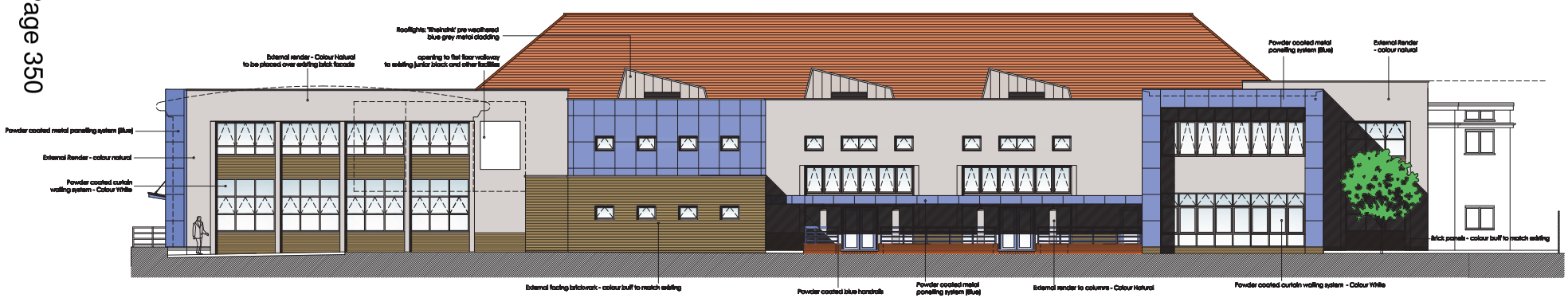
Drawing
EAST AND WEST ELEVATIONS AS EXISTING

Scales	Date	Drawn	Checked
1:100@A1	10.10	SP	

Number 4318/EX03
Revision



EAST ELEVATION 1:100



WEST ELEVATION 1:100

PLANNING ISSUE

4. Scale Bars in metres/millimetres:

1:1250 0 50m 25m
1:500 0 10m
1:200 0 5m
1:100 0 3m
1:50 0 1m
1:20 0 500mm
1:10 0 100mm
1:5 0 50mm
Fullsize 1:1

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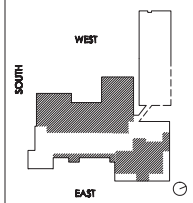
KEYPLAN



Rev. Description Date Ckd

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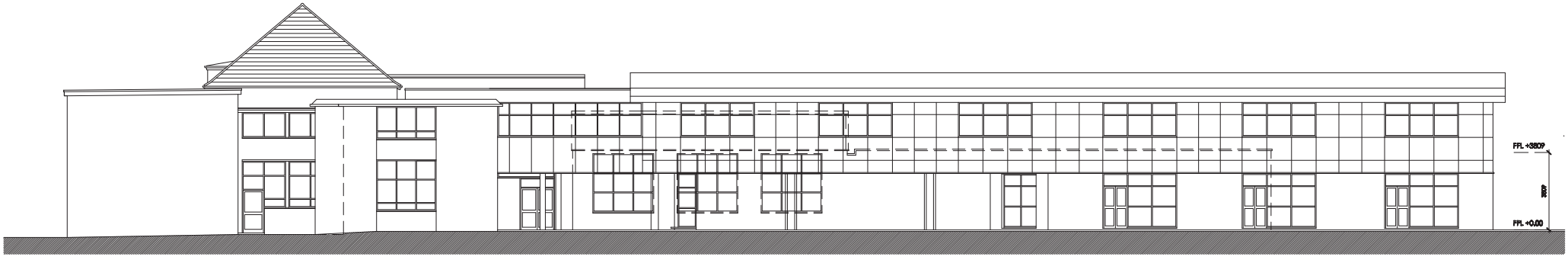
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

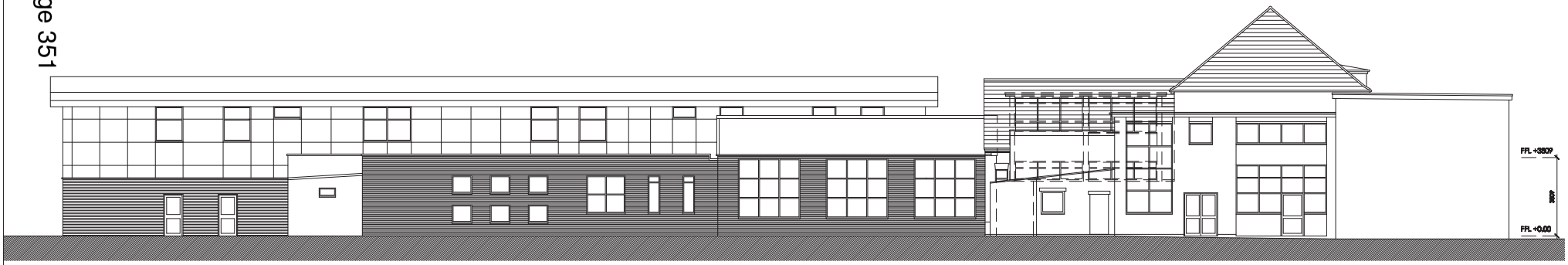
Drawing
EAST AND WEST ELEVATIONS AS PROPOSED

Scales	Date	Drawn	Checked
1:100@A1	10.10	SP/AL	

Number 4318/P102 Revision



NORTH ELEVATION 1:100



SOUTH ELEVATION 1:100

4. Scale Bars in metres/millimetres:

1:1250	0	50m
		25m
1:500		10m
1:200		5m
1:100		3m
1:50		1m
1:20		500mm
1:10		100mm
1:5		50mm

Full size 1:1

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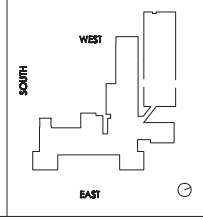
KEYPLAN



Rev.	Description	Date	Chkd

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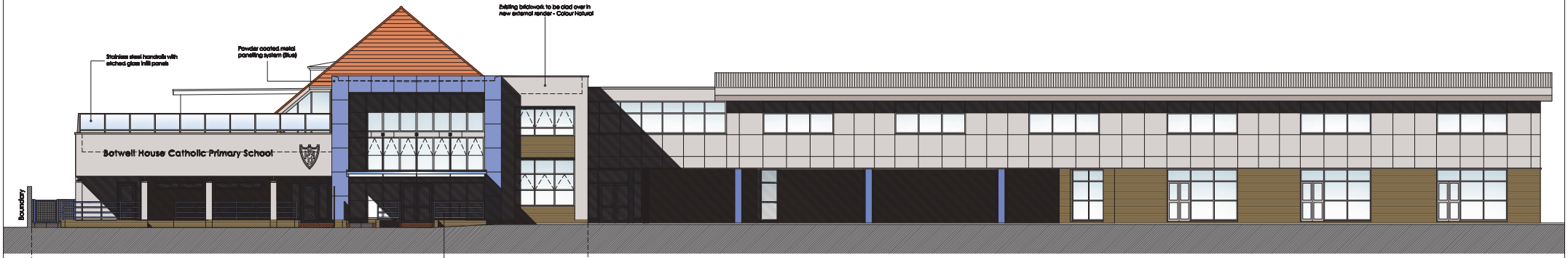
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
NORTH AND SOUTH ELEVATIONS AS EXISTING

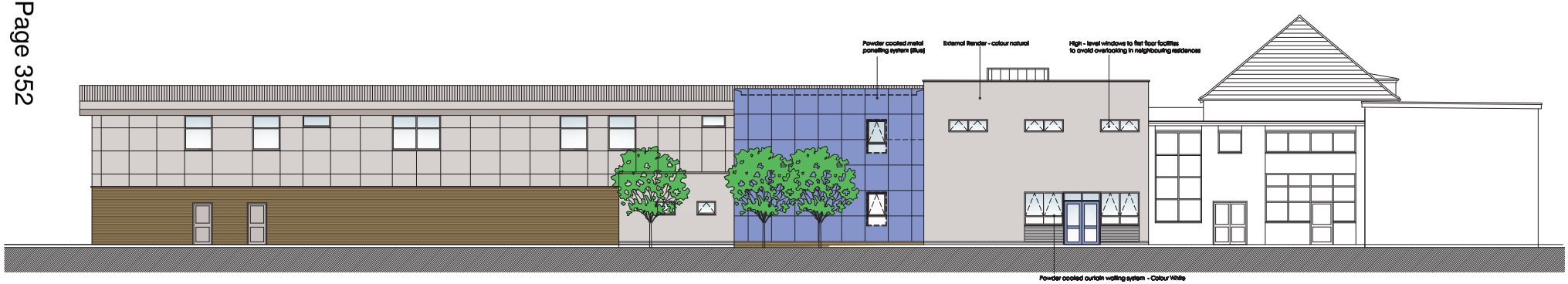
Scales	Date	Drawn	Checked
1:100@A1	10.10	SP	

Number: 4318/EX04
Revision:



NORTH ELEVATION 1:100

Proposed front extension and re-modelling



SOUTH ELEVATION 1:100

PLANNING ISSUE

4. Scale Bars in metres/millimetres:

1:1250 0 50m 25m
1:500 0 10m 5m
1:200 0 3m
1:100 0 1m
1:50 0 500mm
1:20 0 100mm
1:10 0 50mm

Fullsize 1:1

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Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
NORTH AND SOUTH ELEVATIONS AS PROPOSED

Scales	Date	Drawn	Checked
1:100@A1	10.10	SP/AL	

Number 4318/P103 Revision

4. Scale Bars in metres/millimetres:

1:1250 0 50m
1:500 0 25m
1:200 0 10m
1:100 0 5m
1:50 0 3m
1:20 0 1m
1:10 0 500mm
1:2 0 100mm
50mm
Fullsize 1:1

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KEYPLAN

WEST SOUTH NORTH EAST

KEYPLAN

TARMAC AREA
HABITAT AREA
MUGA AREA (AS EXISTING)
INFANT AND PARENTS AREA (AS EXISTING)
CONSERVATION CONCRETE PAVING SLAB AND EDGINGS

2.8M HIGH WELDMESH FENCE
1.8M HIGH METAL RAILING FENCE
PROPOSED 1200MM HIGH TIMBER FENCE
2.2M HIGH WALL WITH 600MM WELDMESH ABOVE
600MM BRICKWORK WALL WITH 1200MM RAILING ABOVE, SET BETWEEN 1800MM HIGH BRICKWORK PIERS
NEW TREE WITH SITTING AREA

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Rev | Description | Date | Chk'd

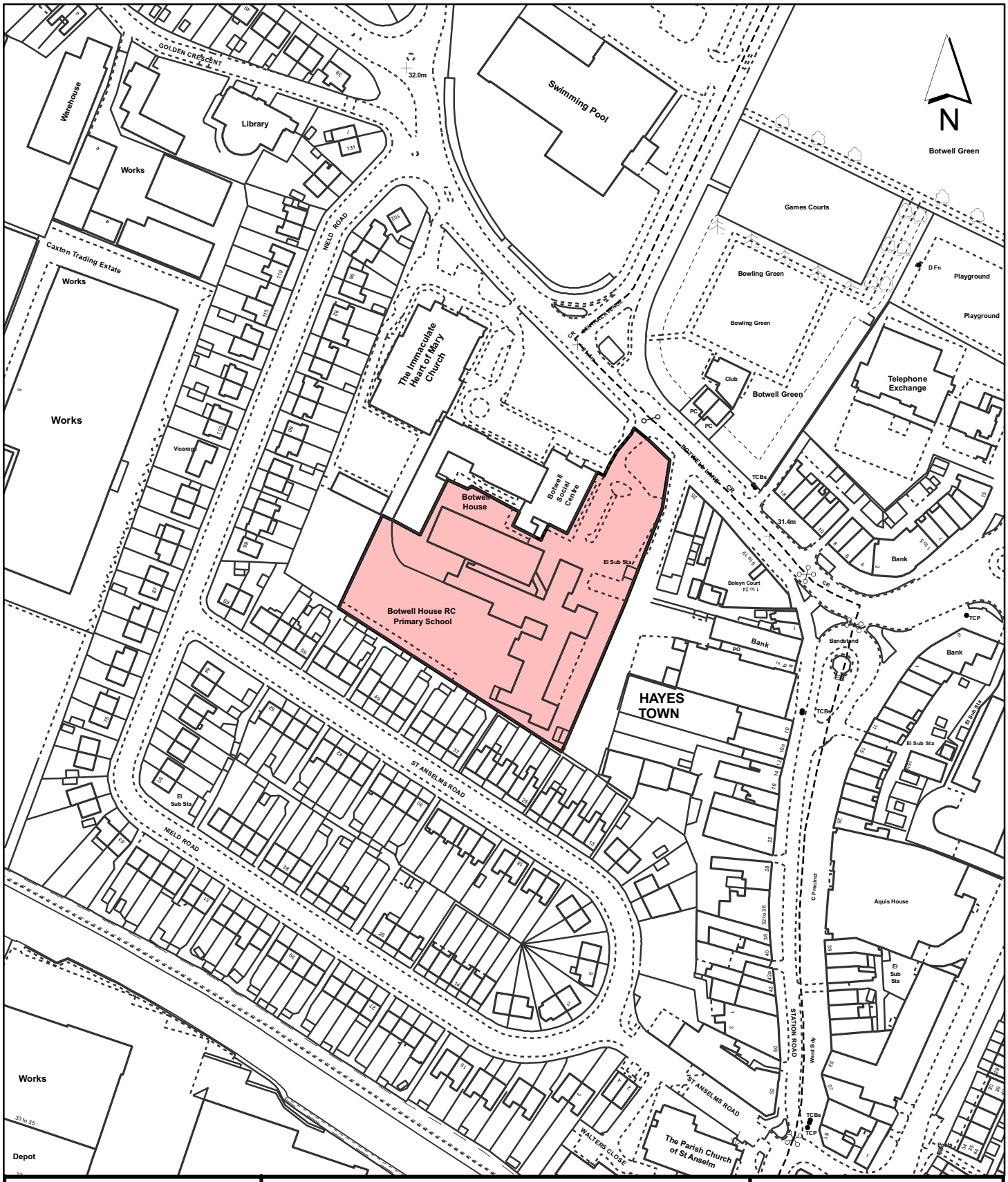
Job
BOTWELL HOUSE CATHOLIC PRIMARY SCHOOL
BOTWELL HOUSE
HAYES

Drawing
PROPOSED LANDSCAPE PLAN

Scales	Date	Drawn	Checked
1:250@A1	04.11	AL	

Number
4318/P106

Revision



Notes

Site boundary

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Botwell Lane
Hayes

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
719/APP/2011/1239

Scale
1:2,000

Planning Committee
Central and South

Date
July 2011

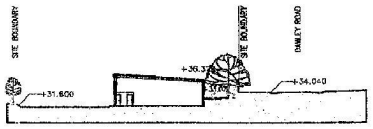
HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	FORMER C R L AND MERMAID BUILDINGS DAWLEY ROAD HAYES
Development:	Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation, ref:8294/APP/ 2005/952 dated 29/06/2005: Redevelopment of site to provide Class B1(b) and B1(c) (Business) and B8 (Storage and Distribution) uses including some trade counter uses with associated parking, servicing, access and landscaping.
LBH Ref Nos:	8294/APP/2010/867

Date Plans Received: 19/04/2010 **Date(s) of Amendment(s):**

Date Application Valid: 19/04/2010



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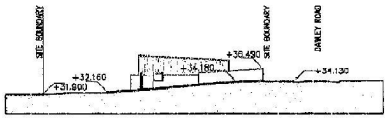

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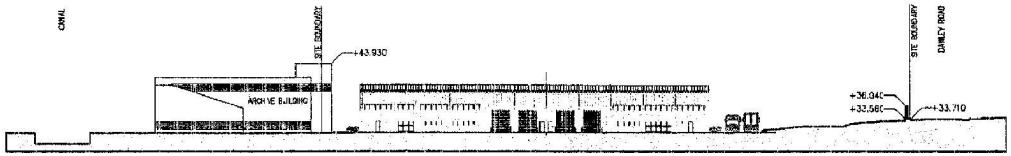
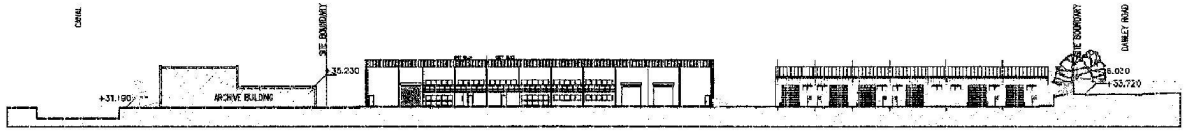


3 SECTION
SCALE: 1:500@A1 AS0300000



4 SECTION
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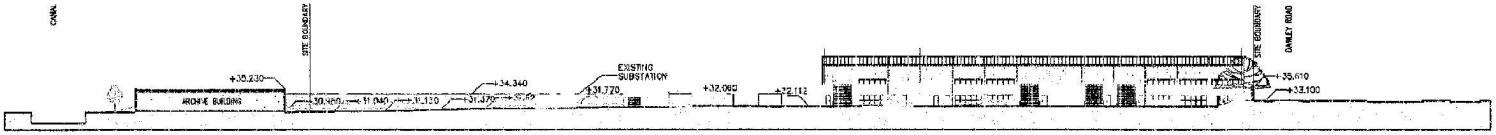

5 SECTION
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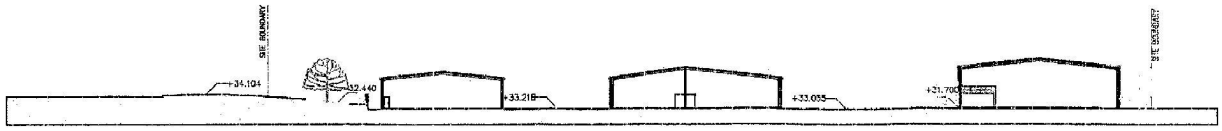

6 SECTION
SCALE: 1:500@A1 AS0600000

Page 2307

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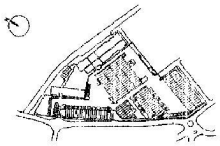

No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

PROPOSED SITE ELEVATIONS AND SECTIONS

Date: 29 NOV 04
Drawing No: DPA-005 00
Revision: 00
Scale: 1:500@A1
Revised by:
JW Job No: 01-01-02-00
CAD File Name: N/A

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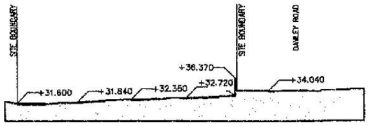
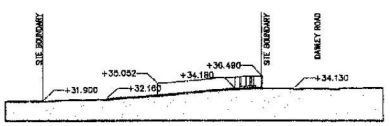
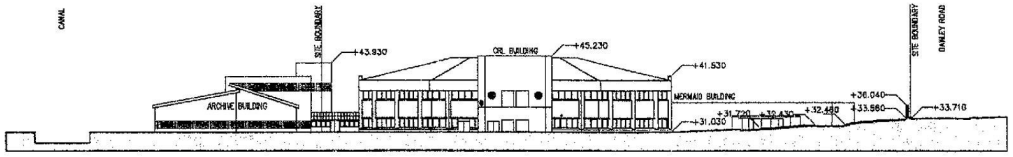
Page 2087



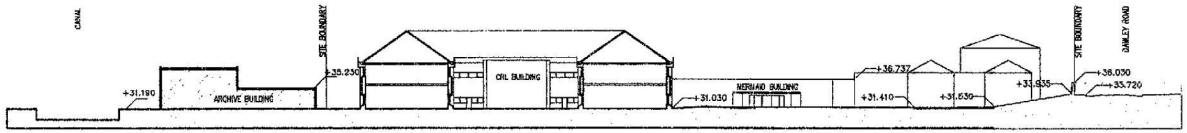
2 SECTION
SCALE: 1:500@A1 SECTION 2



1 SECTION
SCALE: 1:500@A1 SECTION 1



3 SECTION
SCALE: 1:500@A1 SECTION 3



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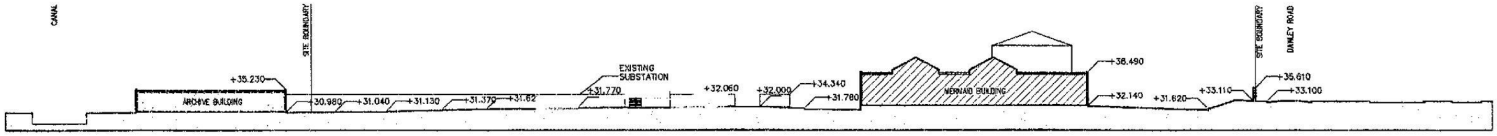
SCALE: 1:500@A1 SECTION 4



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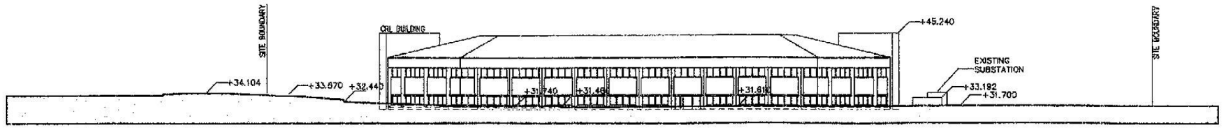
SCALE: 1:500@A1 SECTION 5



6 SECTION
SCALE: 1:500@A1 SECTION 6

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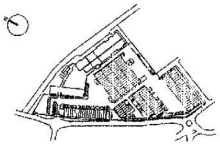

No.	Date	Revisions
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Project

DAWLEY ROAD

Drawing Title

EXISTING SITE ELEVATIONS AND SECTIONS

Date	Drawing No	Revision
29 NOV 04	DPA-003	00
Scale 1:500@A1		
Revised by:		
JW Job No 01-01-02-00		
CAD File Name N/A		

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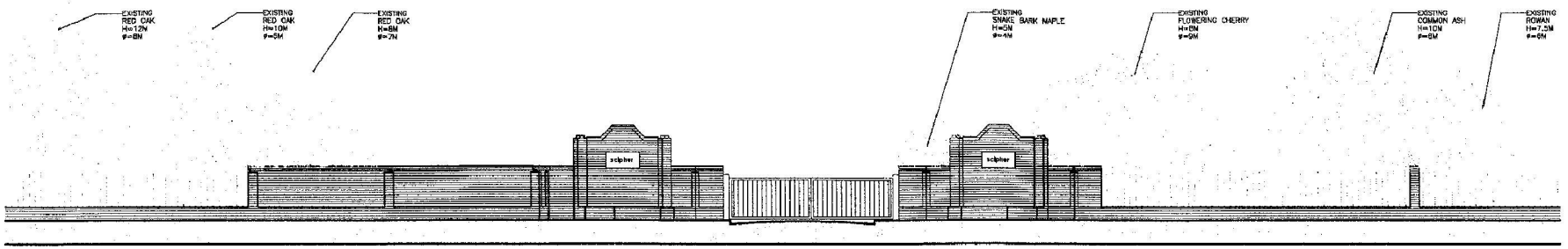
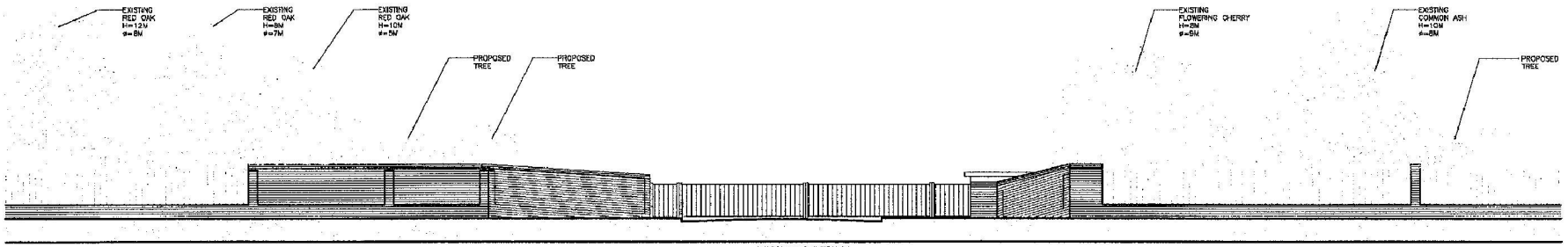


DAWLEY ROAD ENTRANCE

3 EXISTING ENTRANCE

SCALE: 1:100@A1

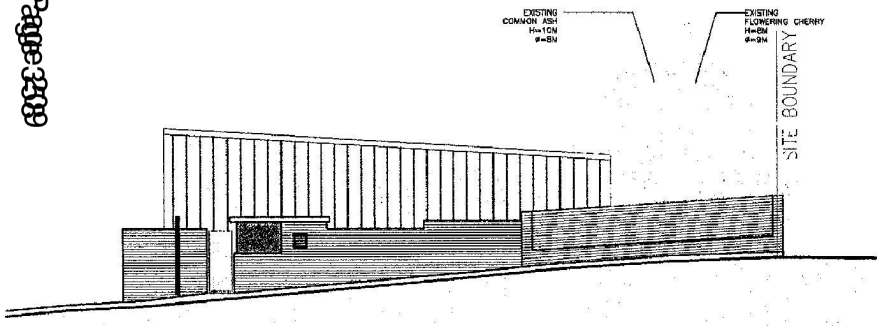


DAWLEY ROAD ENTRANCE

4 PROPOSED ENTRANCE

SCALE: 1:100@A1

Page 2309



5 SECTION

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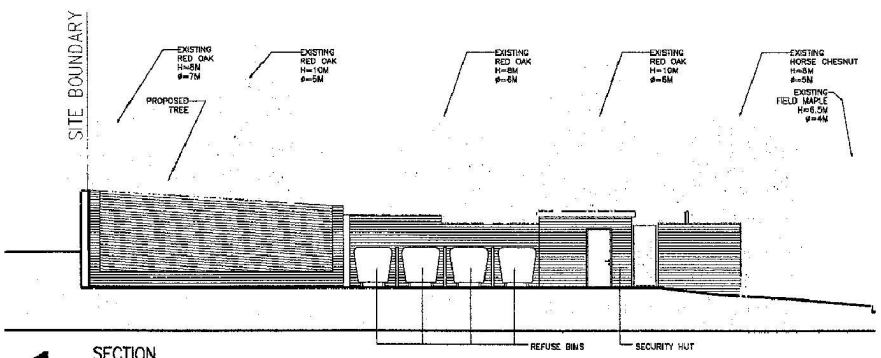

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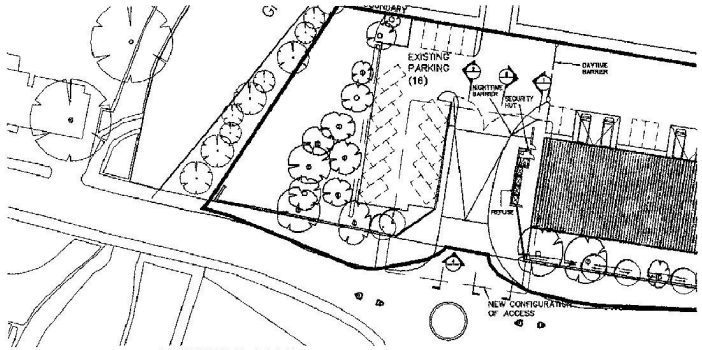

6 PROPOSED PLAN

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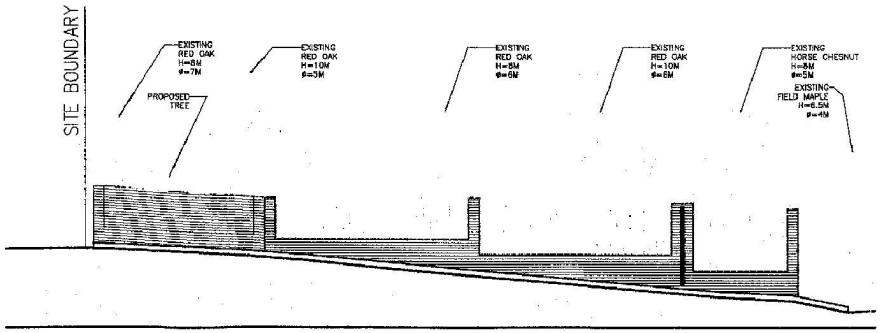

2 SECTION

SCALE: 1:100@A1

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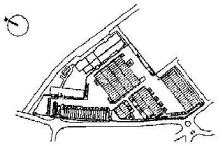

No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

EXISTING AND PROPOSED DAWLEY RD. ENTRANCE

Date 21 FEB 05
Scale AS NOTED
Revised by:
JW Job No 01-01-02-00
CAD File Name N/A

Drawing No DPA-030 00

Revision 00

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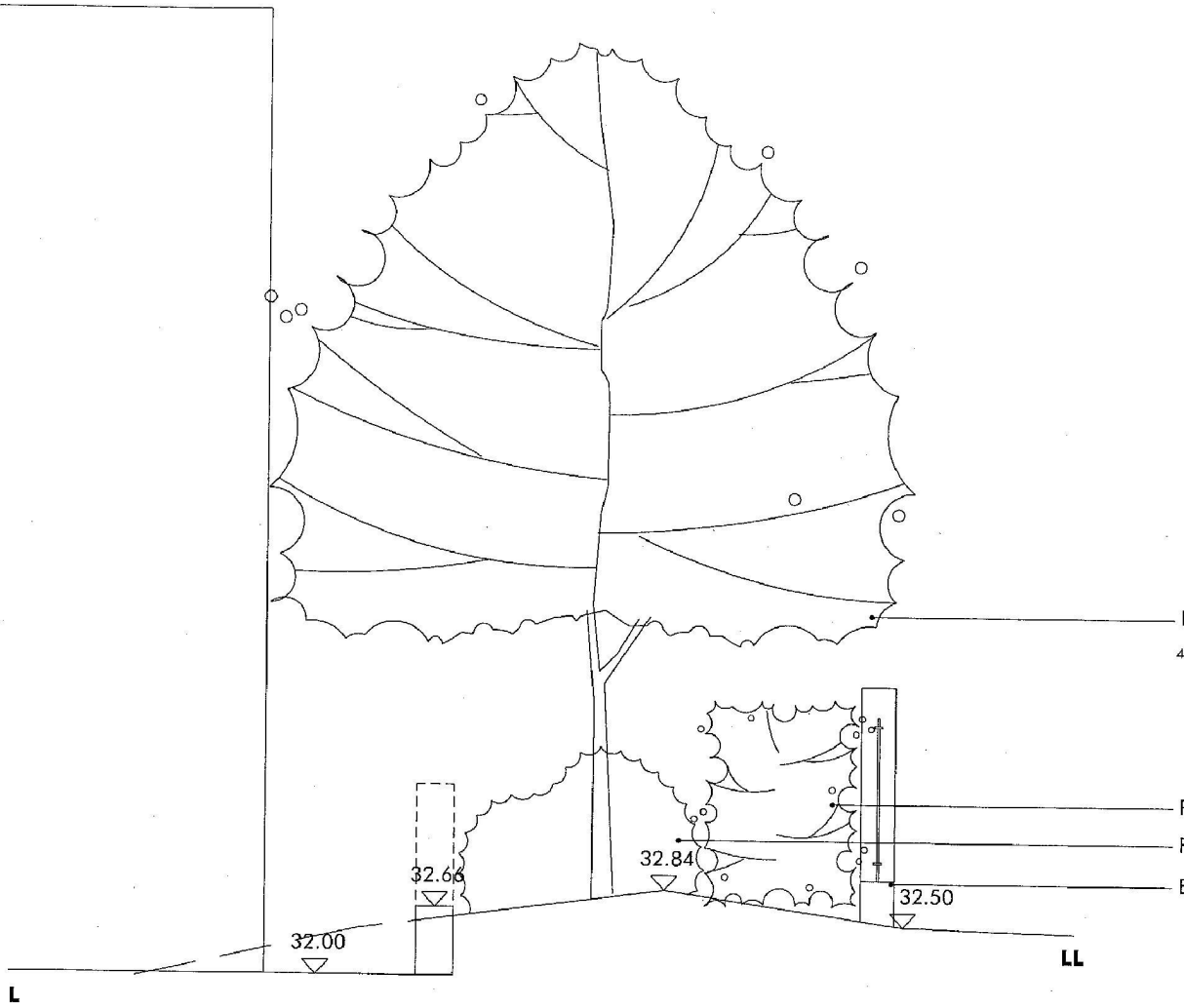
Page 23159



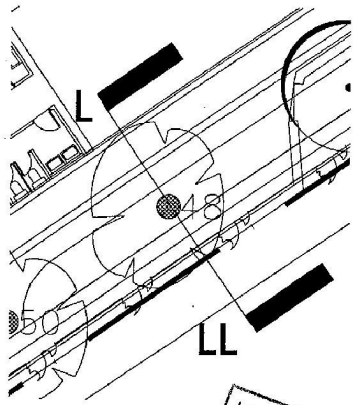
Existing tree :

48	Birch *Betula spp*	9	Est N3 E3 S2 W3	180	M	N	C	Minor dead wood and stubs, low hanging branches, bark wounds at 1.5m above ground level. Action: Remove major deadwood and tidy stubs.

Proposed 2-2.5m high evergreen hedging

Proposed Ornamental shrub planting

Existing wall and railing



Location Plan
Scale 1:200@A3

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Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor ▫ Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section L-LL	checked by	MRJ
drawn by	PB	drawing No	753-112
Xref	n/a		

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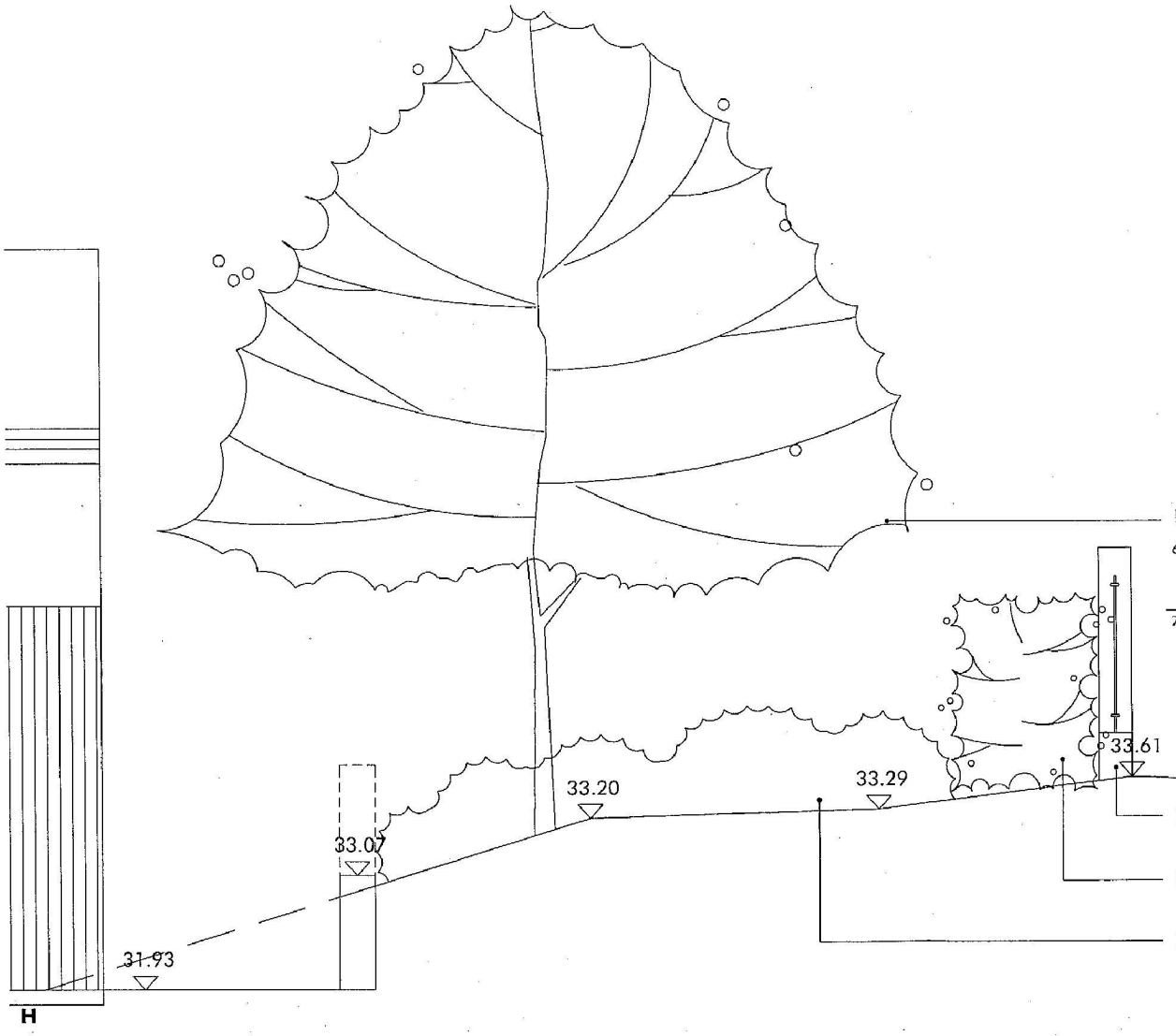

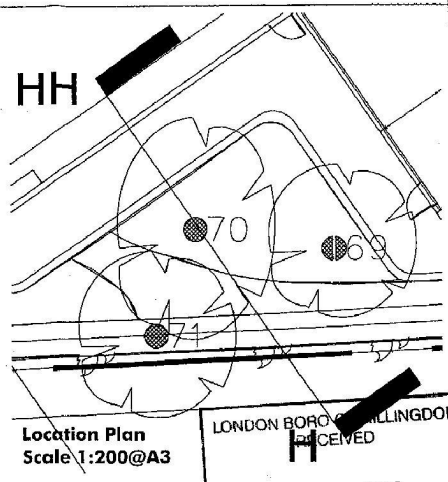

Location Plan
Scale 1:200@A3

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Existing trees :

69	Common Ash *Fraxinus excelsior*	10	N2.5 E3 S3 W2.5	200	MA	N	B/C C	Cavity at 2m above ground level, bifurcated at 5m above ground level. Action: None required at time of survey.
70	Birch *Betula spp*	8	N3 E4 S3 W4	150 @1m above ground level	MA	N	C	Bifurcated at 1m above ground level, low hanging branches, bark wounds on branchwork, crown shape distorted due to group pressure. Action: None required at time of survey.

Existing wall and railing

Proposed 2-2.5m high evergreen hedging

Proposed Ornamental shrub planting

HH

Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor • Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section H-HH	checked by	MRJ
drawn by	PB	drawing No	753-108
Xref	n/a		

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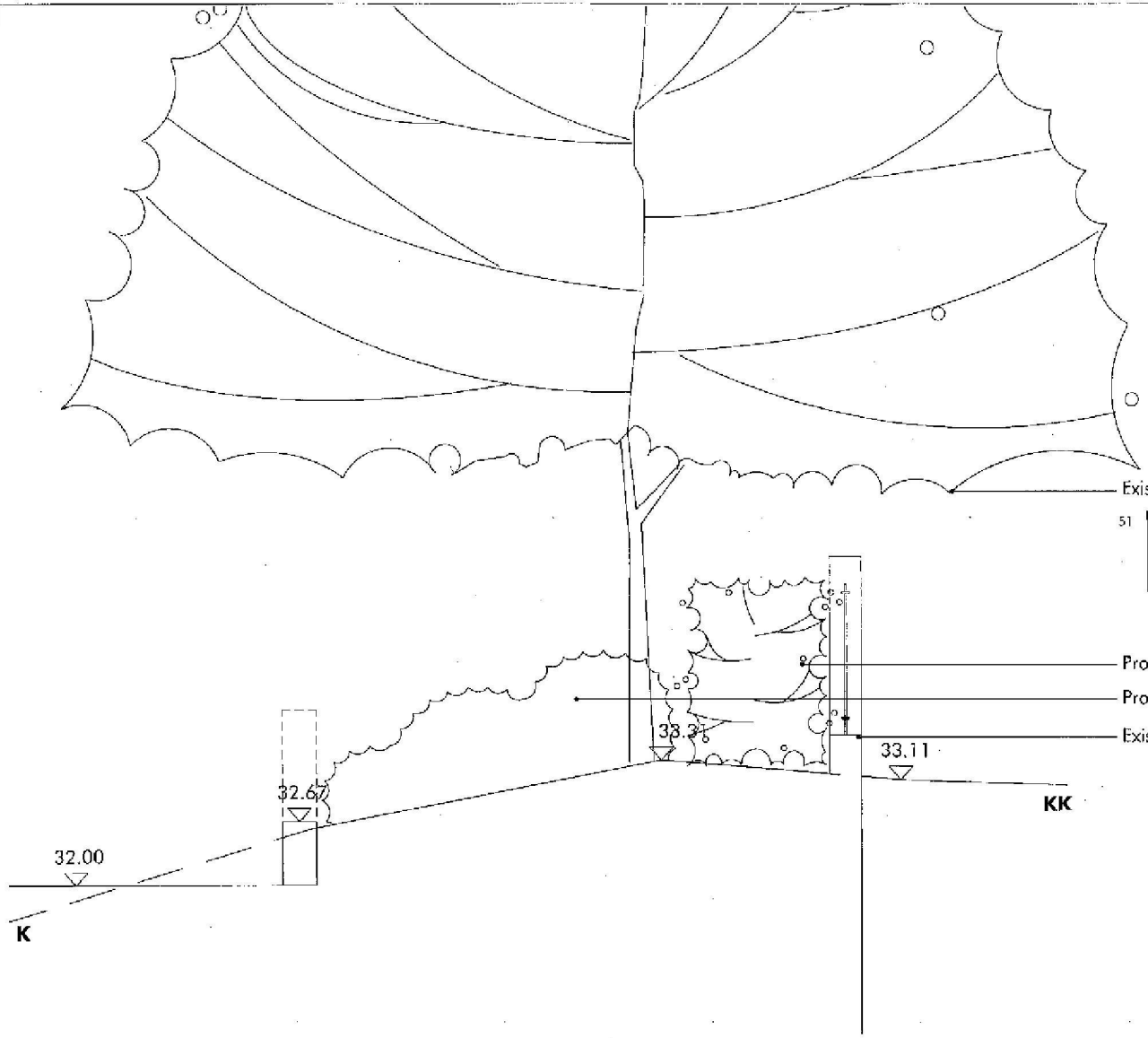

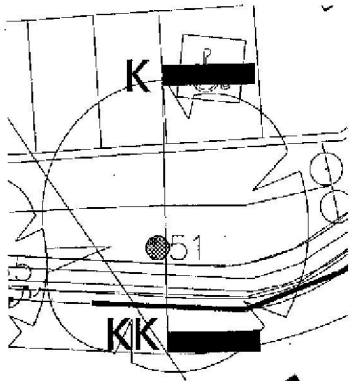

Location Plan
Scale 1:200@A3

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Page 216

Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor • Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section K-KK	checked by	MRJ
drawn by	PB	drawing No	753-111
Xref	n/a		

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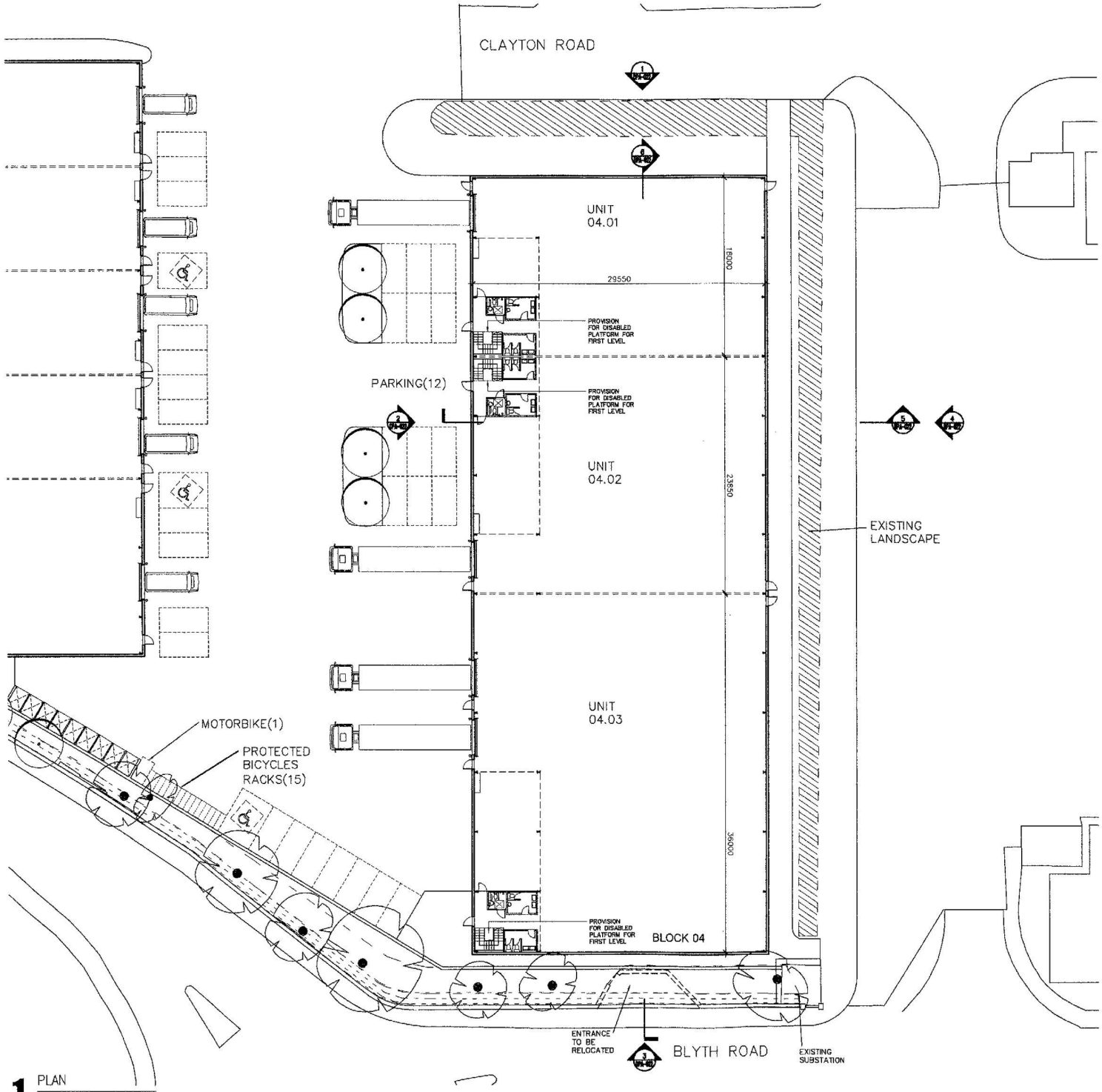

1 PLAN
SCALE: 1:200@A1

Page 3548

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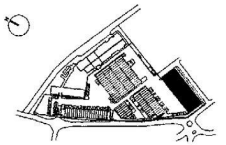

NOTE A:
UNITS SUBDIVISION SHOWN
FOR INDICATIVE PURPOSES ONLY

NOTE 1:
ALL DISABLED WC HAVE SHOWER INCORPORATED

No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

PLAN
BLOCK 04

Date	Drawing No	Revision
29 NOV 04	DPA-012	00
Scale 1:200@A1		
Revised by:		
JW Job No 01-01-02-00		
CAD File Name APP4GF050		

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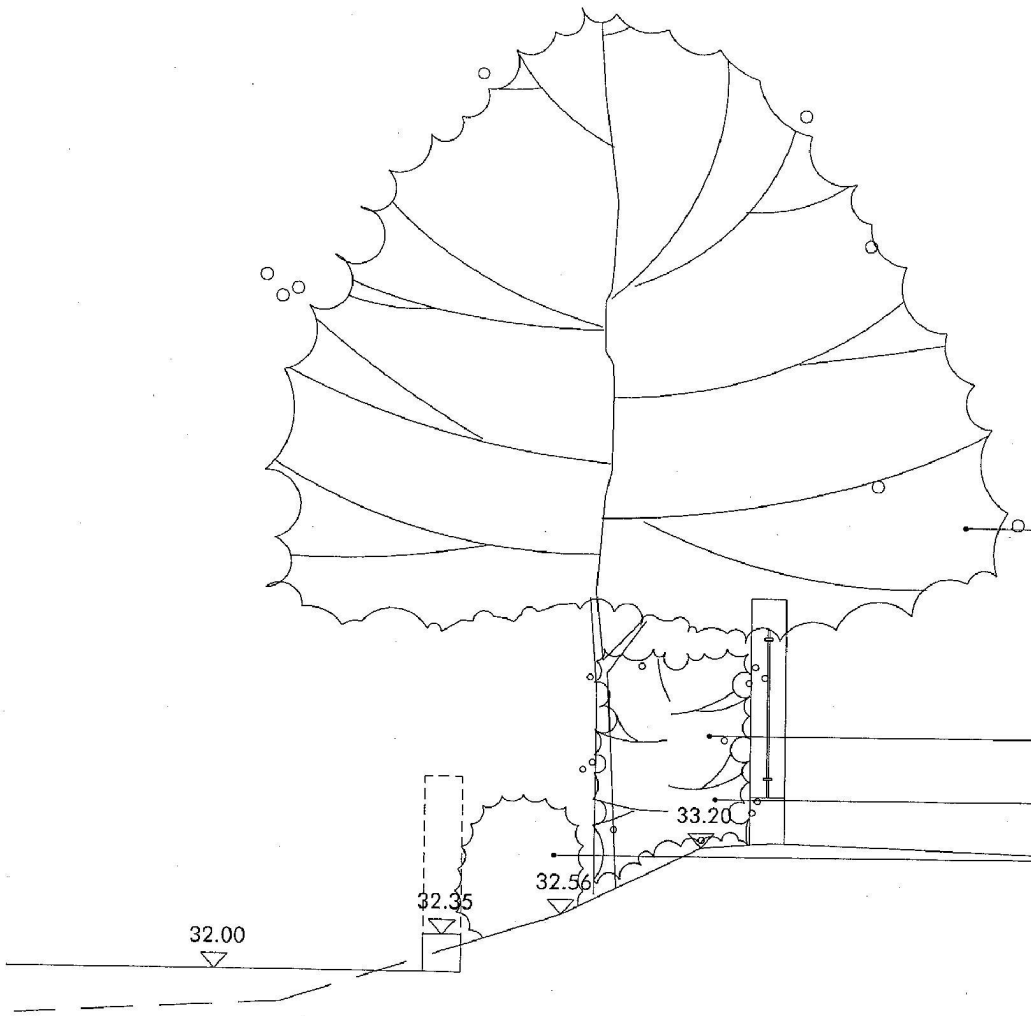
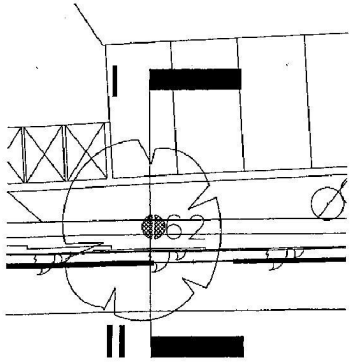


62	Birch *Betula spp*	9	N3.5 E3 S2.5 W3.5	210	M	N	B/C	Minor deadwood and stubs, low hanging branches. Action: None required at time of survey.



Location Plan
Scale 1:200@A3

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Page 23

Revision	Description	Drawn by	Date
-	Issued for comment	PB	02.02.05

Macgregor · Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Comment	scale	1:50@A3
title	Detail Section I-II	checked by	MRJ
drawn by	PB	drawing No	753-109
Xref	n/a		

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S294/APP/05/1202 (7)

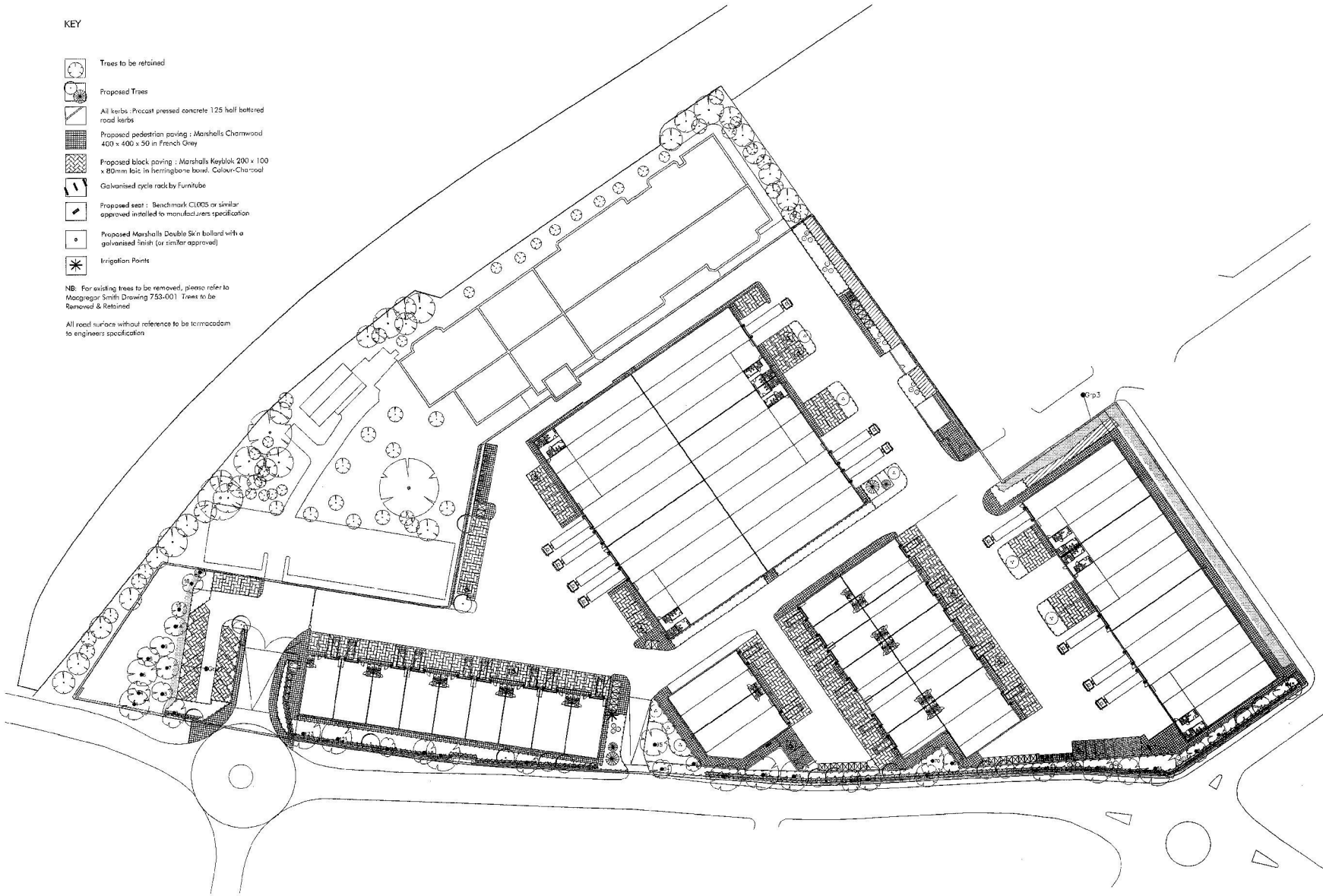
Page 846

KEY

- Trees to be retained
- Proposed Trees
- All kerbs : Precast pressed concrete 125 half bottered road kerbs
- Proposed pedestrian paving : Marshalls Charnwood 400 x 400 x 50 in French Grey
- Proposed block paving : Marshalls Keyblok 200 x 100 x 80mm laid in herringbone bond. Colour-Charcoal
- Galvanised cycle rack by Furnitube
- Proposed seat : Benchmark CL005 or similar approved installed to manufacturers specification
- Proposed Marshalls Double Skin bollard with a galvanised finish (or similar approved)
- Irrigation Points

NB: For existing trees to be removed, please refer to Macgregor Smith Drawing 753-001 Trees to be Removed & Retained

All road surface without reference to be tarmacadam to engineers specification



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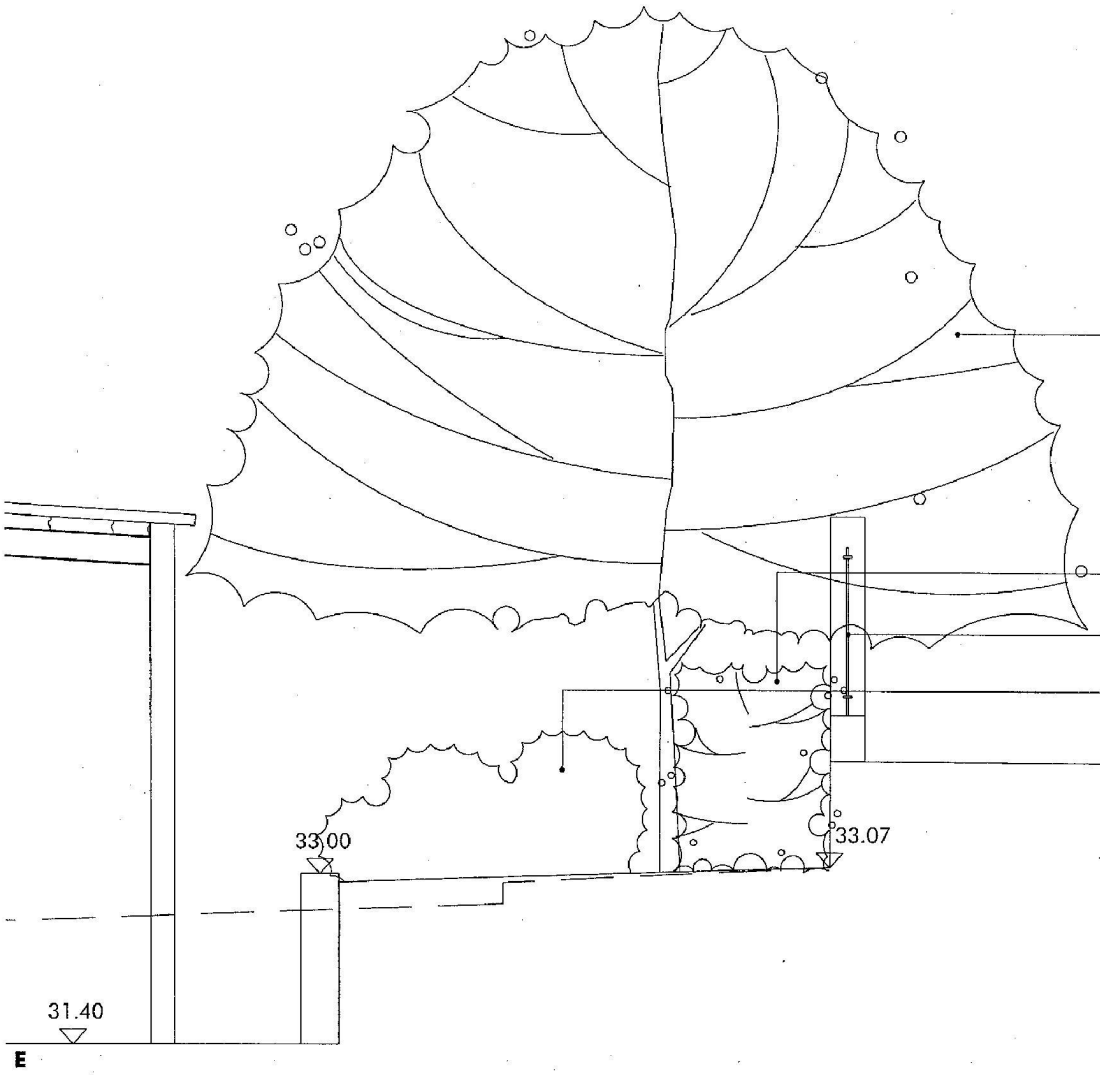
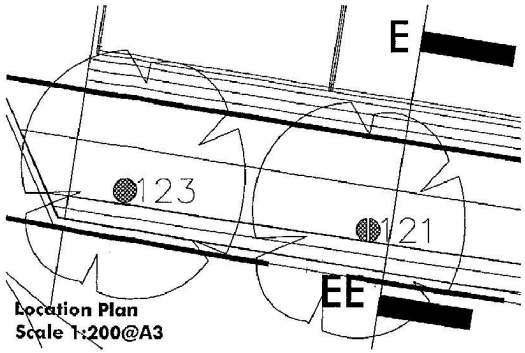
Revision	Description	Drawn by	Date
-	Issued For Planning	AW	03.03.05

Macgregor - Smith
Design for the Environment

project	Dawley Rd., Hayes	date	16.12.04
status	For Planning	scale	1:500@A1
title	Hard works GA	checked by	MRJ
drawn by	RH	drawing No	753-301
Xref	xref-ASK-082/Survey230288-102		





Location Plan
Scale 1:200@A3

121	Common Ash *Fraxinus excelsior*	10	N4.5 E4.5 S3.5 W4	240	M	N	B/C	Old pruning wounds occluding, mult stemmed at 4m above ground level, low hanging branches. Action: None required at time of survey.
123	Flowering Cherry *Prunus spp*	8	N4 E5 S4.5 W4	240	M	N	C	Low hanging branches, multi-stemmed at 2m above ground level, crossing branches, included bark. Action: None required at time of survey.

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Page 23165

Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

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Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section E-EE	checked by	MRJ
drawn by	PB	drawing No	753-105
Xref	n/a		

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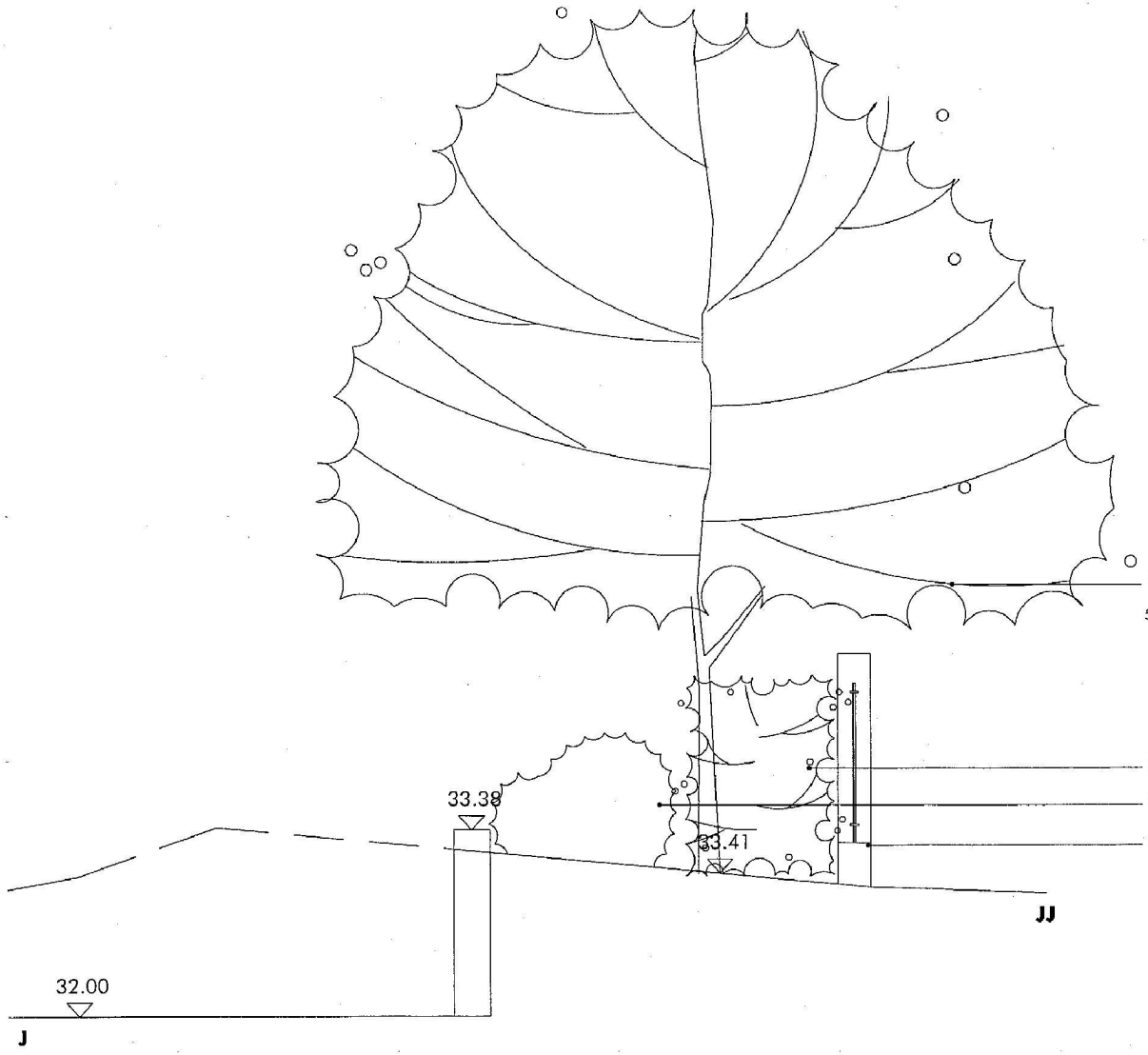

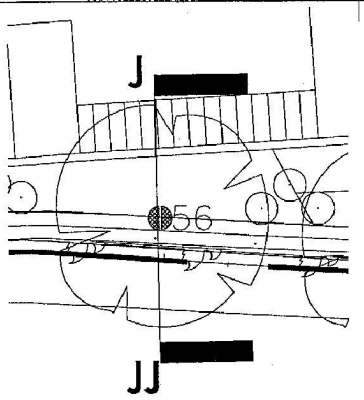

Location Plan
Scale 1:200@A3

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Page 369

Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor • Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section J-JJ	checked by	MRJ
drawn by	PB	drawing No	753-110
Xref	n/a		

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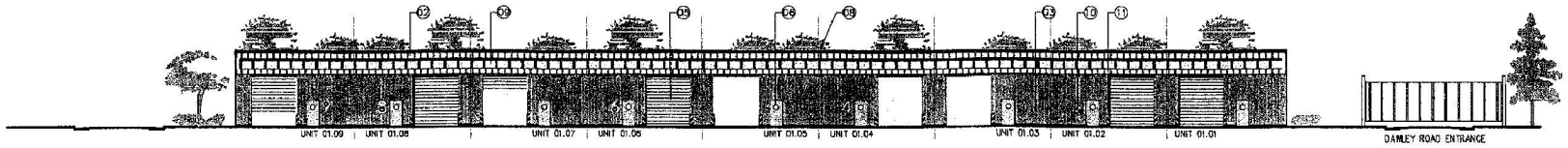

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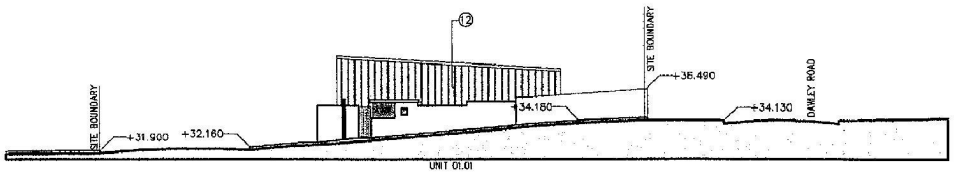

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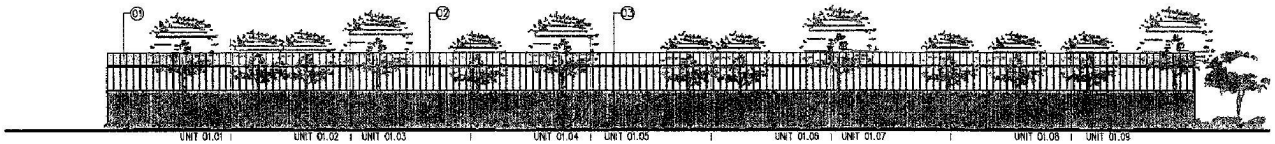

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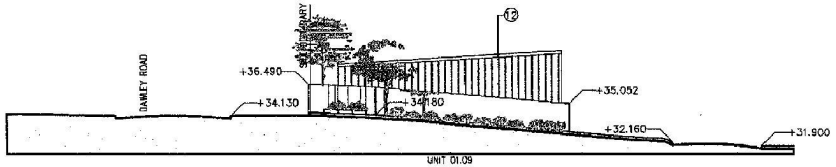

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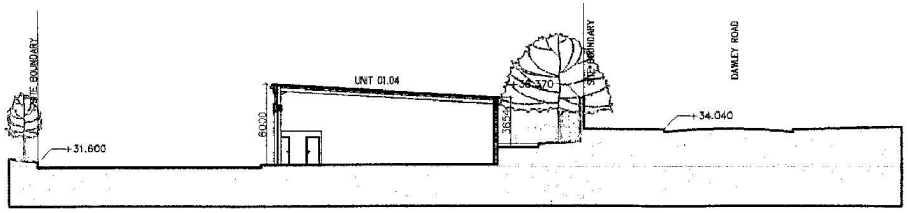

5 SECTION
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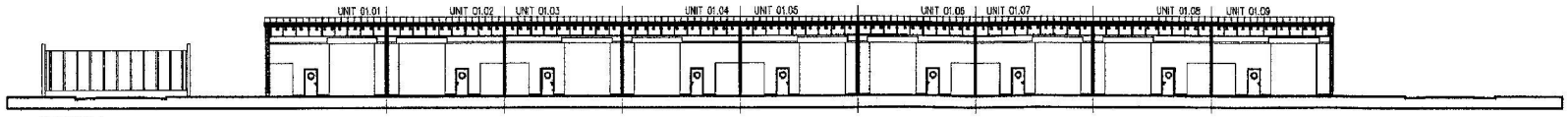

6 SECTION
SCALE: 1:200@A1 AS01NN000

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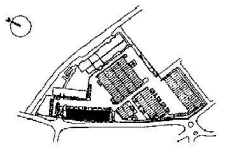

01	Roof	Twin Skinned profile cladding
02	Upper Profiled Wall Cladding	Twin Skinned profile cladding Vertical laid profiles (accent colour)
03	Lower Profiled Wall Cladding	Twin Skinned profile cladding Vertical laid profiles
04	High Level Horizontal Band	Twin Skinned profile cladding Flat panels (accent colour)
05	Loading Doors	Aluminium natural stucco finish
06	Personnel Doors	Painted Steel doors and frames
07	Lower Windows	Green tinted anti-sun glass in powder coated aluminium curtain walling/ frame
08	Joints/Rainwater Pipes/Gutters	Vertical 1 Flashing in 2mm aluminium joints (to match cladding panel) with rainwater pipes and gutters
09	Upper Windows	Green tinted anti-sun glass in powder coated aluminium curtain walling/ frame
10	Units Numbers	Super-graphic unit numbers in powder coated finish
11	Bollards	Painted steel concrete filled bollards in dark grey with safety highlight bands
12	Side Profiled Wall Cladding	Twin Skinned profile cladding Vertical laid profiles

No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

PROPOSED ELEVATIONS
AND SECTIONS
BLOCK 01

Date 29 NOV 04
Scale 1:200@A1
Revised by:
JW Job No 01-01-02-00
CAD File Name N/A

Drawing No DPA-020 00

Revision 00

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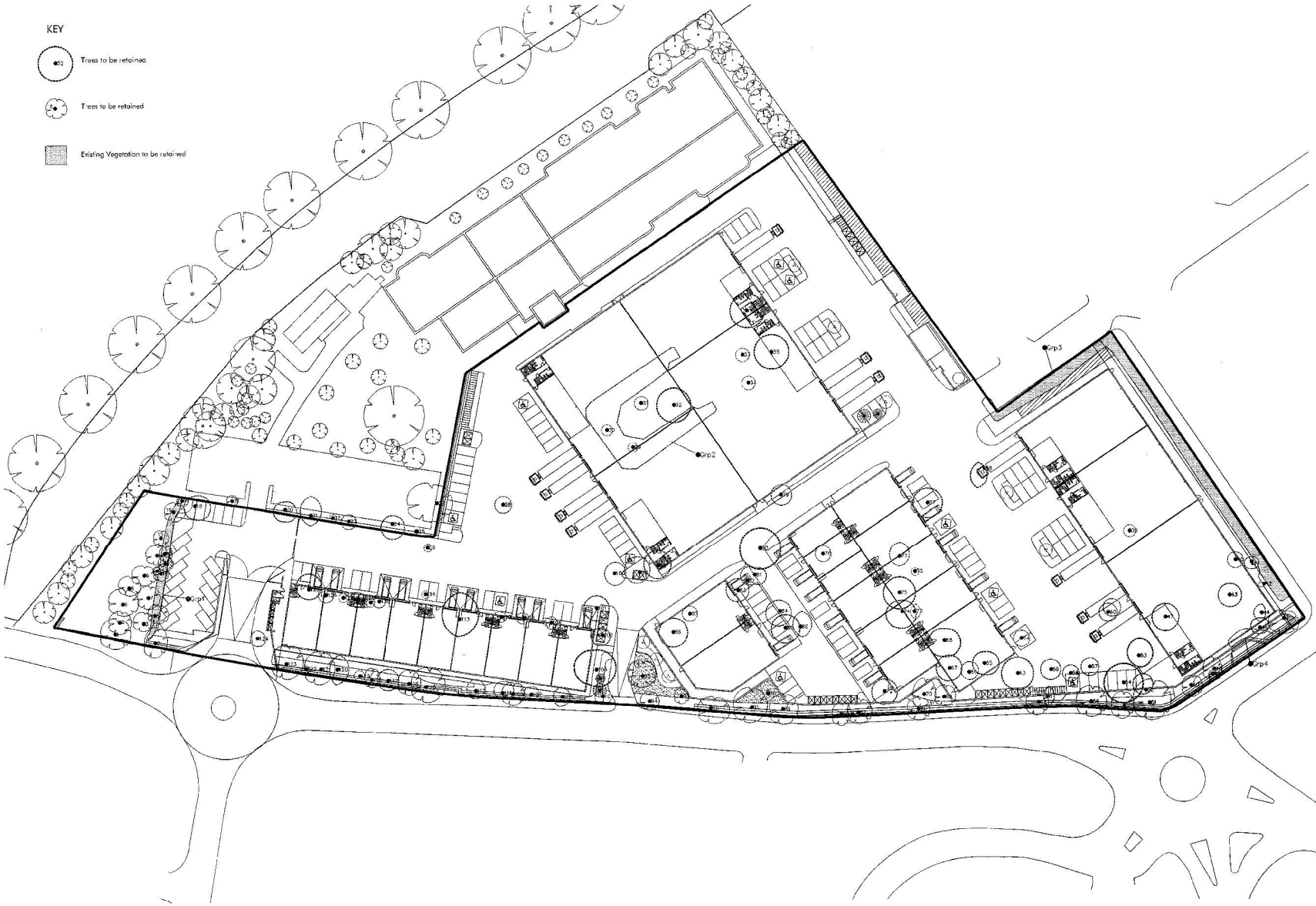

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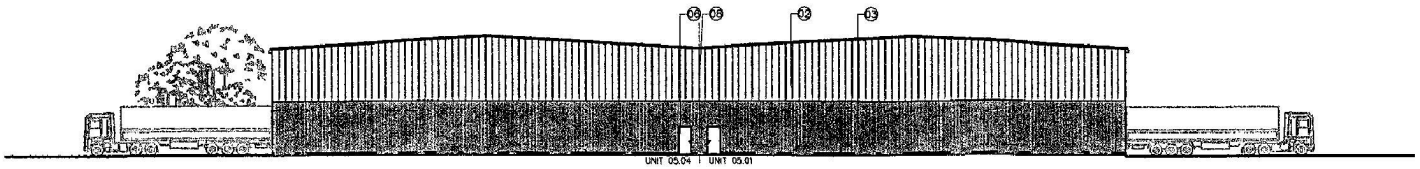
Revision	Description	Drawn by	Date
-	Issued For Planning	MRJ	03.03.05

Macgregor • Smith
Design for the environment

project	Dawley Rd , Hayes	date	16.12.04
status	For Planning	scale	1:500@A1
title	Tree Removal Plan	checked by	MRJ
drawn by	lkb	drawing No	753-101
Xref	xref-ASK-006A/Survey232288-102		



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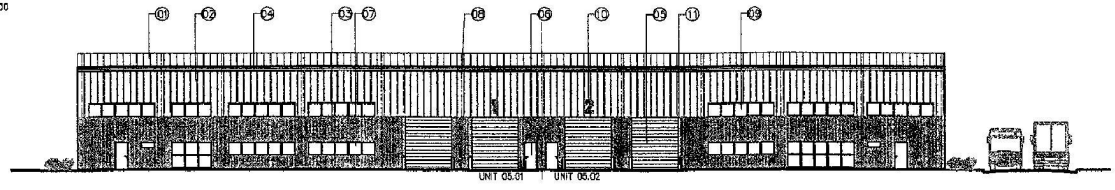

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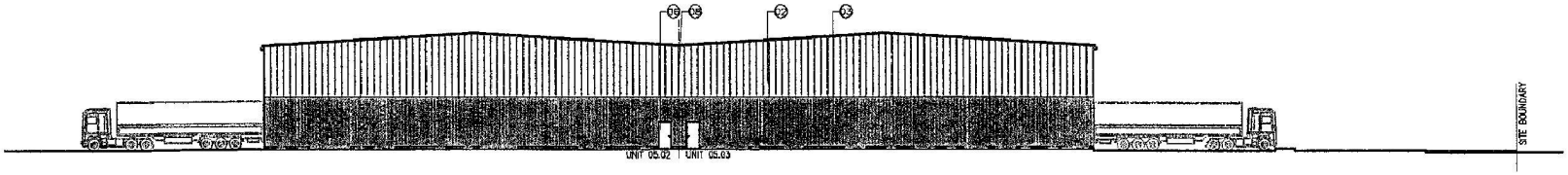

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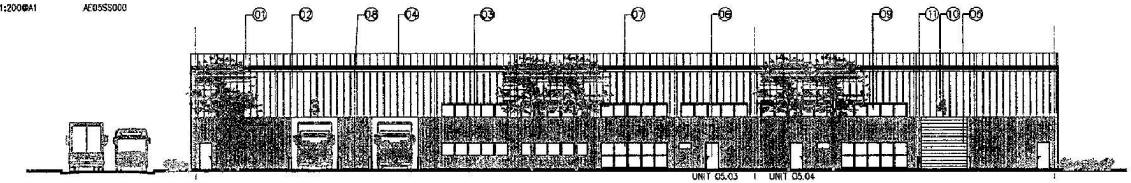

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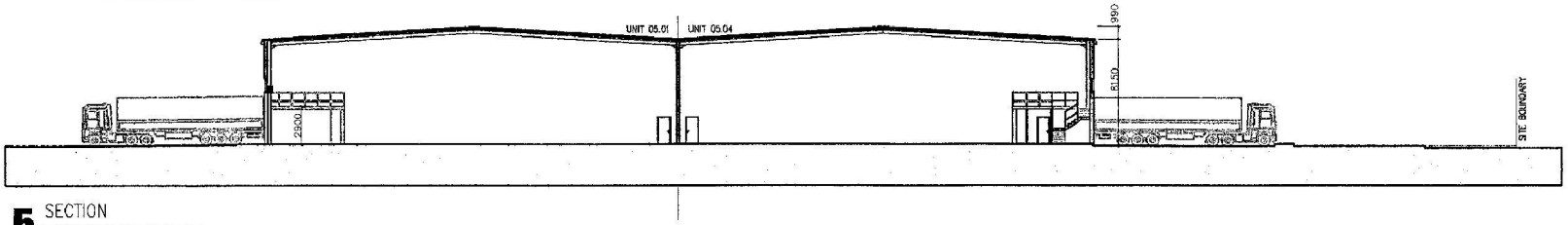

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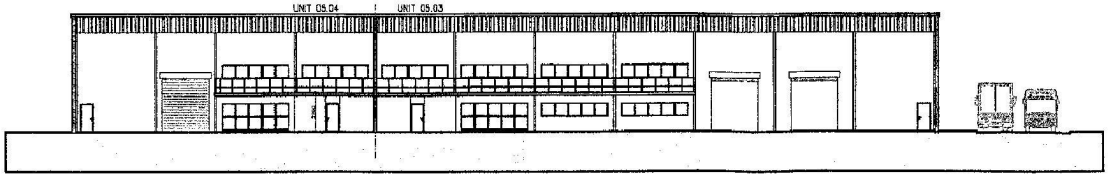

6 SECTION

SCALE: 1:200@A1 AS05EE000

Page 2869

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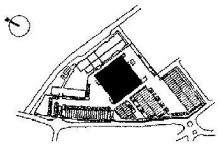

01	Roof	Twin Skinned profile cladding
02	Upper Profiled Wall Cladding	Twin Skinned profile cladding Vertical laid profiles (accent colour)
03	Lower Profiled Wall Cladding	Twin Skinned profile cladding Vertical laid profiles
04	High Level Horizontal Band	Twin Skinned profile cladding Flat panels (accent colour)
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07	Lower Windows	Green tinted anti-sun glass in powder-coated aluminium curtain walling/ frame
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10	Units Numbers	Super-graphic unit numbers in powder coated finish
11	Bollards	Painted steel concrete filled bollards in dark grey with safety highlight bands
12	Side Profiled Wall Cladding	Twin Skinned profile cladding Vertical laid profiles

No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

PROPOSED ELEVATIONS
AND SECTIONS
BLOCK 05

Date 29 NOV 04
Scale 1:200@A1
Revised by:
JW Job No 01-01-02-00
CAD File Name N/A

Drawing No Revision

DPA-023 00

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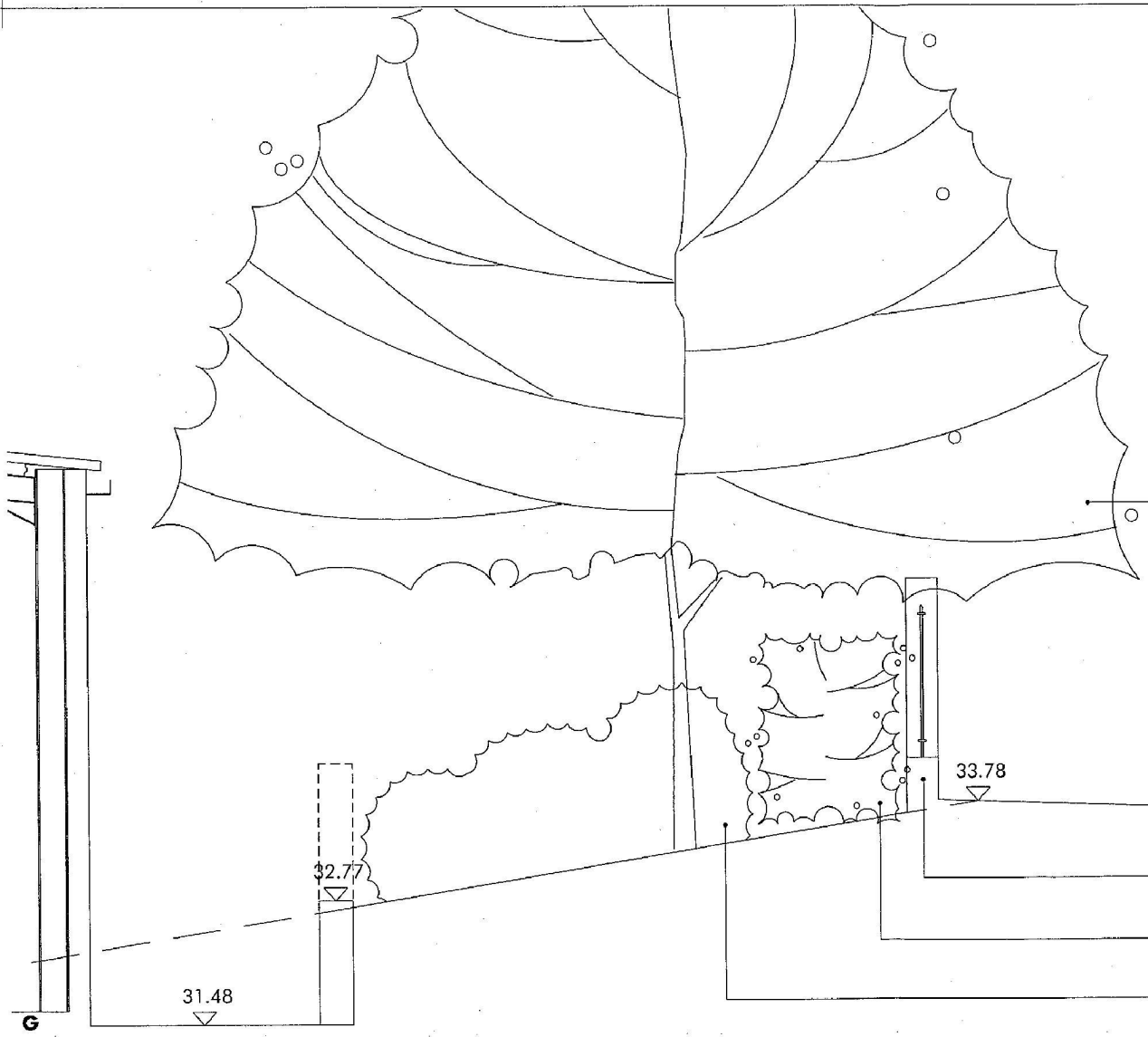

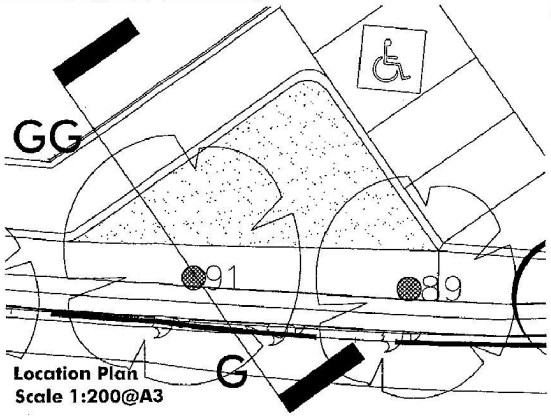

Location Plan
Scale 1:200@A3

Existing trees :

89	Common Beech *Fagus sylvatica*	10	N3.5 E4 S4 W4	170	MA	N	C	Ivy on trunk, bifurcated at 1m above ground level, low hanging branches. Action: Sever ivy.
91	Norway Maple *Acer platanoides*	9	N5 E5 S4 W4	Est 300	M	N	C	Ivy on trunk, minor deadwood and hedge. Action: Sever ivy.

Existing wall and railing

Proposed 2-2.5m high evergreen hedging

Proposed Ornamental shrub planting

LONDON BORO OF HILLINGDON
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30 MAR 2005
ENVIRONMENTAL SERVICES GROUP

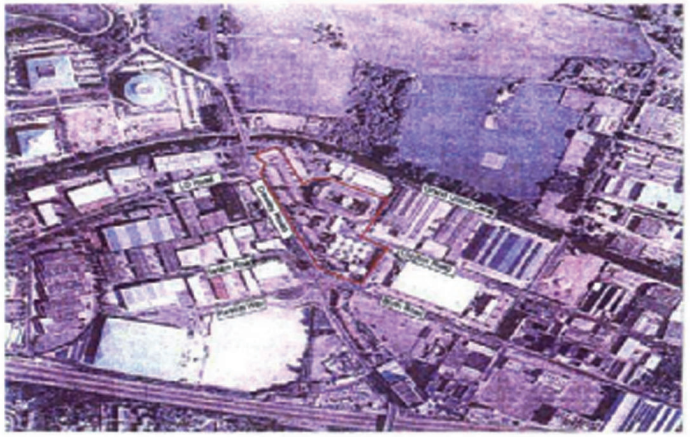
Page 220

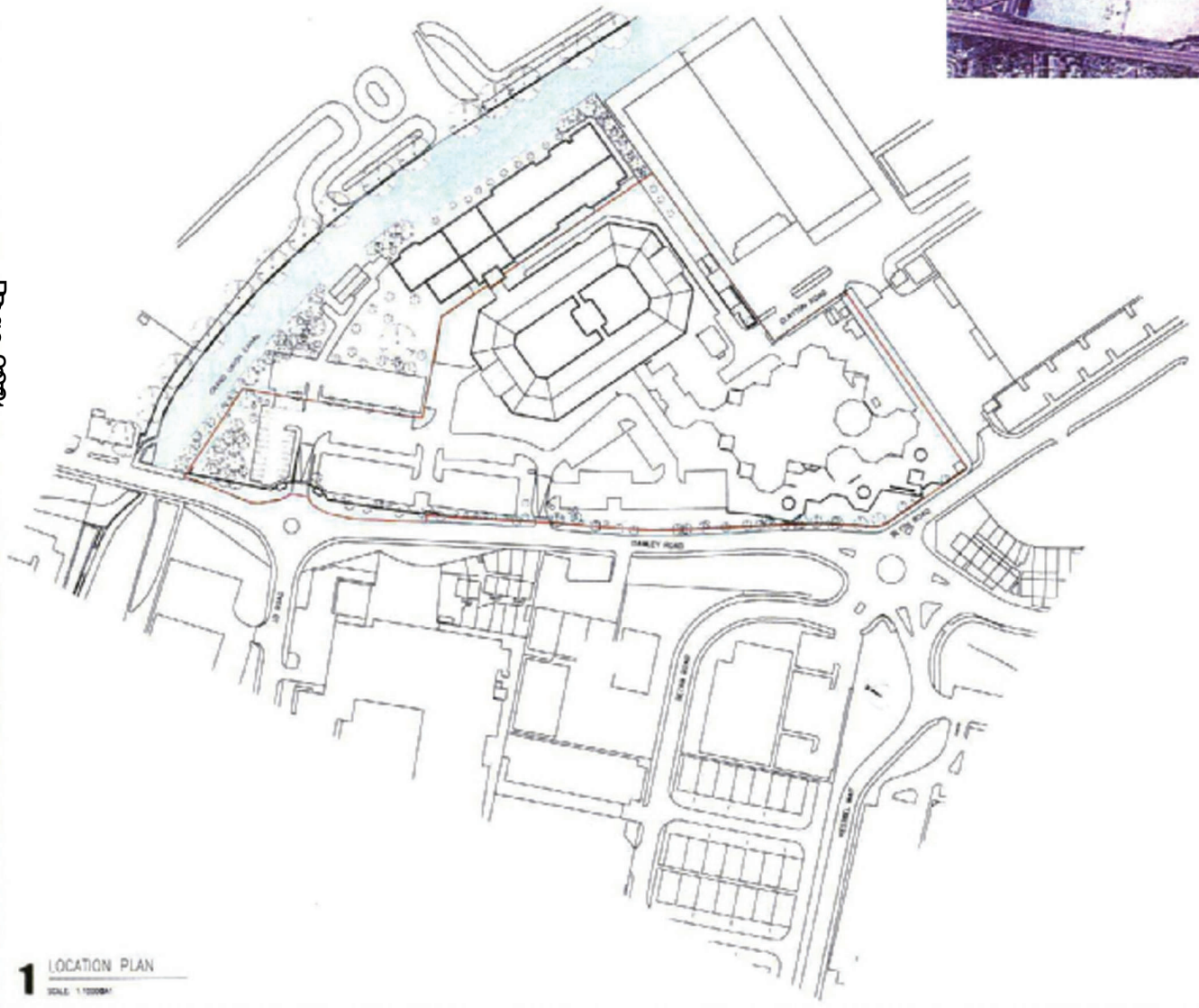
Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor • Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section G-GG	checked by	MRJ
drawn by	PB	drawing No	753-107
Xref	n/a		

This drawing is protected by copyright. Contractors must check all dimensions on site. Only figure dimensions are to be worked from. Discrepancies must be reported to architect before proceeding.
Christopher House, 11-12 High Street, Bath, BA1 5AQ Tel:01225 464 690 Fax:01225 429 962 enquiries@macgregorsmith.co.uk





1 LOCATION PLAN
SCALE 1:1000@A1

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No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

LOCATION PLAN

Date	Drawing No.	Revision
01 DEC 04	DPA-001	00
Scale 1:1000@A1		
Revised by:		
Job Job No. 01-01-02-00		
CAD File Name		

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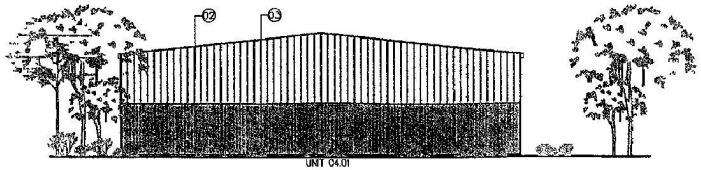

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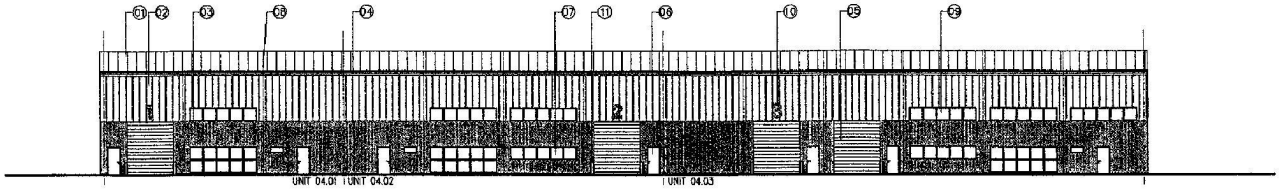

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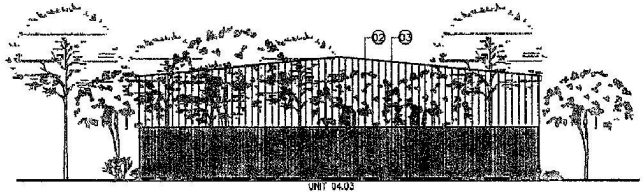

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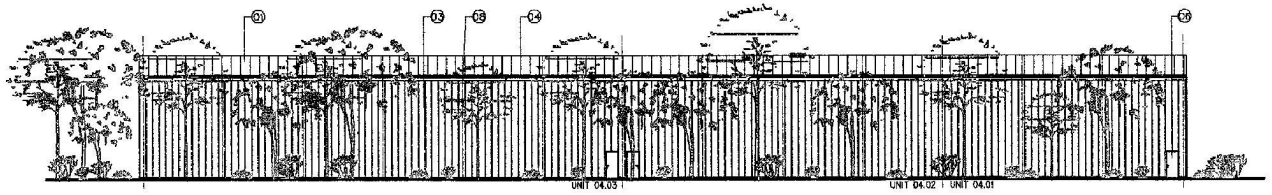

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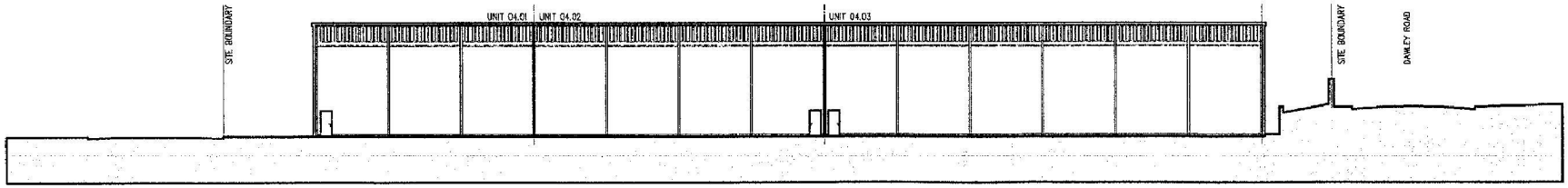

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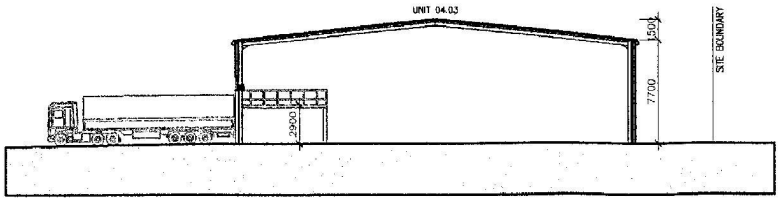

6 SECTION

SCALE: 1:200@A1 AS04NN000

Page 228

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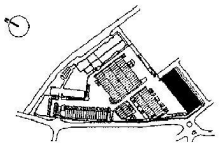

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No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

PROPOSED ELEVATIONS AND SECTIONS BLOCK 04

Date	Drawing No	Revision
29 NOV 04	DPA-022 00	
Scale 1:200@A1		
Revised by:		
JW Job No 01-01-02-00		
CAD File Name N/A		

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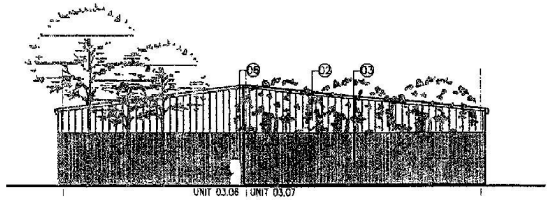

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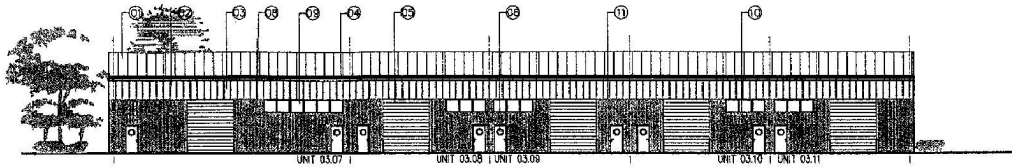

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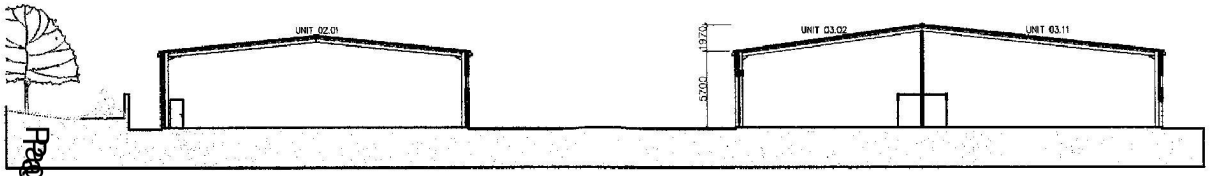

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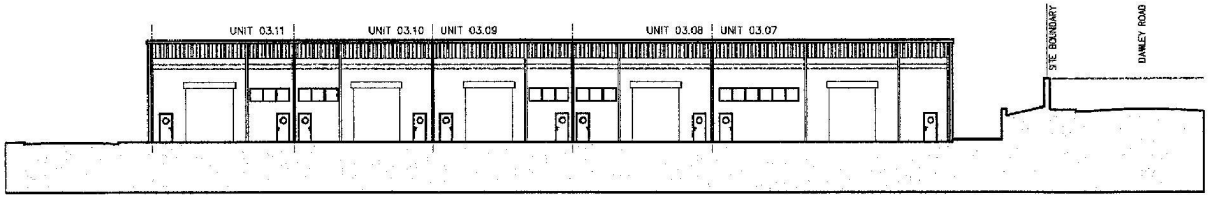

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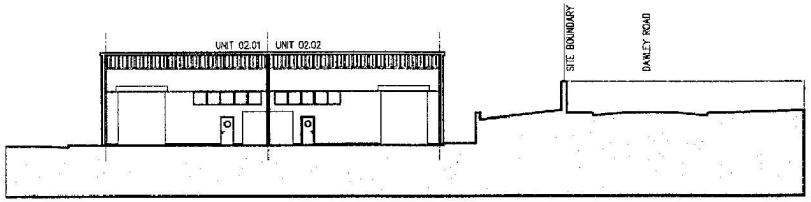

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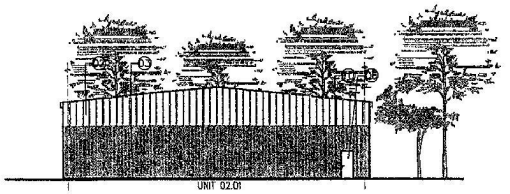

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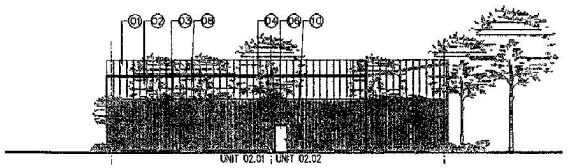

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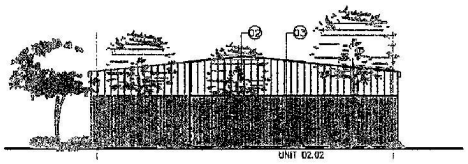

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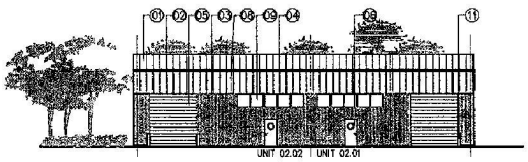

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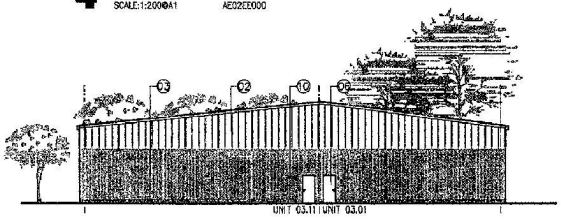

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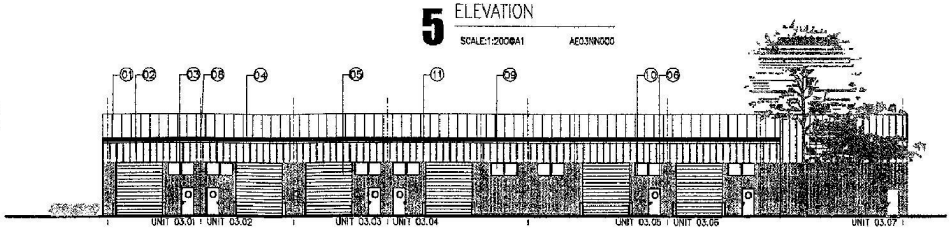

6 ELEVATION
SCALE:1:200@A1 AE03WW000

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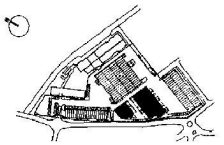

01	Roof	Twin Skinned profile cladding
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No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

PROPOSED ELEVATIONS
AND SECTIONS
BLOCKS 02 AND 03

Date 29 NOV 04
Scale 1:200@A1
Revised by:
JW Job No 01-01-02-00
CAD File Name N/A

Drawing No DPA-021 00
Revision

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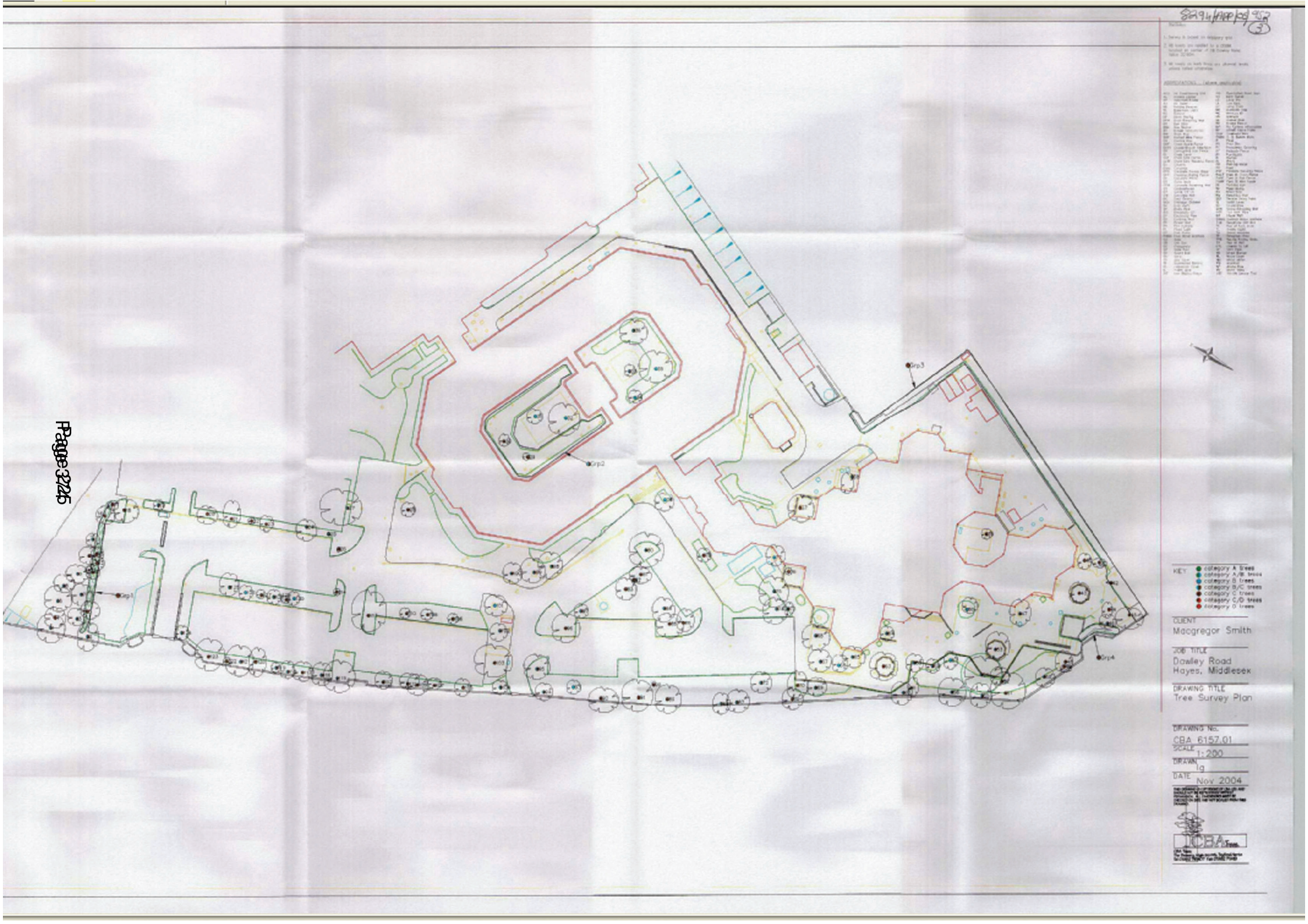
Page 9 of 43


Grp1
Grp2
Grp3
Grp4
KEY
category A trees
category A/B trees
category B trees
category B/C trees
category C trees
category C/D trees
category D trees
CLIENT
Macgregor Smith
JOB TITLE
Dawley Road
Hayes, Middlesex
DRAWING TITLE
Tree Survey Plan
DRAWING No.
CBA 6157.01
SCALE
1:200
DRAWN
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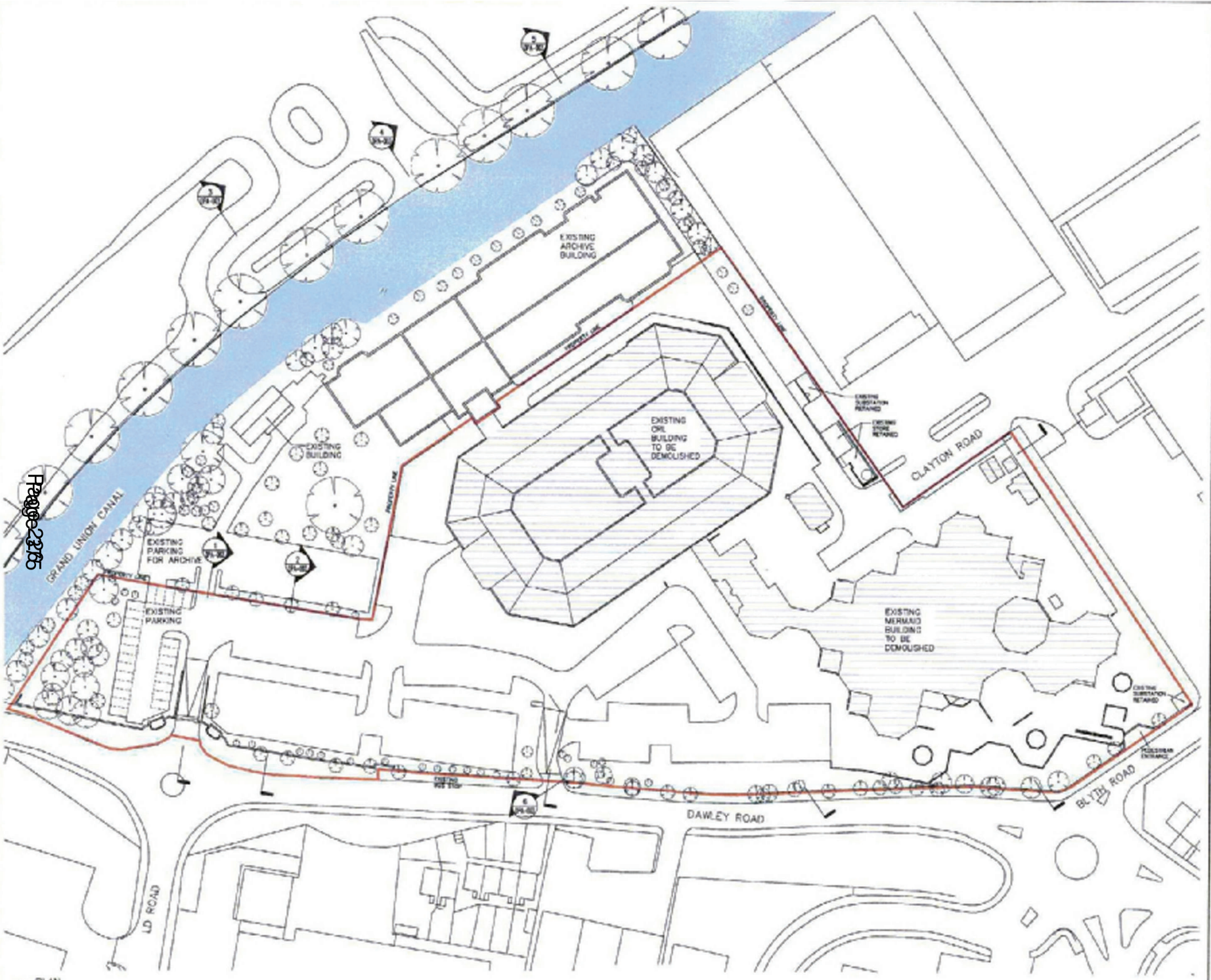
DATE
Nov 2004
CBA Trees



1 PLAN

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BUILDINGS TO BE DEMOLISHED

No.	Date	Issue
00	MARCH 05	ISSUE FOR PLANNING APPLICATION

Revisions

Project

DAWLEY ROAD

Drawing Title

SITE PLAN
EXISTING

Date 01 DEC 04
Scale 1:500@A1
Revised by

Drawing No DPA-002 00

Revision

JW Job No 04-05-02-00
CAD File Name Existing Site

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Benchmark Centreline
bench CL005/ss

Broxap BX/MW/AP2 Apollo Cycle rack
Galvanised steel

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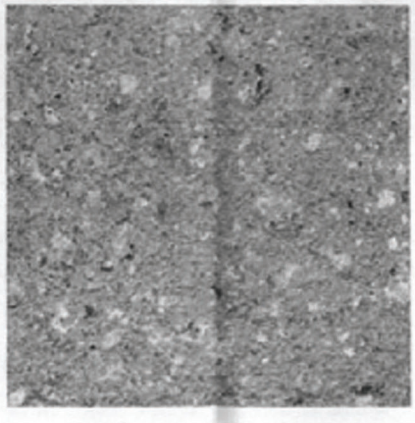
SERVICES GROUP

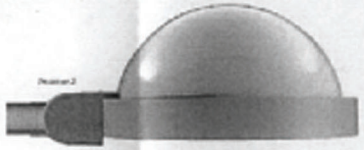
Marshall's double skin galvanised steel
and powder coated ram raid Rhino
Bollard RB101 back filled with concrete

Page 227

Marshalls Keyblock Paving
-Charcoal
unit: 200 x 100 x 80mm



Marshalls Charnwood
Paving, French Grey



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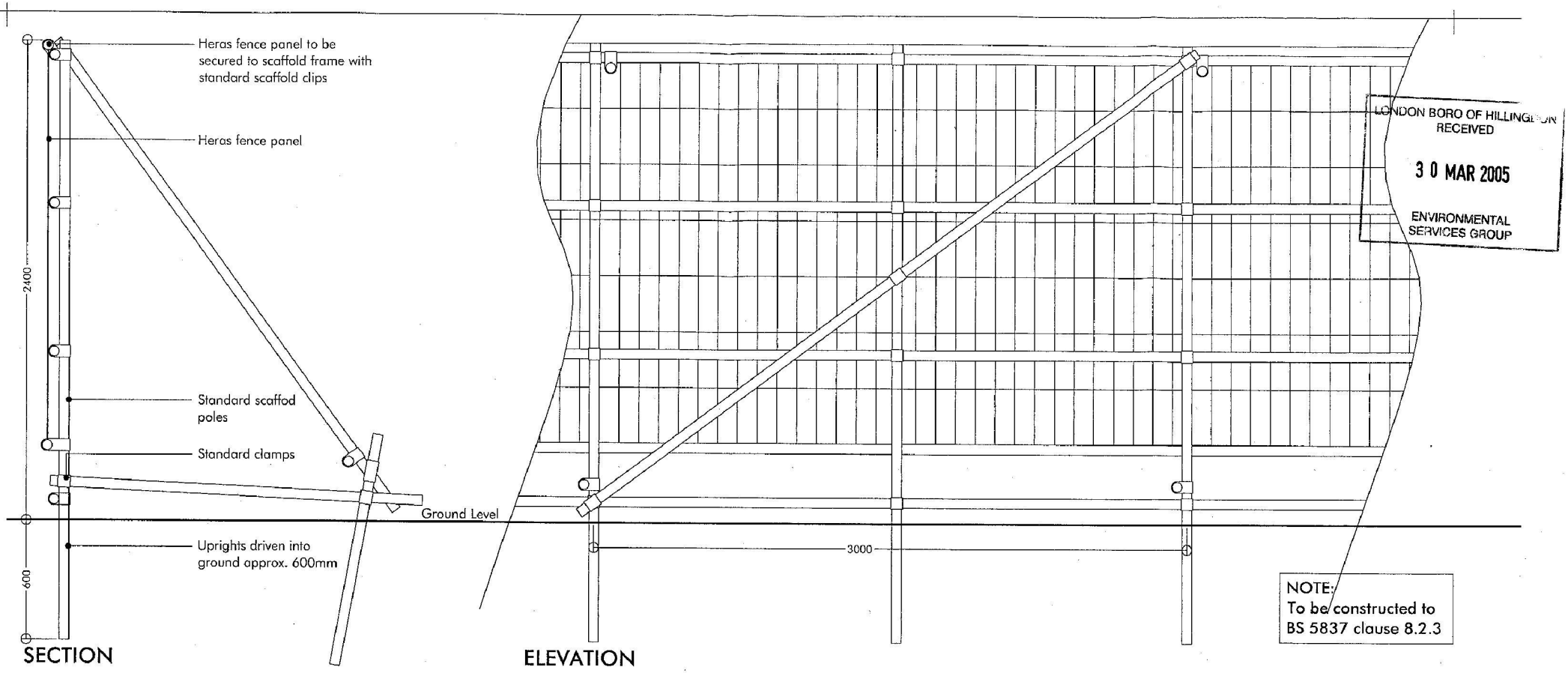

LONDON BORO OF HILLINGDON
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3 0 MAR 2005
ENVIRONMENTAL SERVICES GROUP

NOTE:
To be constructed to BS 5837 clause 8.2.3

NOTES

Prior to the commencement of any work whatsoever, or any materials being brought on site, existing trees and shrubs to be retained are to be protected from damage by a vertical and horizontal framework of scaffolding, well braced to resist impacts, supporting a chestnut pale or heras fence (inaccordance with BS 1722:Part 4). This shall be maintained in good and effective condition until the work is completed. Where possible the protective fencing is to be located 1m outside the canopy spread of individual trees and tree groups. The following measures are particularly important:

a) Materials are never to be stacked within the root spread of the tree;
b) No oil, tar, bitumen, cement or other material is to be allowed to contaminate the ground within the root spread of the tree;
b) No oil, tar, bitumen, cement or other material is to be allowed to contaminate the ground within the root spread of the tree;
c) No fires shall be lit beneath or in close proximity to the tree canopy;
d) Trees to be retained should not be used as anchorages for equipment or for removing stumps, roots or other trees, or for other purposes;
e) No notices, telephone cables or other services should be attached to any part of the tree;
f) Cement mixing should not be carried out within the canopy/protected area of the tree;
g) Soil levels are to be maintained as existing within the root spread of the tree. Any alteration to soil levels in an area of the tree canopy must be agreed with the landscape architect.

Revision	Description	Drawn by	Date
-	For Planning	MRJ	03.03.05

Macgregor • Smith
Design for the Environment

project	Dawley Road, Hayes	date	03.03.05
status	For Planning	scale	1:20 @ A3
title	Special Protective Fencing	checked by	MRJ
drawn by	PAB	drawing No	753-103
Xref	none		

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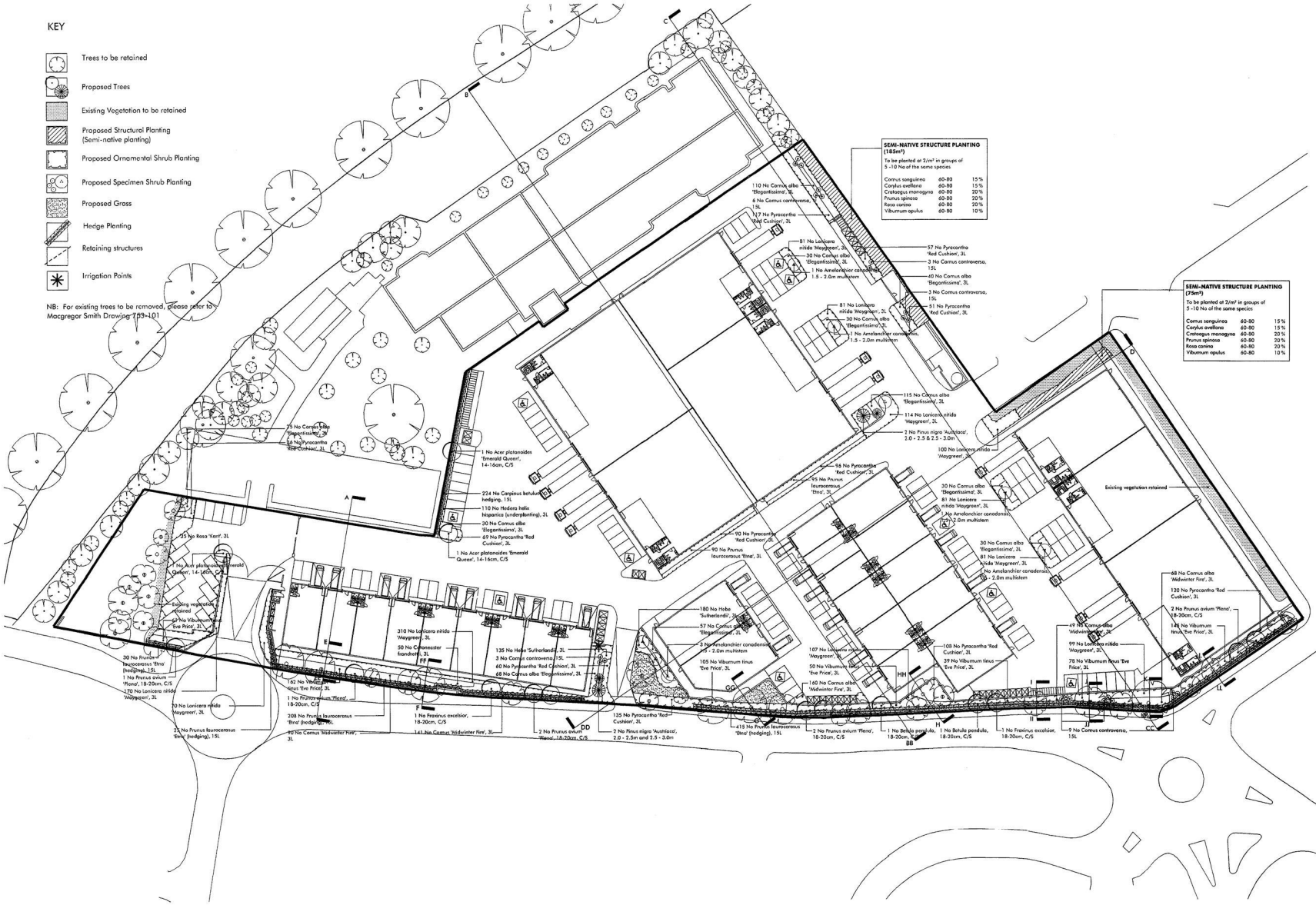
5294/APP/2005/452 (6)

Page 228

KEY

- Trees to be retained
- Proposed Trees
- Existing Vegetation to be retained
- Proposed Structural Planting (Semi-native planting)
- Proposed Ornamental Shrub Planting
- Proposed Specimen Shrub Planting
- Proposed Grass
- Hedge Planting
- Retaining structures
- Irrigation Points

NB: For existing trees to be removed, please refer to Macgregor Smith Drawing 753-101



LONDON BORO OF HILLINGDON RECEIVED 30 MAR 2005 ENVIRONMENTAL SERVICES GROUP

Revision	Description	Drawn by	Date
-	Issued For Planning	MRJ	03.03.05

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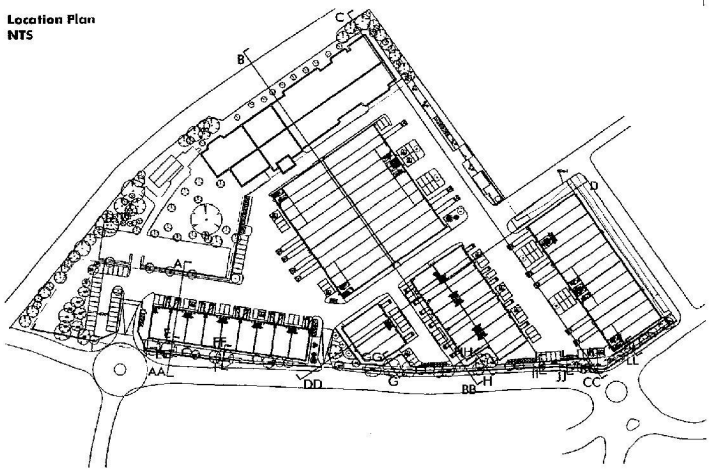
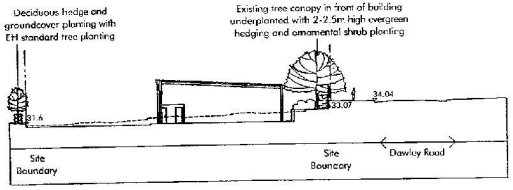
Macgregor • Smith
Design for the Environment

project	Dawley Rd , Hayes	date	16.12.04
status	For Planning	scale	1:500@A1
title	Soft works GA	checked by	MRJ
drawn by	lkb	drawing No	753-201
Xref	xref-ASK-006A/Survey230288-102		

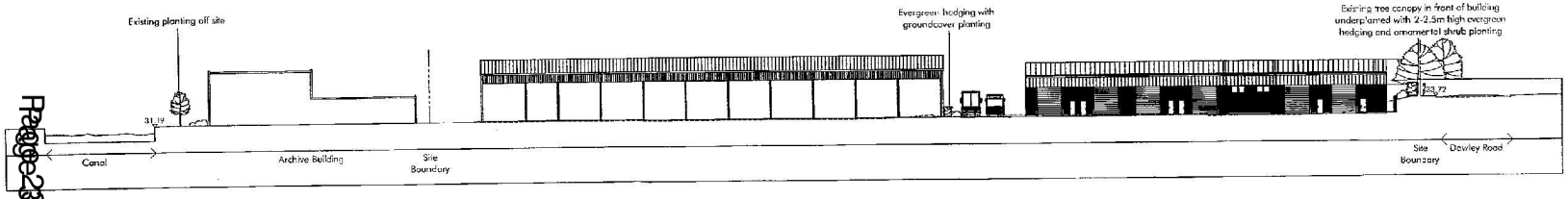
8294/APP/05/P52 (4)

Location Plan
NTS





Section A-AA



Section B-BB

Page 2329

LONDON BORO OF HILLINGDON
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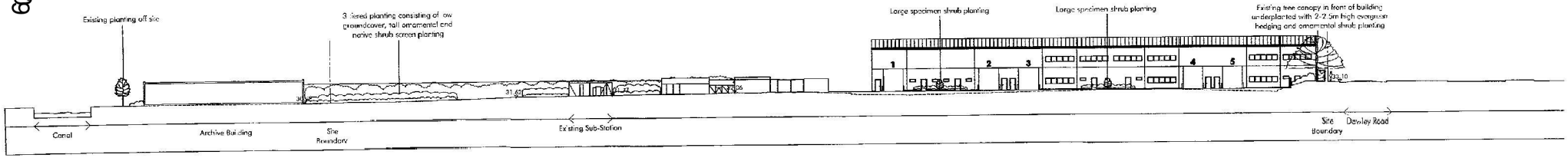
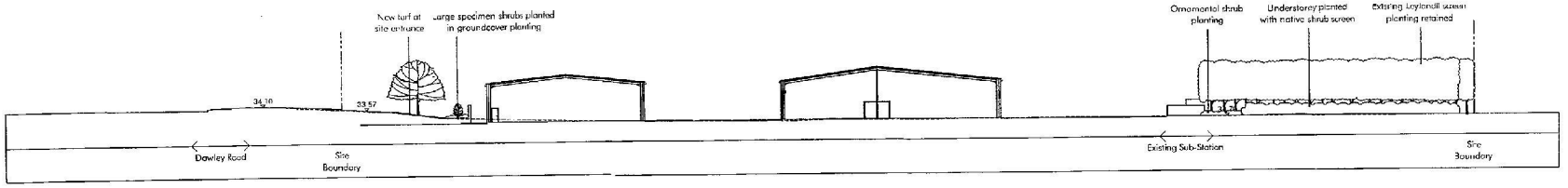
30 MAR 2005
ENVIRONMENTAL SERVICES GROUP



Section C-CC



Section D-DD

Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor + Smith
Design for the Environment

project	Dawley Road, Hayes	date	01.02.05
status	For Planning	scale	1:500@A2
title	Boundary treatment sections	checked by	MRJ
drawn by	lkb	drawing No	753-104
Xref	n/a		

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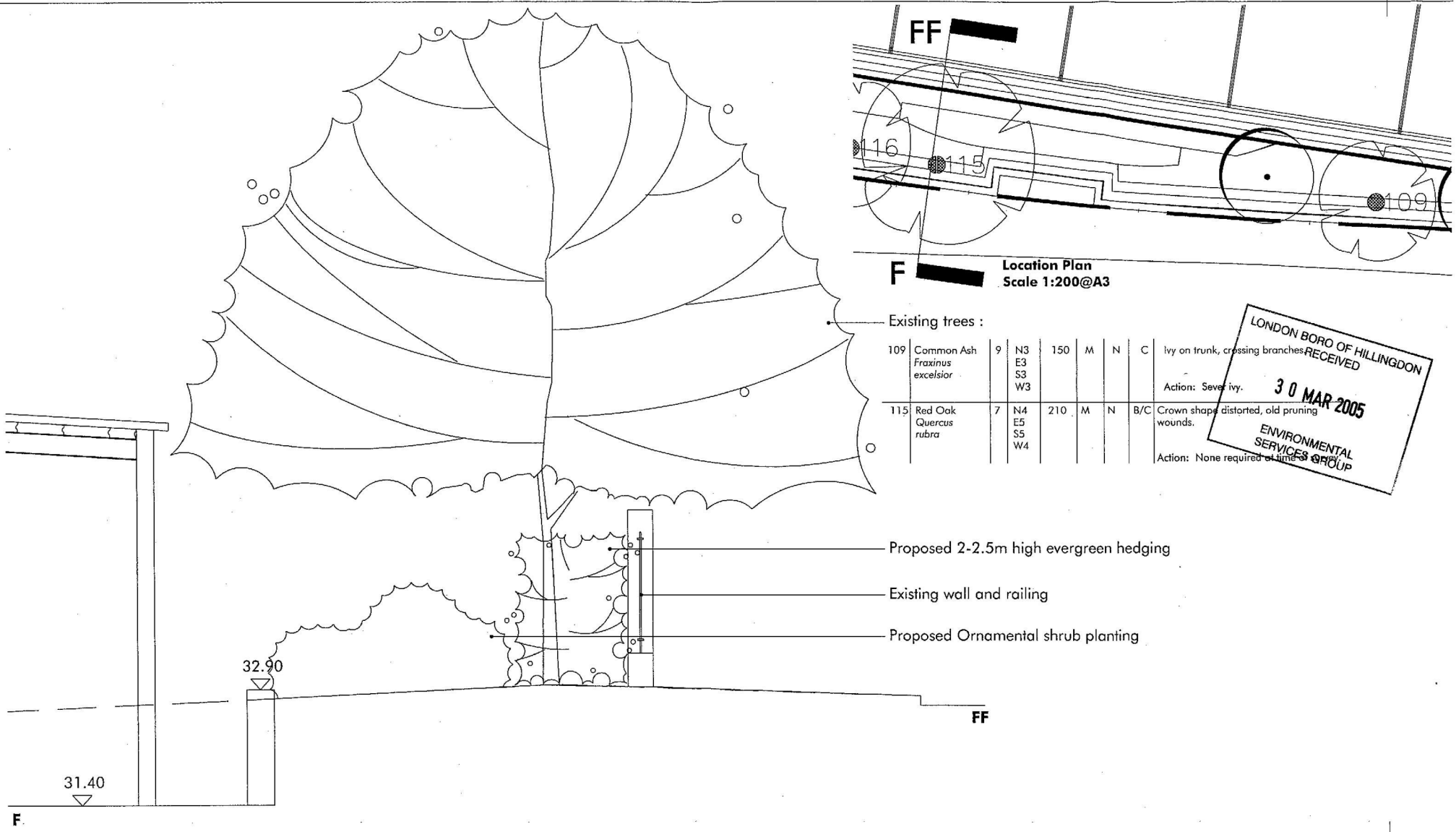

109	Common Ash *Fraxinus excelsior*	9	N3 E3 S3 W3	150	M	N	C	Ivy on trunk, crossing branches Action: Sever ivy.
115	Red Oak *Quercus rubra*	7	N4 E5 S5 W4	210	M	N	B/C	Crown shape distorted, old pruning wounds. Action: None required at time of survey.

LONDON BORO OF HILLINGDON
RECEIVED
30 MAR 2005
ENVIRONMENTAL SERVICES GROUP

Page 2801

Revision	Description	Drawn by	Date
-	Issued For Planning	PB	03.03.05

Macgregor • Smith
Design for the Environment

project	Dawley Road, Hayes	date	02.02.05
status	For Planning	scale	1:50@A3
title	Detail Section F-FF	checked by	MRJ
drawn by	PB	drawing No	753-106
Xref	n/a		

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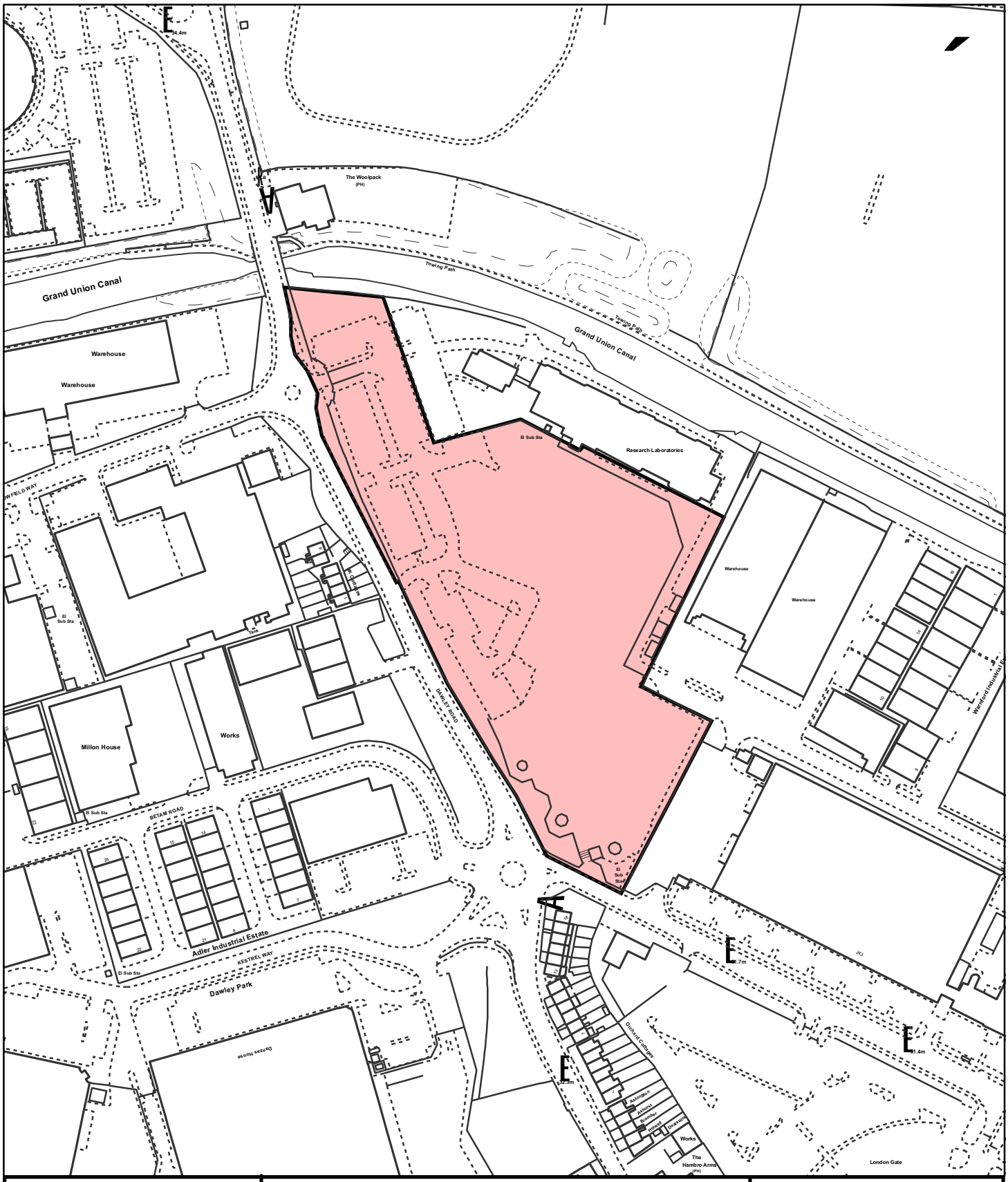

Notes

Site boundary

For identification purposes only.

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Site Address

Former CRL and Mermaid Buildings
Dawley Road
Hayes

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
8294/APP/2010/867

Scale
1:2,500

Planning Committee
Central and South

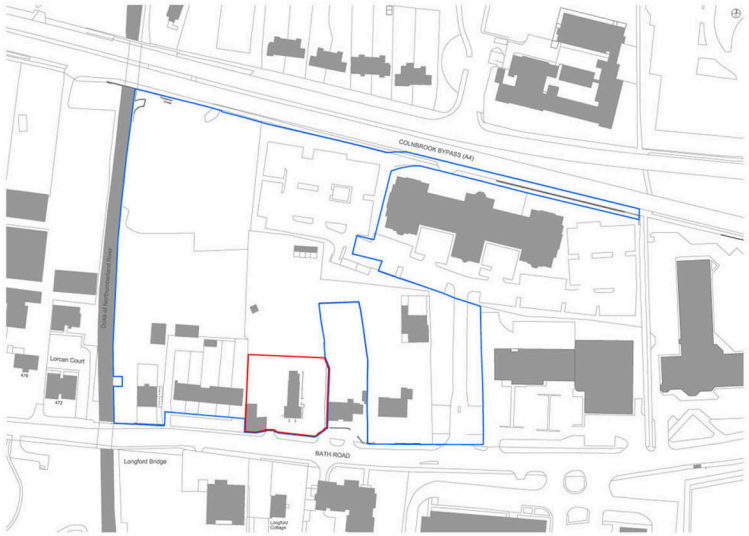
Date
March 2011

HILLINGDON
LONDON

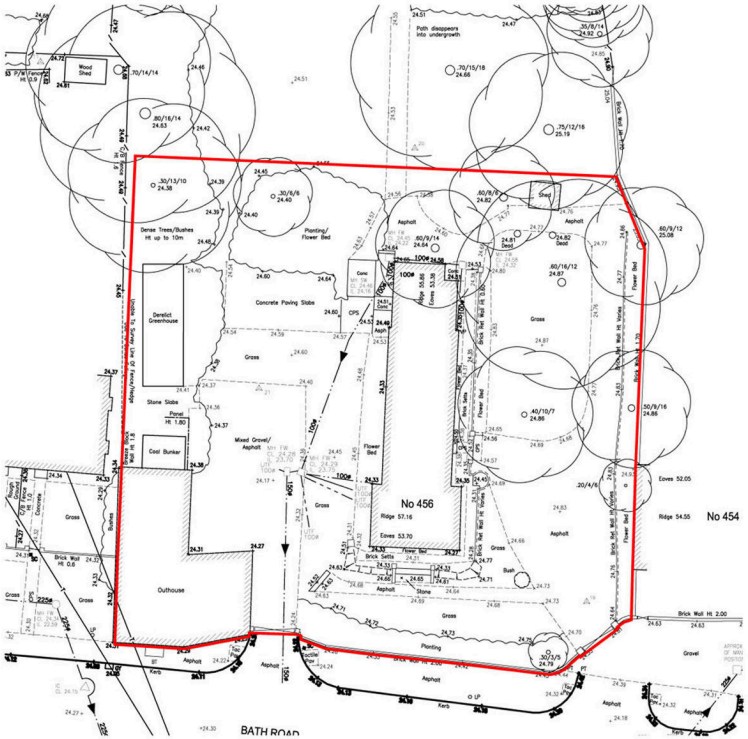
Report of the Head of Planning & Enforcement Services

Address	452, 456, 460-470 (EVENS) AND REAR OF BATH ROAD LONGFORD
Development:	Demolition of existing buildings and structures at Nos.460-468 Bath Road and land to rear, including land currently forming part of the Abbey Business Centre, to provide a 349-bedroom hotel (Class C1) rising to a maximum of 5 storeys in height with ancillary meeting room, bar and restaurant (Class C1), and associated plant; hard and soft landscaping; car parking including a decked car park; changes to parking and access arrangements; redevelopment of No.452 Bath Road to provide 4 three-bedroom houses; retention and conversion of No.470 Bath Road into 1 one-bedroom and 1 two- bedroom apartments.
LBH Ref Nos:	65419/APP/2010/2860

Date Plans Received:	09/12/2010	**Date(s) of Amendment(s):**	09/12/2010 17/05/2011
Date Application Valid:	09/12/2010		



Site edged in red with other land in control of the applicant edged in blue scale 1:1250



Site plan with site area edged in red. scale 1:200

LOCATION PLAN

CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN

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No.	Date	Comment	Drawn	Chk'd
P1	11.05.11	LBC APPLICATION	KL	JW

Revisions

Issue Status:

LISTED BUILDING CONSENT APPLICATION

tp bennett
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planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

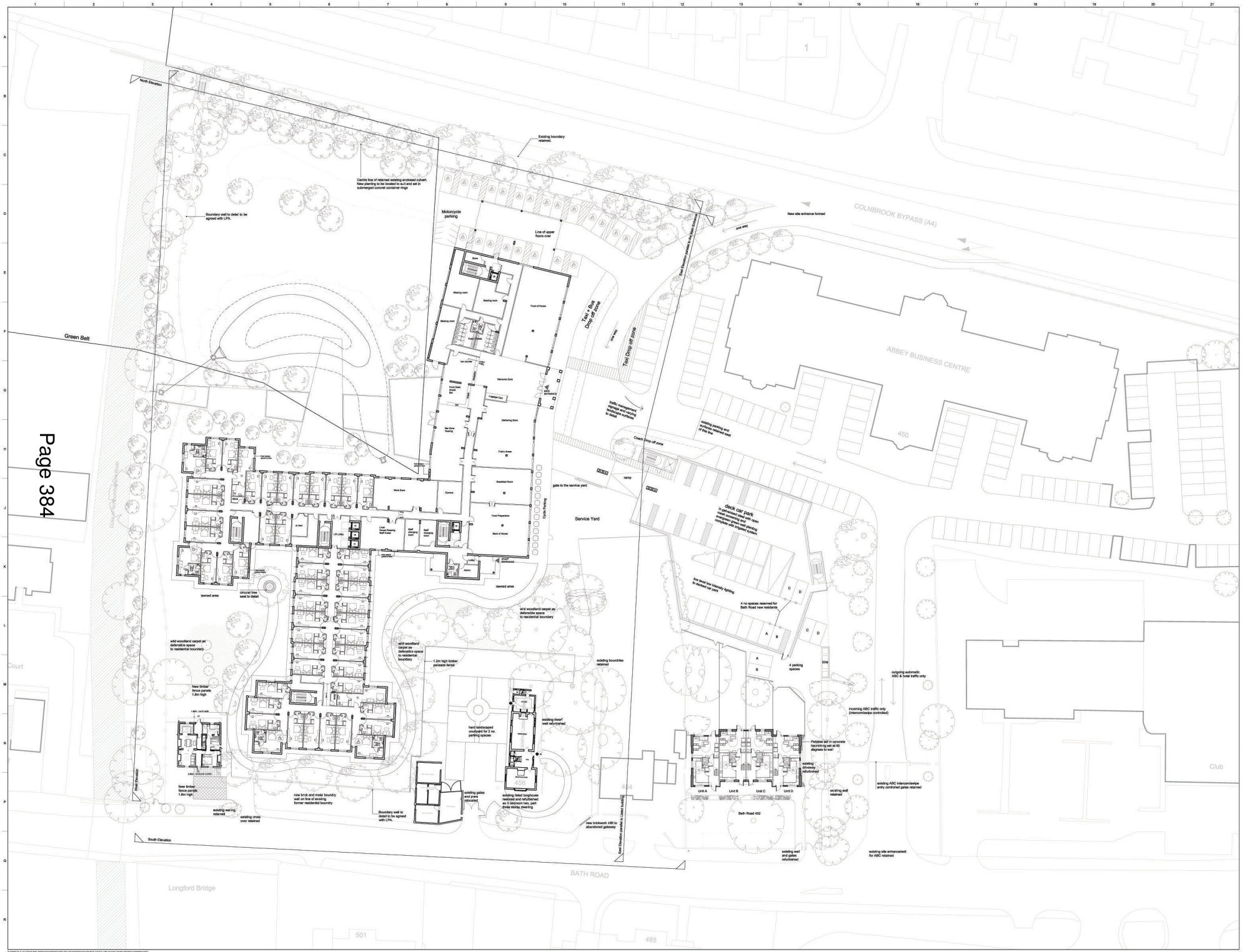
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

As Existing
Location and Site Plan

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Apr 2011	1:1250/1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4001	P1



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SERVICES ENGINEER

CONSULTANT

KEY PLAN

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N

General Notes:

1. All guest bedrooms are comfort cooled / heated airconditioned and all windows are either fixed glazed or if opening for maintenance are kept locked under management control as part of hotel security.
2. Windows in walls at right angles to other walls shall for a distance of 21m be fitted with a timber blade externally as required by LPA to protect guestroom to guestroom privacy. Blades generally to be to match timber elsewhere and be 300mm deep x height of the window. Timber slats in timber frame surround with steel ties back to brickwork to detail. The blades may be single sided or mounted on both sides of the window.

Existing trees shown thus

New trees shown thus

Rev	Date	Comment	Drawn	Check
P12	08.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB	JW
P11	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P10	05.12.10	PLANNING APPLICATION	KL	MN

Revisions

New Build

PLANNING APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Ground Floor
Landscape Plan

Drawn	Date	Scale @ A0	Alt Ref.
SB	SEPT 2010	1:250	—

tp bennett Project No. A9488

Drawing Number D 0002

Rev P12

PLOTTED FILE: K:\ACTIVE PROJECTS\WORK\TEETHAMS AND HEATHROW\DATA\TIFF\PLANNING APPLICATION 2010\D 0002\SHAMBROOS02.DWG
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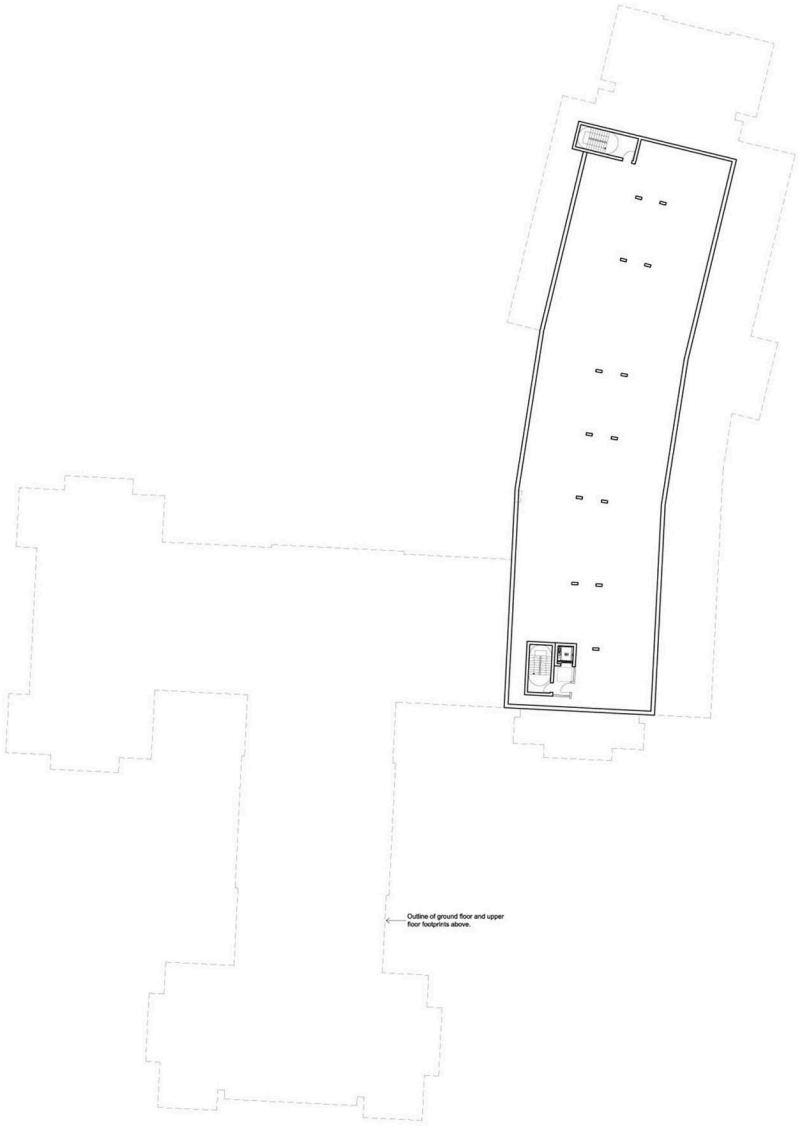


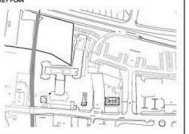
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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N

No	Date	Comment	Drawn	Check
P11	17.05.11	E- W Wing rotated counter clockwise and basement alignment updated to suit.	KL	MN
P10	09.12.10	PLANNING APPLICATION	KL	MN

Revisions

Issue Status

PLANNING APPLICATION

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interiors
planning

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London Moscow Abu Dhabi New York

Project

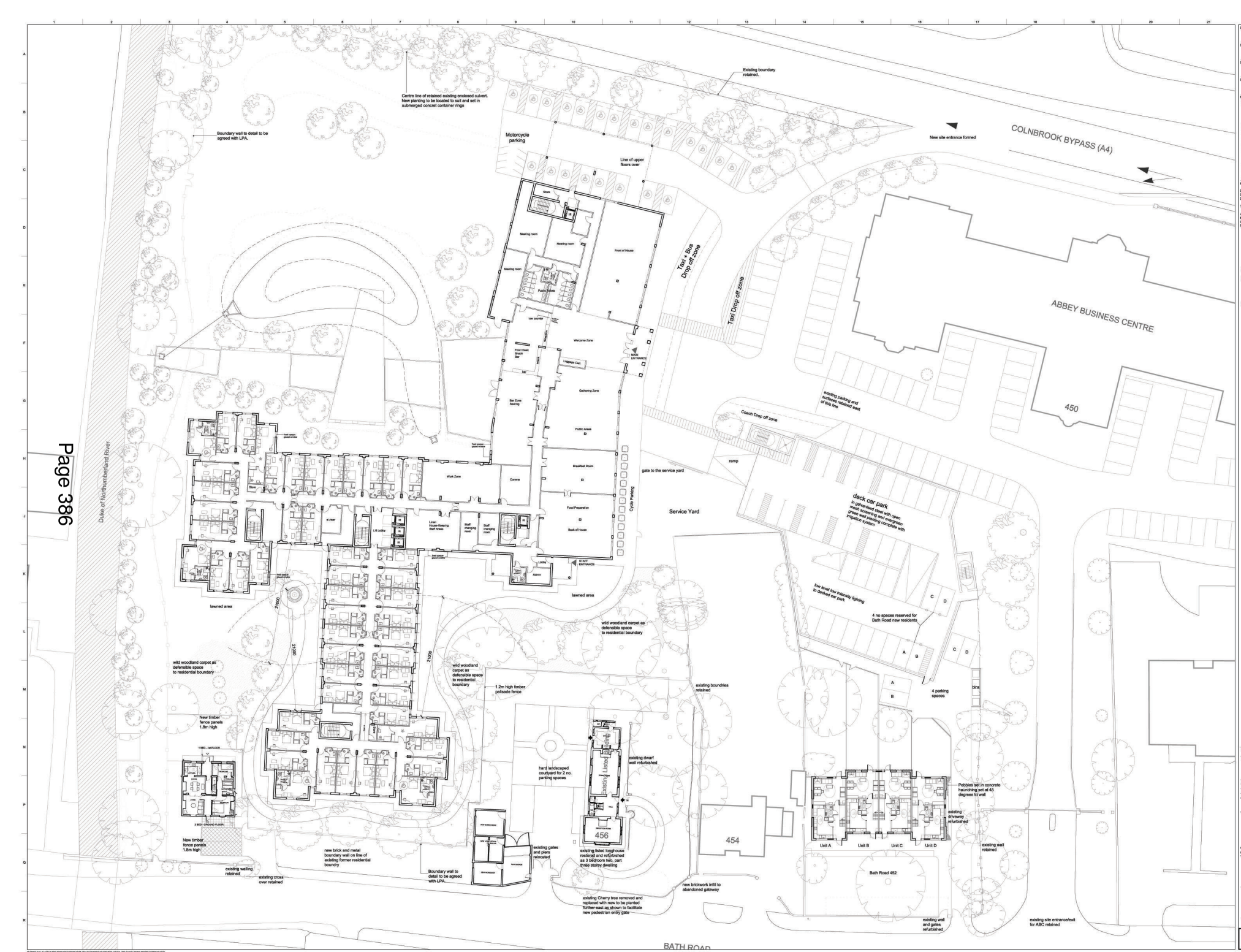
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Basement - Outline

Drawn	Date	Scale @ A0	A1 Ref
SM	SEPT 2010	1:200	A9488D0099

tp bennett Project No.	Drawing Number	Rev
A9488	D 0099	P11



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KEY PLAN

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General Notes:

1. All guest bedrooms are comfort cooled / heated airconditioned and all windows are either fixed glazed or if opening for maintainance are kept locked under management control as part of hotel security.
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Rev	Date	Comment	Drawn	Check
P13	08.08.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB	JW
P12	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. 90mt faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P11	16.02.11	PLANNING APPLICATION	SM	MN
P10	09.12.10	PLANNING APPLICATION	KL	MN

Revisions

New Malins

PLANNING APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Ground Floor

Drawn	Date	Scale @ A0	Alt. Ref.
SB	SEP 2010	1:200	A9488D0100

tp bennett Project No.	Drawing Number	Rev.
A9488	D 0100	P13

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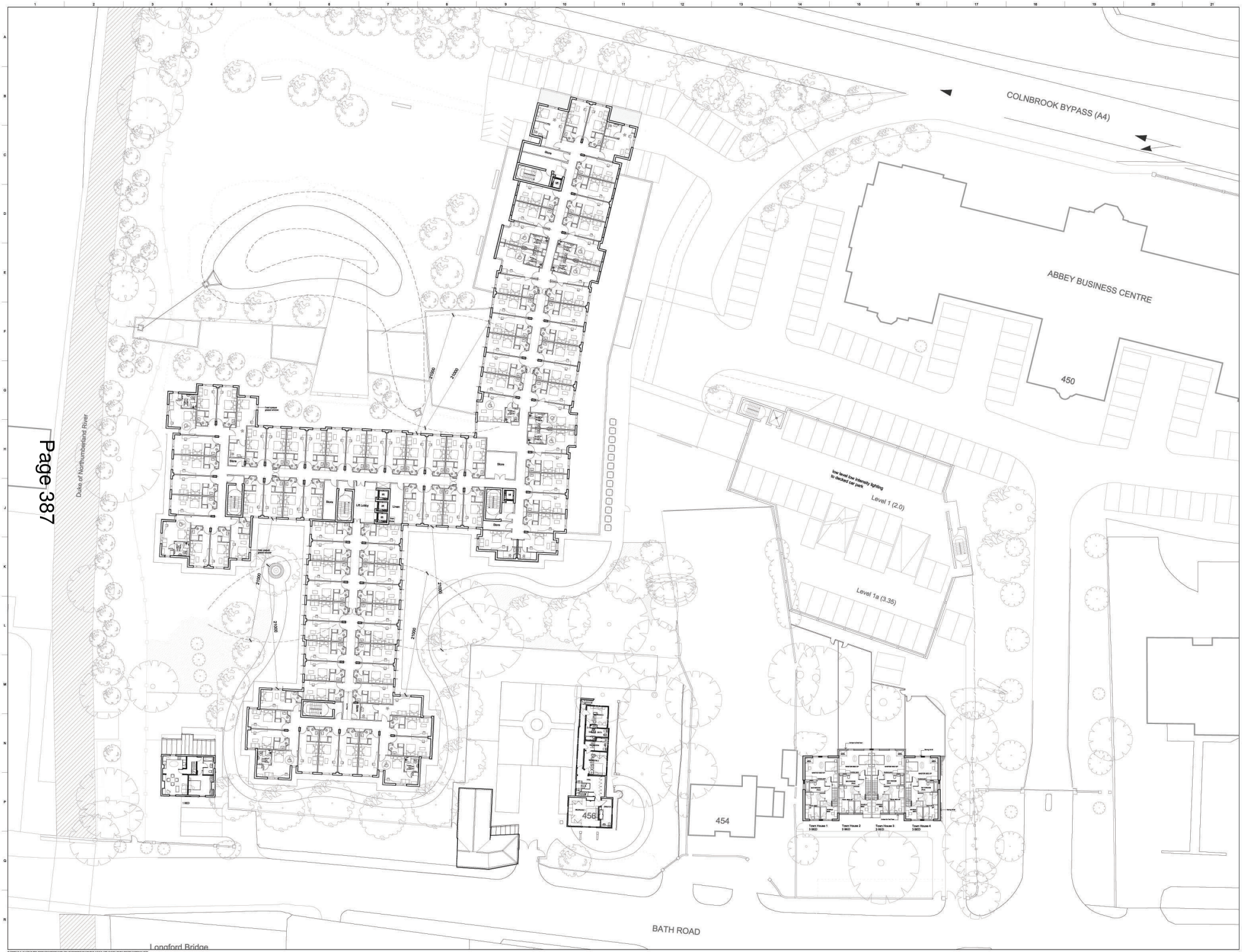

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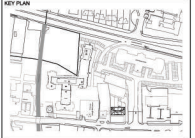
KEY PLAN



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N

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Existing trees shown thus

New trees shown thus

Revisions			
P13	08.08.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB / JW
P12	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally-listed buildings.	SM / MN
P11	16.02.11	PLANNING APPLICATION	SB / MN
P10	06.12.10	PLANNING APPLICATION	KL / MN
No.	Date	Comment	Drawn / Chk'd

Issue Status

PLANNING APPLICATION

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Project

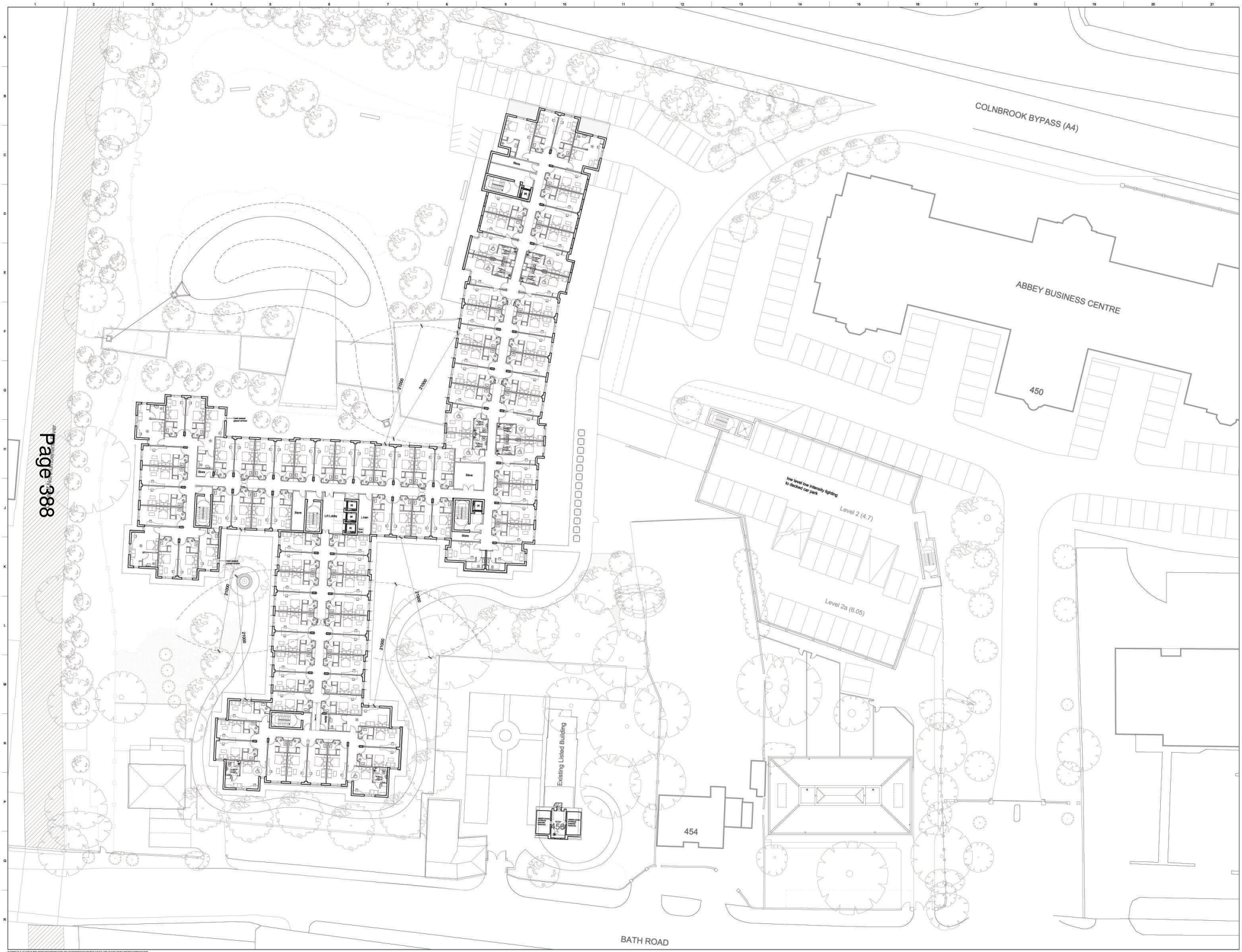
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
First Floor

Drawn	Date	Scale @ A0	A0 Ref.
SB	SEP 2010	1:200	A0488D0101

tp bennett Project No.	Drawing Number	Rev.
A9488	D 0101	P13



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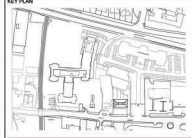
STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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Existing trees shown thus

New trees shown thus

Rev	Date	Comment	Drawn	Check
P13	08.08.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB	JW
P12	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally-listed buildings.	SM	MN
P11	16.02.11	PLANNING APPLICATION	SB	MN
P10	06.12.10	PLANNING APPLICATION	KL	MN

Revisions

Issue Status

PLANNING APPILCATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Second Floor

Drawn	Date	Scale @ A0	A0 Ref.
SB	SEPT 2010	1:200	A9488D0102

tp bennett Project No.	Drawing Number	Rev
A9488	D 0102	P13

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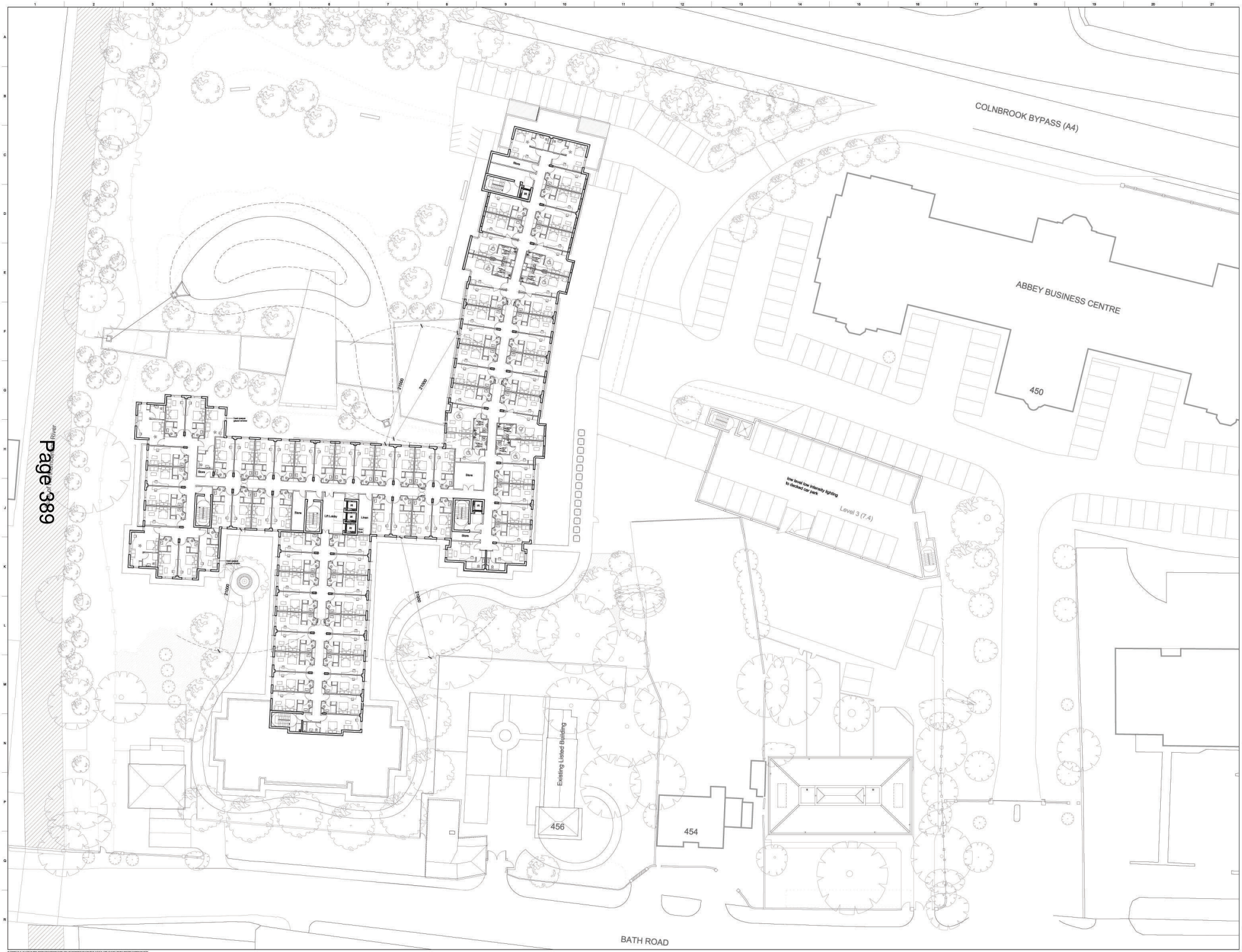

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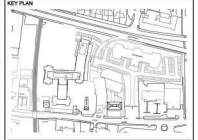
STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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N

General Notes:

1. All guest bedrooms are comfort cooled / heated airconditioned and all windows are either fixed glazed or if opening for maintenance are kept locked under management control as part of hotel security.
2. Windows in walls at right angles to other walls shall for a distance of 21m be fitted with a timber blade externally as required by LPA to protect guestroom to guestroom privacy. Blades generally to be to match timber elsewhere and be 300mm deep x height of the window. Timber slats in timber frame surround with steel ties back to brickwork to detail. The blades may be single sided or mounted on both sides of the window.

Existing trees shown thus

New trees shown thus

Rev	Date	Comment	Drawn	Check
P13	08.08.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB	JW
P12	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P11	16.02.11	PLANNING APPLICATION	SB	MN
P10	06.12.10	PLANNING APPLICATION	KL	MN

Revisions

New Status

PLANNING APPLICATION

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London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Third Floor

Drawn	Date	Scale @ A0	A0 Ref.
SB	SEPT 2010	1:200	A9488D0103

tp bennett Project No. A9488 | Drawing Number D 0103 | Rev P13

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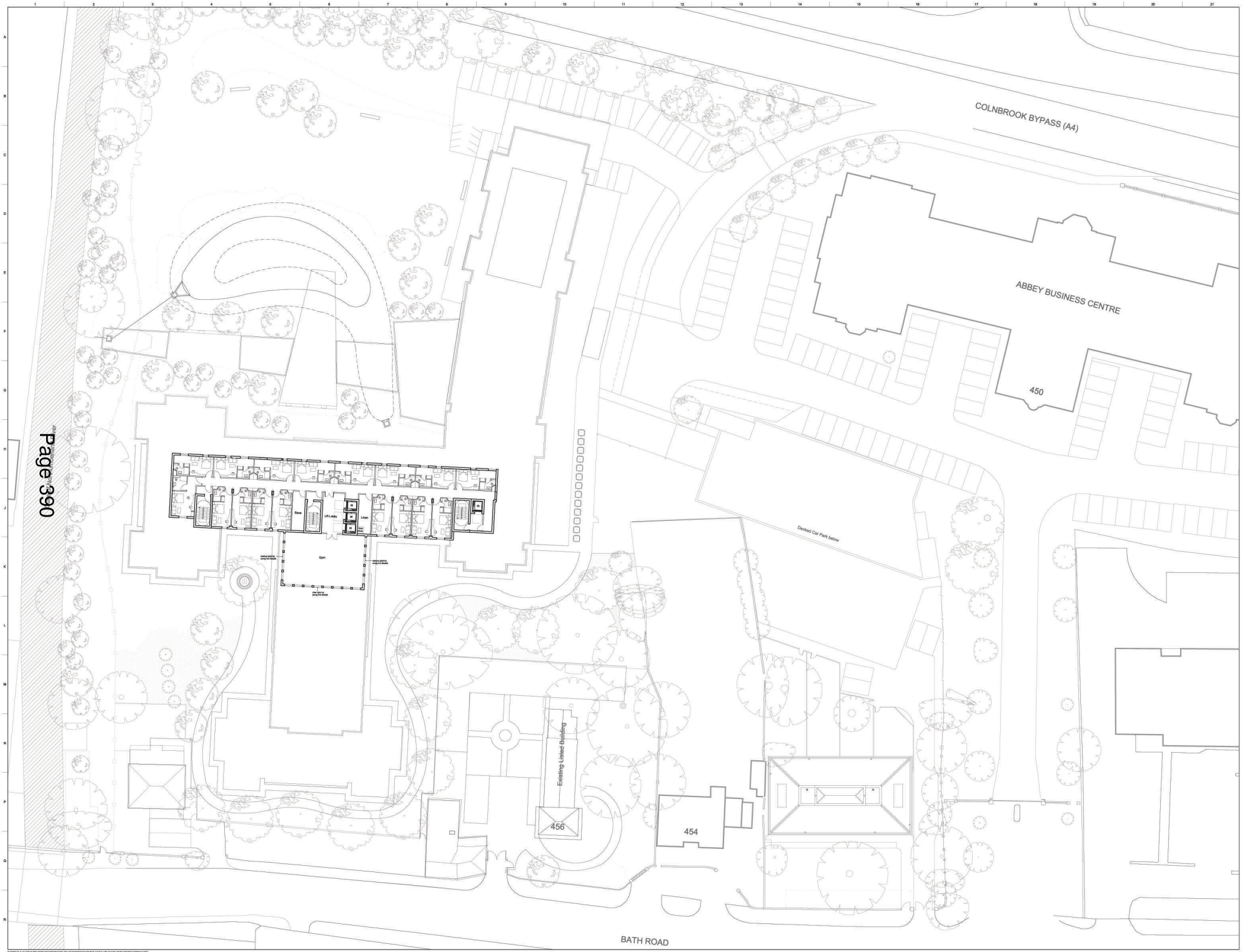

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SERVICES ENGINEER

CONSULTANT

KEY PLAN

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Existing trees shown thus

New trees shown thus

Rev	Date	Comment	Drawn	Check
P13	08.08.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB	JW
P12	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P11	16.02.11	PLANNING APPLICATION	SB	MN
P10	06.12.10	PLANNING APPLICATION	KL	MH

Revisions

New Status

PLANNING APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Fourth Floor

Drawn	Date	Scale @ A0	A0 Ref.
SB	SEPT 2010	1:200	A9488D0104

tp bennett Project No.	Drawing Number	Rev
A9488	D 0104	P13

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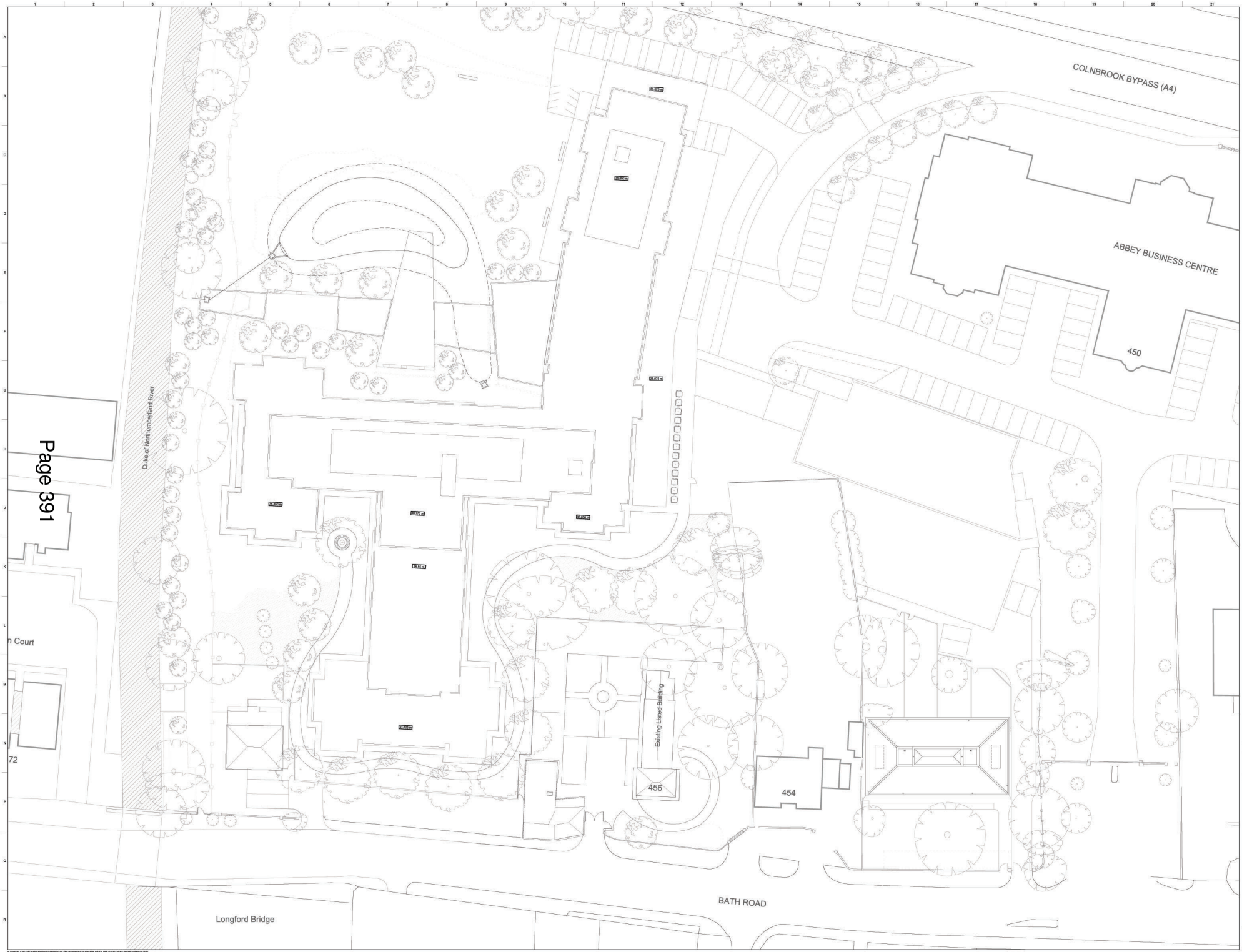
PLOT TIME: 05.08.2011 9:00 AM



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SERVICES ENGINEER

CONSULTANT

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Existing trees shown thus

New trees shown thus

P13	08.06.11	Additional notes and detail added as requested by LPA on 04/08/11.	CB JW
P12	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Bilbo faces of Hotel added for elements close to listed and locally listed buildings.	SM MN
P11	11.02.11	PLANNING APPLICATION	MJ MN
P10	09.12.10	PLANNING APPLICATION	KL MN
No.	Date	Revisions	Drawn Chk'd

Issue Status

PLANNING APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Roof Level

Drawn	Date	Scale @ A0	Alt. Ref.
KL	Sep 2010	1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	D 0105	P13

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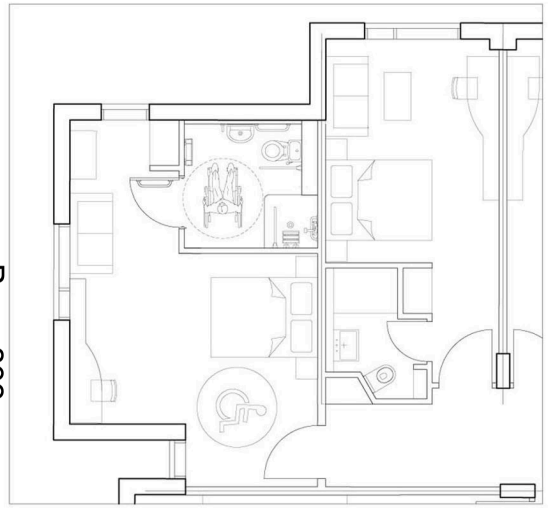
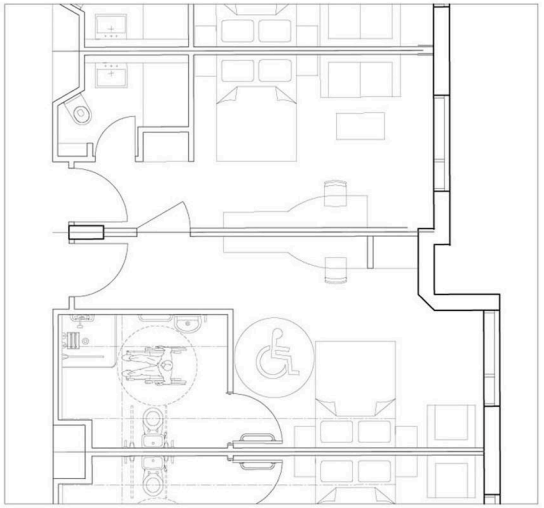
PLOT TIME: 08.06.2011 9:01 AM



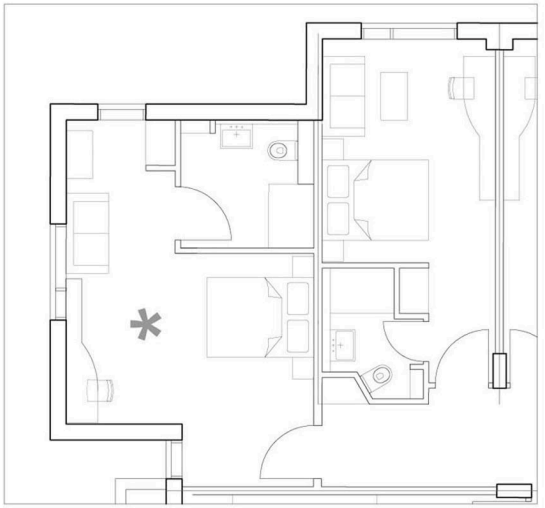
1. Typical Fully Accessible - without a fixed tracked-hoist system.
Based on BS 8300:2009 *Figure 42.*

(17 no. provided. Plan may vary - see General Arrangements for details.)



2. Typical Fully Accessible - with a fixed tracked-hoist system
Based on BS 8300:2009 *Figure 43.*

(17 no. provided. Plan may vary - see General Arrangements for details.)



3. Premium Room with potential for future adaptation to Accessible Room.

(17 no. provided. Plan may vary - see General Arrangements for details.
Rooms marked with an asterisk thus*)

0 0.5m 2m
1:50 1m 4m

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No.	Date	Comment	Drawn	Chk'd
P10	17.05.11	FIRST ISSUE	CB	JW

Revisions

Issue Status
PLANNING APPLICATION

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Project
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title
Hotel
Accessible Rooms
Plans

Drawn	Date	Scale @ A1	Alt. Ref.
CB	May 2011	1:50	A9488D0110

tp bennett Project No.	Drawing Number	Rev
A9488	D 0110	P10

PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2010\D SERIES\A9488D0110.DWG

NORTH ELEVATION

Duke of Northumberland River shown notionally

East Elevation parallel to listed building

EAST ELEVATION

East Elevation parallel to the main entrance

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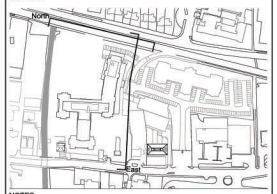
KEY PLAN



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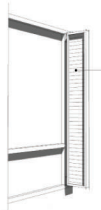
MATERIALS KEY

1. Fairface facing brick in stretcher bond: flush natural colour mortar to pavilion statements, struck natural colour mortar elsewhere
2. Horizontal timber panelling
3. Fixed glazing
4. Spandrel panel and side in flush Parklex or similar timber to match western red cedar horizontal boarding - high density timber composite panels
5. Western red cedar timber slatted screens to plant enclosures and gymnasium
6. Green wall on patent ss mesh frame system.

Windows in walls at right angles to other walls shall for a distance of 21m be fitted with a timber blade externally as required by LPA to protect guestroom to guestroom privacy. Blades generally to be to match timber elsewhere and be 300mm deep x height of the window.



Timber slats in timber frame surround with steel ties back to brickwork to detail. The blades may be single sided or mounted on both sides of the window

No.	Date	Comment	Drawn	Chk'd
P12	08.08.11	Updated as requested by LPA on the 04/08/11.	KL	JW
P11	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P10	09.12.10	PLANNING APPLICATION	KL	MN

Revisions

Issue Status

PLANNING APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Elevations 1of 2

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Sep 2010	1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	D 0200	P12

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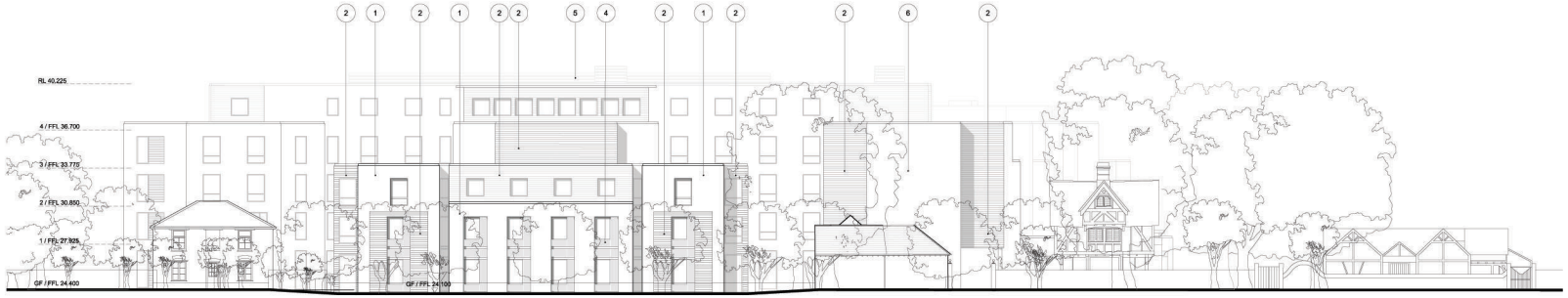

SOUTH ELEVATION

WEST ELEVATION

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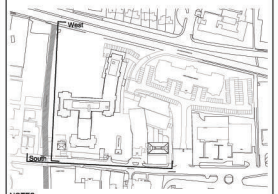
KEY PLAN



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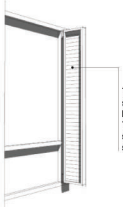

Timber slats in timber frame surround with steel ties back to brickwork to detail. The blades may be single sided or mounted on both sides of the window

No.	Date	Comment	Drawn	Chk'd
P12	08.08.11	Updated as requested by LPA on the 04/08/11.	KL	JW
P11	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P10	09.12.10	PLANNING APPLICATION	KL	MN

Revisions

Issue Status

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Plans
Elevations 2 of 2

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Sep 2010	1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	D 0201	P12

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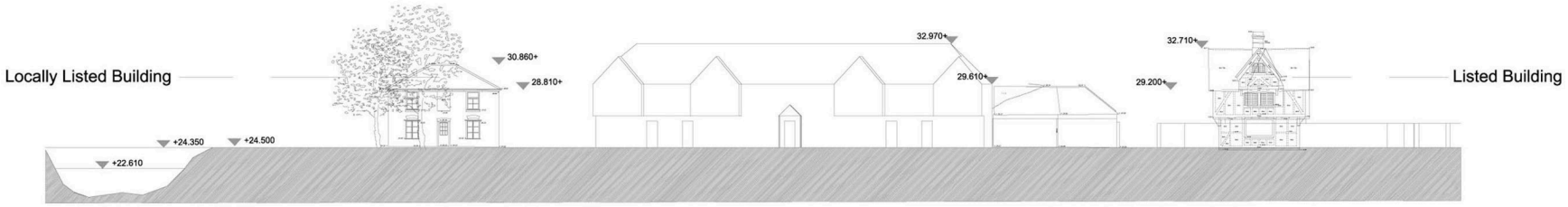
ABC Elevation 1:200 @ A1



Bath Road Elevation 1:200 @ A1

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KEY PLAN

NOTES:

No.	Date	Comment	Drawn	Chk'd
P10	09.12.10	PLANNING APPLICATION	MJ	KL

Revisions

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PLANNING APPLICATION

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Project

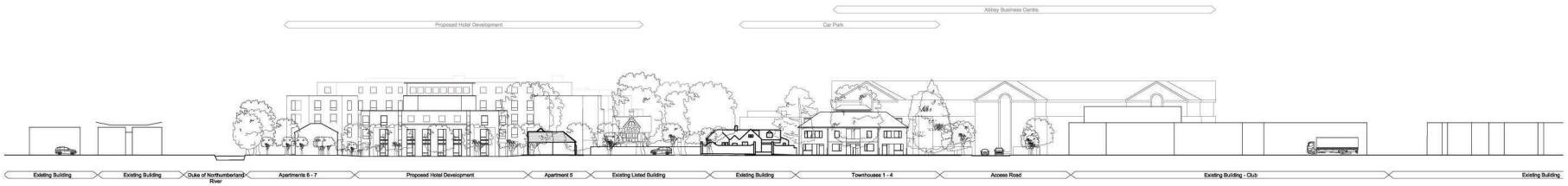
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

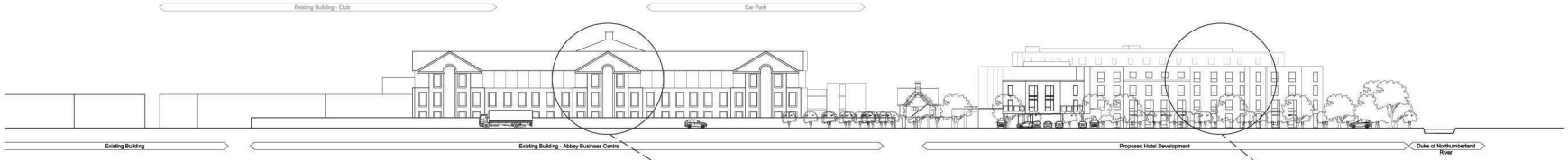
As Existing
Context Elevations

Drawn	Date	Scale @ A1	Alt. Ref.
RC	Dec 2010	1:200	

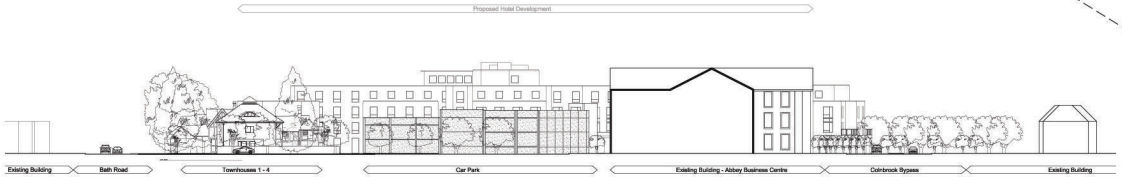
tp bennett Project No.	Drawing Number	Rev
A9488	S 0200	P10



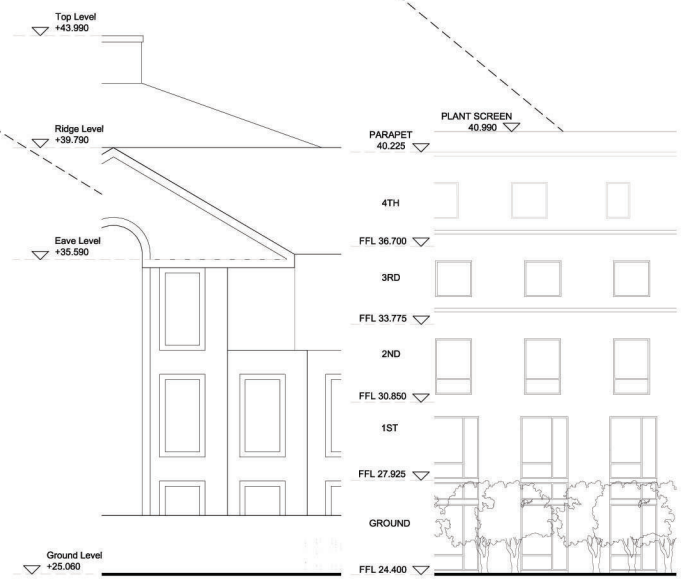
STREET ELEVATION
BATH ROAD



STREET ELEVATION
COLNBROOK BYPASS



STREET ELEVATION
ACCESS ROAD - ABBEY BUSINESS CENTRE



EXISTING
ABC LEVELS

PROPOSED
HOTEL LEVELS

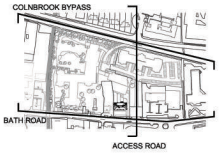
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Chk'd
P12	08.08.11	Updated to show difference in levels between Abbey Business Centre and Proposed Hotel Development. As required by LPA 04.08.11	SB	JW
P11	17.05.11	Updated in line with LPA guidance. E-W wing rotated counter clockwise, distance between hotel and listed building increased. Landscape co-ordinated. Blind faces of Hotel added for elements close to listed and locally listed buildings.	SM	MN
P10	09.12.10	PLANNING APPLICATION	MJ	KL

Revisions

Issue Status
PLANNING APPLICATION

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Project
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title
Street Elevations
Bath Road/ Colnbrook Bypass

Drawn	Date	Scale @ A1	Alt. Ref.
MJ	Nov 2010	1:500	

tp bennett Project No.	Drawing Number	Rev
A9488	D 0210	P12

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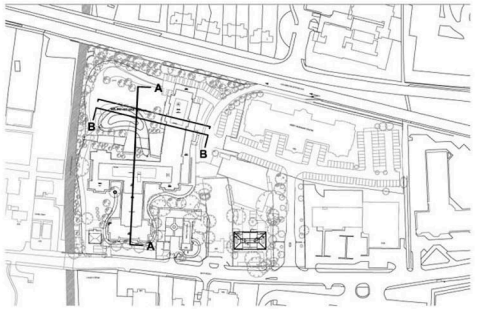
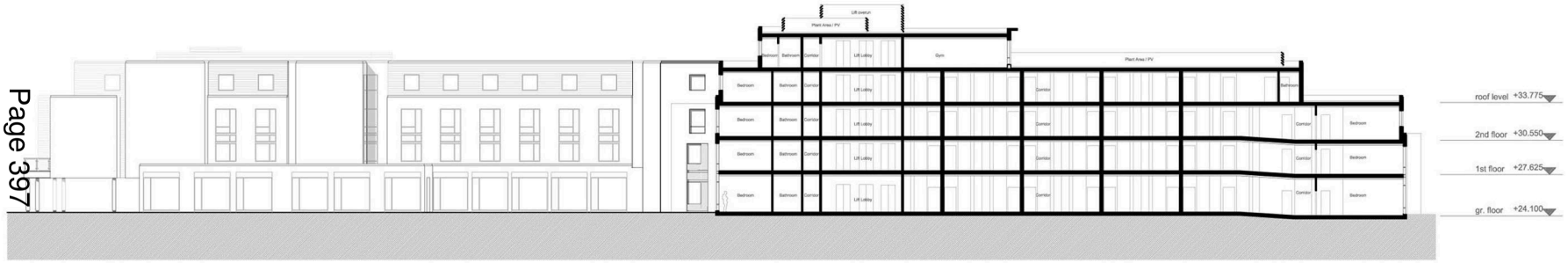


KEY PLAN 1:2000 @ A1



SECTION A-A

SECTION B-B

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CONSULTANT

KEY PLAN

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P10	09.12.10	PLANNING APPLICATION	KL	MN

Revisions

Issue Status

PLANNING APPLICATION

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London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Hotel
Proposed Sections

Drawn	Date	Scale @ A1	Alt. Ref.
RC	Dec 2010	1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	D 0300	P11

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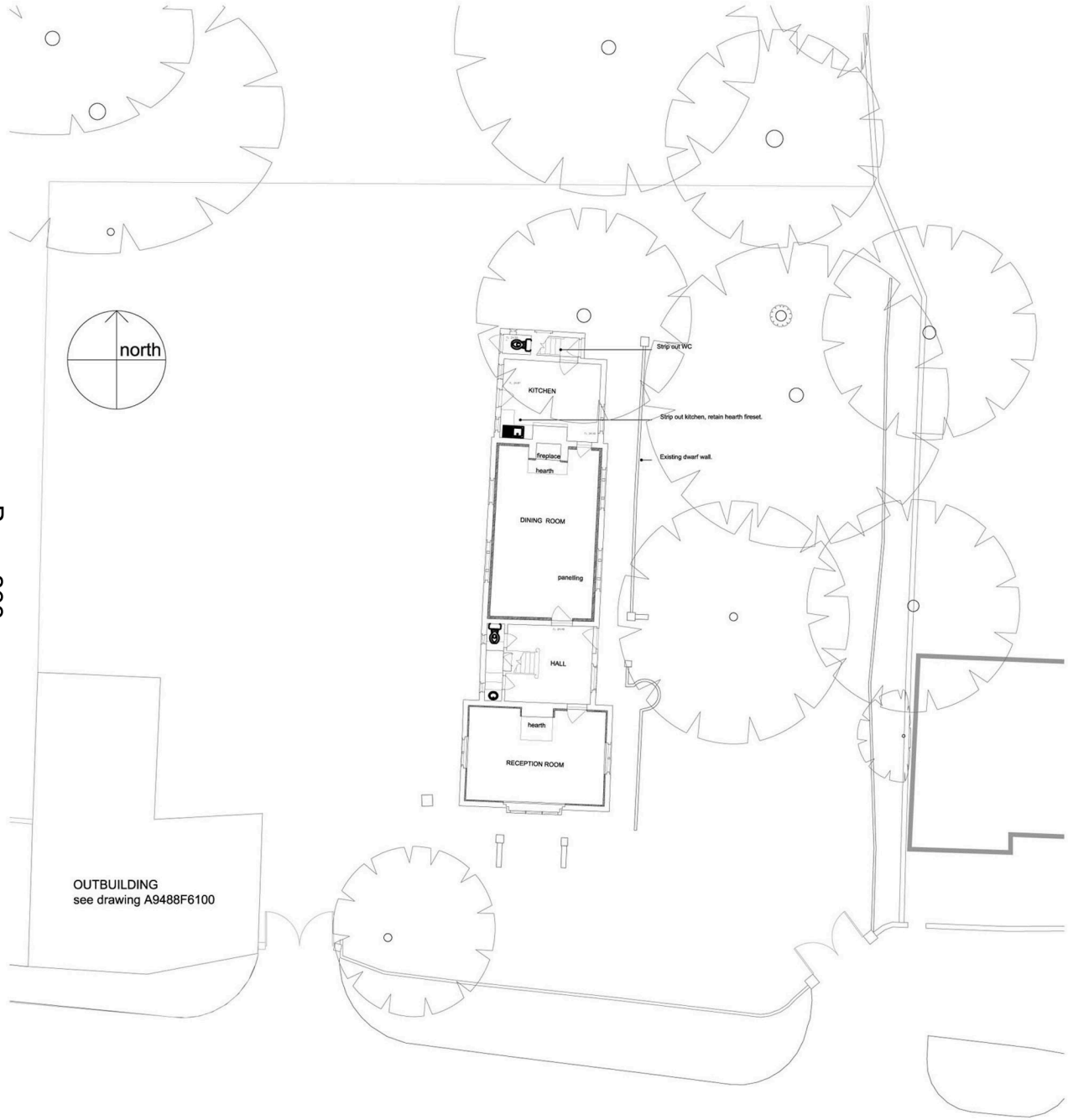

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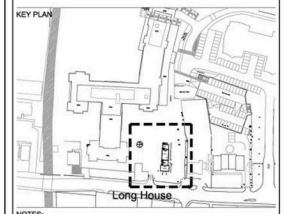
STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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FOR DETAILS OF EXISTING AND PROPOSED TREES SEE DRAWINGS AND SCHEDULES OF LANDSCAPE ARCHITECTS AND ARBOCULTURALIST.

No.	Date	Comment	Drawn	Ch'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Ground Floor Plan - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4100	P1

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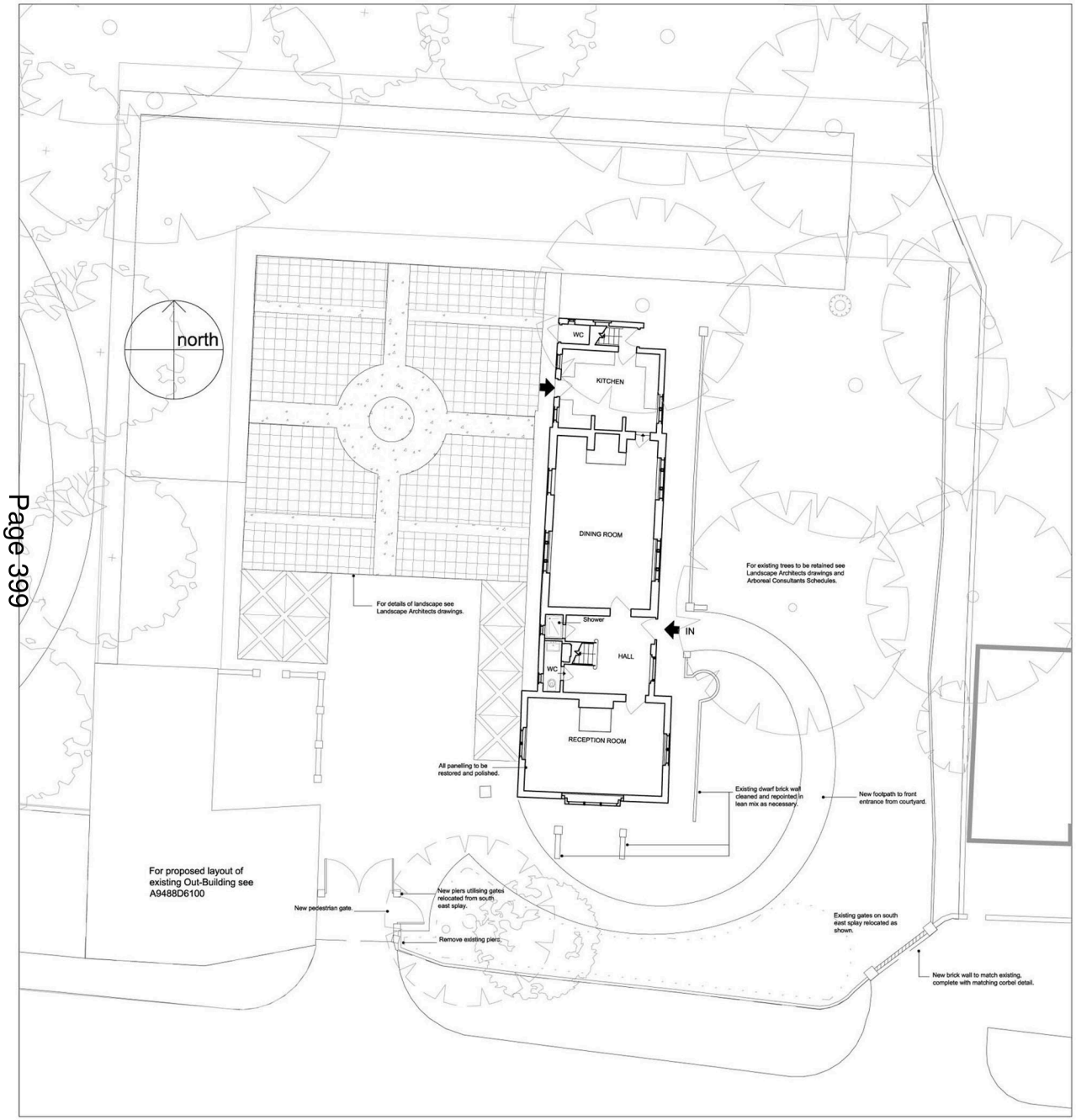

CLIENT

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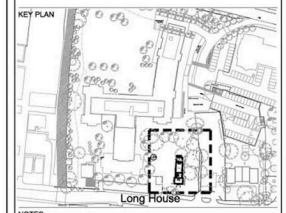
SERVICES ENGINEER

CONSULTANT

KEY PLAN



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KEY:

EXISTING DOORS RETAINED IN EXISTING APERTURE

PROPOSED DOORS IN PROPOSED NEW APERTURE

PROPOSED NEW PARTITIONS

UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

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One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

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Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Ground Floor Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
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tp bennett Project No.	Drawing Number	Rev
A9488	D 4100	P1

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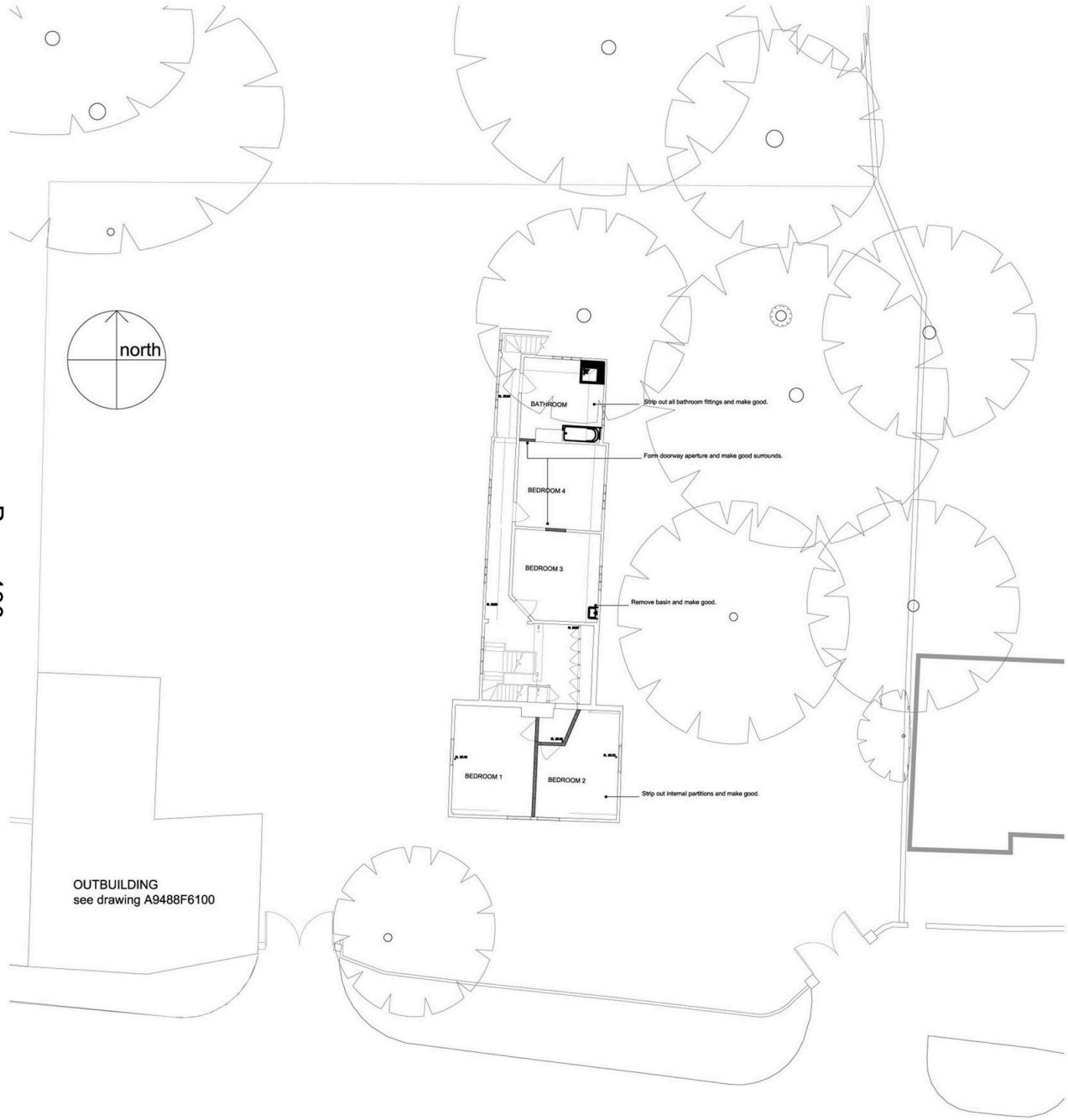

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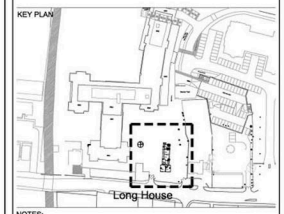
KEY PLAN



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P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

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London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
First Floor Plan - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4101	P1

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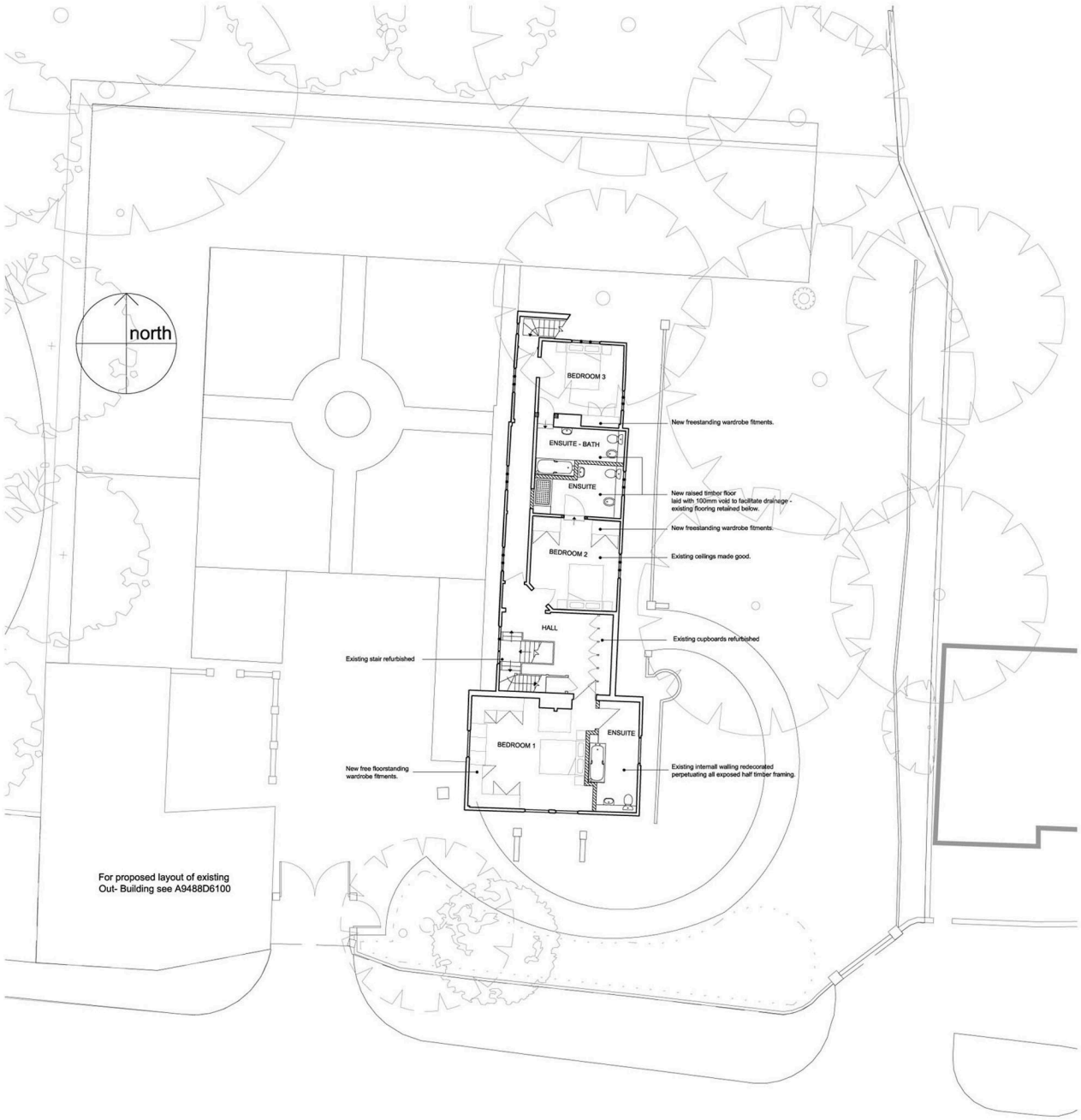

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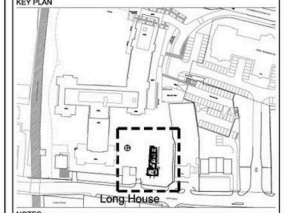
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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KEY:

EXISTING DOORS RETAINED IN EXISTING APERTURE

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PROPOSED NEW PARTITIONS

MAKING GOOD TO NEW OPENINGS IN EXISTING WALLS SHOWN THUS.

UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

No.	Date	Comment	Drawn	Ch'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

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One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

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Drawing Title

Existing Listed Grade II Building
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First Floor Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
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A9488	D 4101	P1

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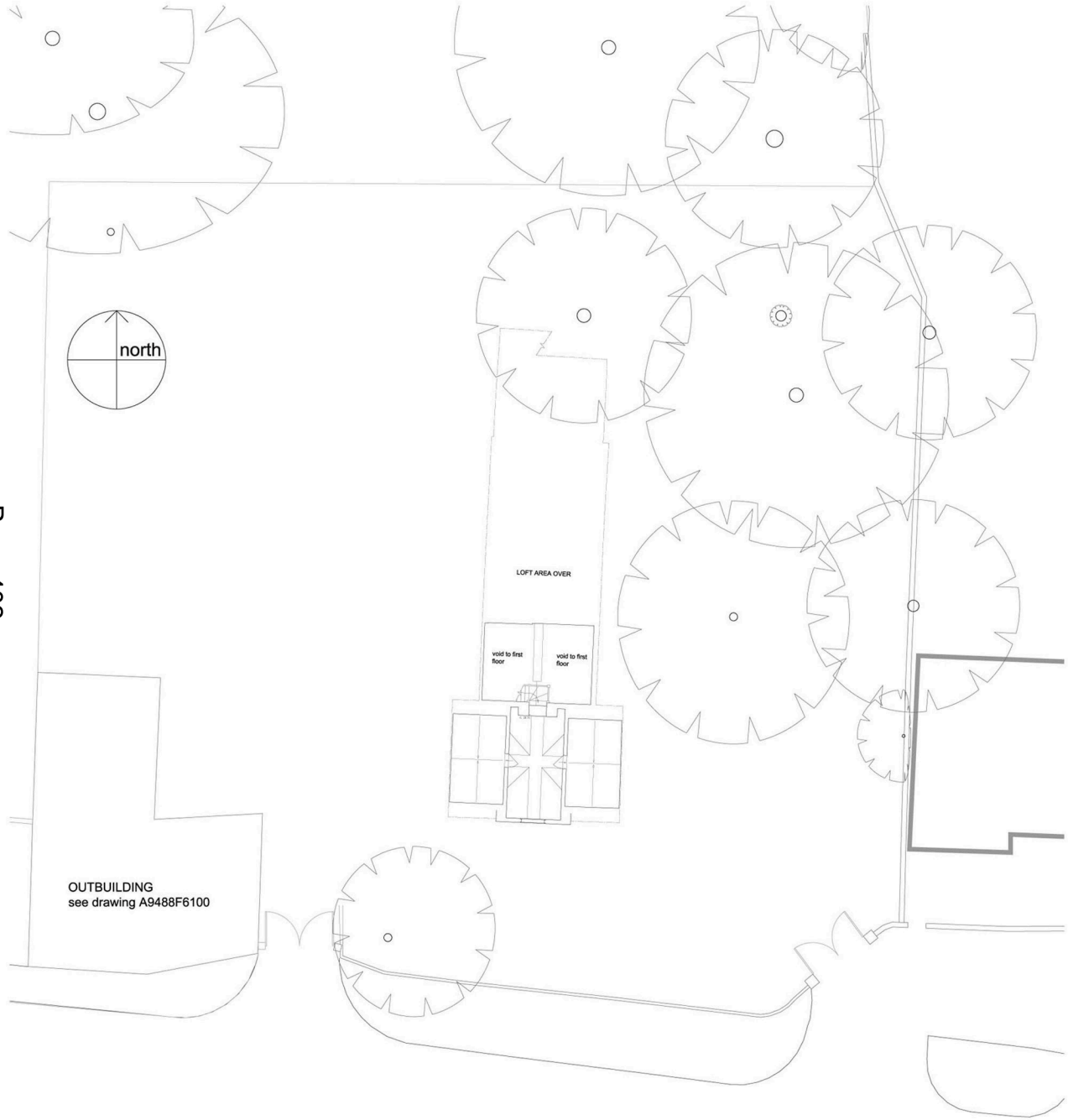

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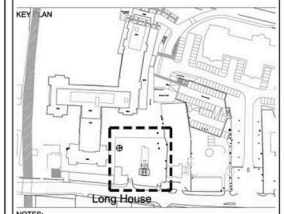
KEY PLAN



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No.	Date	Comment	Drawn	Ch'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Second Floor Plan - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

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A9488	F 4102	P1

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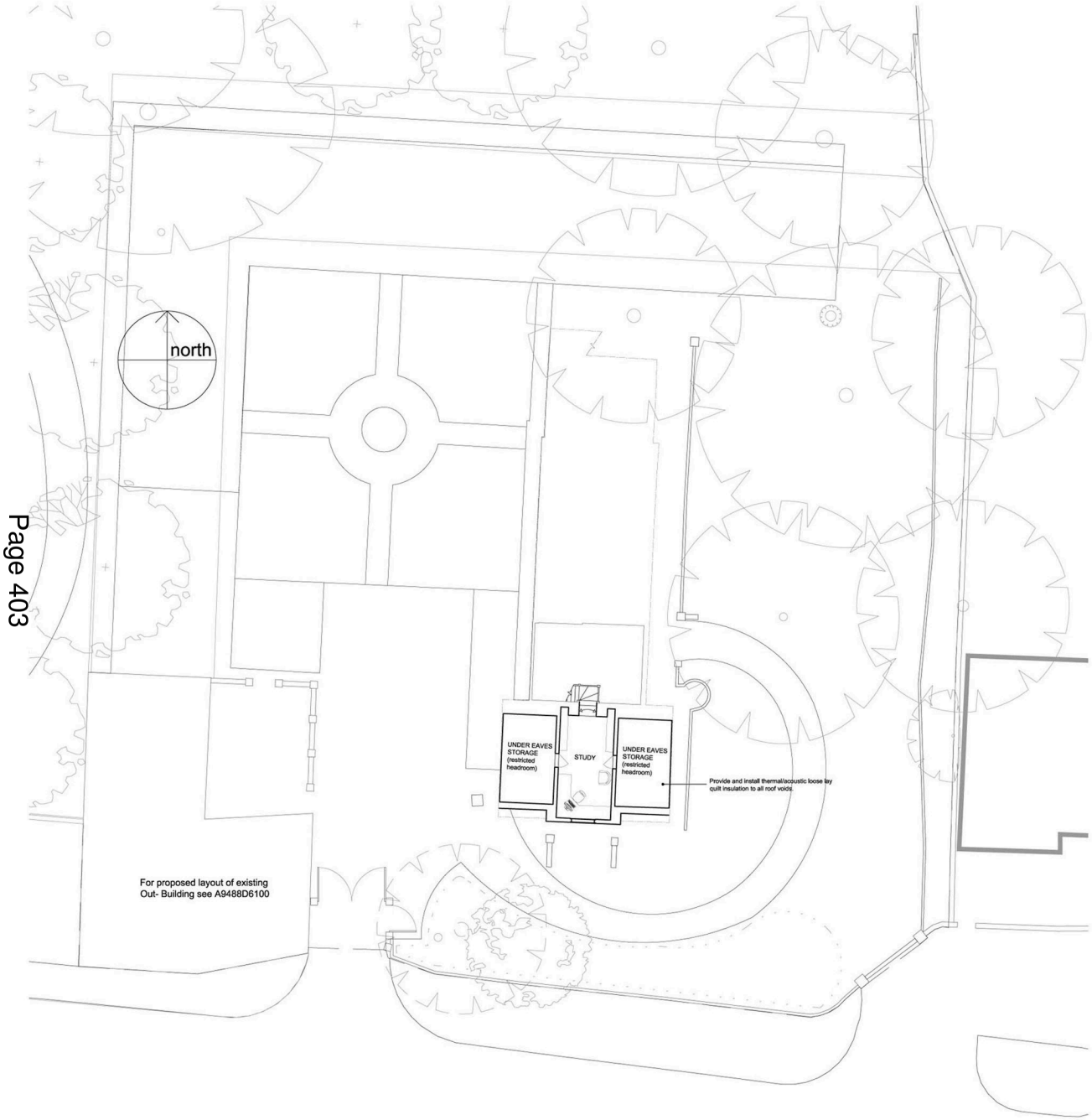


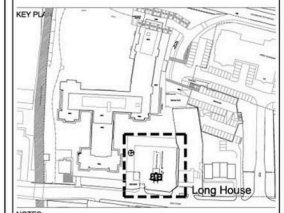
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

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LISTED BUILDING CONSENT APPLICATION

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Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road
Second Floor Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

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A9488	D 4102	P1

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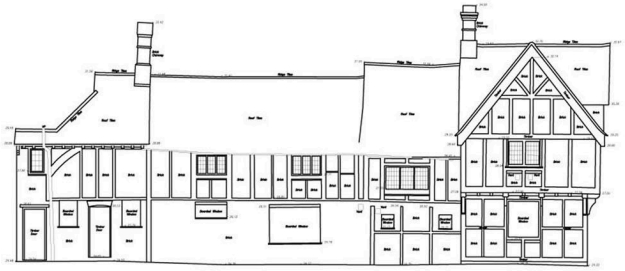

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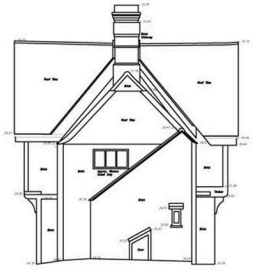
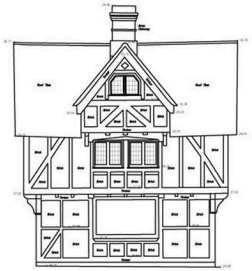


EXISTING NORTH ELEVATION

EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION

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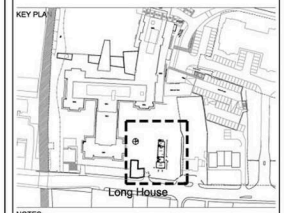
STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Chk'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

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planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Elevations - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4200	P1

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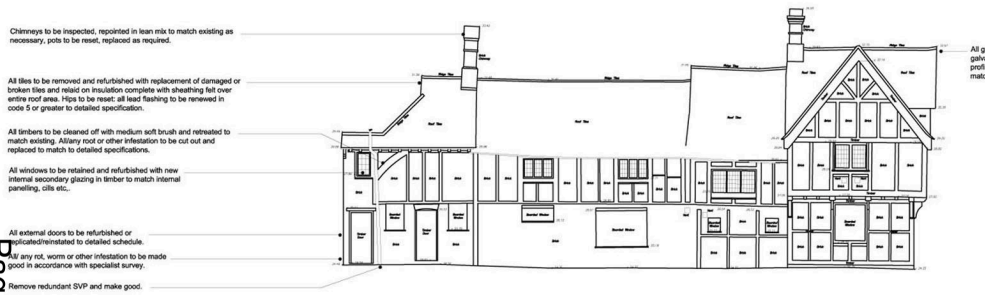
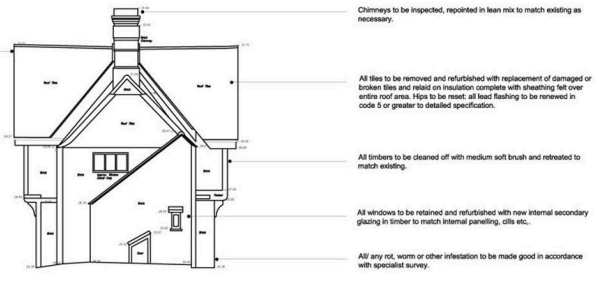
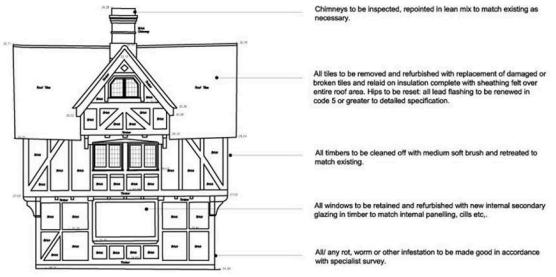


PROPOSED WEST ELEVATION



PROPOSED NORTH ELEVATION

PROPOSED EAST ELEVATION



PROPOSED SOUTH ELEVATION

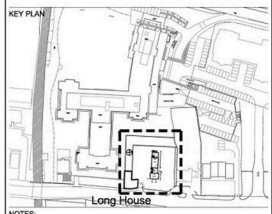
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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OTHER THAN THE INSTALLATION OF NEW GUTTERING, RWPS AND SVPS THERE ARE NO ALTERATIONS TO EXTERNAL APPEARANCE. SEE SEPARATE SCHEDULES FOR WORKS OF REPAIR.

UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

No.	Date	Comment	Drawn	Chk'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status:

LISTED BUILDING CONSENT APPLICATION

tp bennett
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planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road
Elevations - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 4200	P1

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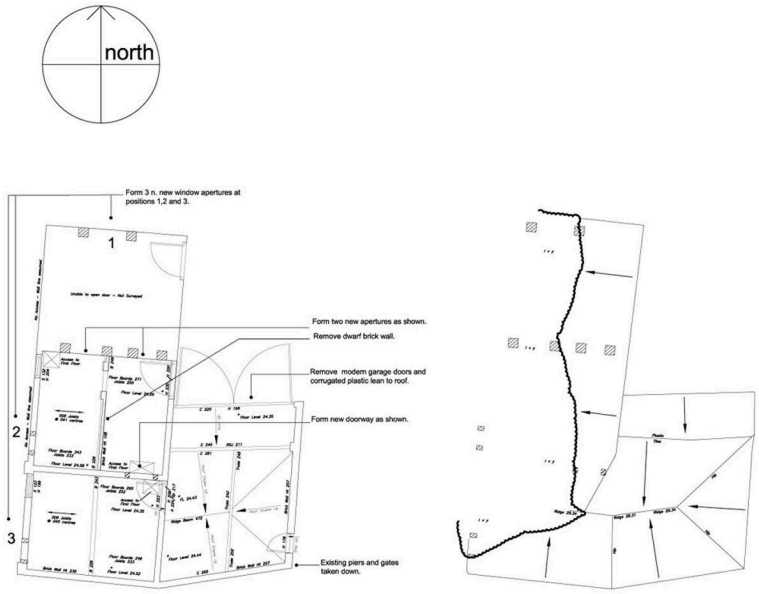
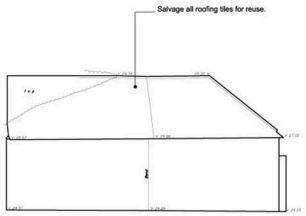


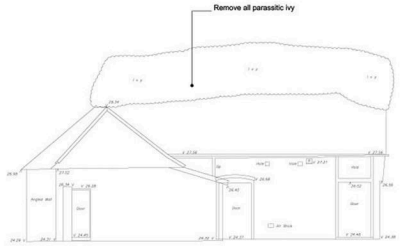
GROUND FLOOR PLAN

ROOF PLAN

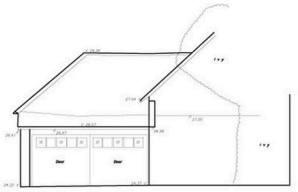
WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

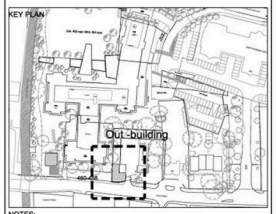
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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Revisions				
No.	Date	Comment	Drawn	Ch'd
P1	17.05.11	UPDATED IN LINE WITH LPA GUIDANCE	SB/SM	JW

Issue Status
PLANNING APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title
Existing Listed Grade II Building
(Outbuilding) at 456 Bath Road
Plans and Elevations - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SM	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 6100	P1

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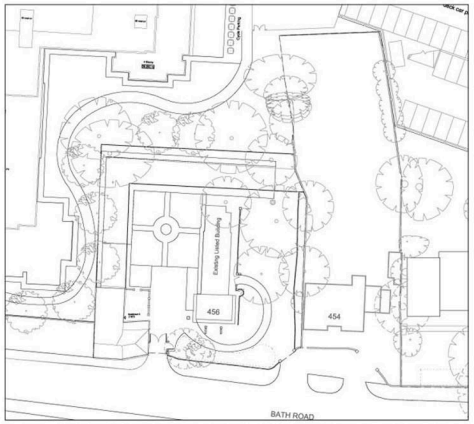
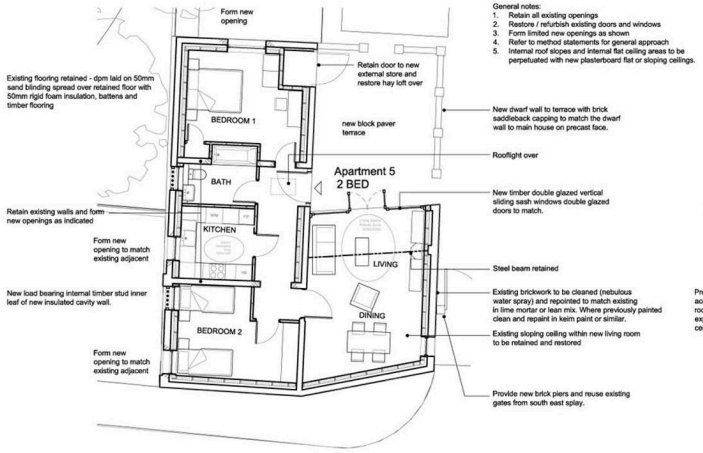
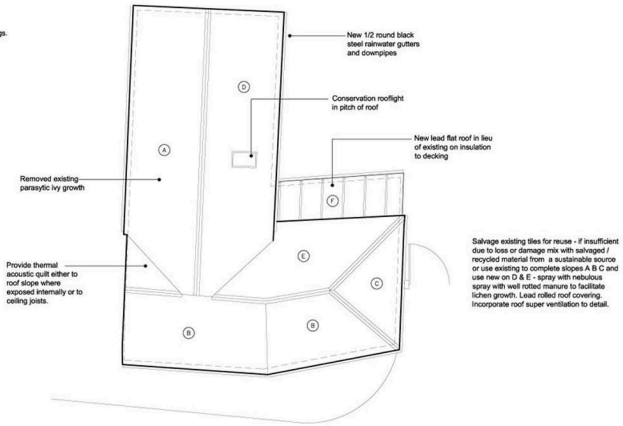


1:500 OUT-BUILDING AND LONGHOUSE LANDSCAPE SETTINGS



GROUND FLOOR PLAN



ROOF PLAN

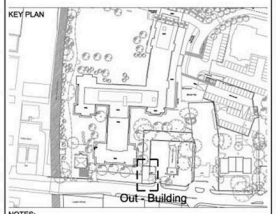
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



NOTES:

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UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

No.	Date	Comment	Drawn	Ch'd
P1	17.05.11	UPDATED IN LINE WITH LPA GUIDANCE	SB/SM	JW

Revisions

Issue Status
PLANNING APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title
Proposed Residential Conversion
of Existing Out-Building at 456 Bath Road
Ground and Roof Plan

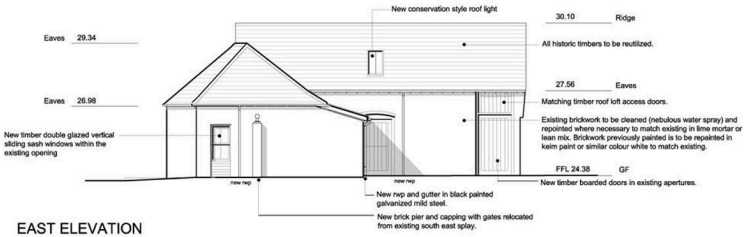
Drawn	Date	Scale @ A1	Alt. Ref.
KL	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 6100	P1

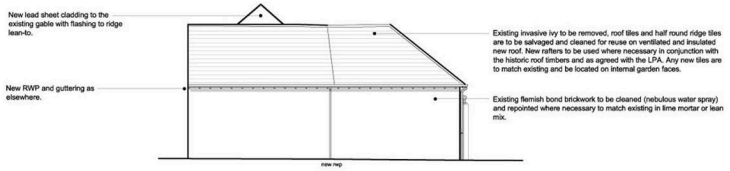
PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2010\D SERIES\A9488D6100.DWG
PLOT TIME: 20.05.2011 10:04 AM

NOTE:
THE OUT BUILDING SHALL BE TREATED AS A LISTED BUILDING. FALLING WITHIN THE CURTILAGE OF THE LISTED STABLES BUILDING AT 456 BATH ROAD AND A FULL SCOPE OF WORKS WOULD BE CONTROLLED BY CONDITIONS ATTACHED TO ANY PLANNING CONSENT.

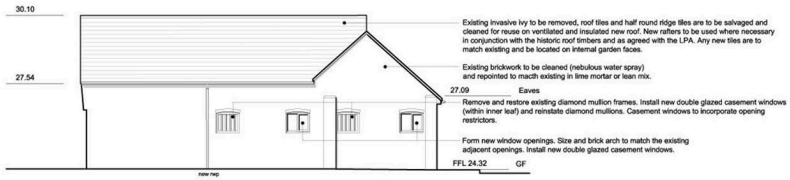
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

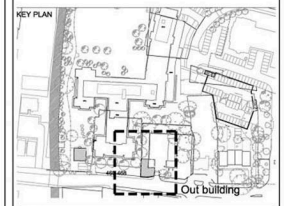
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Ch'd
P1	17.05.11	UPDATED IN LINE WITH LPA GUIDANCE	SB/SM	JW

Revisions

Issue Status
PLANNING APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title
Proposed Residential Conversion of Existing Out-Building at 456 Bath Road
Proposed Elevations.

Drawn	Date	Scale @ A1	Alt. Ref.
MJ	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 6200	P1

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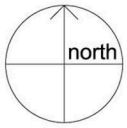
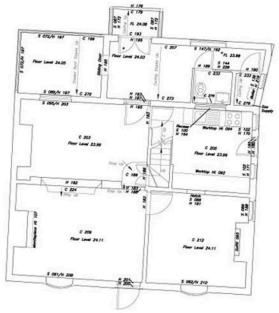
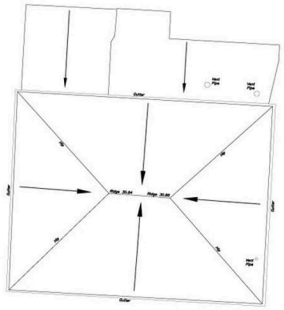


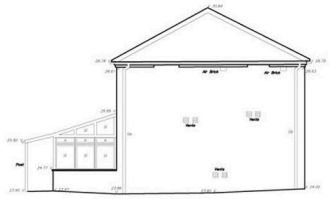


GROUND FLOOR PLAN

FIRST FLOOR PLAN



ROOF PLAN



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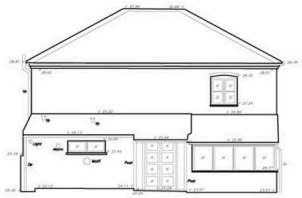
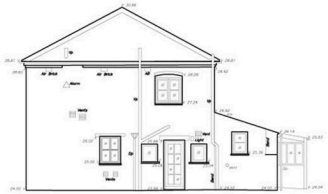


NORTH ELEVATION



EAST ELEVATION

SOUTH ELEVATION

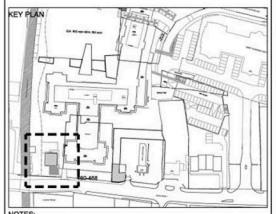
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Chk'd
P10	17.05.11	PLANNING APPLICATION	SM	JW

Revisions

Issue Status

PLANNING APPLICATION

tp bennett
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One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Building at 470 Bath Road
Plans and Elevations
As existing

Drawn	Date	Scale @ A1	Alt. Ref.
SM	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 2100	P10

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PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2011\DD SERIES\A9488F2100.DWG
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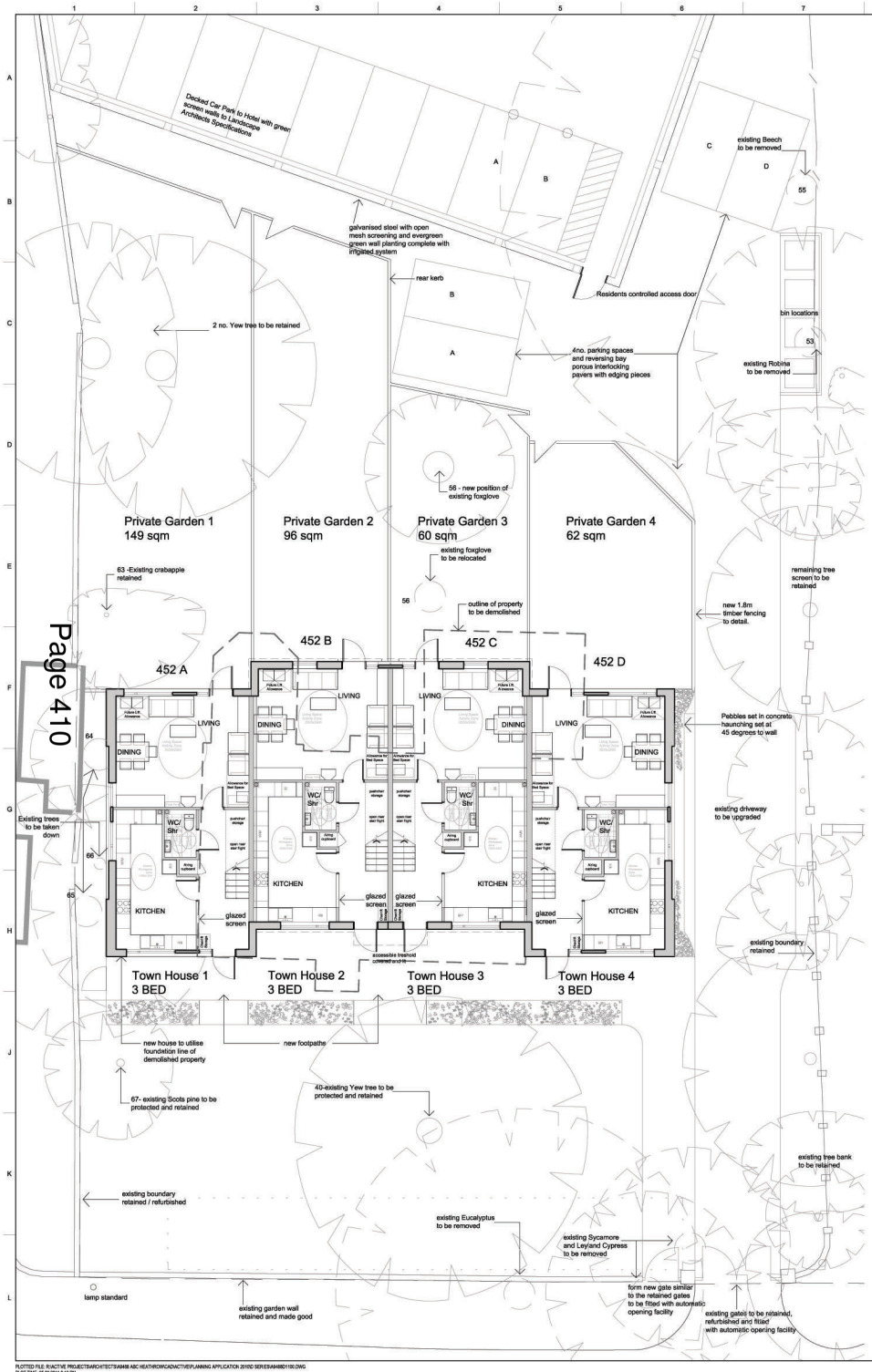
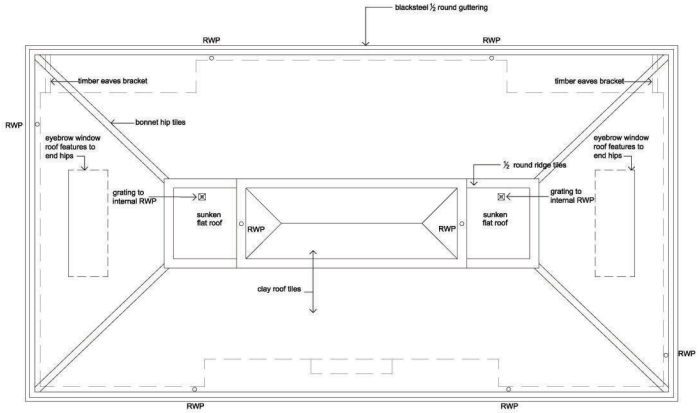
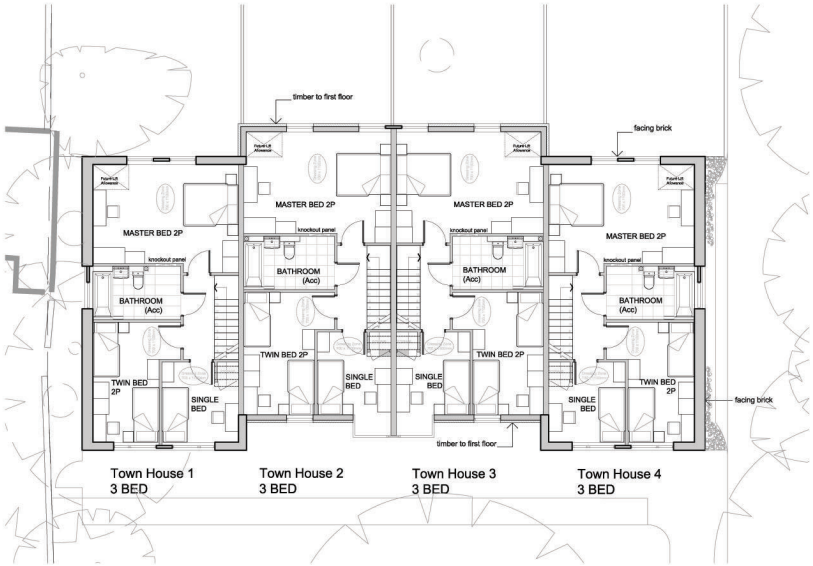






Page 410

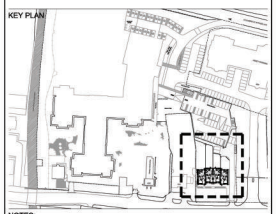
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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Existing trees to be removed shown thus

Existing trees shown thus

No.	Date	Comment	Drawn	Chk'd
P13	08.08.11	UPDATED AS REQUESTED BY LPA 04.08.11	KL	JW
P12	17.05.11	UPDATED IN LINE WITH LPA ADVICE.	SM	JW
P11	08.03.11	EXACT LOCATION DETAILS REVISED; FURTHER NOTATION ADDED AND ELEVATIONS REVISED.	CB	JW
P10	09.12.10	PLANNING APPLICATION	MJ	KL

Revisions

Issue Status

PLANNING APPLICATION

tp bennett
architecture
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One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Proposed new 3 Bedroom Residences (Units 1-4) at 452 Bath Road: Ground, First Floor and Roof Plan

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Sep 2010	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 1100	P13

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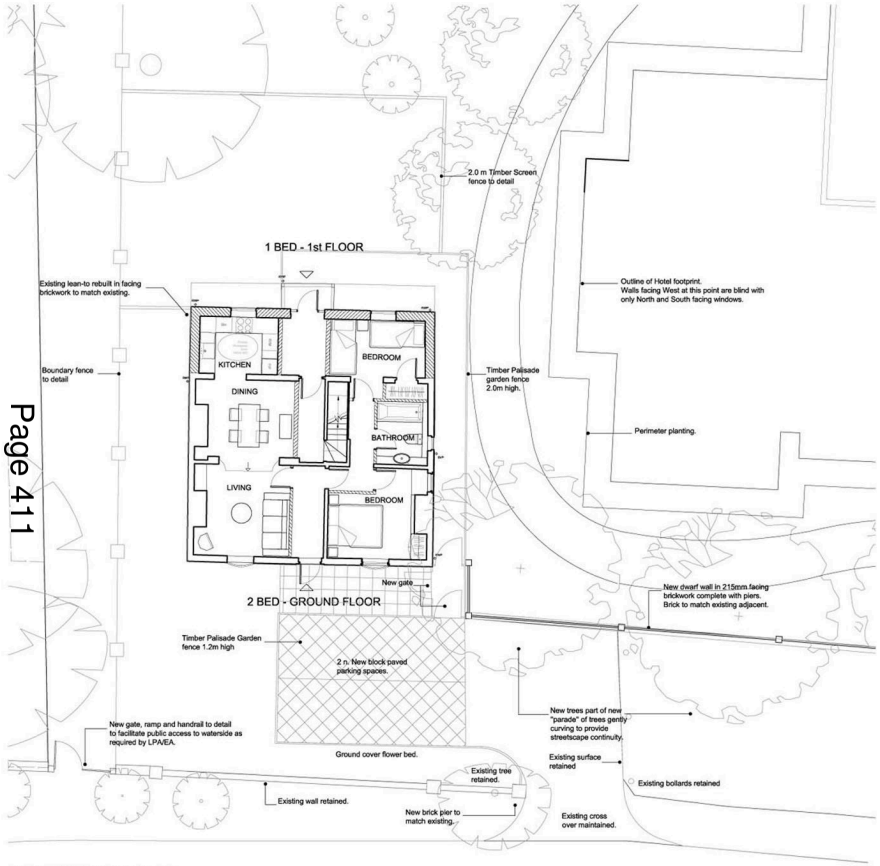
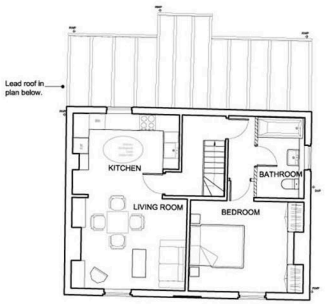
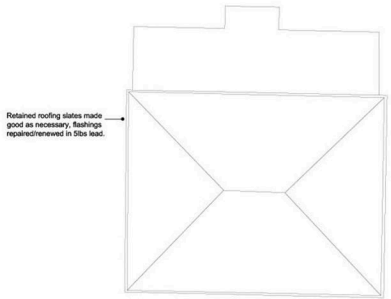


GROUND FLOOR PLAN



1 BED

FIRST FLOOR PLAN



ROOF PLAN

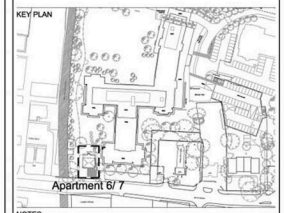
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

No.	Date	Comment	Drawn	Chk'd
Revisions				
P12	17.05.11	UPDATED TO MINIMIZE INPUT ON HISTORIC INTERNAL FABRIC	SM	JW
P11	08.03.11	DETAIL ADDED TO APT. 5	RM	MN
P10	09.12.10	PLANNING APPLICATION	KL	MN

Issue Status

PLANNING APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Proposed Conversion of Existing Building at 470 Bath Road into Apartments 6-7
Ground, First Floor and Roof Plan

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Sep 2010	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 2100	P12

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PLOT TIME: 20.05.2011 10:39 AM

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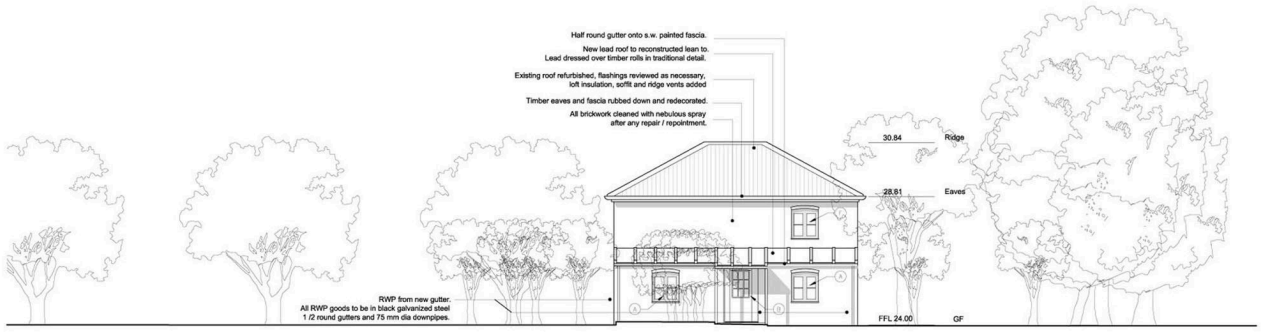
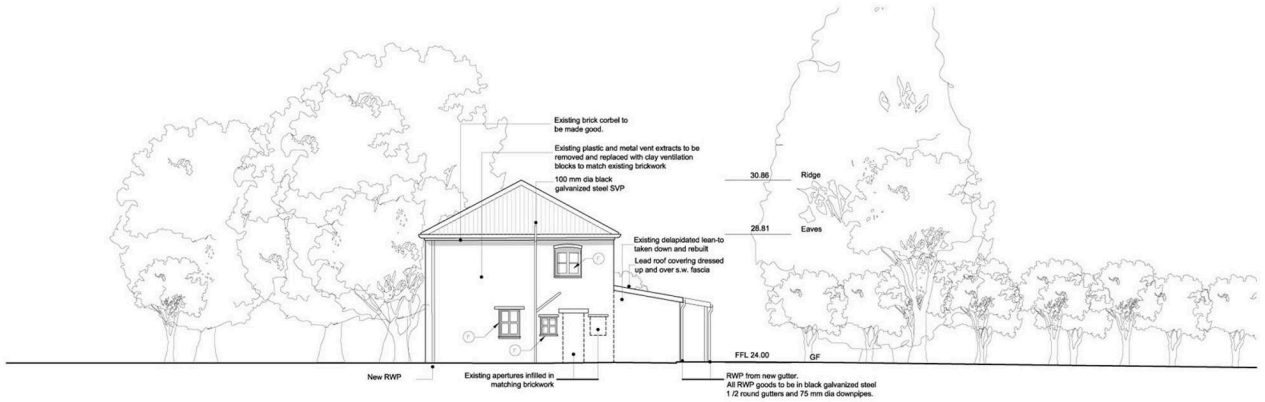
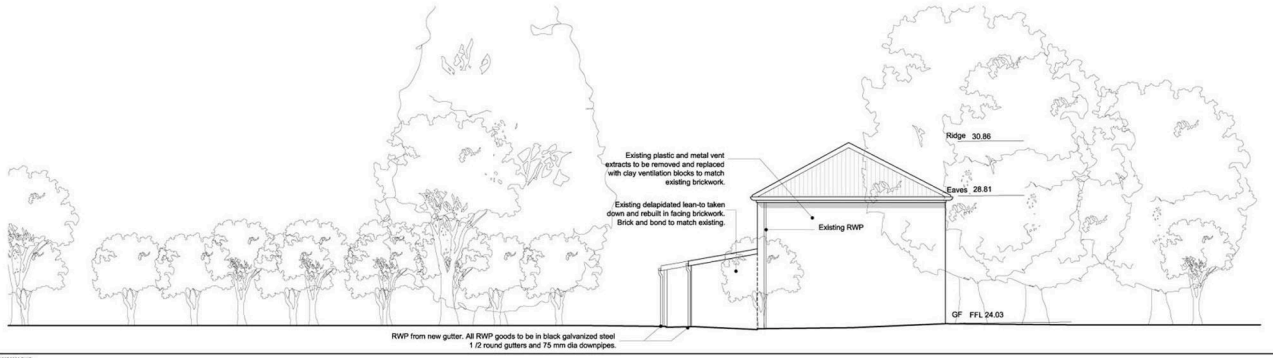


EAST ELEVATION



SOUTH ELEVATION

WEST ELEVATION



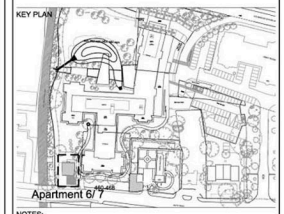
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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MATERIAL KEY:

- (A) REMOVE EXISTING AND ADD NEW TIMBER DOUBLE GLAZED WINDOW TO MATCH EXISTING IN STYLE AND APPEARANCE.
- (B) REMOVE EXISTING AND ADD NEW TIMBER FRAMED GLAZED DOORS.
- (C) REMOVE EXISTING AND ADD NEW TIMBER DOOR.
- (D) REMOVE EXISTING AND ADD NEW SOLID PANEL.
- (E) REMOVE EXISTING AND ADD NEW OPAQUE PANEL.
- (F) CONDITIONS OF EXISTING WINDOWS AND DOORS TO BE CHECKED AND MADE GOOD AS REQUIRED.

NOTE:
EXISTING AND PROPOSED TREES SHOWN, BUT BOUNDARY FENCES OMITTED FOR CLARITY.

No.	Date	Comment	Drawn	Chk'd
P12	17.05.11	UPDATED TO MINIMIZE INPUT ON HISTORIC INTERNAL FABRIC	SM	JW
P11	08.03.11	DETAIL ADDED TO APT.5	RM	MN
P10	09.12.10	PLANNING APPLICATION	MJ	KL

Revisions

Issue Status

PLANNING APPLICATION

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architecture
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One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Proposed Conversion of Existing Building at 470 Bath Road into Apartments 6-7: Proposed Elevations.

Drawn	Date	Scale @ A1	Alt. Ref.
MJ	Nov 2010	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 2200	P12

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PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2010\D SERIES\A9488D2200.DWG
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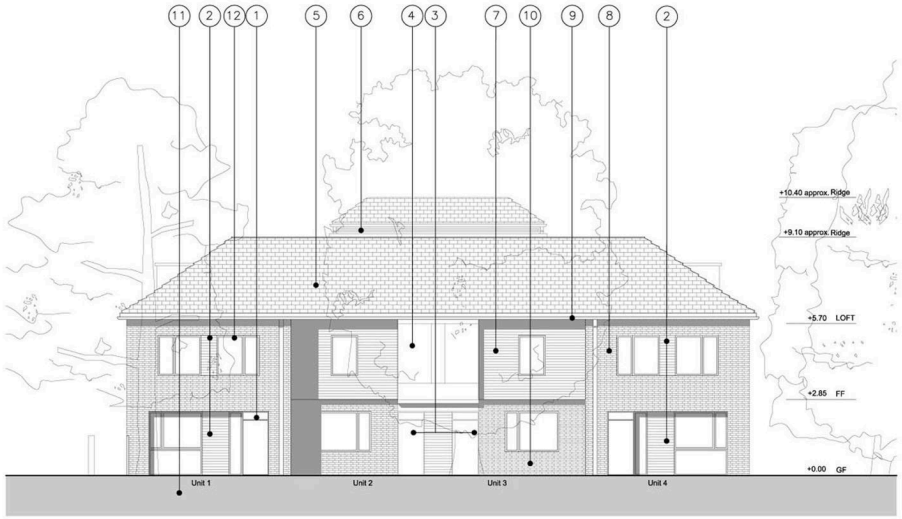
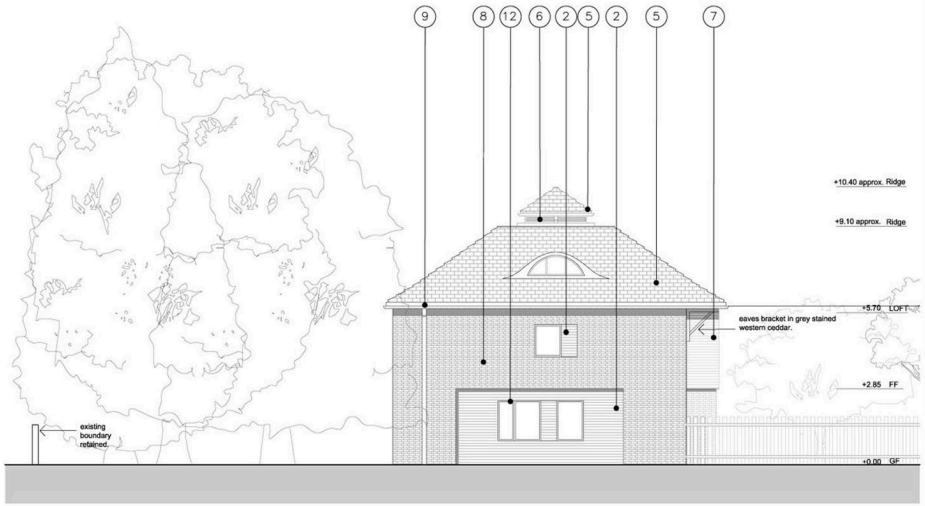


SOUTH ELEVATION



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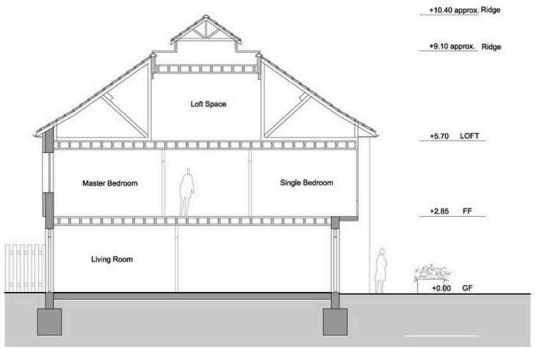
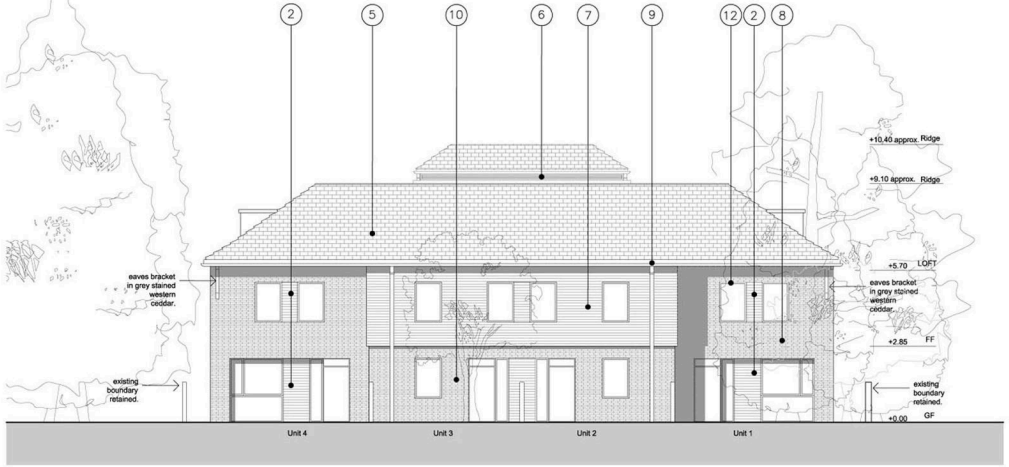


SECTION A-A



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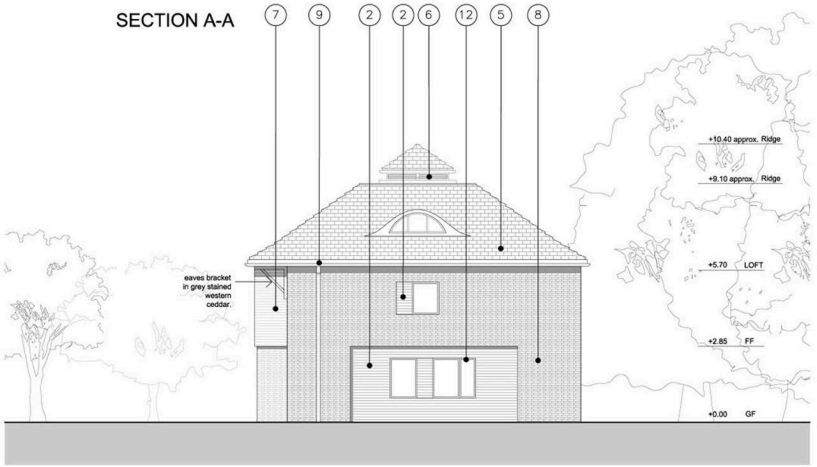


WEST ELEVATION

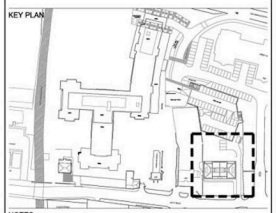
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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MATERIAL KEY:

1. Glazed entrance doors in timber surrounds with external matt varnish or similar finish as 7 below.
2. Horizontal shiplap boarding in wester red ceddar stained as 7 below.
3. Central pair of units set back - halls adjoining - doors as item 1 above.
4. Adjoining bay windows.
5. Clay roof hip and ridge tiles with black steel gutters, ½ round and round downpipe to match.
6. Turret louvred feature - timber louvres finished as windows.
7. Horizontal timber at 1st floor 100mm proud of brickwork below - all timber boarding stained dark grey - matt - timber western red ceddar.
8. ff. brickwork - Tonbridge Pastone or similar. This is a buff multi handmade variegated brick from Bexhill East Sussex.
9. Blacksteel ½ round guttering and downpipe to fascia. Fascia and soffit in grey stained western red ceddar.
10. Handmade bricks as above.
11. Front garden wall and gates retained and refurbished.
12. All windows in timber frames with stained matt vanish or similar to selection.

No.	Date	Comment	Drawn	Chk'd
Revisions				
P12	17.05.11	UPDATED IN LINE WITH LPA ADVICE.	SM	JW
P11	08.03.11	EXACT LOCATION DETAILS REVISED; FURTHER NOTATION ADDED AND ELEVATIONS REVISED.	CB	JW
P10	09.12.10	PLANNING APPLICATION	MJ	KL

Issue Status

PLANNING APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Proposed New 3 Bedroom Residences (Units 1-4) at 452 Bath Road: Proposed Elevations

Drawn	Date	Scale @ A1	Alt. Ref.
MJ	Nov 2010	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 1200	P12

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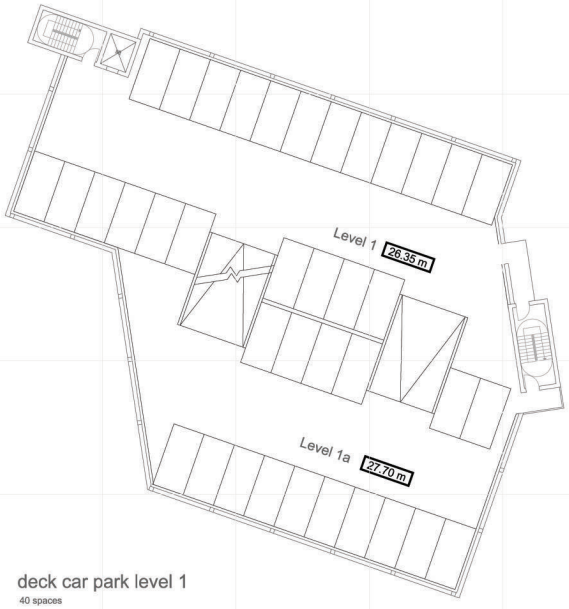
PLOT TIME: 20.05.2011 2:23 PM

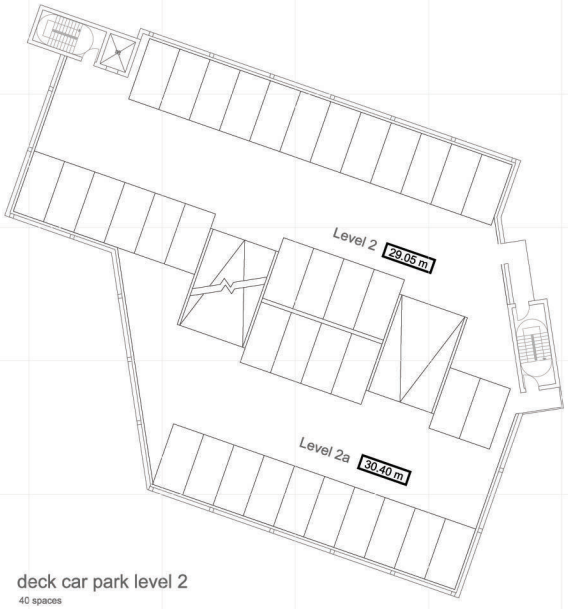
deck car park level 0

40 spaces



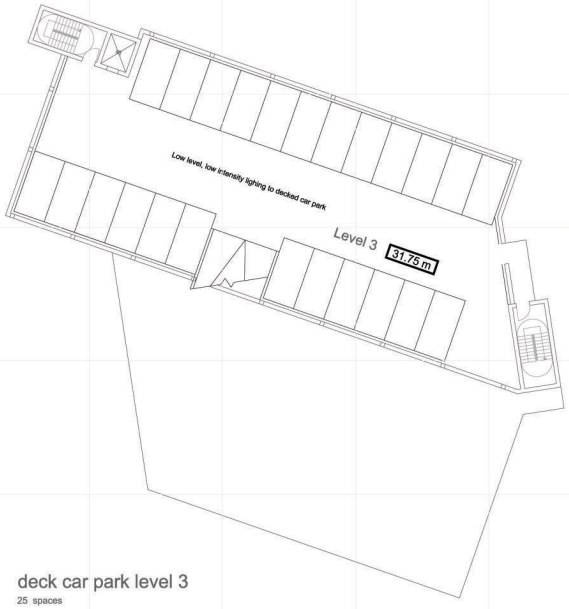
deck car park level 1

40 spaces



deck car park level 2

40 spaces



deck car park level 3

25 spaces

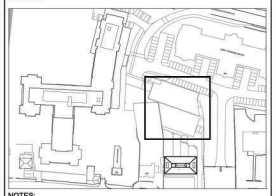
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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Level 0 is 3.0m floor to floor to facilitate vehicular/ pedestrian headroom at entry ramp. All other floor to floor layouts are 2.7m. Level change from Level 0 to Level 0a is 1.65m. All other split level changes are 1.35m gradient.

No.	Date	Comment	Drawn	Chk'd
P12	08.08.11	4 No. SPACES RESERVED FOR LOCAL RESIDENCE OF 452 A-D NEW TERRACE AS REQUIRED BY LPA 04.08.11	SB	JW
P11	17.05.11	ACCESSIBLE SPACES & NOTE ADDED	CB	JW
P10	09.12.10	PLANNING APPLICATION	KL	MN

Revisions

Issue Status

PLANNING APPLICATION

tp bennett
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London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Deck Car Park
Proposed Plans
Levels 0-3

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Sep 2010	1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	D 3100	P12

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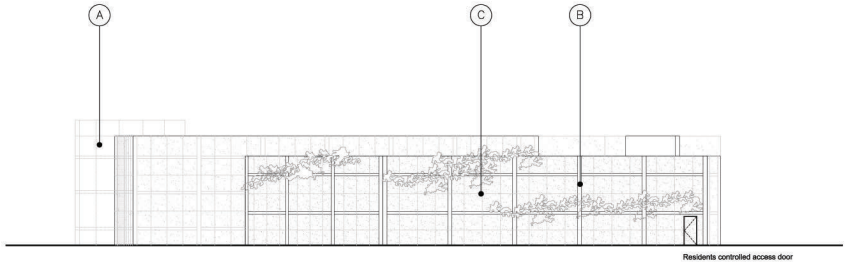
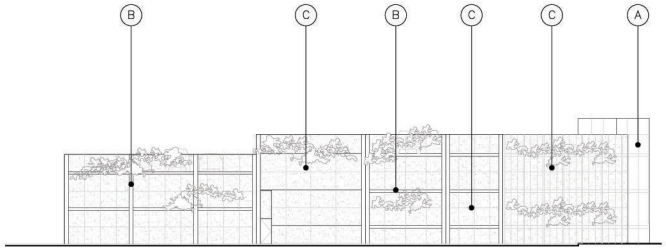
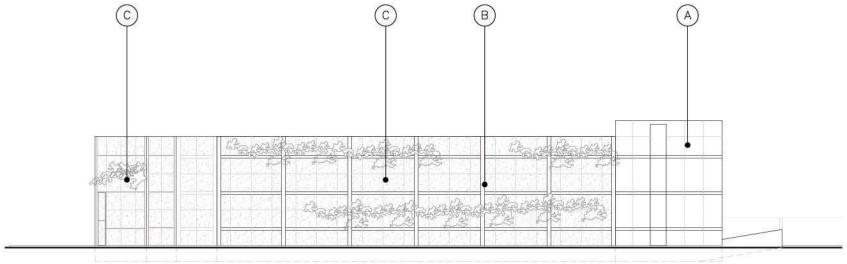


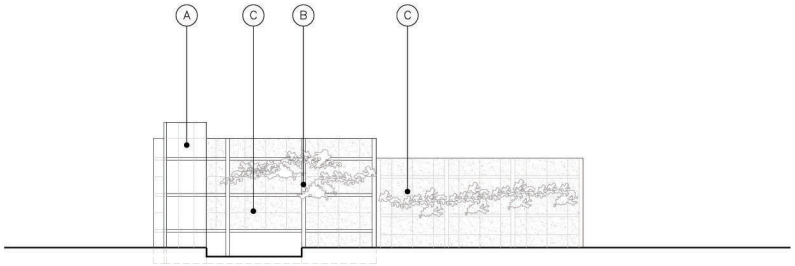
SOUTH ELEVATION



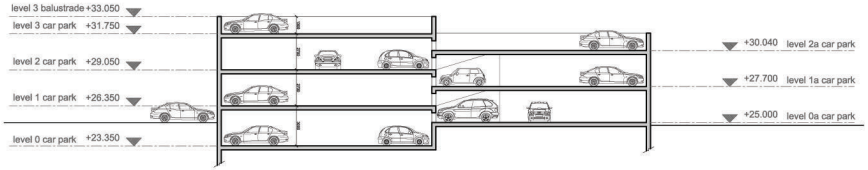
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SECTION A-A

SECTION B-B

Page 415

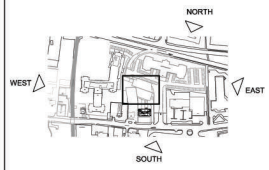
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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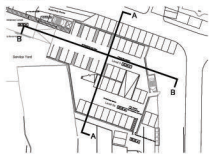
MATERIAL KEY:

A PARKLEX COMPOSITE TIMBER STRATIFIED PANEL FACING TO LIFT STAIR ENCLOSURE.

B STEEL MAIN COLUMNS AND FLOOR CHANNEL FASCIA: INTUMESCENT PAINT FINISH MID GREY.

C EVER GREEN IVY WALL ONTO GALVANISED STEEL MESH TO GALVANISED STEEL SUBFRAME BETWEEN MAIN COLUMNS; GREEN WALL TO BE COMPLETE WITH INSITU IRRIGATION SYSTEM FED BY GREY RAINWATER.

KEY PLAN



No.	Date	Comment	Drawn	Chk'd
P12	08.08.11	4 No. SPACES RESERVED FOR LOCAL RESIDENCE OF 452 A-D NEW TERRACE AS REQUIRED BY LPA 04.08.11	SB	JW
P11	17.05.11	SECTIONS REVISED	CB	JW
P10	09.12.10	PLANNING APPLICATION	MJ	KL

Revisions

Issue Status

PLANNING APPLICATION

tp bennett
architecture
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planning

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London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Car Park
Proposed Elevations and Sections

Drawn	Date	Scale @ A1	Alt. Ref.
MJ	Nov 2010	1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	D 3200	P12

PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2010\D SERIES\A9488D3200.DWG

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General

This illustrative plan is intended to inform preliminary site layout & design and should be read in conjunction with the Tree Survey Schedule. Detailed assessment and site measurement may be required prior to final design.

Tree Survey

1 — Tree No.

Trunk diameter

Ash — Common name

Quality & value of existing tree stock

The quality and value of each tree or group of trees assessed has been categorized in accordance with British Standards 5837 (2005) 'Trees in relation to construction'. This categorization method allows informed decisions to be made concerning which trees should be removed or retained should development occur.

- R Category tree — Trees in such a condition that any existing value would be lost within 10 years.
- B Category tree — Trees of moderate quality and value
- A Category tree — Trees of high quality and value
- C Category tree — Trees of low quality and value

Whilst 'C' category trees will usually not be retained where they would impose a significant constraint on development, young trees with a stem diameter of less than 150mm should be considered for relocation subject to a comparison between costs of the of the various options. Similarly, appropriate mitigation through replacement tree planting elsewhere as part of the development is desirable.

Above and Below Ground Constraints

In addition to the tree's quality and condition, consideration needs to be given to the above ground constraints (crown spread) and the below ground constraints (root protection area) the trees pose by virtue of their size and position.

- Crown spread (see Arboricultural Survey Report: Appendix 1)
- Preliminary root protection area — Illustrated as an area equivelent to a circle (see Arboricultural Survey Report: Appendix 2)

Notes

The provision of adequate working space, utility or drainage runs and allowance for future growth or overshadowing by trees may indicate distances between existing trees and proposed structures should be increased above that of the crown spread or root protection area. This may influence site use, location and orientation of dwellings or infrastructure.

Where encroachment may occur, it is recommended that *tree:*fabrik be contacted and evaluation of these arboricultural implications on the emerging site layout be considered at the earliest opportunity.

Revisions

No.	Date	Reason	Name
A	31-03-11	2008 tree survey updated	AR

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Project
ABBEY BUSINESS CENTRE
450 - 452 BATH ROAD, HEATHROW, LONDON

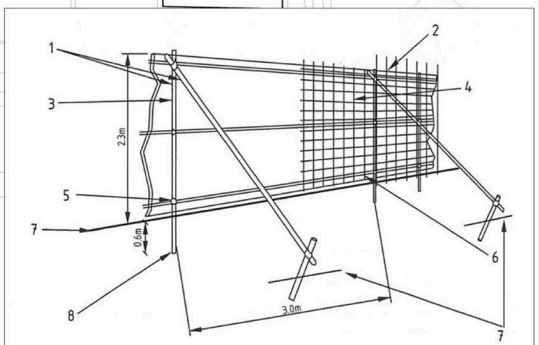
Drawing
TREE SURVEY and REFERENCE PLAN

Scale	Date	Drawn
1:500	MARCH '11	AR

Drawing No.	Revision
tf 671/TS/100	A

- ☐ Preliminary
- ☐ Issued for Planning Approval
- ☐ Issued for Construction
- ■ Issued for Design/Information
- ☐ Issued for Tender
- ☐ As Built

Drawing sheet size - A1



1 Standard scaffold poles
2 Uprights to be driven into the ground
3 Panels secured to uprights with wire ties and where necessary standard scaffold clamps
4 Weldmesh wired to the uprights and horizontals
5 Standard clamps
6 Wire twisted and secured on inside face of fencing to avoid easy diamantling
7 Ground level
8 Approx. 0.6 m driven into the ground

Figure 2 — Protective barrier

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General

This illustrative plan is intended to inform the preliminary location of protective barriers, other relevant physical protection and highlight precautionary areas for retained trees in support of a planning submission. This plan should be read in conjunction with the accompanying Arboricultural Development Report and amended to include construction details, site set-up and phasing prior to commencement of development.

Tree Survey

Tree No. to be retained

Tree No. to be removed

Quality & value of existing tree stock

R Category tree
Trees in such a condition that any existing value would be lost within 10 years.

B Category tree
Trees of moderate quality and value

A Category tree
Trees of high quality and value

C Category tree
Trees of low quality and value

Tree Protection Measures

Preliminary root protection area
(Illustrated as an area equivalent to a circle. See Arboricultural Development Report: Appendix 1)

Tree Protection Barriers

Pedestrian Ground protection

Precautionary Area 1

Precautionary Area 2

Notes

All works carried out within the Root Protection Area shall be carried out in accordance with the Arboricultural Method Statement and under supervision of an experienced and qualified Arboriculturist.

Tree Protection Barriers - All barriers are to be erected prior to commencement of any works on site (including demolition and ground works) and are to be retained throughout the development process. All barriers are to be fit for purpose and constructed in accordance with BS 5837 (2005) Figure 2 - Protective barriers. The area between the tree and the protection barriers forms the **Construction Exclusion Zone**. The construction exclusion zone is to remain sacrosanct with storage of materials, machinery or equipment prohibited. No excavation or changes in land levels are to occur within this area unless agreed in writing by the Local Planning Authority.

Removal of demolition material and overburden within the Construction Exclusion Zone shall be carried out under arboricultural supervision

Ground Protection - Within the area hatched (sand) the protection barrier is to be erected at the edge of the work zone with the soil structure beyond the barrier to the edge of the RPA protected with additional ground protection. For **pedestrian access** ground protection must be in the form of a single thickness of scaffold board on top of a compressible layer laid onto a geotextile, or supported by scaffold in accordance with BS 5837 (2005) Figure 3 - Protective barriers/Scaffolding within the RPA. **For vehicular wheeled or tracked traffic** a temporary trackway designed to protect the underlying structure shall be installed prior to vehicles entering the site such as Evetrackway (www.evetrackway.co.uk). No excavation or changes in land levels are to occur within this area unless agreed with the Local Planning Authority. All existing holes or undulations will be filled with sharp sand to provide a flat surface prior to installation of ground protection. Where hard surfacing or structures are to be erected within this area the principles outlined within Precautionary Area 1 & 2 below must be observed.

Precautionary Area 1 - Within the area hatched (single) precautionary measures and care must be observed to minimise potential disturbance of tree roots that may be present beneath existing structures or hard surfacing. Where **demolition of existing structures** is required within the RPA, all plant and vehicles engaged in demolition works must operate outside of the RPA. Demolition of standing structures should be carried out inwards within the footprint of the existing building and pulled back outside of the RPA.Where **foundations or hard surfacing is to be removed**, removal must be carefully carried out in order not to disturb tree roots that may be present below them. Hand tools or appropriate machinery should be used (under arboricultural supervision) and excavation depth not to exceed the foundation or sub-base depth. All surfacing should be pulled tangentially away from the RPA's. Any tree roots exposed by such operations should be treated at once. Exposed roots will be watered and wrapped in dry, clean Hessian sacking to prevent desiccation and to protect from rapid temperature changes. Roots with diameter smaller than 25mm may be pruned back, preferably to a side branch, using proprietary cutting tools.

Precautionary Area 2 - Driveway - Within the area hatched (honeycomb) precautionary measures must be observed to minimise potential root disturbance. The **ground protection forming the temporary driveway** shall be dismantled and the final road/hard surfacing and kerbs shall be installed immediately using 'no dig' cellular confinement system in accordance with the engineers or manufacturers guidelines and the principles laid out in BS5837 (2005) 11.3 *Principles for avoiding tree root damage during construction*. All works will be undertaken by hand using pedestrian motorised barrows operating within the footprint of the existing footpath. **Vehicles and storage of material are prohibited from tracking within the RPA until completion of installation.**

Route of Service Trench - (excavation and utilities) - Where utility or drainage runs are required within the RPA or CEZ as part of approved plans, open trench or trenchless technology will be used as specified. Excavation within the RPA or CEZ of any retained trees must be agreed with the LPA Tree Officer and hand tools only must be used in accordance with National Joint Utility Guidelines Volume 4 Issue 2 under arboricultural supervision.

Walls & Post holes within RPA's - All boundary walls and post holes will be constructed as specified by an engineer to the following principles; 1. Tree protection will be set back to the work area and ground protection installed prior to construction. 2. All excavation for the foundations of piers within the RPA shall be using hand tools only in order to minimise root severance/disturbance; 3. The pit shall be positioned to avoid root disturbance/severance of major roots. Roots smaller than 25mm diameter may be pruned back, preferably to a side branch, using proprietary cutting tools; 4. The resultant hole shall be lined with a non porous membrane to protect the soil from potential toxic effects of concrete prior to pouring; 5. The span between piers shall be excavated using handheld tools and foundations installed in accordance with principle 4 above. Where roots are larger than 25mm in diameter are encountered, the soil will be re-instated and roots will be bridged to allow for future growth with the **wall** set on a lintel.

Tree Works - All tree works are to be carried out in accordance with BS 3998 Recommendations for Tree Works (2010). Trees identified for removal within this plan are to be removed prior to commencement of ground works. All crown lifting of trees agreed by the LPA to facilitate access are to be carried out prior to vehicles entering the site.

Arboricultural Supervision - In order for tree and root protection measures to work effectively all personnel associated with the demolition/construction process should be familiar with the tree protection and precautionary measures to be observed. However, it is recommended that the following works within the RPA are carried out under arboricultural supervision. It is the responsibility of the Client to appoint an Arboricultural Consultant prior to commencement of works.

(a) Identification & marking of trees to be removed.
(b) Location and erection of physical tree protection measures.
(c) Demolition of structures or hard surfacing within the RPA or CEZ.
(d) Installation of driveways or parking spaces within the RPA or CEZ.
(e) Installation of services or drainage within the RPA or CEZ
(f) Operations involving removal of overburden, excavation or other works within the RPA or CEZ.

Revisions

No.	Date	Reason	Name
A	08-04-11	Retention of T39, T62, T110 following discussion.	AR
B	18-04-11	Amended site layout to retain additional trees.	AR
C	19-04-11	Retention of additional trees.	AR
D	19-05-11	Amendments following comments form LPA	AR

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E : alan@treefabrik.com

Project
PROPOSED HOTEL, BATH ROAD, LONGFORD, LONDON

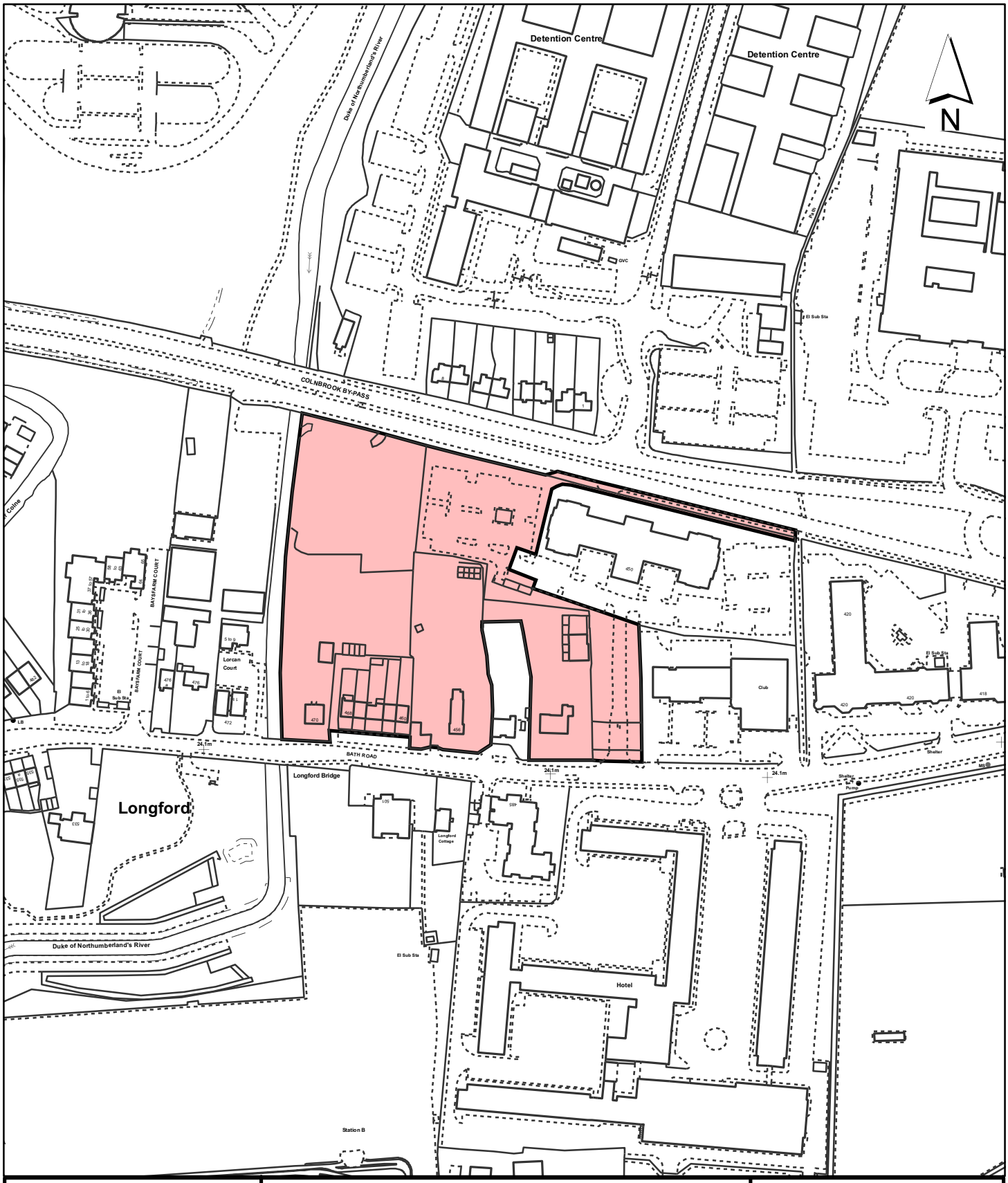
Drawing
TREE REMOVAL & PRELIMINARY PROTECTION PLAN
Drawing sheet size - A1

Scale	Date	Drawn
1:500	APRIL'11	AR

Drawing No.	Revision
tf 671/TPP/100	D

- [ ] Preliminary
- [x] Issued for Planning Approval
- [ ] Issued for Construction
- [ ] Issued for Design/Information
- [ ] Issued for Tender
- [ ] As Built

Scale 1:500 (m 0 5 10 15 20 25 30 35 40 45 50)



Notes

Site boundary

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London Borough of Hillingdon
100019283 2011

Site Address

452, 456, 460 - 470 rear of Bath Road Longford

LONDON BOROUGH OF HILLINGDON

Planning, Environment & Community Services

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

Planning Application Ref:

65419/APP/2010/2860

Scale

1:2,500

Planning Committee

Central and South

Date

February 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	LONG HAUL CATERING BASE SCYLLA ROAD HEATHROW AIRPORT HOUNSLOW
Development:	A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works. B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA). of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)
LBH Ref Nos:	50270/APP/2011/1422

Date Plans Received:	03/06/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	03/06/2011		

NOTES:

SUBJECT TO STATUTORY CONSENTS

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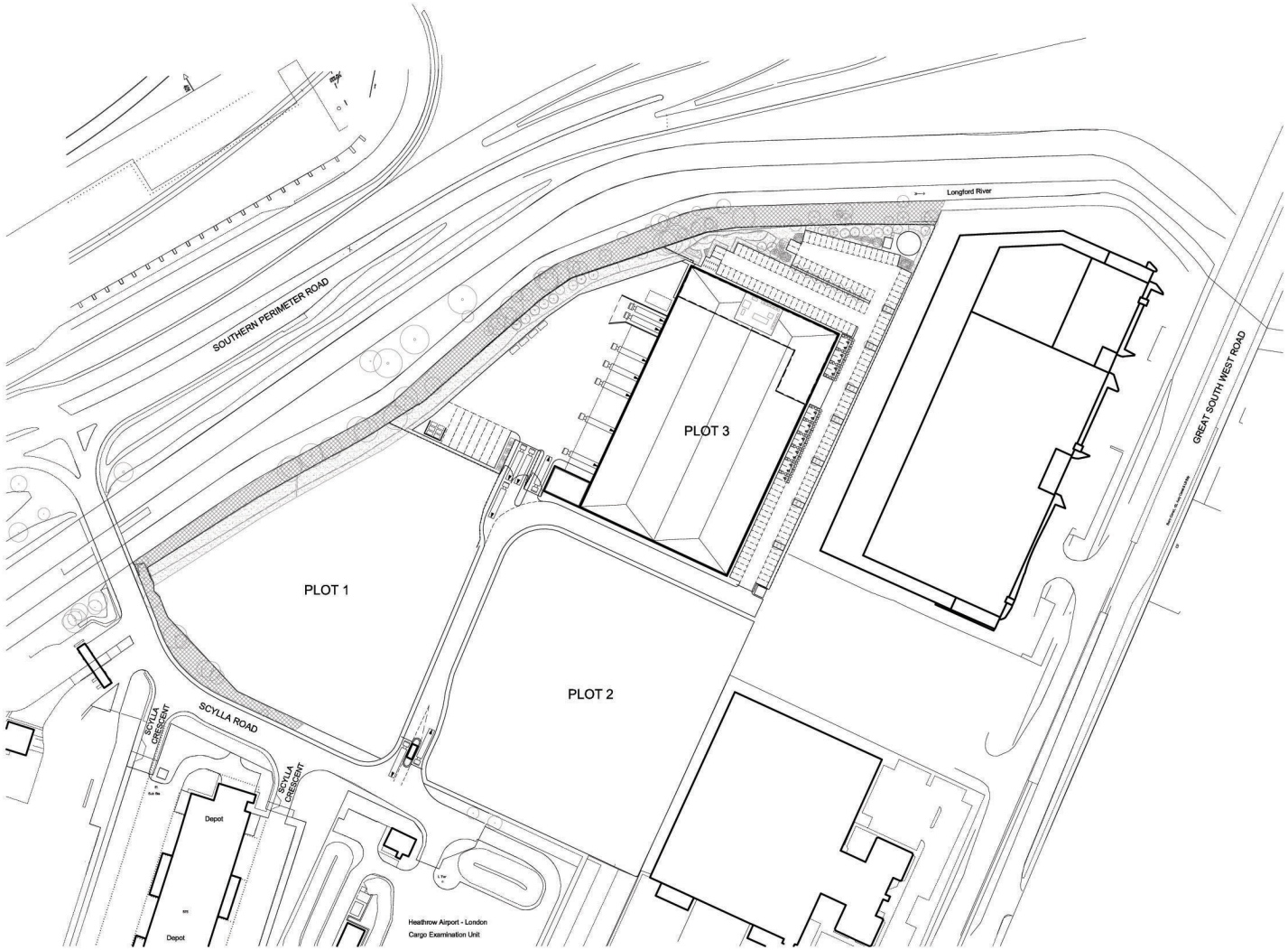

01/101 SITE LAYOUT PLAN
1:1000

REV	DATE	NOTE	DRAW	CHCK
–	26/05/2011	First issue	PW	AC

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
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www.msa-architects.co.uk

TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

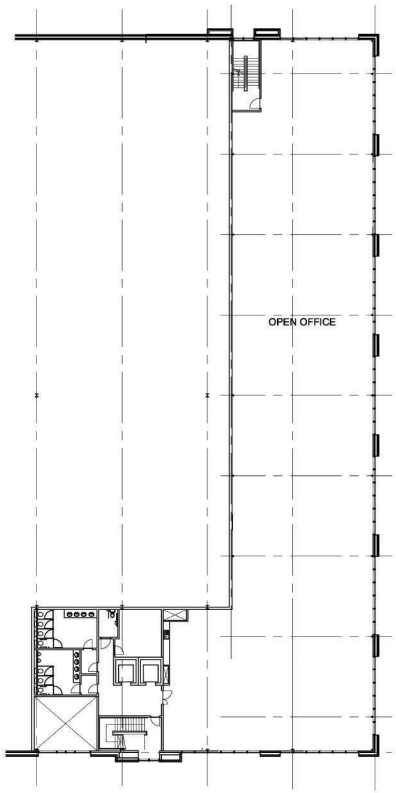
DRAWING
SITE LAYOUT PLAN

CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

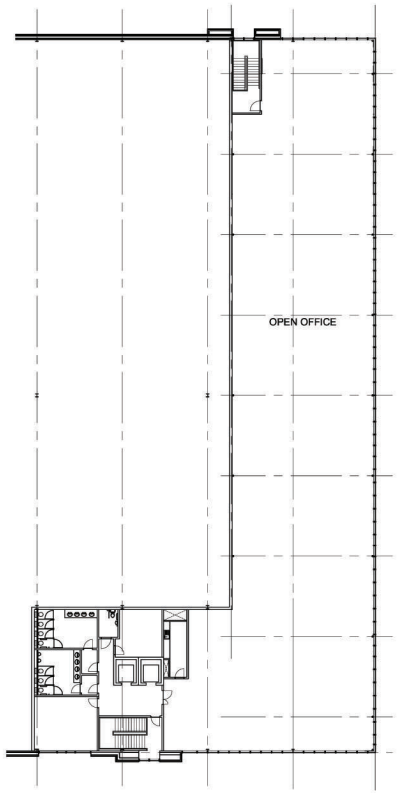
DATE	SCALE	DRAWN
MAY 2010	1:1000@A1	PW
	STATUS: FOR PLANNING	CHECKED: AC

DRAWING NUMBER
30234 / PL / 101

01/109 GROUND FLOOR PLAN
1:250



02/109 FIRST FLOOR PLAN
1:250



03/109 SECOND FLOOR PLAN
1:250

REV	DATE	NOTE	DRAW	CHCK
–	26/05/2011	First issue	PW	AC

NOTES:

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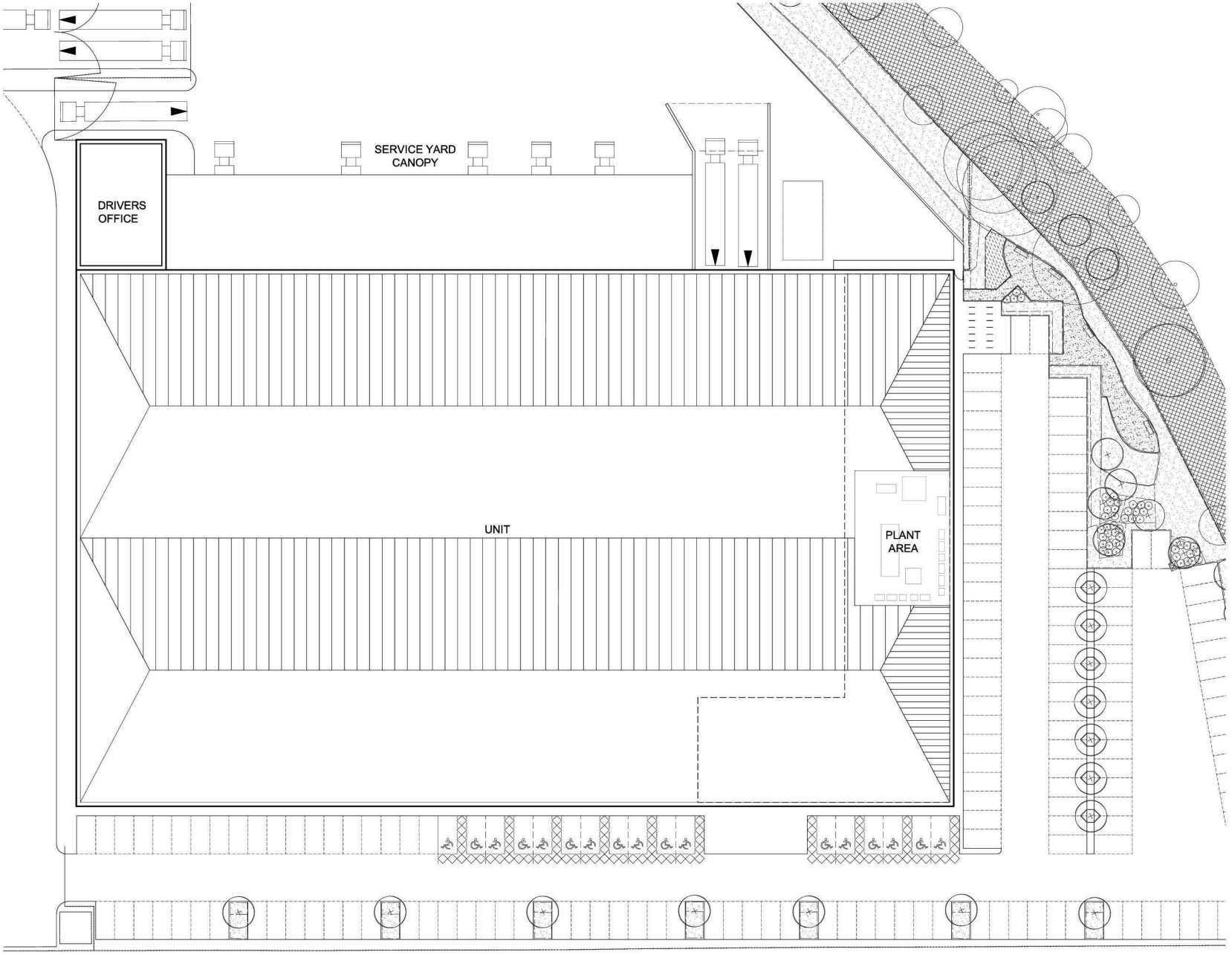
TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

DRAWING
PROPOSED FLOOR PLANS
UNIT 3

CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
MAY 2010	1:250@A1	PW
	STATUS: FOR PLANNING	CHECKED: AC

DRAWING NUMBER
30234 / PL / 109



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REV	DATE	NOTE	DRAW	CHCK
–	26/05/2011	First issue	PW	AC

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TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

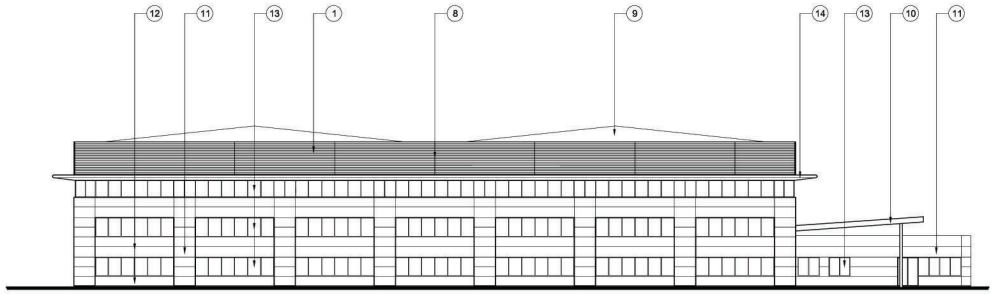
DRAWING
PROPOSED ROOF PLAN
UNIT 3

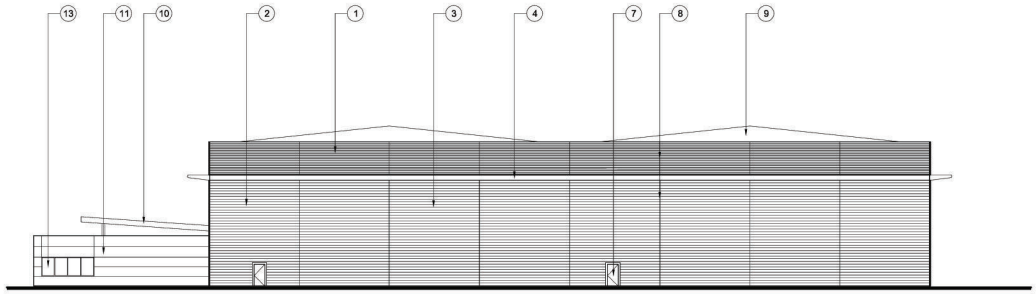
CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
MAY 2011	1:250@A1	PW
	STATUS: FOR PLANNING	CHECKED: AC

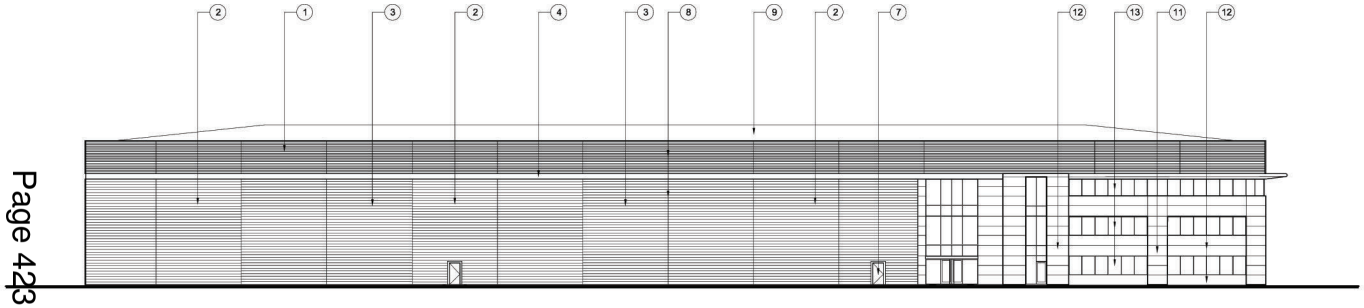
DRAWING NUMBER
30234 / PL / 112

01/112 ROOF PLAN
1:250

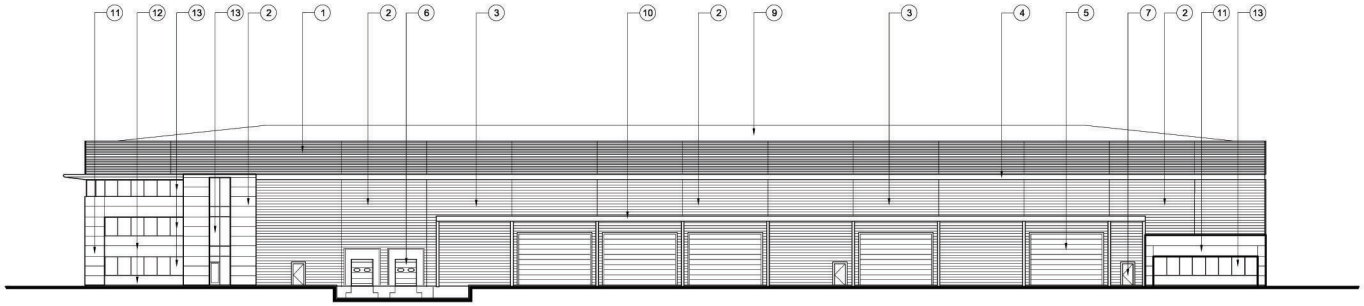




01/108 NORTH ELEVATION
1:250



02/108 SOUTH ELEVATION
1:250



03/108 EAST ELEVATION
1:250

04/108 WEST ELEVATION
1:250

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N

SCHEDULE OF EXTERNAL FACING MATERIALS

UNIT

1	Upper Profiled Wall Cladding	EP3 Cladding Finish: British Steel Colorcoat Prisma colour Metalic Silver (RAL 9006)
2	Lower Profiled Wall Cladding	Trapezoidal Profile cladding Finish: British Steel Colorcoat Prisma colour Metalic Silver (RAL 9006)
3	Lower Profiled Wall Cladding	Trapezoidal Profile cladding Finish: British Steel Colorcoat Prisma colour Zeus (Metallic Dark Grey)
4	High Level Horizontal Band	High Level Recessed Horizontal Feature Band Finish: British Steel Colorcoat Prisma colour Metallic Grey Aluminium (RAL 9007)
5	Loading Doors : level access	Aluminium, colour to match wall cladding
6	Loading Doors : dock level access	Aluminium, colour RAL 9006 (metallic silver)
7	Personel Doors	Painted metal factory finished, colour to match wall cladding
8	Joints	Vertical 'T' Flashing Colour at high level - RAL 9006 (metallic silver) Colour at low level - RAL 9006 (metallic silver)
9	Roof	Profiled steel cladding Finish: British Steel Colorcoat HPS200 colour albatross (light grey)
10	Dock Canopy	Cladding - EP3 Cladding Finish: British Steel HSP200 colour Goosewing Grey (light grey) Facia at high level - RAL 7016 (dark grey) Support columns - Galvanised steel painted, colour RAL 7016 (dark grey)

OFFICES

11	Profiled Wall Cladding	Kingspan Micro Rib Finish: British Steel Colorcoat Prisma colour Metallic Grey Aluminium (RAL 9007)
12	Profiled Wall Cladding	Kingspan Micro Rib Finish: British Steel Colorcoat Prisma colour Zeus (Metallic Dark Grey)
13	Curtain Walling	Double glazed clear tinted anti-sun glass in polyster powder coated aluminium curtain walling system frame, inc. doors, colours RAL 7016 (dark grey)
14	Office Canopy	Cantilevered flat panel secret fixed cladding. Bull nose profiled fascia Colours RAL 9006 (metallic silver)

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TITLE
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DRAWING
PROPOSED ELEVATIONS
UNIT 3

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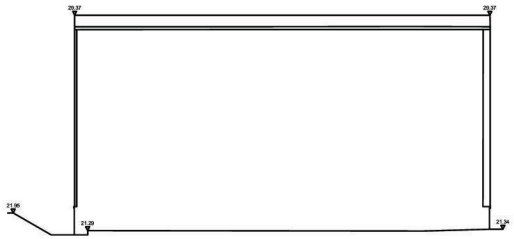
ELEVATION ONE



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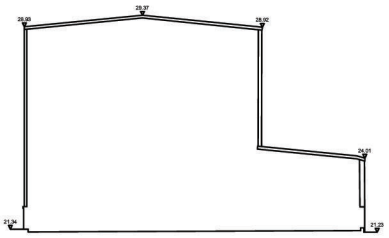

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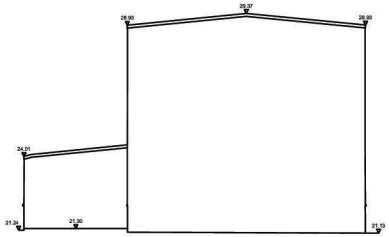

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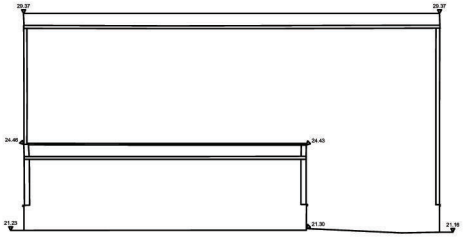
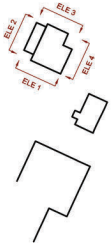


NOTES

1 LEVELS ARE RELATED TO ORDNANCE SURVEY BY GPS OBSERVATION.

2 SURVEY HAS BEEN CARRIED OUT TO AN ACCURACY COMMENSURATE WITH A 1:50 SCALE DRAWING.

ELEVATION PLAN



NO.	DATE	DETAILS

REVISIONS

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JOB TITLE

SCYLLA ROAD
HEATHROW

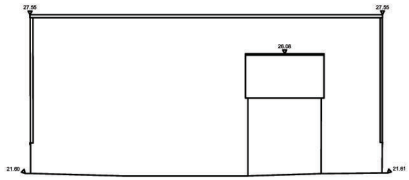
DRAWING TITLE

ELEVATIONS

DRAWING No.	DRAWN BY	DATE
L1511 - E1	MSD	08 MAR 2011
SURVEYED BY		SCALE
MSD		1:100

ELEVATION FIVE

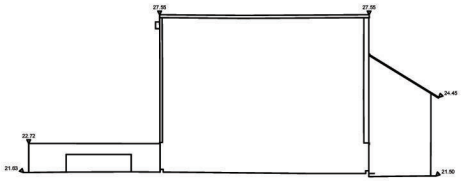
30.000m A.O.D



15.000m A.O.D

ELEVATION SIX

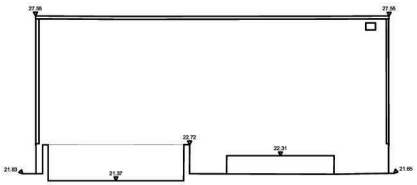
30.000m A.O.D



15.000m A.O.D

ELEVATION SEVEN

30.000m A.O.D



15.000m A.O.D

ELEVATION EIGHT

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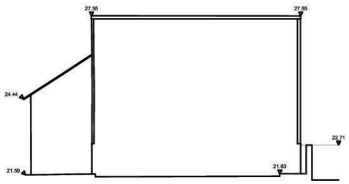

15.000m A.O.D

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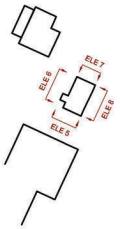
ELEVATION PLAN



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JOB TITLE

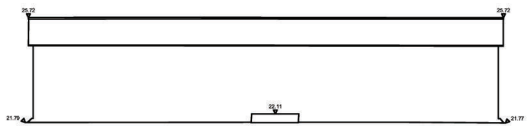
SCYLLA ROAD
HEATHROW

DRAWING TITLE

ELEVATIONS

DRAWING No.	DRAWN BY	DATE
L1511 - E2	MSD	08 MAR 2011
SURVEYED BY		SCALE
MSD		1:100

ELEVATION NINE



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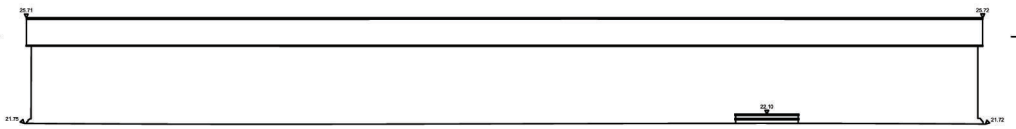
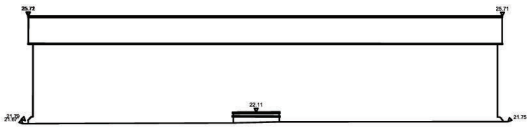


ELEVATION ELEVEN



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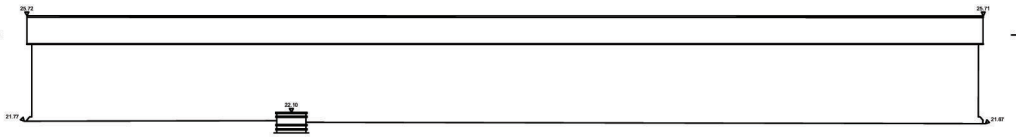

NOTES

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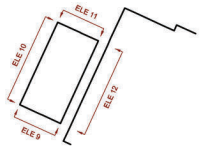
ELEVATION PLAN



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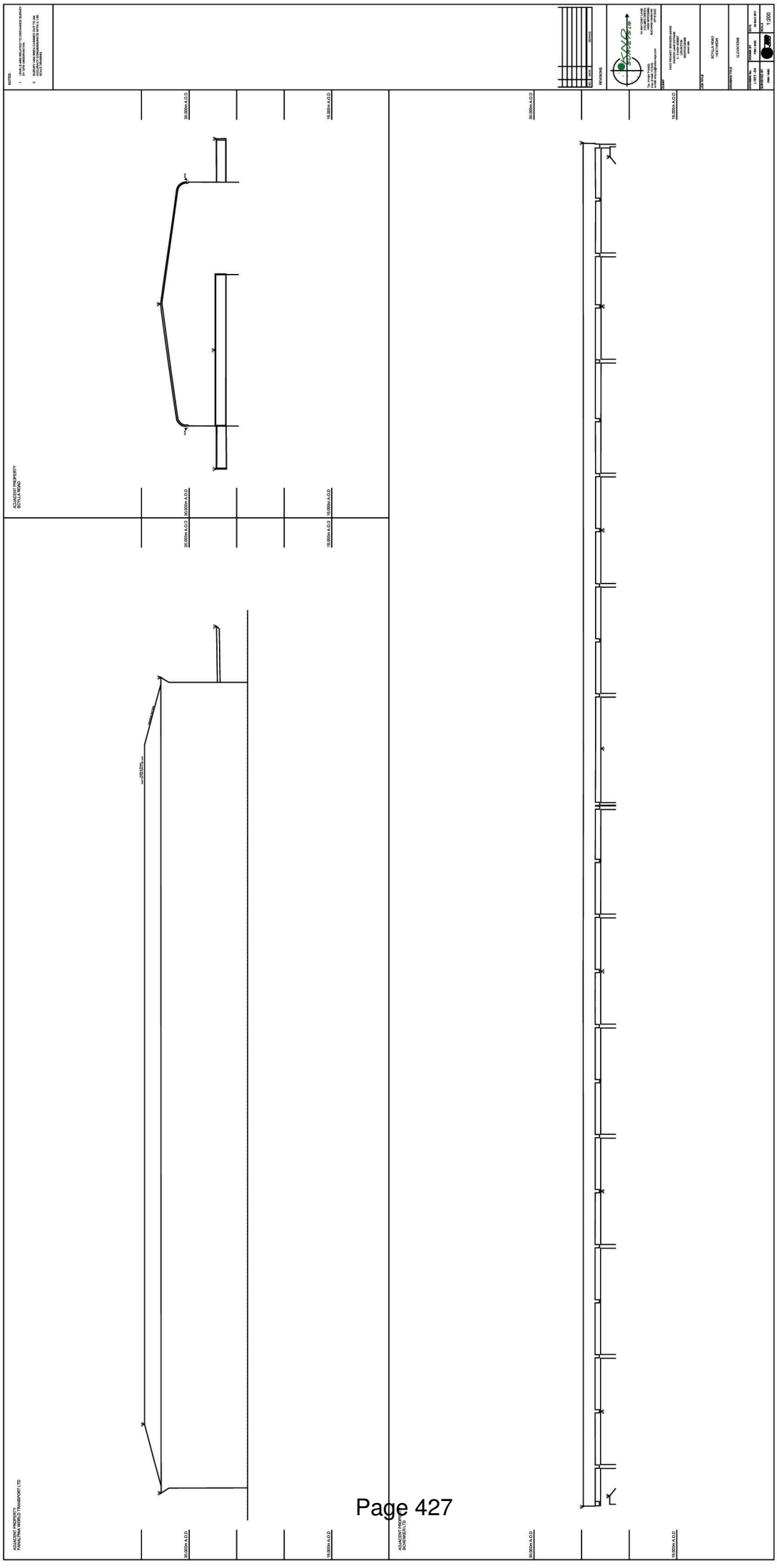
JOB TITLE

SCYLLA ROAD
HEATHROW

DRAWING TITLE

ELEVATIONS

DRAWING No.	DRAWN BY	DATE
L1511 - E3	MSD	08 MAR 2011
SURVEYED BY		SCALE
MSD		1:100



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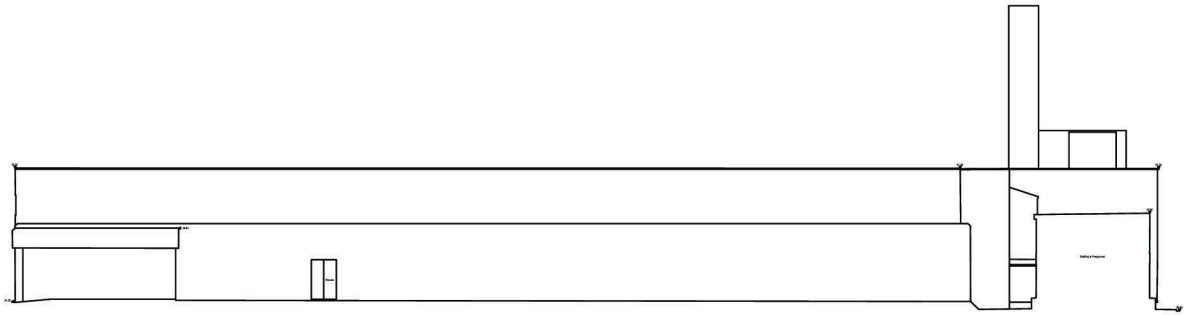

30.000m A.O.D

15.000m A.O.D

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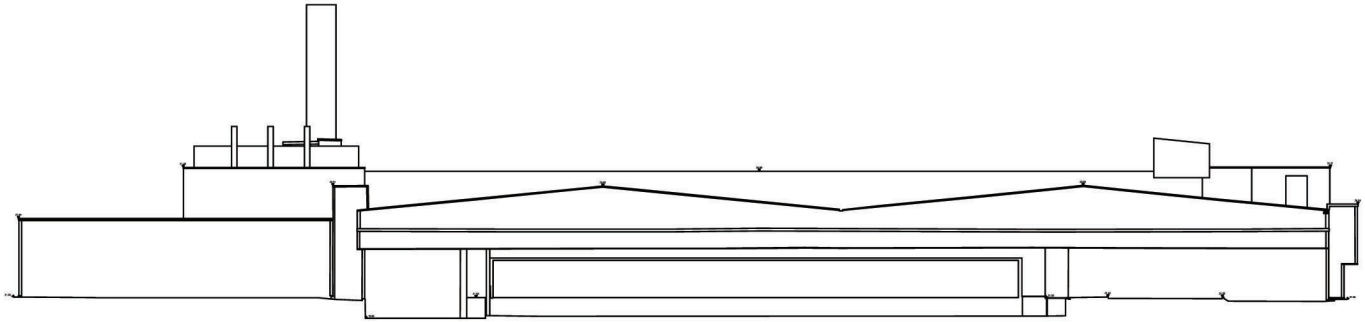

30.000m A.O.D

15.000m A.O.D

NOTES :

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2 SURVEY HAS BEEN CARRIED OUT TO AN ACCURACY COMMENSURATE TO 1P1P A 1:500 SCALE DRAWING.

ELEVATION PLAN

NO	DATE	DETAILS

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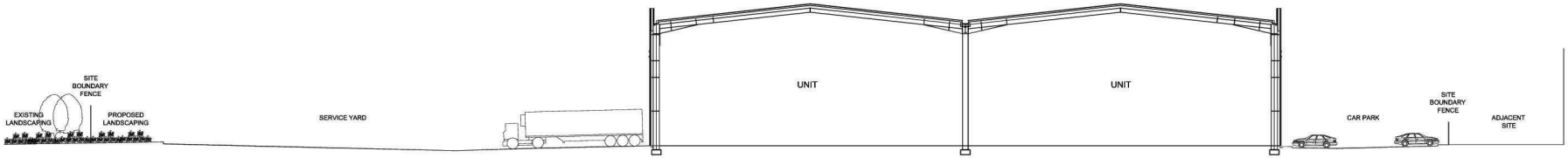
JOB TITLE

SCYLLA ROAD
HEATHROW

DRAWING TITLE

ELEVATIONS

DRAWING No.	DRAWN BY	DATE
L1511 +05	PBW / MSD	09 MAR 2011
SURVEYED BY		SCALE
PBW / MSD		1:200



01/113 SITE SECTION A-A
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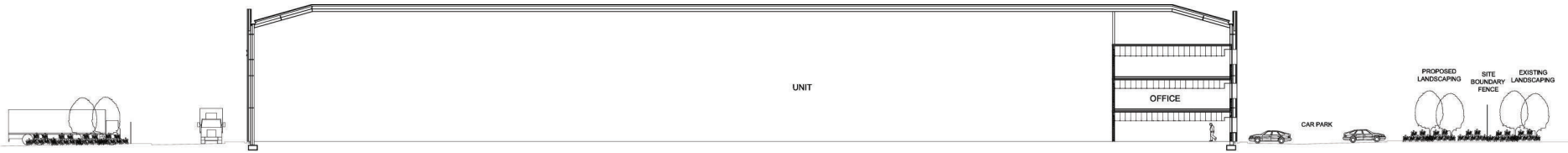

02/113 SITE SECTION B-B
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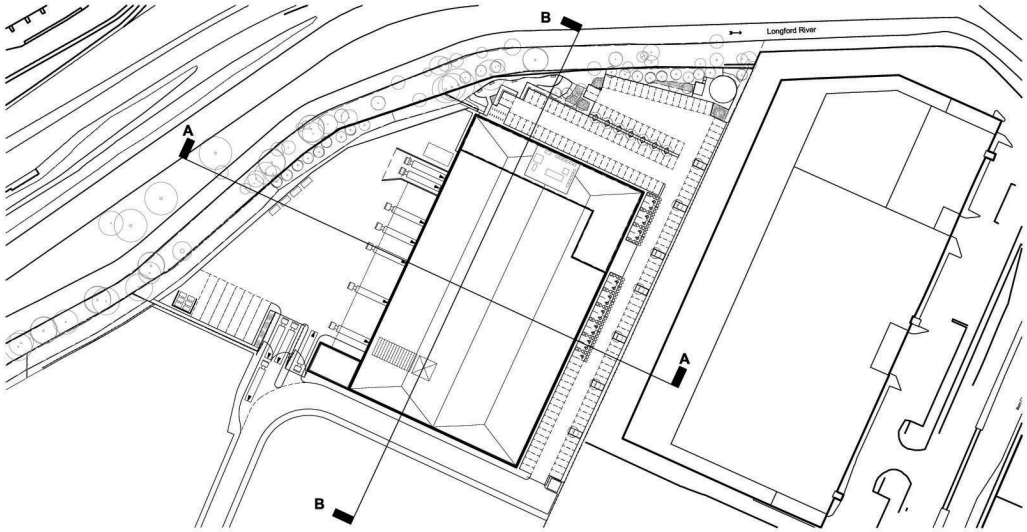

03/113 SITE PLAN

N

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PROPOSED SITE SECIONS
UNIT 3

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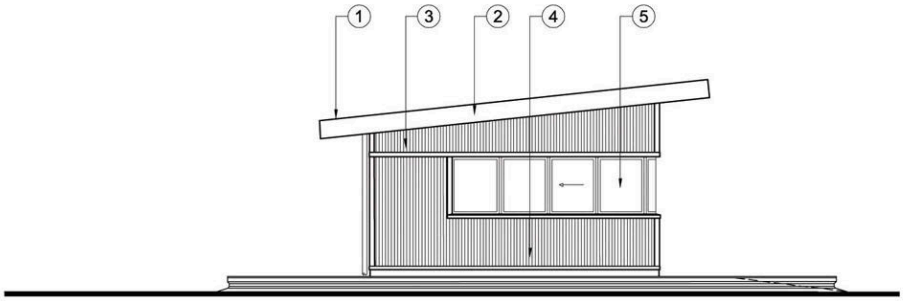
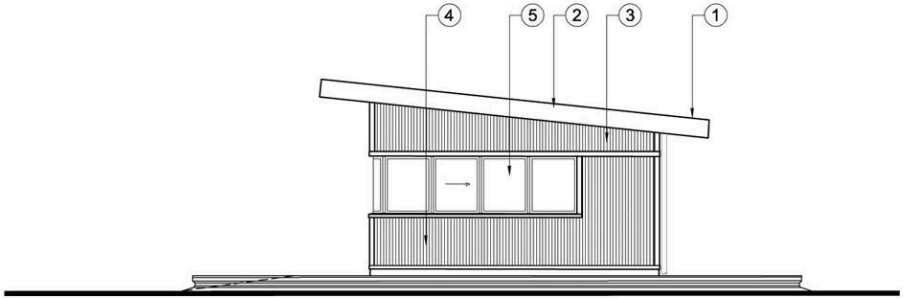


02 / 111 WEST ELEVATION
1:100



04 / 111 EAST ELEVATION
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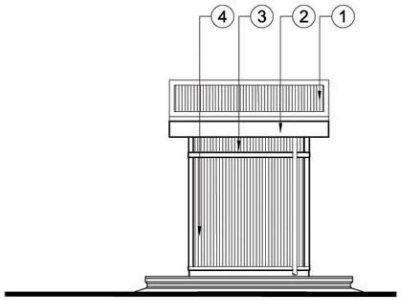
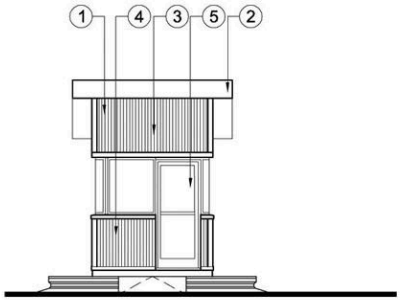
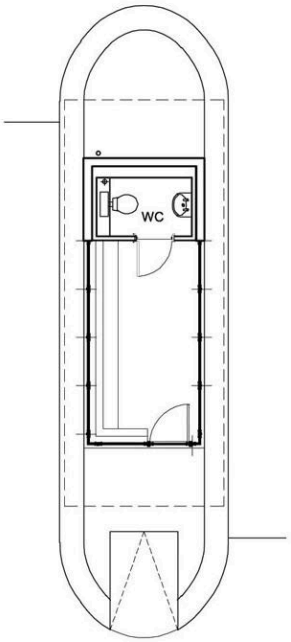


03 / 111 NORTH ELEVATION
1:100



05 / 111 SOUTH ELEVATION
1:100



01 / 111 GATEHOUSE FLOOR PLAN
1:100

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Key Plan

SCHEDULE OF EXTERNAL FINISHES

1. ROOF: PROFILED METAL BUILT UP CLADDING CORUS COLORCOAT HPS200. COLOUR: LIGHT GREY
2. EDGE FASCIA AND SOFFIT: 0.7mm PPC PROFILED . COLOUR: SILVER (RAL 9006)
3. VERTICALLY LAID PROFILED METAL CLADDING CORUS COLORCOAT PRISMA. COLOUR: METALLIC SILVER
4. VERTICALLY LAID PROFILED METAL CLADDING CORUS COLORCOAT PRISMA. COLOUR: ZEUS
5. DOUBLE GLAZED CLEAR TINTED ANTI-SUN DOOR & WINDOW SYSTEM. PPC FRAME COLOUR DARK GREY (RAL 7016)

REV	DATE	NOTE	DRAW	CHCK
-	25/05/11	First Issue	GZ	PW

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 PLATO PLACE
ST.DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 6182
FAX 020 7736 3896
www.msa-architects.co.uk

TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

DRAWING
GATEHOUSE PLAN & ELEVATIONS

CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
MAY 2011	1:100 @ A3	GZ
	STATUS: FOR PLANNING	CHECKED: PW

DRAWING NUMBER
30234 / PL / 111

PARAMETERS FOR PLOTS	
PLOT 1:	
USE B1C/B2/B8	
MAXIMUM FLOOR AREA :	6,300sqm
MAXIMUM BUILDING WIDTH:	87m
MINIMUM BUILDING WIDTH:	44m
MAXIMUM BUILDING LENGTH:	108m
MINIMUM BUILDING LENGTH:	32m
MAXIMUM NUMBER OF BUILDINGS	2no.
MINIMUM BUILDING HEIGHT (FROM FFL)	8m
MAXIMUM BUILDING HEIGHT (FROM FFL)	20m
PLOT 2:	
USE B1C/B2/B8	
MAXIMUM FLOOR AREA :	8,170sqm
MAXIMUM BUILDING WIDTH:	100m
MINIMUM BUILDING WIDTH:	40m
MAXIMUM BUILDING LENGTH:	116m
MINIMUM BUILDING LENGTH:	34m
MAXIMUM NUMBER OF BUILDINGS	4no.
MINIMUM BUILDING HEIGHT (FROM FFL)	8m
MAXIMUM BUILDING HEIGHT (FROM FFL)	20m

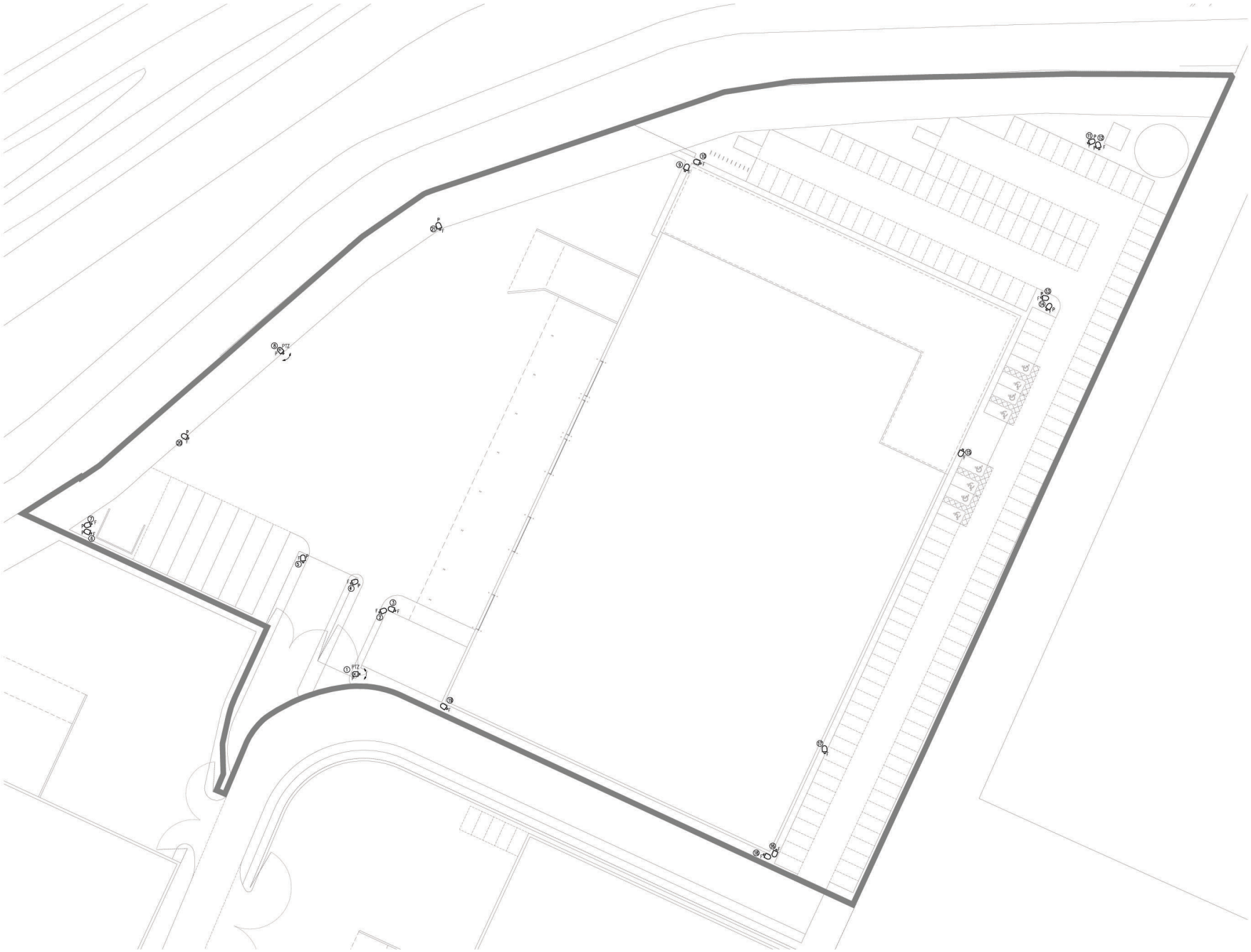
Balance of area not covered by buildings will contain:

carparking
service areas
surface water attenauation
informal landscaping
gatehouses
service / ancillary structures etc.

30234-PL-102 PARAMETERS PLAN
SCALE 1:500 @ A1

MICHAEL SPARKS ASSOCIATES

This drawing shall not be scaled. Work from the dimensions shown in the drawing or given in relevant specifications



LEGEND	
PTZ	PAN, TILT AND ZOOM COLOUR CCTV CAMERA (POLE MOUNTED)
PTZ	PAN, TILT AND ZOOM COLOUR CCTV CAMERA (WALL MOUNTED)
F	FIXED COLOUR CCTV CAMERA (WALL MOUNTED)
F	FIXED COLOUR CCTV CAMERA (POLE MOUNTED)

REF	VIEWING AREA
1	SITE BOUNDARY (SOUTH) – 4m
2	MAIN SITE EXIT – 3m
3	DRIVERS OFFICE ENTRANCE – 3m
4	MAIN SITE ENTRANCE – 4m
5	MAIN SITE ENTRANCE – 4m
6	LORRY WAITING AREA AND BIN STORE – 5m
7	LORRY PARK – 5m
8	LORRY PARK – 5m
9	LOADING BAYS – 5m
10	STAFF CAR PARK – 5m
11	STAFF CAR PARK – 5m
12	STAFF CAR PARK – 5m
13	STAFF CAR PARK – 5m
14	DISABLED PARKING AREA – 5m
15	MAIN OFFICE ENTRANCE – 3m
16	STAFF ACCESS ROAD – 3m
17	STAFF ENTRANCE – 5m
18	APPROACH ROAD/BUILDING PERIMETER – 5m
19	DRIVERS OFFICE ENTRANCE – 3m
20	LORRY PARK – 5m
21	LORRY PARK – 5m

Index	Description	Drawn & Chk by	Mod'd by	Date
P1	PLANNING ISSUE	TBB	SAA	24/05/2011

Revisions

CAD ORIGINAL - NOT TO BE MODIFIED BY HAND

NOTES:

1. The drawing does not necessarily show all the information needed to interpret the design intent or the construction details.
2. The drawing contains information from more than one source and must be read in conjunction with all relevant specifications.
3. Any apparent drafting errors and differences between other drawings and specifications shall be brought to our attention.
4. All mounting heights are indicative and subject to detailed design.

CDM Pre-Construction Information
The following information is provided in pursuance of Regulations 11 (6) of the CDM Regulations 2007.
1. None.

Architect
MICHAEL SPARKES ASSOCIATES
11 PLATO PLACE
ST. DIONIS ROAD
LONDON SW6 4TU
Tel: 020 7736 6162 Fax: 020 7736 3896

Client
AIRPORT PROPERTY GP (No.2) LIMITED

Project Title
HEATHROW SCYLLA ROAD
PHASE 1 - PLOT 3

Drawing Title
ELECTRICAL SERVICES
INDICATIVE EXTERNAL CCTV
CAMERA LAYOUT

EXTERNAL REFERENCES/ORIGINALS
0001-110325 30234-FE-052C

PLANNING ISSUE

HOARE LEA
www.hoarelea.com
BIRMINGHAM BRISTOL CARDIFF ISLE of MAN LEEDS LONDON MANCHESTER OXFORD PLYMOUTH POOLE

Project No	Drawn & Checked by	Reviewed by
0103377	TBB	SAA
Date	Scale	Issuing Office
MAY 2011	1:250 @ A0	BIRMINGHAM

DRAWING NUMBER

Project Code	Orig	Zone	Level	Type	Role	Class.	Number	Rev.
03377	HL	XX	XX	DR	Y	800	8100	P1

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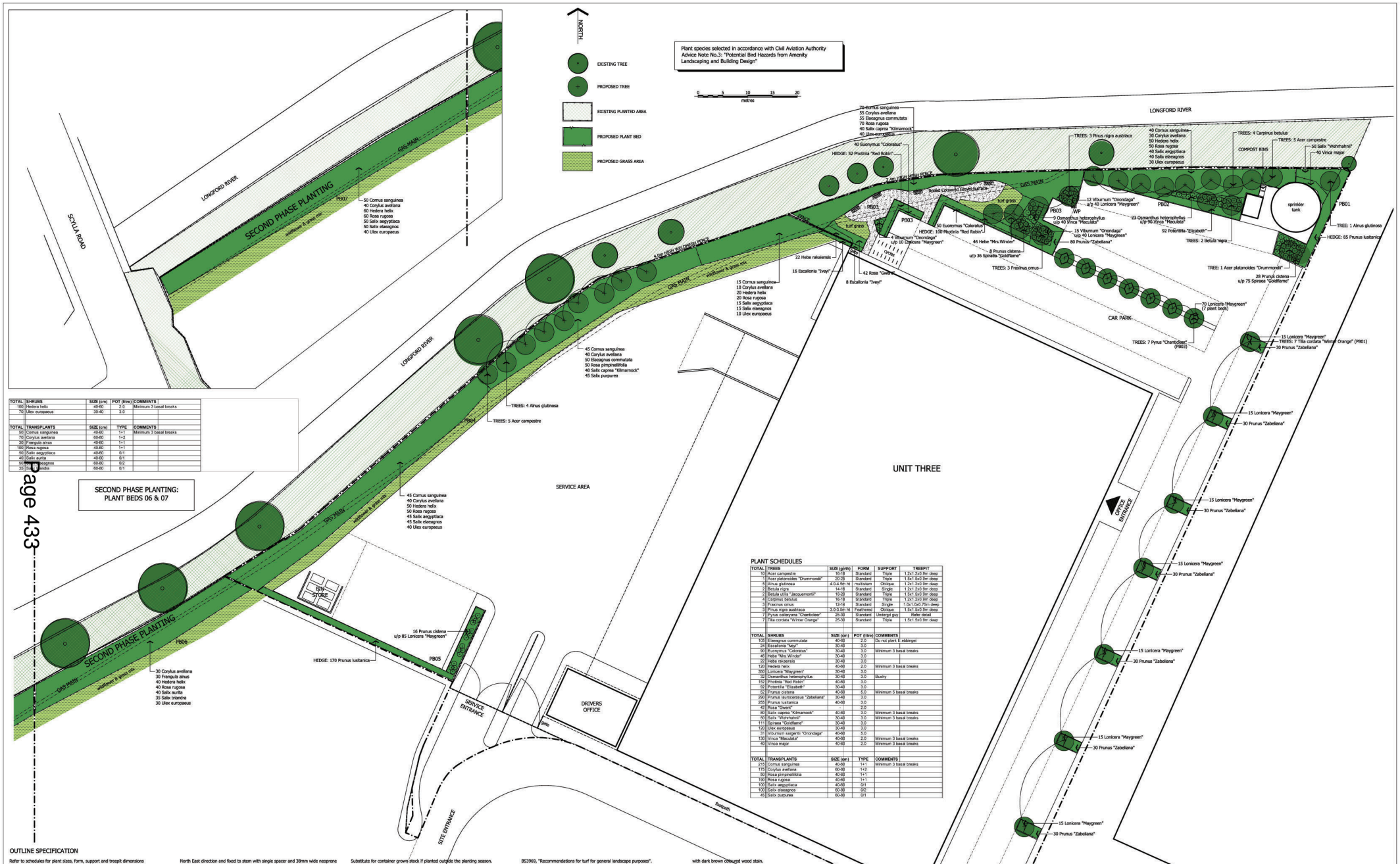
X:\Drawings\0103376 SEGRO Scylla Road\002 ELECTRICAL\880 – SECURITY\0103377-HL-XX-XX-DR-Y-880-8100-P1.dwg , , brooket , , 05-24-11 | 17:13:36 -0700



TOTAL	SHRUBS	SIZE (cm)	POT (litre)	COMMENTS
100	Hedera helix	40-60	2.0	Minimum 3 basal breaks
70	Ulex europaeus	30-40	3.0	
TOTAL	TRANSPLANTS	SIZE (cm)	TYPE	COMMENTS
50	Cornus sanguinea	40-60	1+1	Minimum 3 basal breaks
70	Corylus avellana	60-80	1+2	
30	Frangula alnus	40-60	1+1	
100	Rosa rugosa	40-60	1+1	
50	Salix aegyptiaca	40-60	0/1	
40	Salix aurita	40-60	0/1	
50	Salix elaeagnos	60-80	0/2	
35	Salix triandra	60-80	0/1	

SECOND PHASE PLANTING:
PLANT BEDS 06 & 07

PLANT SCHEDULES

TOTAL	TREES	SIZE (girth)	FORM	SUPPORT	TREEPIT
10	Acer campestre	16-18	Standard	Triple	1.2x1.2x0.9m deep
1	Acer platanoides "Drummondii"	20-25	Standard	Triple	1.5x1.5x0.9m deep
3	Alnus glutinosa	4.0-4.5m ht	multistem	Oblique	1.2x1.2x0.9m deep
2	Betula nigra	14-16	Standard	Single	1.2x1.2x0.9m deep
2	Betula utilis "Jacquemontii"	18-20	Standard	Triple	1.5x1.5x0.9m deep
4	Carpinus betulus	16-18	Standard	Triple	1.2x1.2x0.9m deep
3	Fraxinus ornus	12-14	Standard	Single	1.0x1.0x0.75m deep
3	Pinus nigra austriaca	3.0-3.5m ht	Feathered	Oblique	1.5x1.5x0.9m deep
7	Pyrus calleryana "Chanticleer"	25-30	Standard	Undergd guy	Refer detail
7	Tilia cordata "Winter Orange"	25-30	Standard	Triple	1.5x1.5x0.9m deep

TOTAL	SHRUBS	SIZE (cm)	POT (litre)	COMMENTS
105	Eleagnus commutata	40-60	2.0	Do not plant E.ebbingei
24	Escallonia "Ivey"	30-40	3.0	
90	Euonymus "Coloratus"	30-40	3.0	Minimum 3 basal breaks
46	Hebe "Mrs.Winder"	30-40	3.0	
22	Hebe rakaiensis	30-40	3.0	
120	Hedera helix	40-60	2.0	Minimum 3 basal breaks
350	Lonicera "Maygreen"	30-40	3.0	
32	Osmanthus heterophyllus	30-40	3.0	Bushy
152	Photinia "Red Robin"	40-60	3.0	
92	Potentilla "Elizabeth"	30-40	3.0	
52	Prunus cistena	40-60	5.0	Minimum 5 basal breaks
290	Prunus laurocerasus "Zabeliana"	30-40	3.0	
255	Prunus lusitanica	40-60	3.0	
42	Rosa "Gwent"		2.0	
60	Salix caprea "Kilmarnock"	40-60	3.0	Minimum 3 basal breaks
50	Salix "Wehrhahnii"	30-40	3.0	Minimum 3 basal breaks
111	Spiraea "Goldflame"	30-40	3.0	
120	Ulex europaeus	30-40	3.0	
31	Viburnum sargentii "Onondaga"	40-60	5.0	
130	Vinca "Maculata"	40-60	2.0	Minimum 3 basal breaks
40	Vinca major	40-60	2.0	Minimum 3 basal breaks

TOTAL	TRANSPLANTS	SIZE (cm)	TYPE	COMMENTS
215	Cornus sanguinea	40-60	1+1	Minimum 3 basal breaks
175	Corylus avellana	60-80	1+2	
50	Rosa pimpinellifolia	40-60	1+1	
190	Rosa rugosa	40-60	1+1	
100	Salix aegyptiaca	40-60	0/1	
100	Salix elaeagnos	60-80	0/2	
45	Salix purpurea	60-80	0/1	

OUTLINE SPECIFICATION

Refer to schedules for plant sizes, form, support and treepit dimensions

Treepit dimensions: As schedules
Plant Beds: 300mm depth topsoil over 400mm depth of imported subsoil
Turf Grass Areas: 150mm depth topsoil over 400mm depth of imported subsoil
Buffer Zone Area (Plant Beds 06 & 07): 400mm depth imported subsoil

Remove objects greater than 75mm in size from the topsoil and cart away.

Provide an analysis of imported/ stockpiled topsoil with recommendations for making good any deficiencies. Provide details of the source and a 1Kg sample of imported topsoil for approval by the Landscape Architect.

The analysis shall certify the absence of any root or stem originating from Japanese Knotweed.

TREES
Tree Inspection
Trees to be selected by the Landscape Architect at the grower's nursery.

Triple staking: 3No. 75mm diam. x 1800mm long stakes set equidistant around the tree rootball. Top of stake 800mm above ground level. Tree tied to each stake with 25mm wide neoprene straps and 300mm long plastic sleeves.

Oblique staking: Single 75mm diam. x 1800mm long stake set at 45 degrees in North East direction and fixed to stem with single spacer and 38mm wide neoprene strap

Vertical staking: 3.0m long and 100mm diameter driven 1.2m into the ground adjacent to the stem. Tree to be tied with two 38mm wide neoprene straps and rubber spacers .

Root Preparation
Trees to be rootballed for planting between November and March inclusive.
All trees to be container grown or containerised for planting between April to October inclusive.

Install 75mm diameter land drain to completely surround the rootball of each tree with one end exposed above the mulch.

SHRUB PLANTING
Refer to schedules for container grown or bareroot shrubs. Bareroot to be planted between November and March inclusive. For all shrubs and transplants, backfill 300 x 300 x 300mm deep plant pit with 1 part Green-Waste compost and 5 parts topsoil thoroughly mixed before backfilling.

BAREROOT / TRANSPLANT PLANTING
Bareroot plants only to be planted between November and March inclusive.

Substitute for container grown stock if planted outside the planting season.

Shrubs within Plant Beds 06 & 07 planted into seeded and cultivated subsoil within 30 x 30 x 30cm deep plant pits backfilled with imported/ stockpiled topsoil mixed with an approved Green-Waste compost at a rate of 3Kg per cu.m. Conditioner must be mixed with topsoil prior to backfilling plant pits.

All bareroot trees and shrubs to be dipped in mycorrhizal fungi slurry as Terrivital-C supplied by PlantWorks Ltd. (www.plantworksuk.co.uk) diluted to 1:5 mix. Dip whole root system prior to planting. Allow for suitable containers to be located close to the planting areas.

MULCH
50mm thick 35-75mm size bark mulch cover to all exposed topsoil within plant beds. 14% maximum wood content permitted. Provide a sample to the Landscape Architect prior to delivery.

TURF GRASS AREAS
A general pre-seeding fertiliser shall be applied to the soil between 3 and 5 days before laying turf or sowing seed and incorporated into the top 25mm of tilth at a rate of 70gms/sq.m

Turf Grass: Lay ornamental quality turf grass. Turves shall be in accordance with BS3969, "Recommendations for turf for general landscape purposes".

LONGFORD RIVER BUFFER ZONE MEADOW AREA
Wildflower & Grass Mix: "EM1/1" "Crickdale Meadow" Grass Mixture sown at a rate of 5 grams per sq.m, as supplied by Emorsgate Seeds (01553-829028 / www.wildseeds.co.uk)
Cultivate imported subsoil to a fine tilth and sow mixture.

WATERPOINT
1No. Waterpoint to be installed to meet the local Water Authority requirements: 25mm coupling set 300mm above ground level within lockable galvanised metal box on concrete foundation, separated from water supply with break valves.

MAINTENANCE
Defects Period for 52 weeks following Practical Completion.
Allow for 17 maintenance visits for watering, cutting, weeding, pruning and litter collection. Wildflower & grass areas to be cut in mid-June and late-September. All arisings to be removed and placed in the site Compost Bins.

COMPOST BINS
2No. 1200 x 1200mm x 1250mm high timber freestanding compost bins with 250mm removable timber slats to front slotted into timber frame. Place bins on compacted free draining sub-base. All timber pressure treated and twice coated with dark brown coloured wood stain.

COTSWOLD GRAVEL PATH
35mm thick 5-20mm size rolled and compacted sharp gravel bedded onto 200mm thick granular sub-base. Cotswold Gravel as supplied by Smiths of Bletchington.
25 x 100mm pressure impregnated softwood board edging fixed to 50 x 50 x 450mm long timber pegs at 1.2m centres. Notch boards at 100mm intervals for the curved sections.

TIMBER SEATS
4No. Rothesay timber seats as supplied by Furnitubes Ltd.
www.furnitubes.com/seating/timber-seating

SCYLLA ROAD, HEATHROW
on behalf of Airport Property GP (No.2)

PLANTING LAYOUT

Scale: 1:250 @ A0
Date: MAY 2011
Drawing: 551.19.02
Revision:

TALA TERRY ANDERSON LANDSCAPE ARCHITECTS
54 Kenilworth Avenue . Wimbledon . London SW19 7LW Tel: 020-8947 6859 Fax: 020-8947 6995

STATISTICS

Description	Symbol	Avg	Max	Min	Min/Max	Min/Avg
Gatehouse	+	20 lux	35 lux	8 lux	0.23	0.40
Roadway	+	22 lux	42 lux	9 lux	0.21	0.41

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description
⊕	F	18	QSM 150CDITYL P (SA2) mounted on 8m columns	QSM WITH LOW PROFILE POLYCARBONATE BOWL

SCYLLA ROAD, HEATHROW

ACCESS ROAD LIGHTING(REVISED)

HOARE LEA & PARTNERS

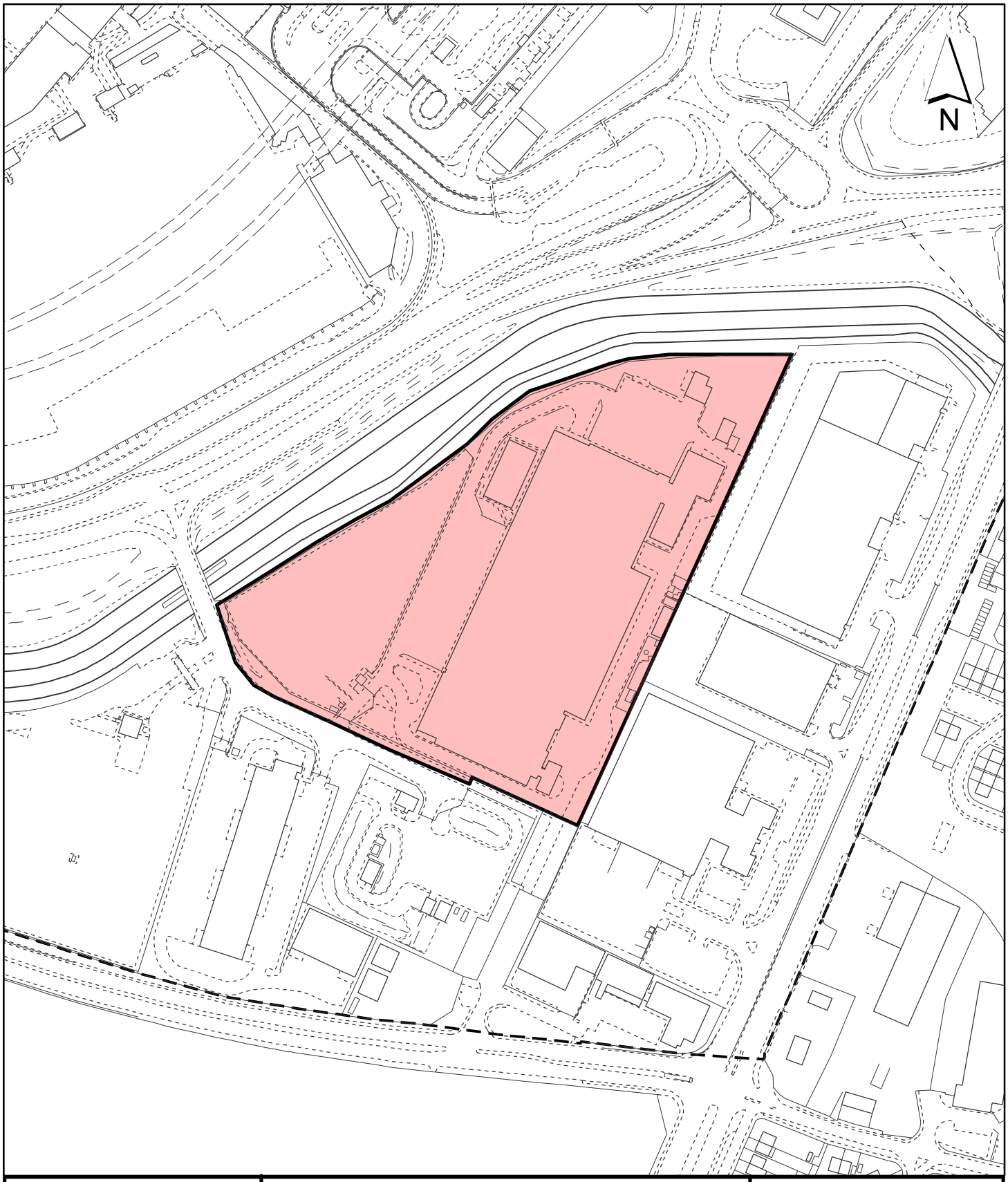
Designer
M.J.ATTWELL

Date
Apr 22 2011

Scale
1;750@A0

Drawing No.
MJA-P105-3277-M

1 of 1



Notes

Site boundary

For identification purposes only.

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Site Address

Long Haul Catering Base
Scylia Road
Heathrow Airport

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

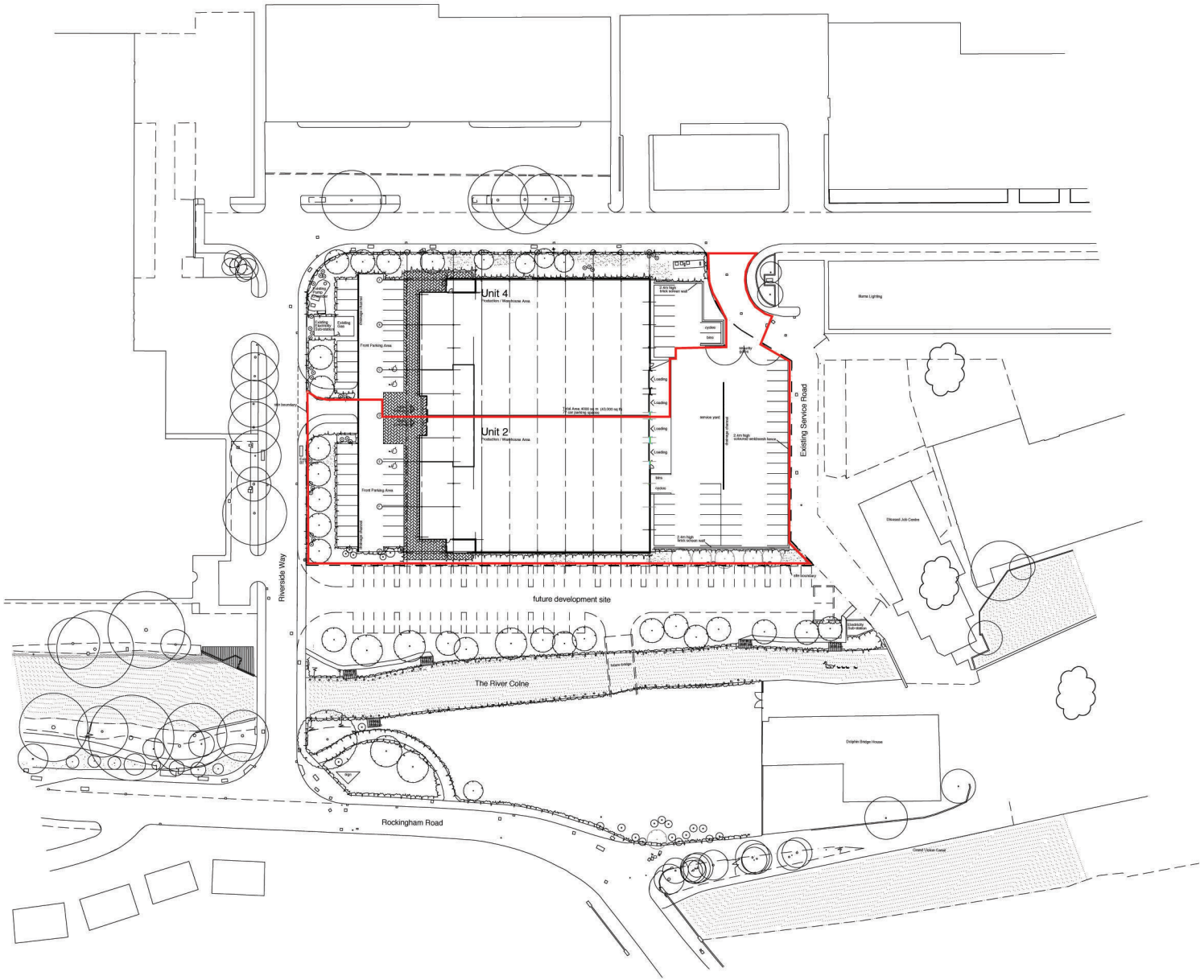
Planning Application Ref:	Scale
50270/APP/2011/1422	**1:3,000**
Planning Committee	Date
Central and South	**August 2011**

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	UNIT 2 (PHASE 200), RIVERSIDE WAY INDUSTRIAL ESTATE RIVERSIDE WAY UXBRIDGE
Development:	Change use from Class B1(c) , B2, B8 to a Class D1 (training centre) with associated alterations to internal layout including creation of new stair case, toilets, and an external plant compound at ground level, alterations to access and parking arrangements.
LBH Ref Nos:	47163/APP/2011/1336

Date Plans Received:	02/06/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	22/06/2011		



REV	DATE	DESCRIPTION	DRAWN
B	14/04/03	Drainage channel in service yard updated as PSA dwgs. screen wall length changed.	PC
A	18/03/03	Entrance and fire exit doors repositioned internal layout removed for clarity.	PC

SEGRO plc
234 Bath Road
Slough SL1 4EE
Tel: 01753 537171
Fax: 01753 691407

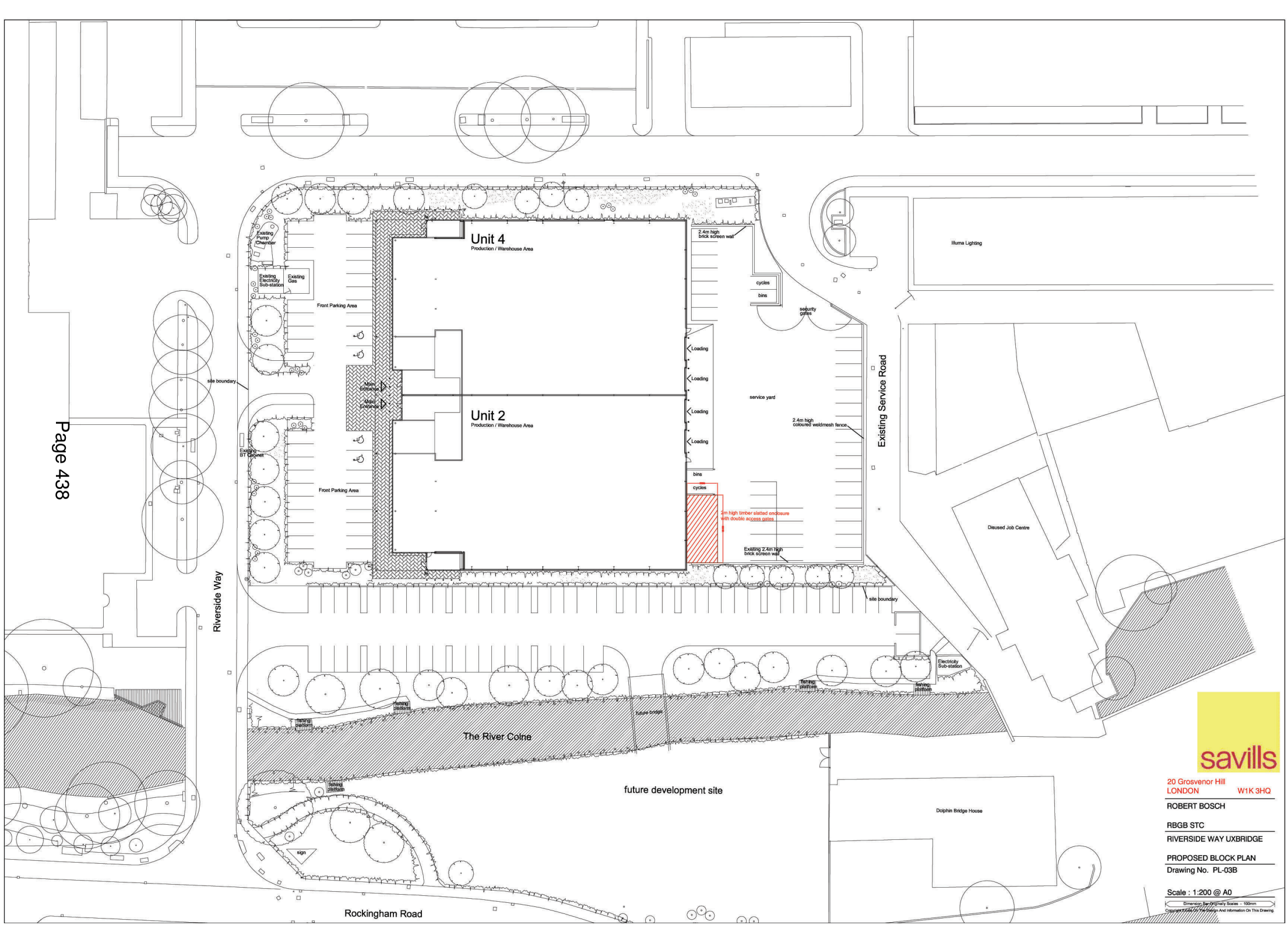
Project
Unit 2 - Bosch Change of Use Application

Location
RIVERSIDE WAY, UXBRIDGE PHASE 2

Content
EXISTING SITE PLAN

Scale @ A1	Date
1:500	18.05.11
Drawn	Checked

Dwg no.	Revision
W0050-503	B



savills

20 Grosvenor Hill
LONDON W1K 3HQ

ROBERT BOSCH

RBGB STC

RIVERSIDE WAY UXBRIDGE

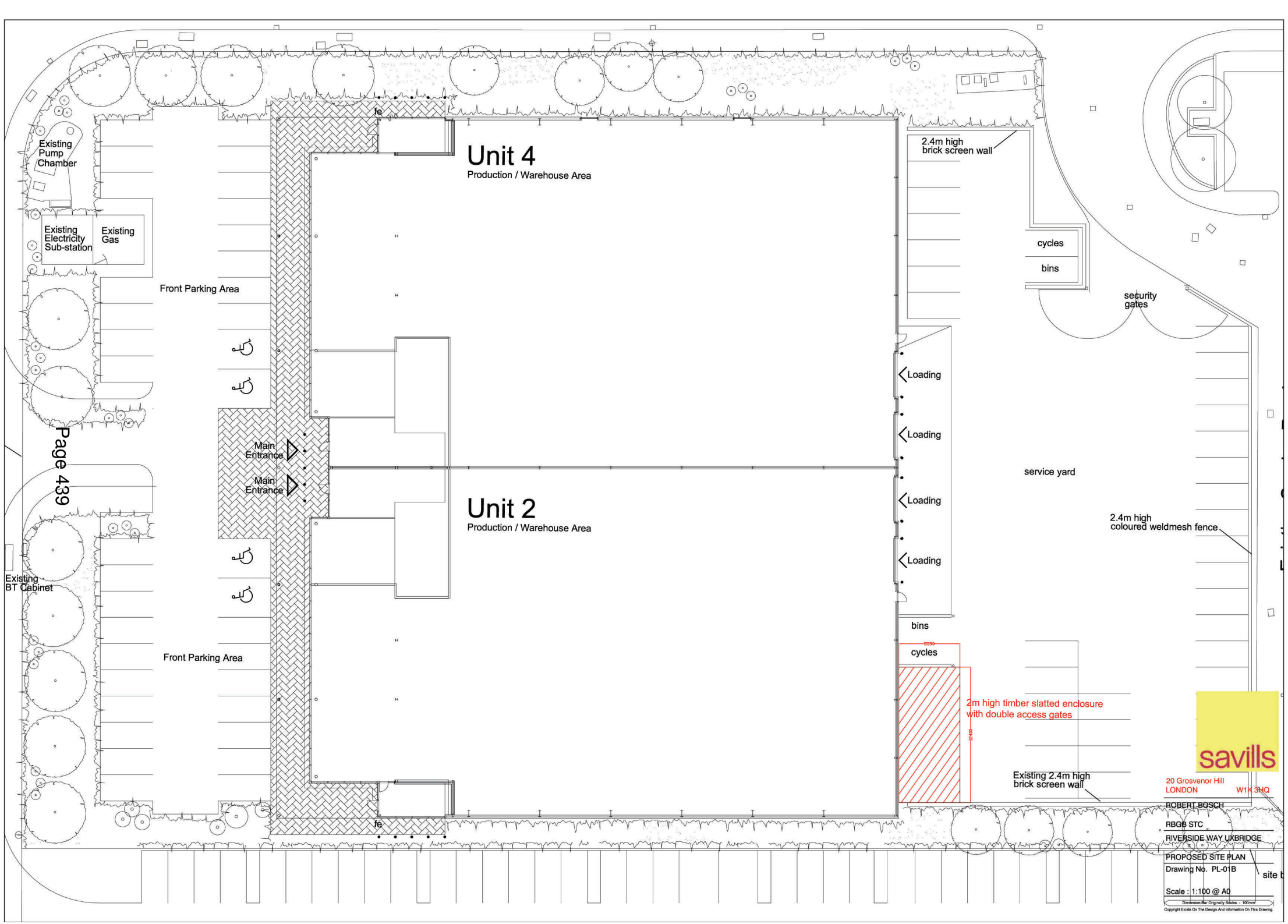
PROPOSED BLOCK PLAN

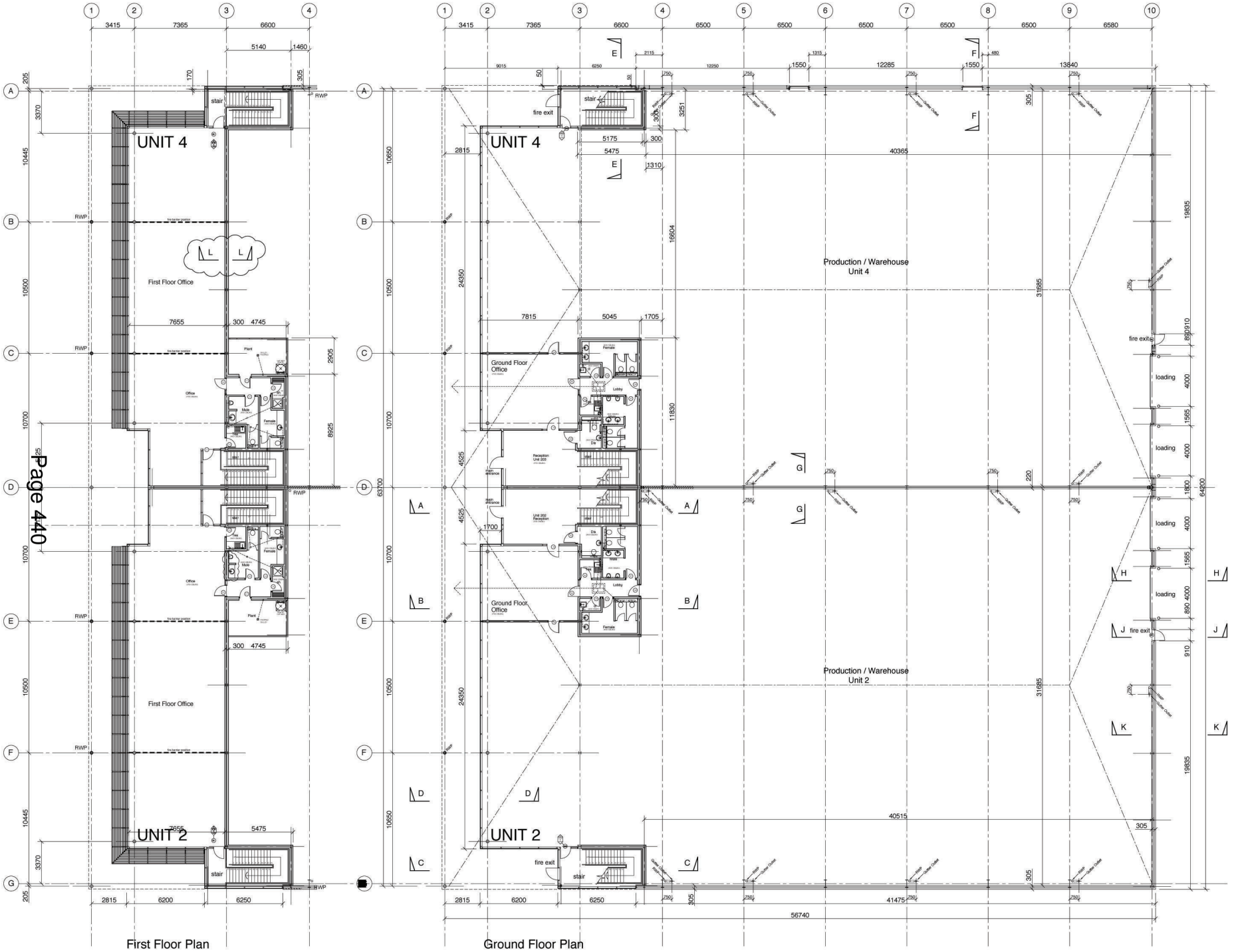
Drawing No. PL-03B

Scale : 1:200 @ A0

Dimension Bar Originally Scales - 100mm

Copyright Exists On The Design And Information On This Drawing.


Unit 4
Production / Warehouse Area
Unit 2
Production / Warehouse Area
Existing Pump Chamber
Existing Electricity Sub-station
Existing Gas
Front Parking Area
Front Parking Area
Main Entrance
Main Entrance
Existing BT Cabinet
fe
fe
2.4m high brick screen wall
cycles
bins
security gates
Loading
Loading
Loading
Loading
service yard
2.4m high coloured weldmesh fence
bins
cycles
2m high timber slatted enclosure with double access gates
Existing 2.4m high brick screen wall
Page 439
savills
20 Grosvenor Hill
LONDON
W1K 3HQ
ROBERT BOSCH
RBGB STC
RIVERSIDE WAY UXBRIDGE
PROPOSED SITE PLAN
Drawing No. PL-01B
Scale : 1:100 @ A0
Dimension Bar Originally Scales - 100mm
Copyright Exists On The Design And Information On This Drawing



REVISION	DATE	DESCRIPTION	DRAWN
D	21/7/03	Basin & urinal swapped positions in Unit 2 first floor male wc. (X2 BUILT)	PC
C	14/4/03	Section L-L added	PC
B	11/4/03	Fire barrier positions added to first floor offices	PC
A	19/2/03	Position of doors within curtain walling changed. 2 FLR. risers/goes moved - unit 4	PC

SEGRO plc
234 Bath Road
Slough SL1 4EE
Tel: 01753 537171
Fax: 01753 691407
E-mail: drawings@sloughestates.co.uk
www.segro.com

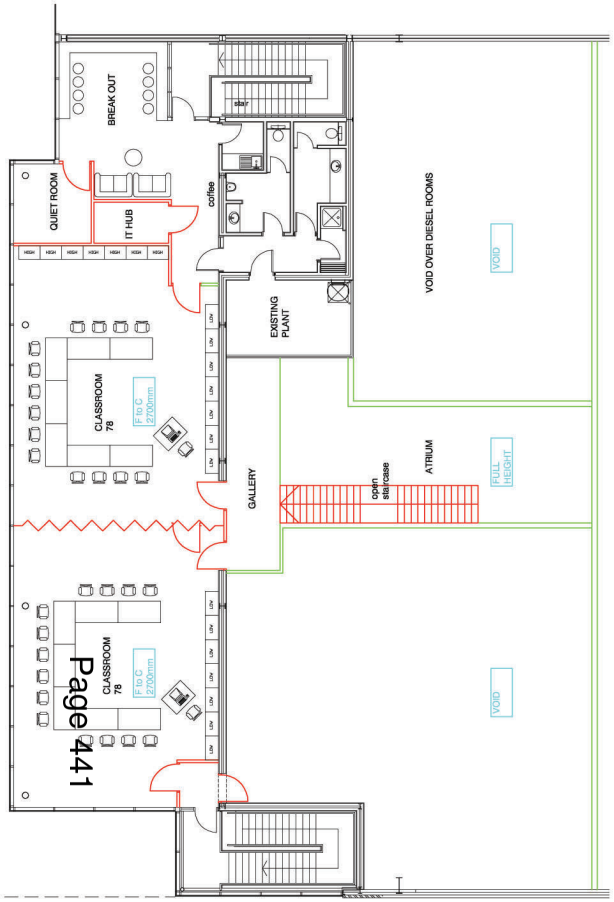
Project
Unit 2 - Bosch Change of Use Application

Location
RIVERSIDE WAY, UXBRIDGE PHASE 2

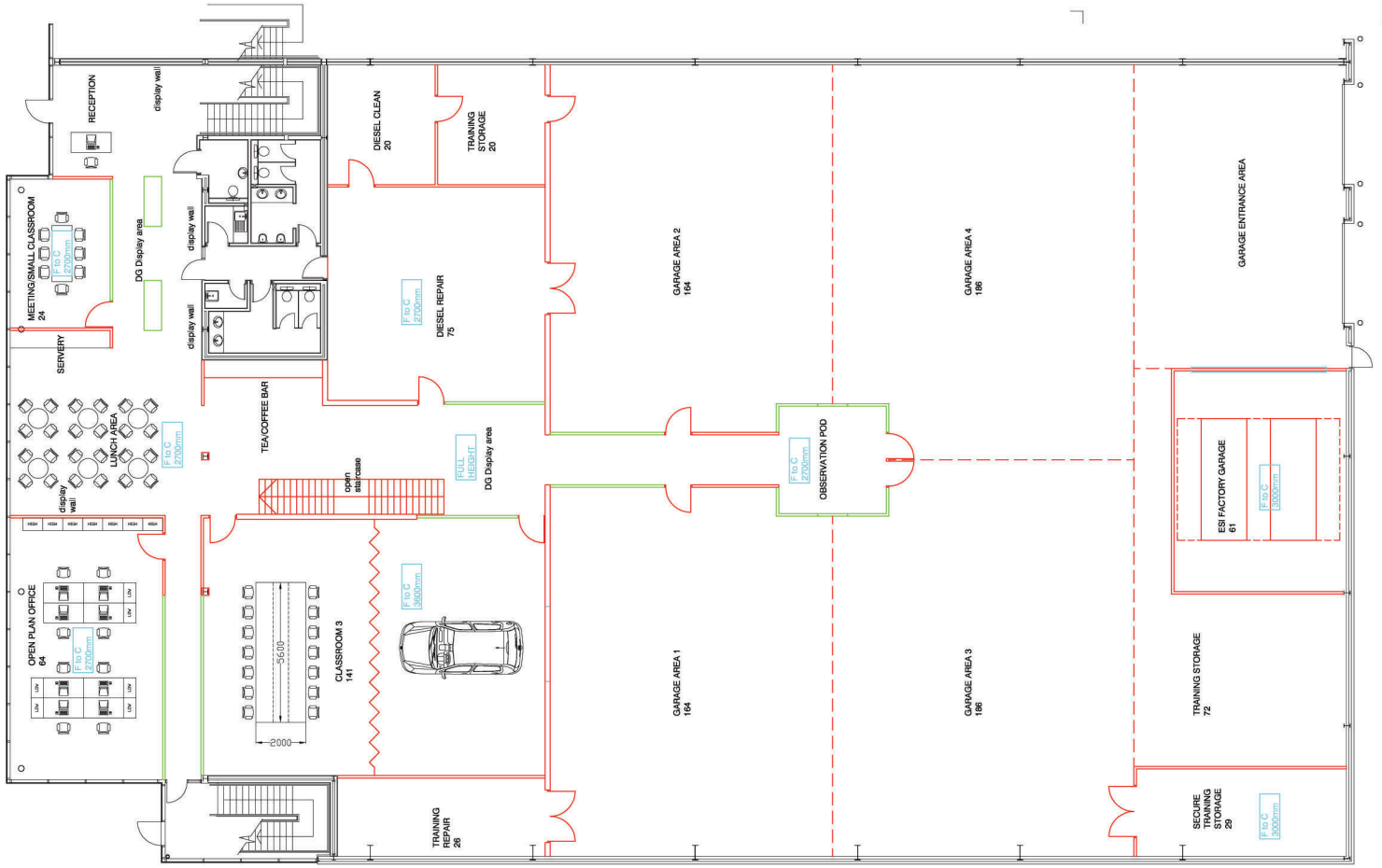
Content
EXISTING FLOOR PLANS

Scale @ A0	Date
1:100	18.05.11
Drawn	Checked

Dwg no.	Revision
W0050-513	D



FIRST FLOOR



GROUND FLOOR

savills

20 Grosvenor Hill
LONDON W1K 3HQ

ROBERT BOSCH

RBGB STC

RIVERSIDE WAY UXBRIDGE

PROPOSED FLOOR PLAN

Drawing No. PL-04B

Scale : 1:100 @ A1

Dimension Bar Originally Scales - 100mm

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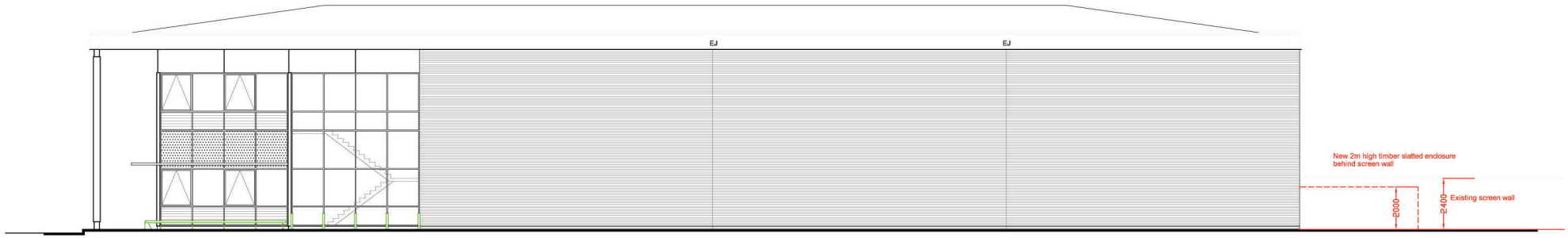

East Elevation

North Elevation

2m high timber slatted enclosure with double access gates

20 Grosvenor Hill
LONDON W1K 3HQ

ROBERT BOSCH

RBGB STC

RIVERSIDE WAY UXBRIDGE

PROPOSED ELEVATIONS

Drawing No. PL-02A

Scale : 1:100 @ A1

Dimension Bar Originally Scales - 100mm

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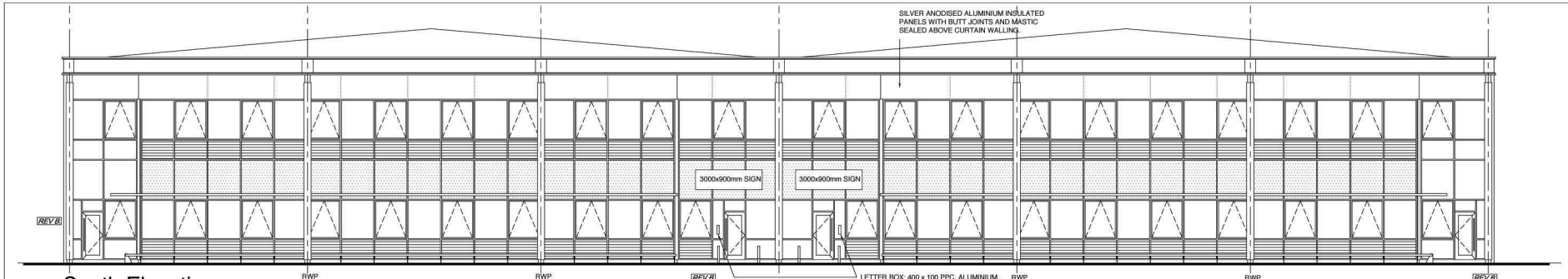
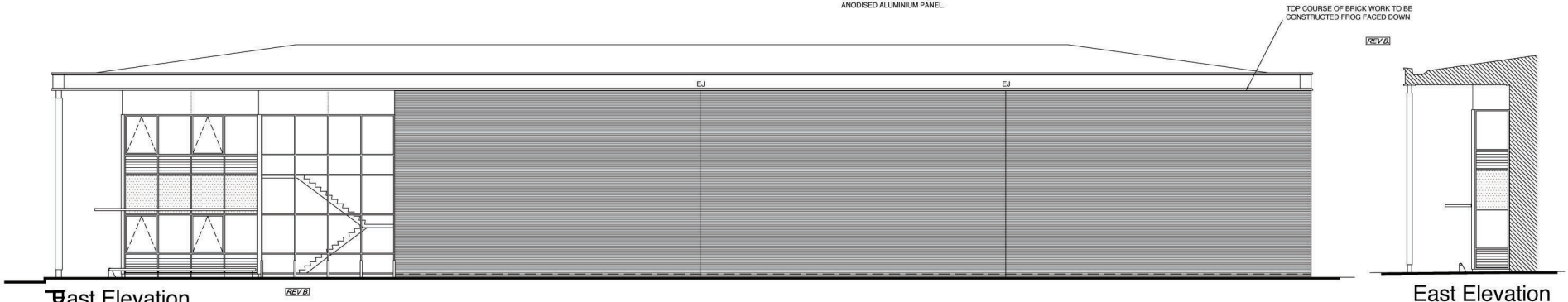
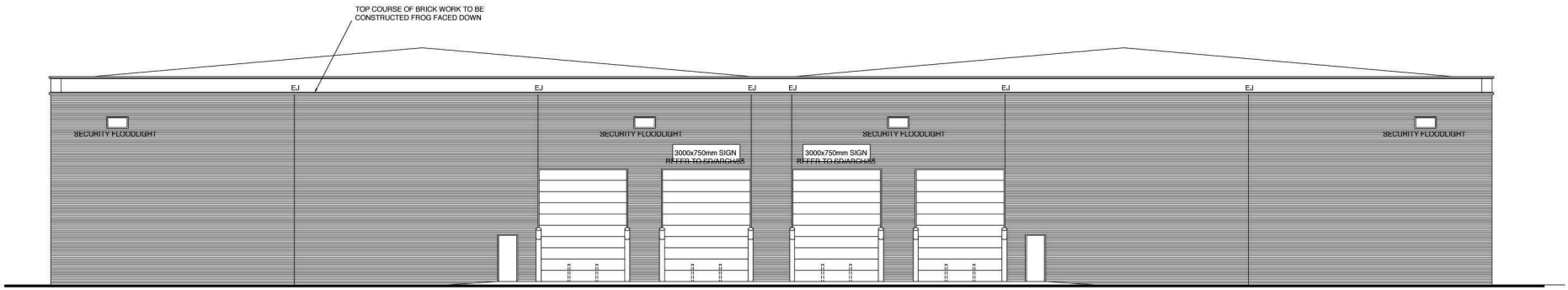


South Elevation



East Elevation

East Elevation
MAIN ENTRANCE RECESS



North Elevation

NOTES:

COLOURS:	
FACING BRICKS:	AMBION WEALDON LONDON MULTI STOCK BUFFS.
MORTAR:	TILCON REF. Y111 WITH BUCKET HANDEL JOINTS.
SHUTTER DOORS:	NASSAU DOORS LTD. SLIDE OVER PANELS. COLOUR MERLIN GREY BS18B25.
ROOF:	GOOSEWING GREY
KASSETT FASCIA:	SILVER PVF2
CURTAIN WALLING:	SILVER ANODISED ALUMINIUM
WINDOWS & DOORS:	MERLIN GREY BS 18B25
GLASS:	CLEAR GLASS
STEEL ESCAPE DOOR:	MERLIN GREY BS 18B25
CRANKED BOLLARDS:	MERLIN GREY BS 18B25 WITH WHITE TOPS (300mm)
	LOOK-A-LIKE UNSULATED DOUBLE GLAZED NON-VISION PANELS. CLEAR GLASS TO OUTER PANE. INNER PANE TO BE COATED MERLIN GREY (BS 18B25)
	FRITTED GLASS COURSING OF 5mm STRIPS WITH 5mm GAPS. COLOUR STRIPS 18B25.

REV	DATE	DESCRIPTION	DRAWN
C	21/10/03	Floodlights amended on rear elevation (AS BUILT).	PC
B	19/1/03	Doors in curtain walling moved, note referring to top course of brickwork added.	PC
A	22/10/02	Opening windows and door heights adjusted. brickwork around windows on west elevation amended.	PC

SEGRO
WHERE BUSINESS WORKS

SEGRO plc
234 Bath Road
Slough SL1 4EE
Tel: 01753 537171
Fax: 01753 691407

E-mail: drawings@sloughestates.co.uk www.sloughestates.com

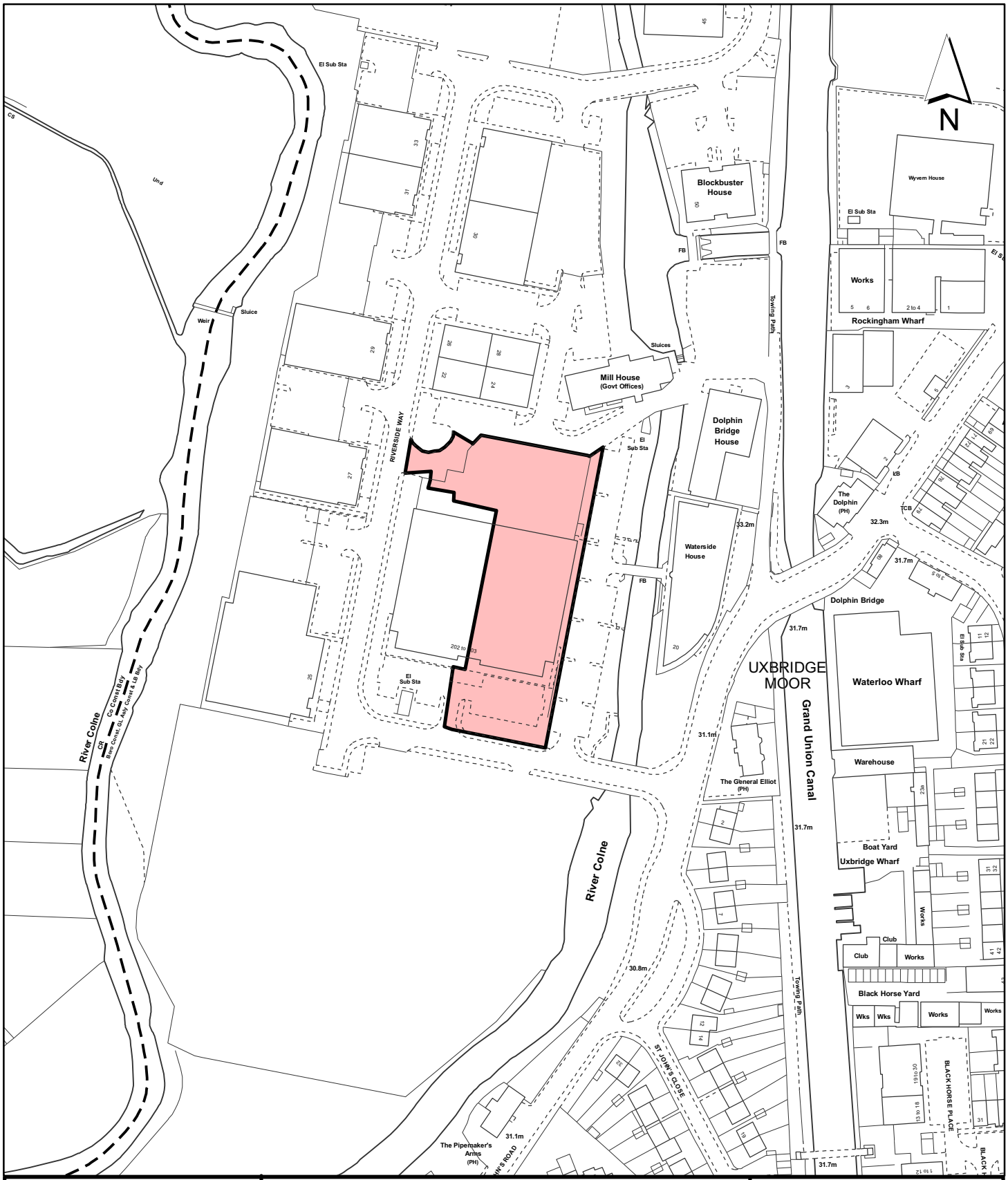
Project
Unit 2 - Bosch Change of Use Application

Location
RIVERSIDE WAY, UXBRIDGE
PHASE 2

Content
EXISTING ELEVATIONS

Scale @ A1	Date
1:100	18.05.11
Drawn	Checked
DRAWN	CHECKED

Dwg no. W0050-515
Revision C



Notes

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Site Address

Unit 2 (Phase 200)
Riverside Industrial Estate
Riverside Way, Uxbridge

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
47163/APP/2011/1336

Scale
1:2,000

Planning Committee
Central and South

Date
August 2011

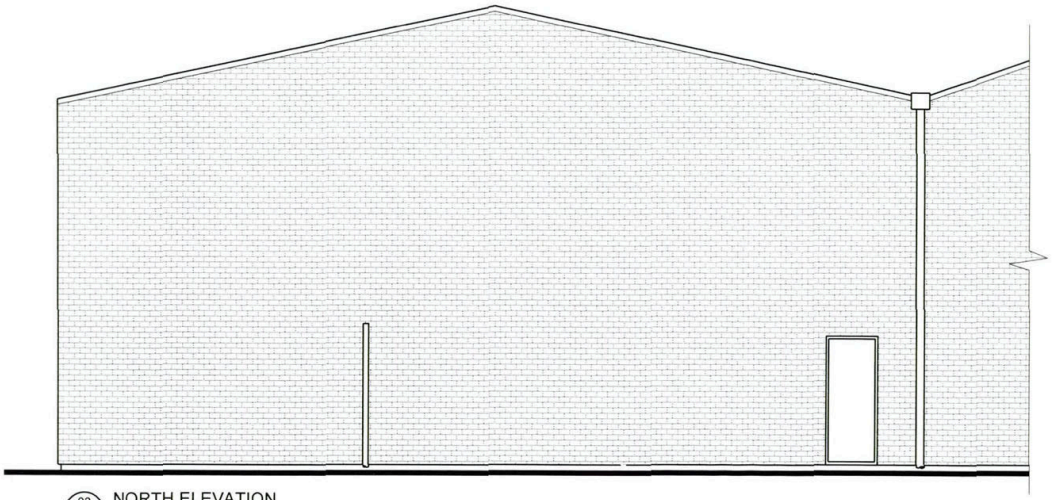
HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

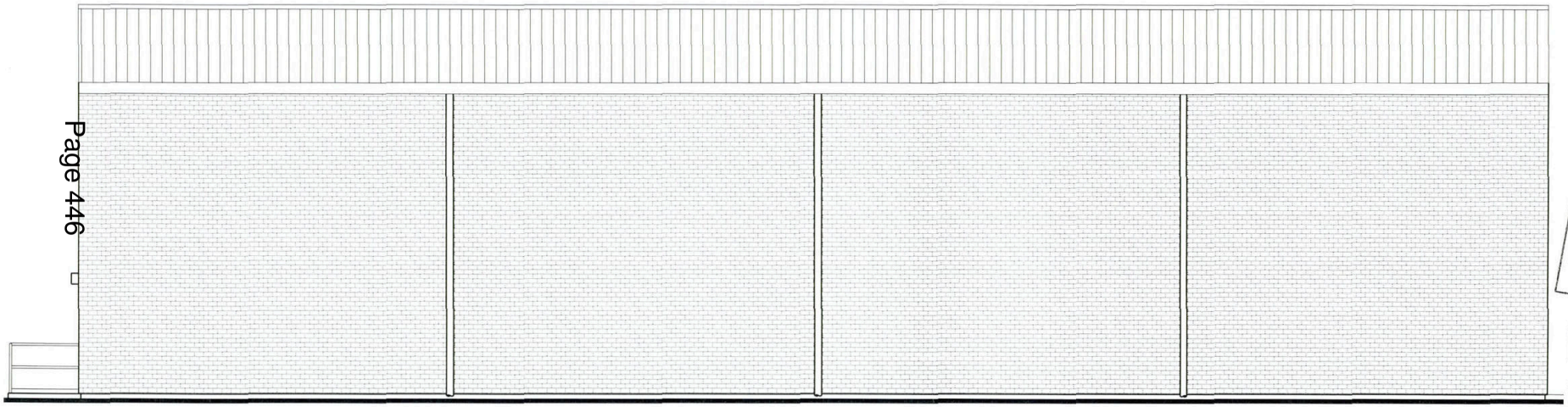
Address	UNIT 1 COWLEY MILL INDUSTRIAL EST LONGBRIDGE WAY UXBRIDGE
Development:	Change of use from Class B1/B8 to Class B1/B8/D1 for use as children's soft play centre
LBH Ref Nos:	29704/APP/2011/875

Date Plans Received:	08/04/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	08/04/2011		

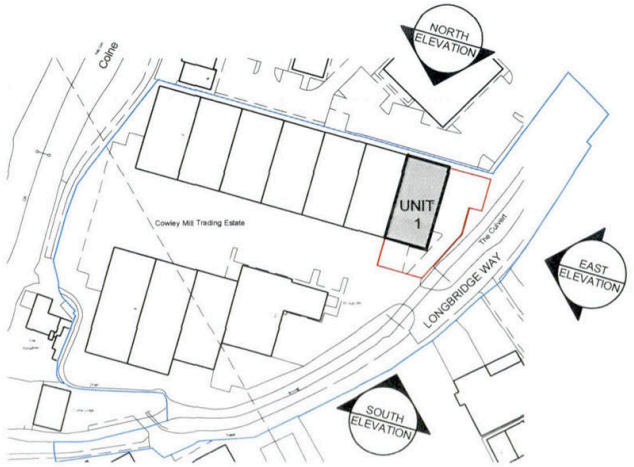
01/101 SOUTH ELEVATION
1:100



02/101 NORTH ELEVATION
1:100



03/101 EAST ELEVATION
1:200



04/101 KEY
1:2000

NOTES:

SUBJECT TO STATUTORY CONSENTS

SUBJECT TO SURVEY

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LONDON BOROUGH OF HILLINGDON
RECEIVED
- 8 APR 2011
PLANNING & TRANSPORTATION GROUP

REV	DATE	NOTE	DRAW	CHCK
-	05/10/2010	Issued for planning	IN	SD

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 PLATO PLACE
ST.DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 8182
FAX 020 7736 2056
www.msa-architects.co.uk

TITLE
UNIT 1, COWLEY MILL TRADING ESTATE
LONGBRIDGE WAY, UXBRIDGE

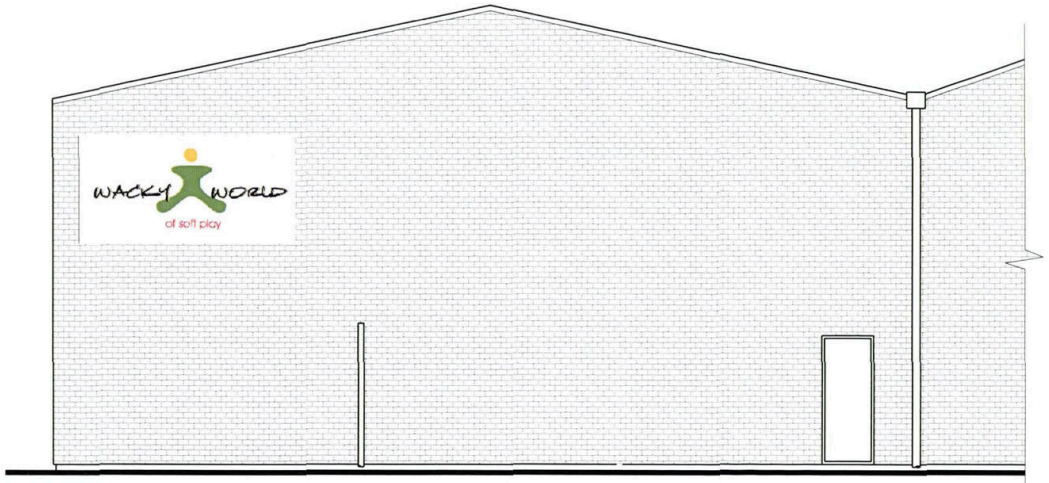
DRAWING
EXISTING ELEVATIONS

CLIENT
SWIPPT

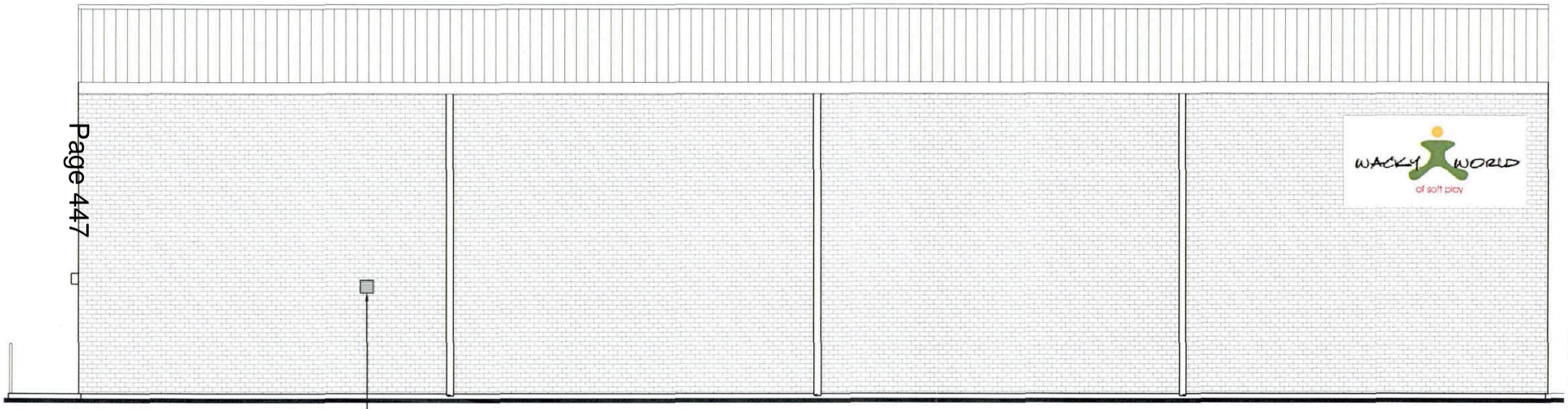
DATE	SCALE	DRAWN
OCT 2010	1:100 / 1:2000@A3	IN
	STATUS: PLANNING	CHECKED: SD

DRAWING NUMBER
30313-PL-101

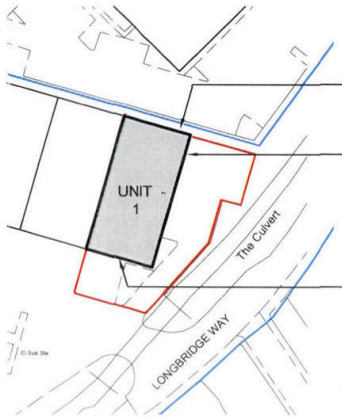
01/102 SOUTH ELEVATION 1:100



02/102 NORTH ELEVATION 1:100



03/102 EAST ELEVATION 1:200



LOCATION OF ADVERTISEMENT ON NORTH ELEVATION

LOCATION OF ADVERTISEMENT ON EAST ELEVATION

LOCATION OF ADVERTISEMENT ON SOUTH ELEVATION

04/102 LOCATION OF ADVERTISEMENT DETAIL 1 1:1250

NOTES:

SUBJECT TO STATUTORY CONSENTS

SUBJECT TO SURVEY

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LON BORO OF HILLINGDON
RECEIVED
- 8 APR 2011
PLANNING & TRANSPORTATION
GROUP

REV	DATE	NOTE	DRAW	CHCK
-	05/10/2010	Issued for planning	IN	SD

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 PLATO PLACE
ST.DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 6162
FAX 020 7736 3896
www.msa-architects.co.uk

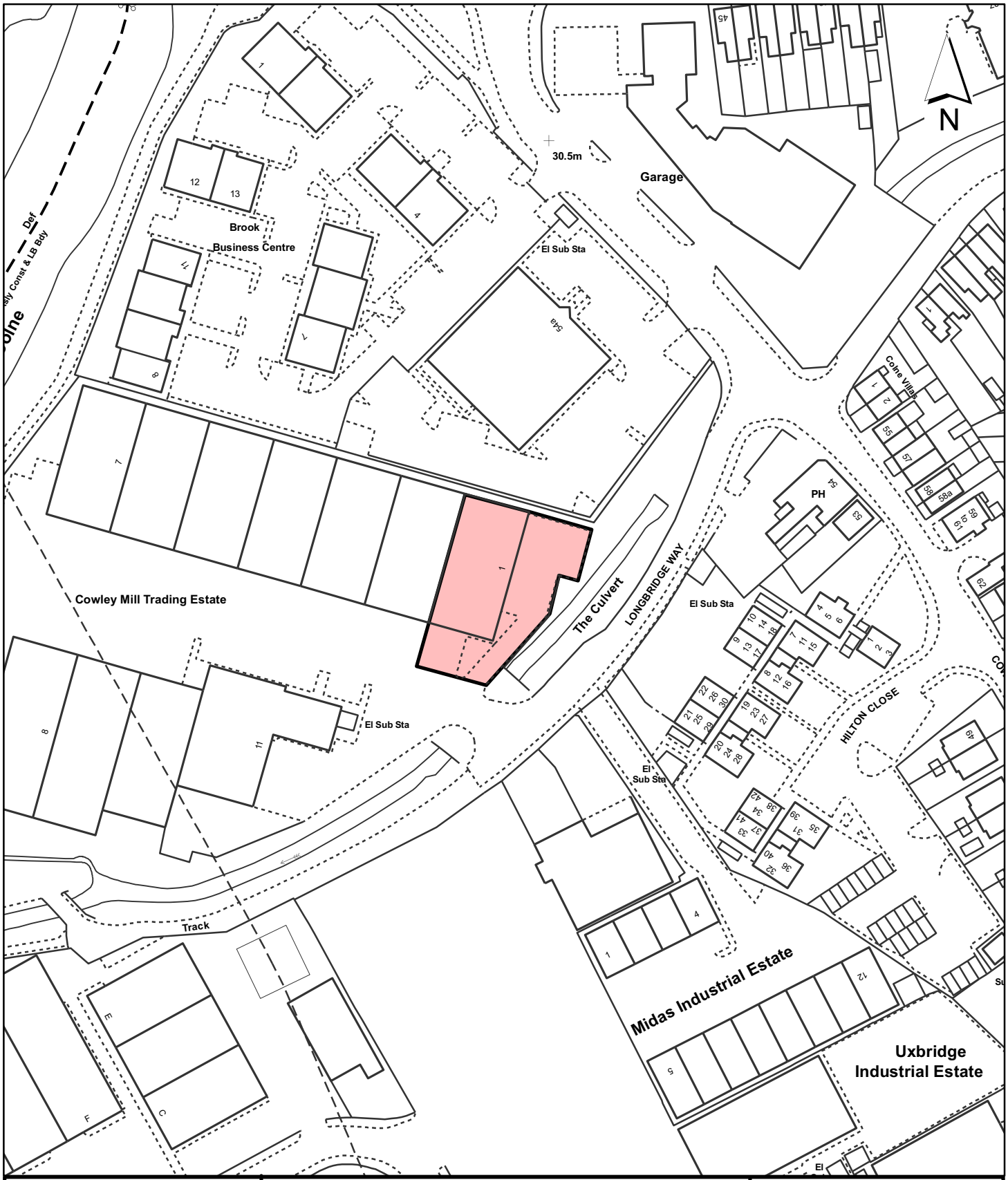
TITLE
UNIT 1, COWLEY MILL TRADING ESTATE
LONGBRIDGE WAY, UXBRIDGE

DRAWING
PROPOSED ELEVATIONS

CLIENT
SWIPPT

DATE	SCALE	DRAWN
OCT 2010	1:100 / 1:1250@A3	IN
	STATUS: PLANNING	CHECKED: SD

DRAWING NUMBER
30313-PL-102



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Site Address

Unit 1 Cowley Mill Industrial Estate
Longbridge Way
Uxbridge

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

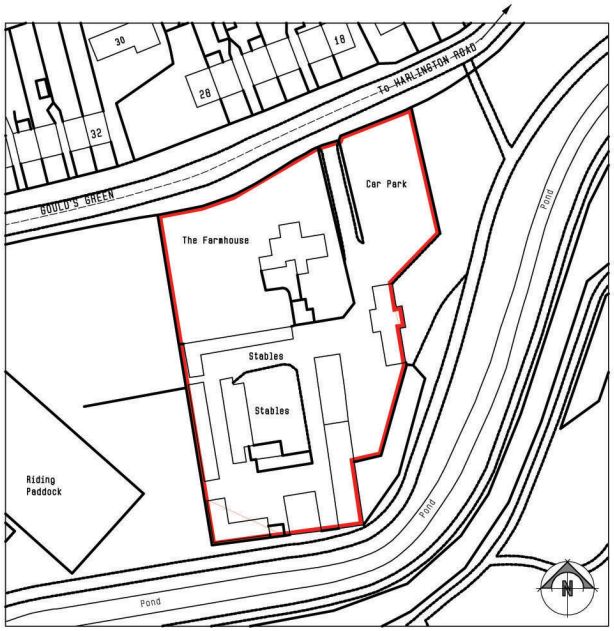
Planning Application Ref:	Scale
29704/APP/2011/875	**1:1,250**
Planning Committee	Date
Central and South	**July 2011**

HILLINGDON
LONDON

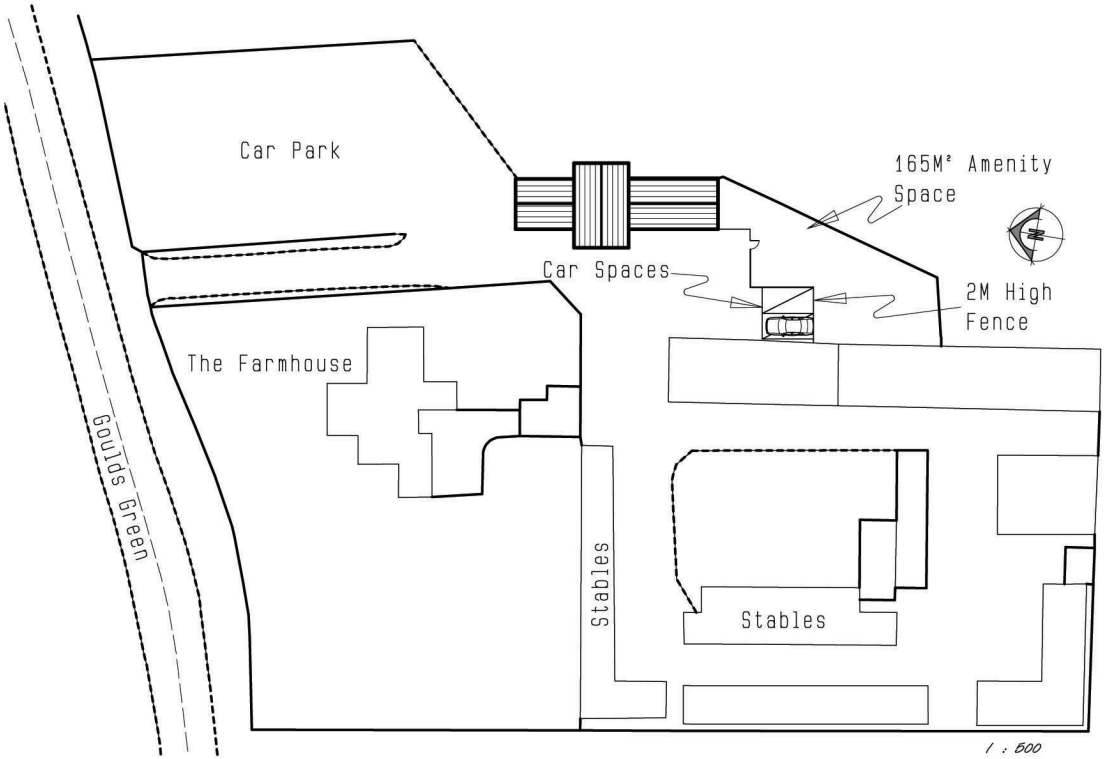
Report of the Head of Planning & Enforcement Services

Address	THE STABLES GOULDS GREEN HILLINGDON
Development:	Conversion of detached barn to rear to a three-bedroom residential unit, including 2 parking spaces and associated amenity space.
LBH Ref Nos:	26738/APP/2010/2554

Date Plans Received:	03/11/2010	**Date(s) of Amendment(s):**	03/11/2010 10/11/2010 17/05/2011
Date Application Valid:	10/11/2010		



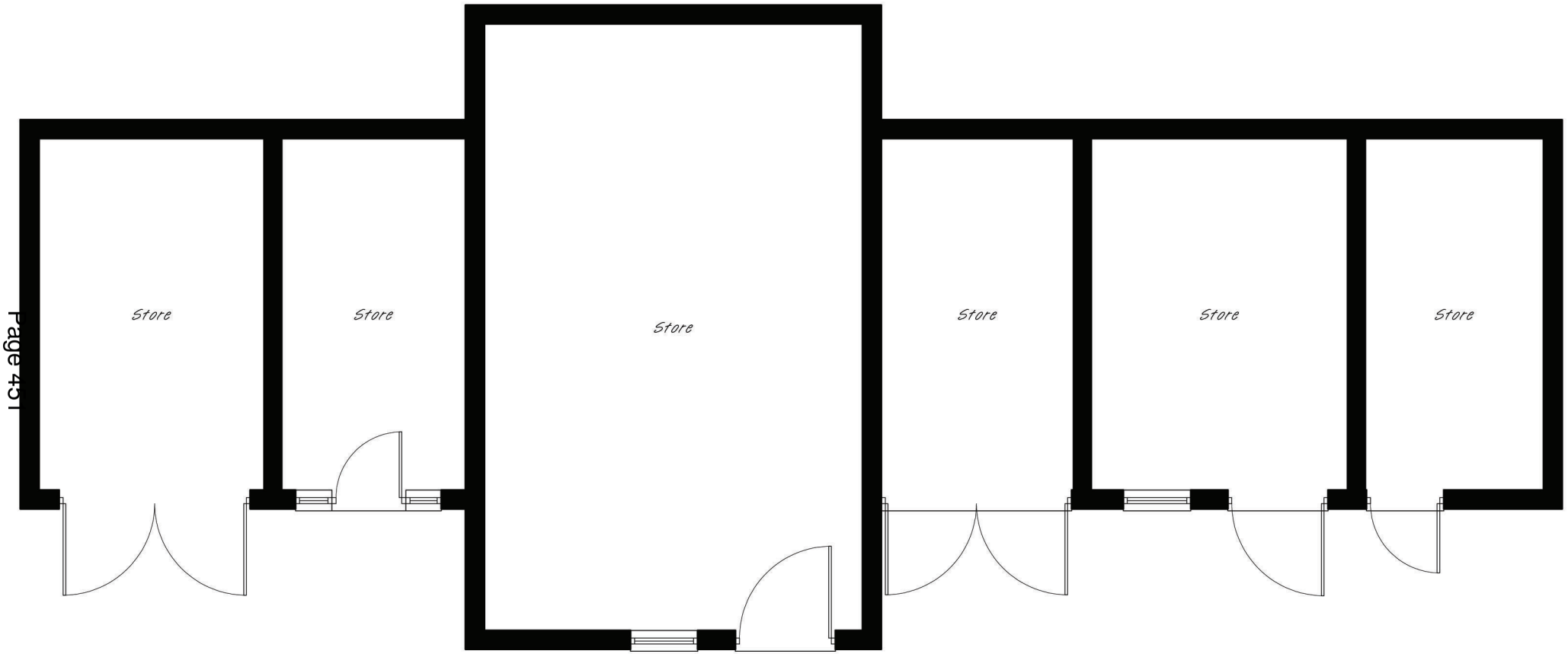
Location Plan



Block Plan

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE SPECIFICATION. IT REMAINS THE COPYRIGHT OF THE DESIGNER AND MUST NOT BE USED, ALTERED OR COPIED WITHOUT PERMISSION	Proposed Conversion of Out Houses into 2No. Residential Units.	SITE: Goulds Green Riding Stables, Goulds Green, Hillingdon, Middx. UB8 3DG	BUILDING SERVICES Architectural Designers & Surveyors Uxbridge (01895) 811177

DRAWN:	SCALE:	DATE:
DAF	1 : 500 & 1 : 1250 @ A3	October '10
DRAWING NO:		REV:
09/312/11		C



Existing Ground Floor

1C. 3000 deep

0 0.5 1M 2 3 4 5M

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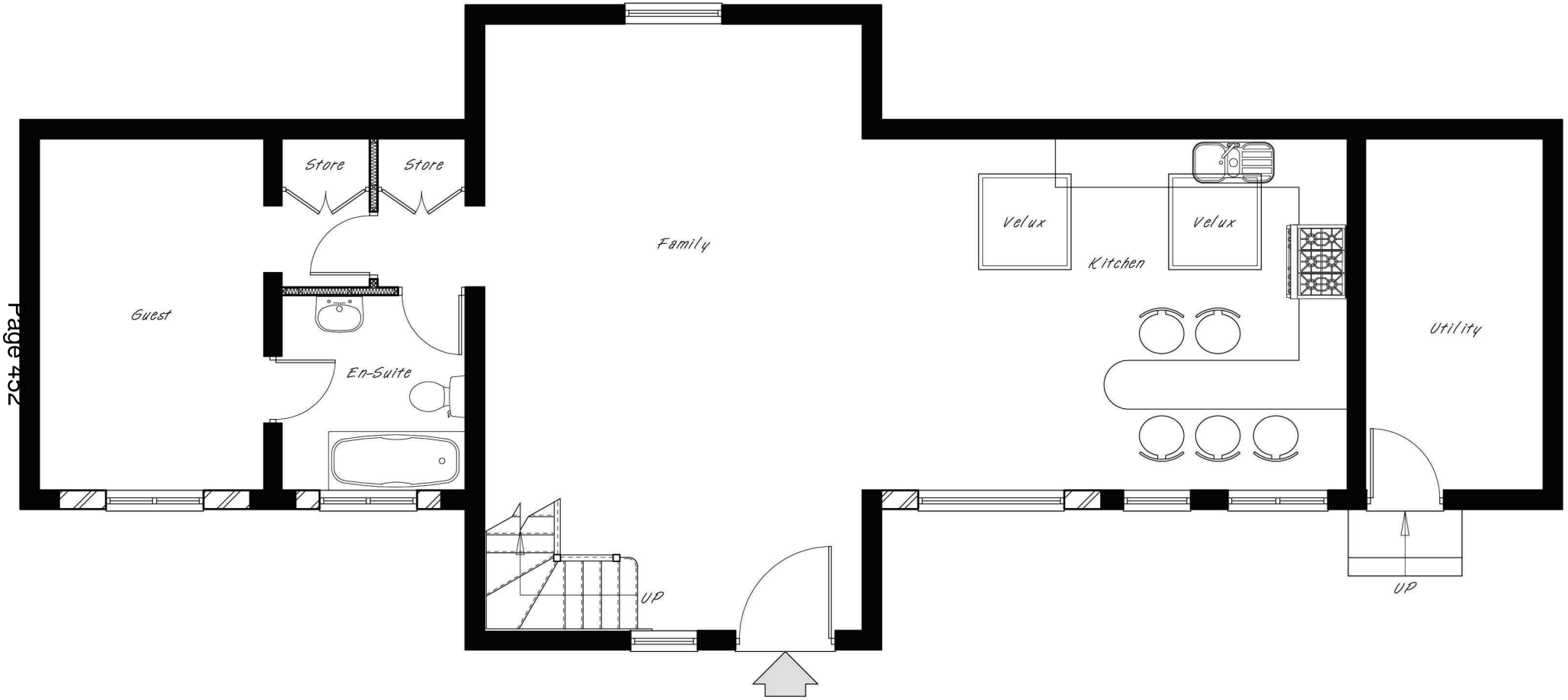
Proposed Conversion of Out Houses into 1No. Residential Units.

SITE: Goulds Green Riding Stables, Goulds Green, Hillingdon, Middx. UB8 3DG

BUILDING SERVICES
Architectural Designers & Surveyors
Uxbridge (01895) 811177

DRAWN:	SCALE:	DATE:
DAF	1 : 50 @ A3	October '09
DRAWING NO: 09/312/21		REV:



Proposed Ground Floor

1C. 3000 deep

0 0.5 1M 2 3 4 5M

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Proposed Conversion of Out Houses into 1No. Residential Units.

SITE: Goulds Green Riding Stables, Goulds Green, Hillingdon, Middx. UB8 3DG

BUILDING SERVICES
Architectural Designers & Surveyors
Newbury (01635) 864956

DRAWN:	SCALE:	DATE:
DAF	1 : 50 @ A3	April '11
DRAWING NO: 09/312/23		REV: A

Proposed First Floor

0 0.5 1M 2 3 4 5M

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Proposed Conversion of Out Houses into 1No. Residential Units.

SITE: Goulds Green Riding Stables, Goulds Green, Hillingdon, Middx. UB8 3DG

BUILDING SERVICES
Architectural Designers & Surveyors
Newbury (01635) 864956

DRAWN:	SCALE:	DATE:
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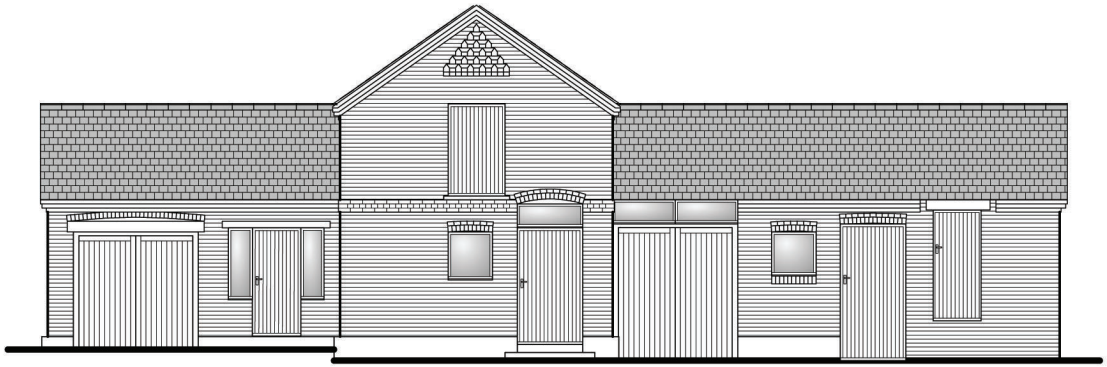
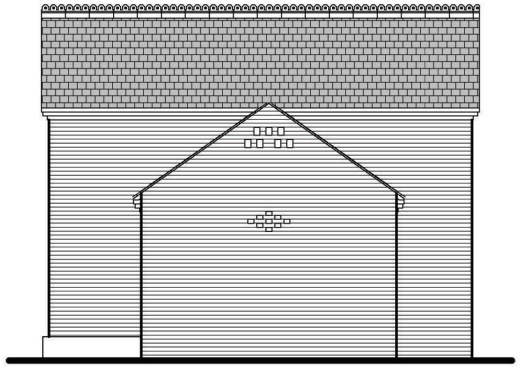
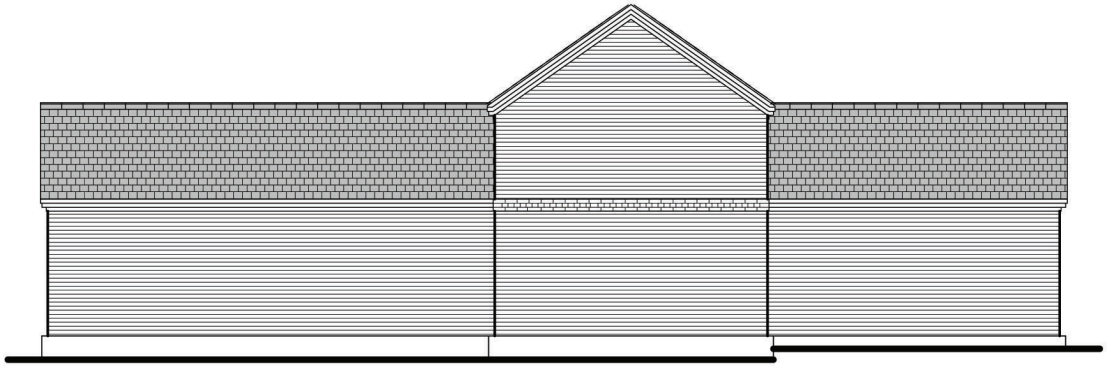
DRAWING NO: 09/312/24		REV: A



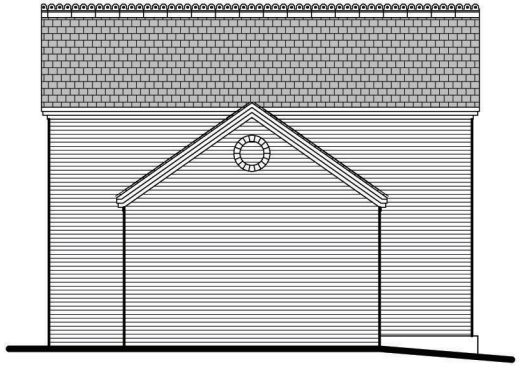
Existing Front Elevation



Existing Side Elevation



Existing Rear Elevation



Existing Side Elevation

0 0.5 1M 2 3 4 5 6 7 8 9 10M

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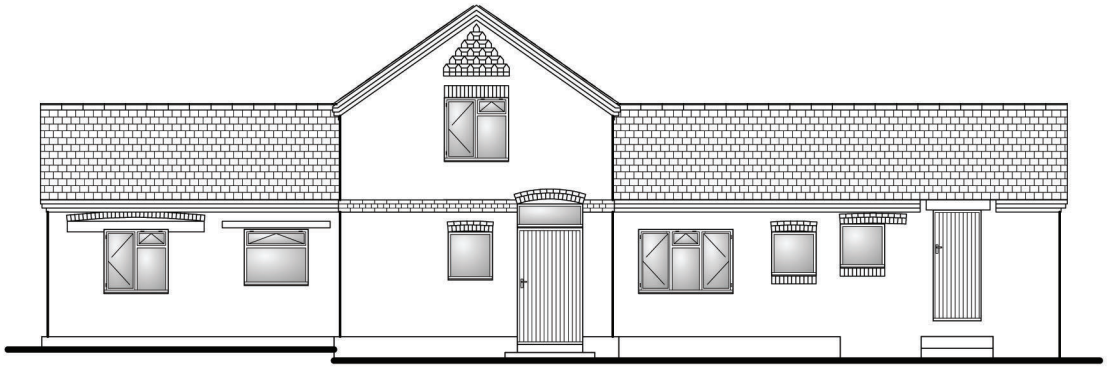
Proposed Conversion of Out Houses into 1No. Residential Units.

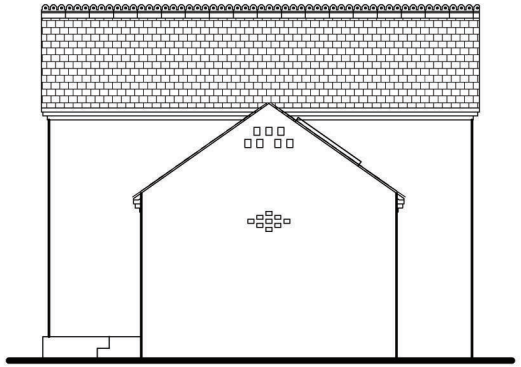
SITE: Goulds Green Riding Stables, Goulds Green, Hillingdon, Middx. UB8 3DG

BUILDING SERVICES
Architectural Designers & Surveyors
Uxbridge (01895) 811177

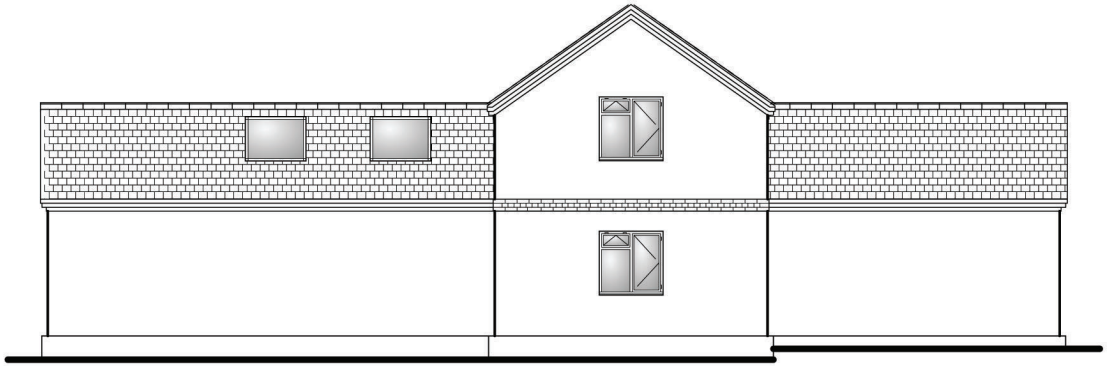
DRAWN:	SCALE:	DATE:
DAF	1 : 100 @ A3	October '09
DRAWING NO: 09/312/22		REV:



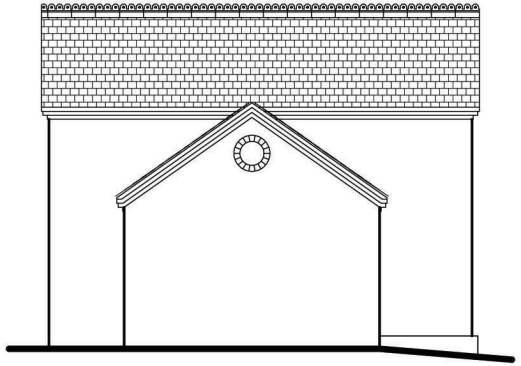
Proposed Front Elevation



Proposed Side Elevation



Proposed Rear Elevation



Proposed Side Elevation

0 0.5 1M 2 3 4 5 6 7 8 9 10M

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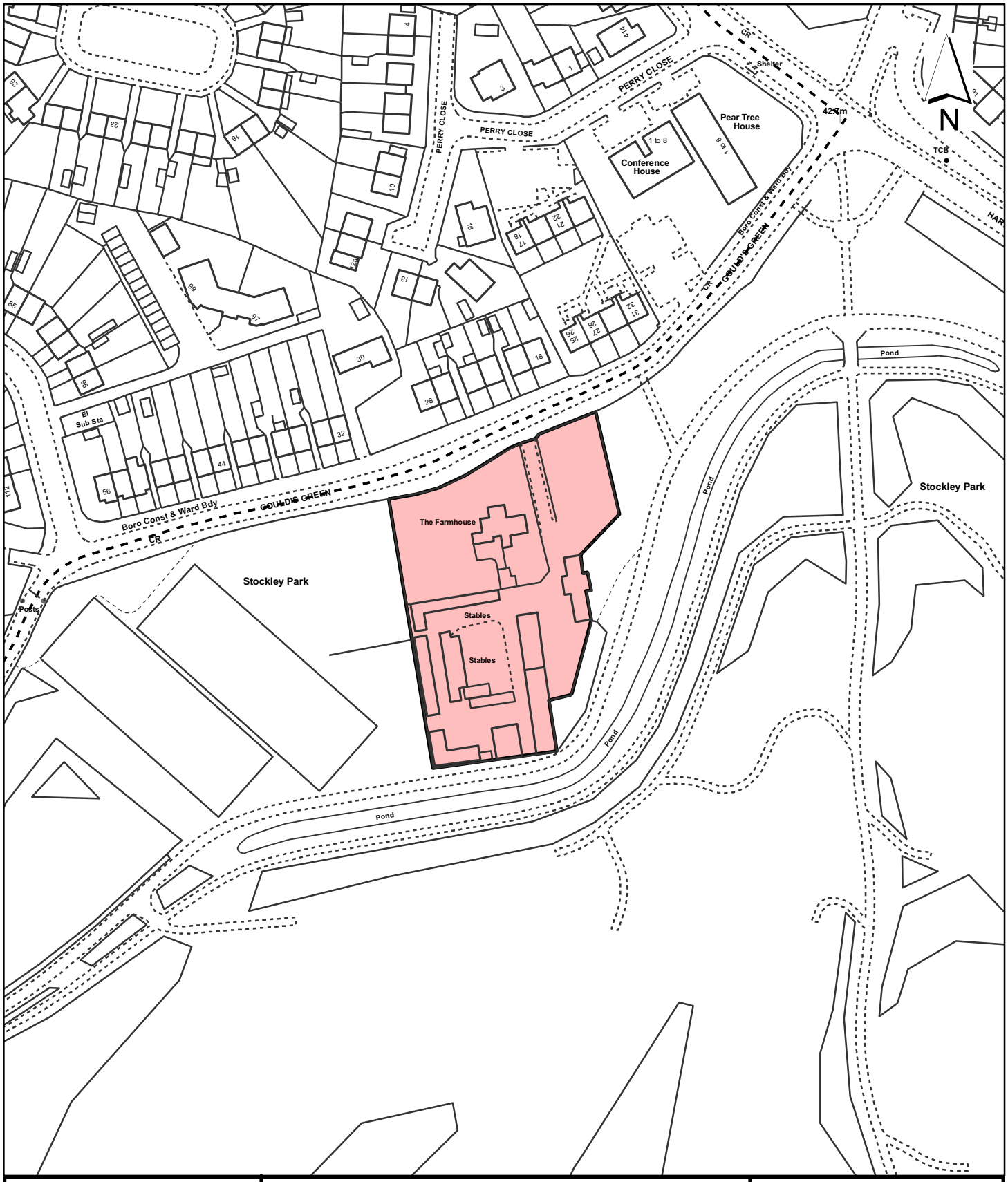
Proposed Conversion of Out Houses into 1No. Residential Units.

SITE: Goulds Green Riding Stables, Goulds Green, Hillingdon, Middx. UB8 3DG

BUILDING SERVICES
Architectural Designers & Surveyors
Newbury (01635) 864956

DRAWN:	SCALE:	DATE:
DAF	1 : 100 @ A3	April '11
DRAWING NO: 09/312/25		REV: A



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Site Address

The Stables
Goulds Green
Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

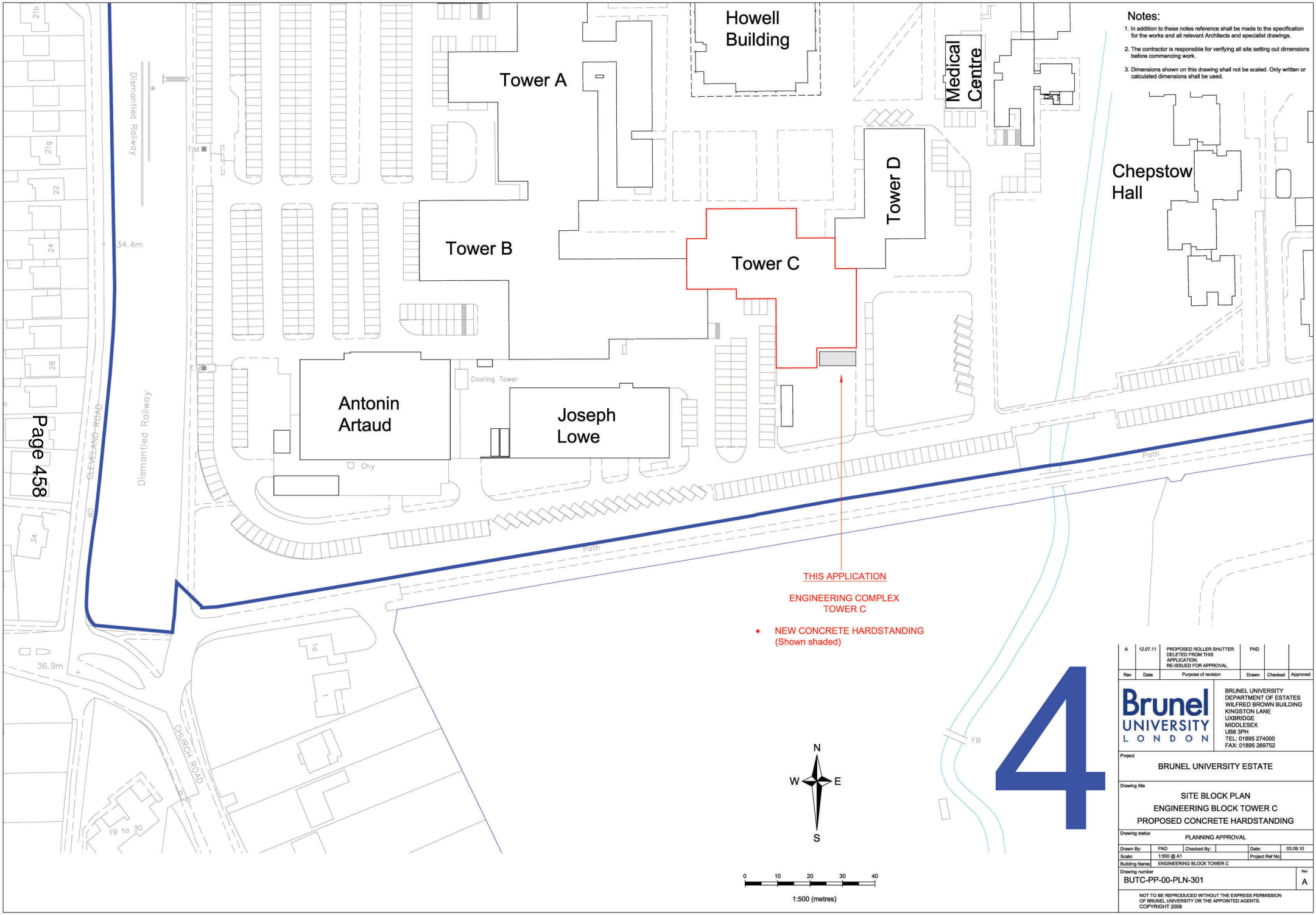
Planning Application Ref:	Scale
26738/APP/2010/2554	**1:1,500**
Planning Committee	Date
Central and South	**July 2011**

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	BRUNEL UNIVERSITY - TOWER C KINGSTON LANE HILLINGDON
Development:	Creation of an area of concrete hardstanding.
LBH Ref Nos:	532/APP/2010/2391

Date Plans Received:	12/10/2010	**Date(s) of Amendment(s):**	13/07/2011
Date Application Valid:	12/10/2010		



Notes:

1. In addition to these notes reference shall be made to the specification for the works and all relevant Architects and specialist drawings.
2. The contractor is responsible for verifying all site setting out dimensions before commencing work.
3. Dimensions shown on this drawing shall not be scaled. Only written or calculated dimensions shall be used.

4

Rev	Date	Purpose of revision	Drawn	Checked	Approved
A	12.07.11	PROPOSED ROLLER SHUTTER DELETED FROM THIS APPLICATION. RE-ISSUED FOR APPROVAL	PAD		

Brunel UNIVERSITY LONDON

BRUNEL UNIVERSITY
DEPARTMENT OF ESTATES
WILFRED BROWN BUILDING
KINGSTON LANE
UXBRIDGE
MIDDLESEX
UB8 3PH
TEL: 01895 274000
FAX: 01895 269752

Project
BRUNEL UNIVERSITY ESTATE

Drawing title
SITE BLOCK PLAN
ENGINEERING BLOCK TOWER C
PROPOSED CONCRETE HARDSTANDING

Drawing status
PLANNING APPROVAL

Drawn By:	PAD	Checked By:		Date:	03.09.10
Scale:	1:500 @ A1			Project Ref No:	
Building Name:	ENGINEERING BLOCK TOWER C				

Drawing number
BUTC-PP-00-PLN-301

Rev
A

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Notes:

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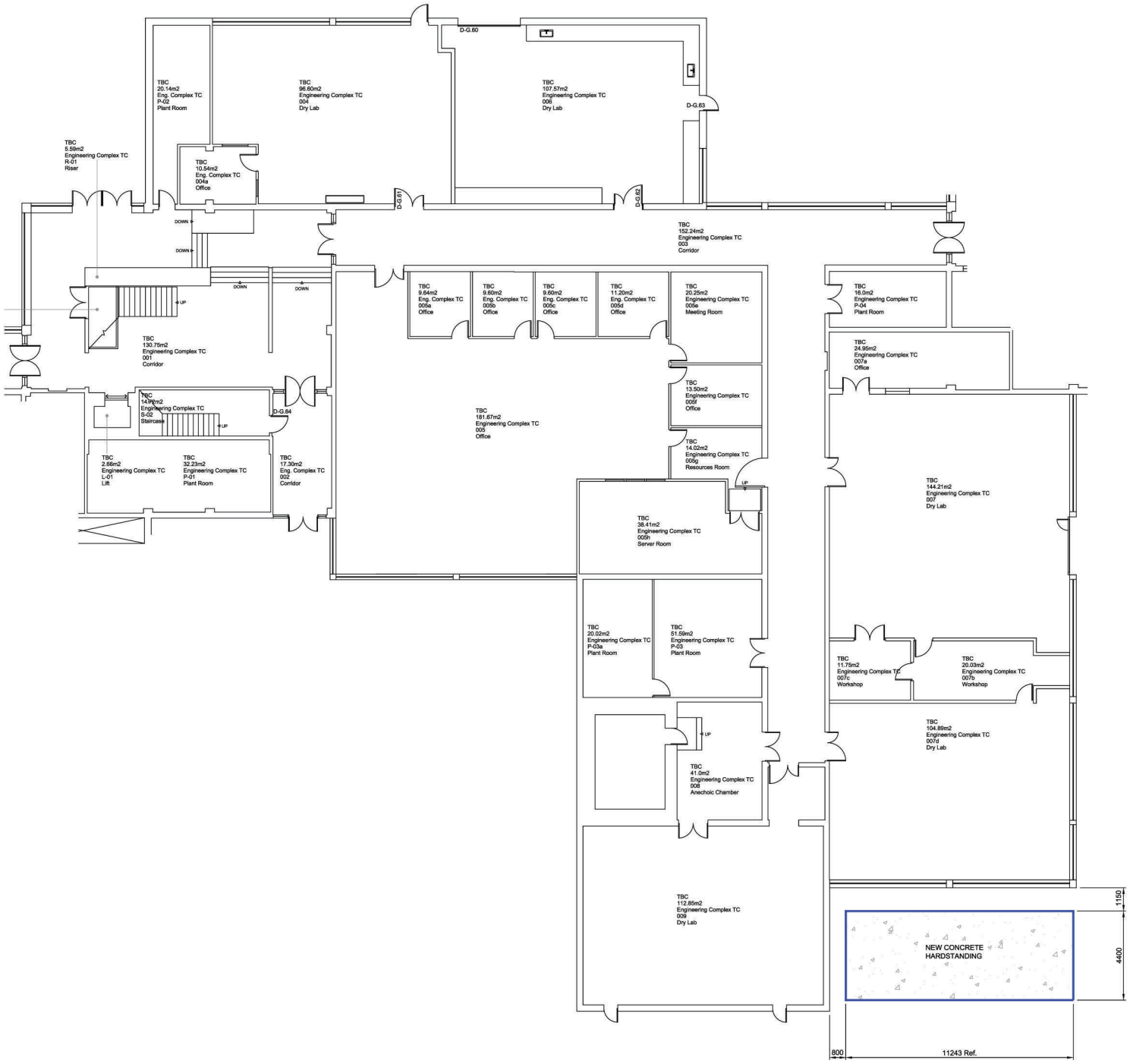
2. The contractor is responsible for verifying all site setting out dimensions before commencing work.
3. Dimensions shown on this drawing shall not be scaled. Only written or calculated dimensions shall be used.



N
W E
S

0 1 3 5 7 9 10
METRES (1:100)

Rev	Date	Purpose of revision	Drawn	Checked	Approved
A	12.07.11	PROPOSED ROLLER SHUTTER DELETED FROM THIS APPLICATION. RE-ISSUED FOR APPROVAL	PAD		

Brunel UNIVERSITY LONDON

BRUNEL UNIVERSITY
DEPARTMENT OF ESTATES
WILFRED BROWN BUILDING
KINGSTON LANE
UXBRIDGE
MIDDLESEX
UB8 3PH
TEL: 01895 274000
FAX: 01895 269752

Project
BRUNEL UNIVERSITY ESTATE

Drawing title
GROUND FLOOR DETAIL
ENGINEERING BLOCK TOWER C
PROPOSED CONCRETE HARDSTANDING

Drawing status
PLANNING APPROVAL

Drawn By:	PAD	Checked By:		Date:	06.09.10
Scale:	1:100 @ A1			Project Ref No.	
Building Name:	ENGINEERING BLOCK TOWER C				

Drawing number
BUTC-PP-00-DET-302

Rev
A

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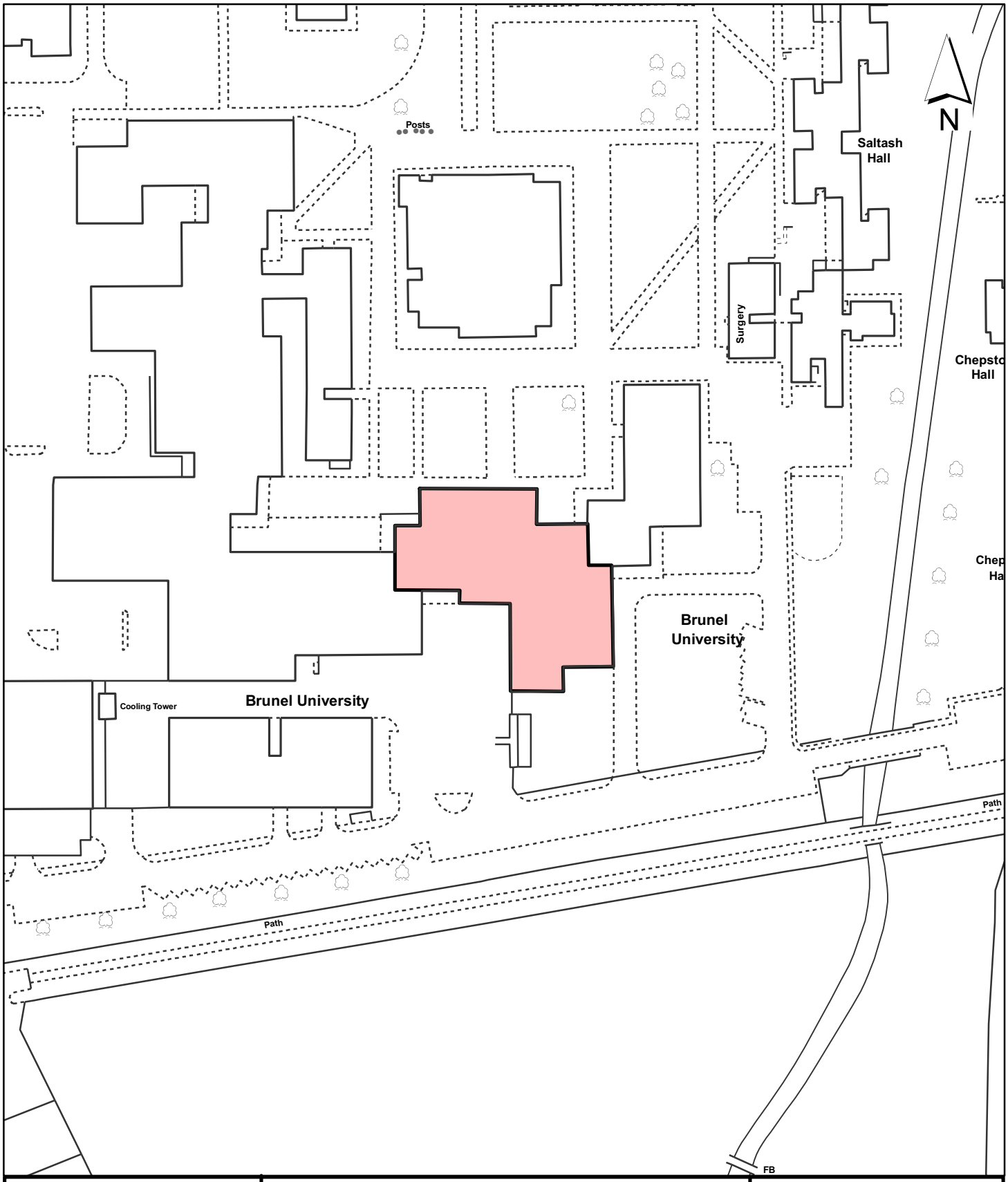

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Site Address

Brunel University (Tower C)
Kingston Lane
Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
532/APP/2010/2391

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

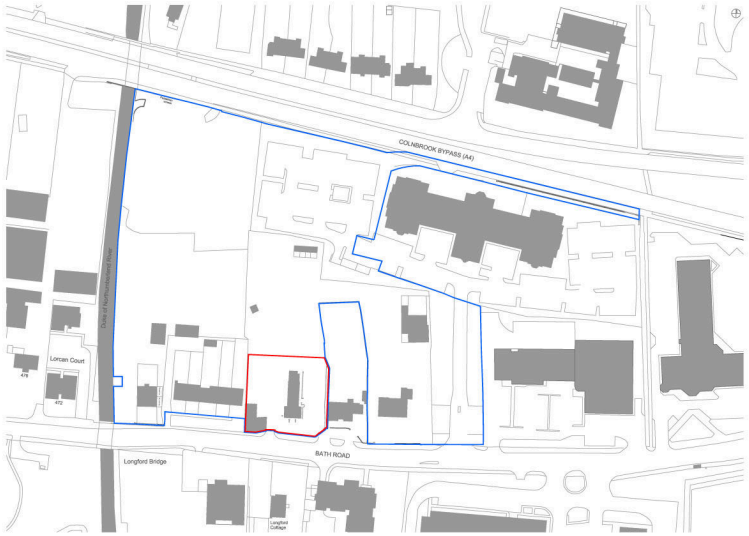
Address 456 BATH ROAD LONGFORD

Development: The refurbishment of Grade II listed house at 456 Bath Road, including internal alterations, as well as refurbishment works to outbuilding and associated hard and soft landscaping works(Application for Listed Building Consent).

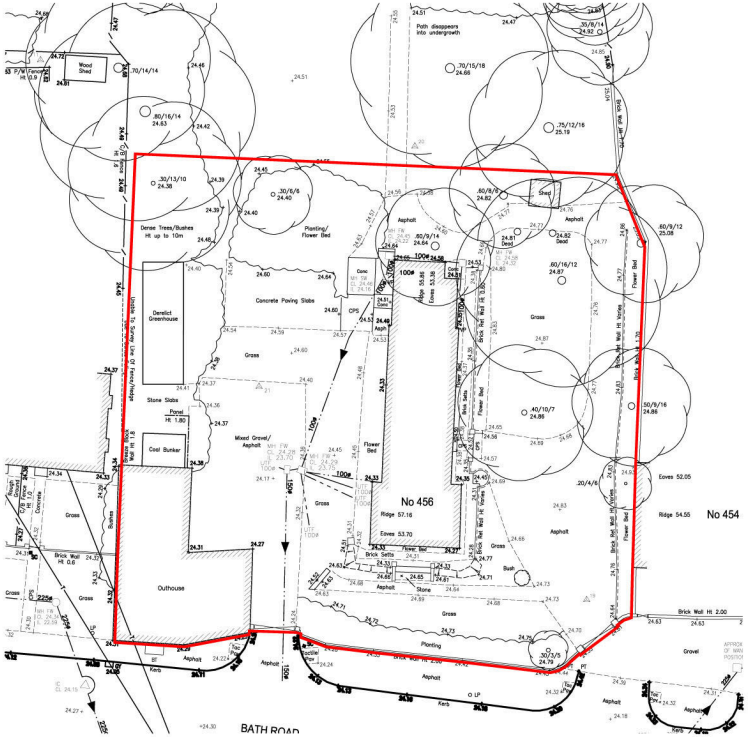
LBH Ref Nos: **2598/APP/2011/1168**

Date Plans Received: 11/05/2011 **Date(s) of Amendment(s):** 27/06/2011

Date Application Valid: 11/05/2011



Site edged in red with other land in control of the applicant edged in blue scale 1:1250



Site plan with site area edged in red. scale 1:200

LOCATION PLAN

CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN

NOTES:

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No.	Date	Comment	Drawn	Chkd
P1	11.05.11	LBC APPLICATION	KL	JW

Revisions

Issue Status:

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

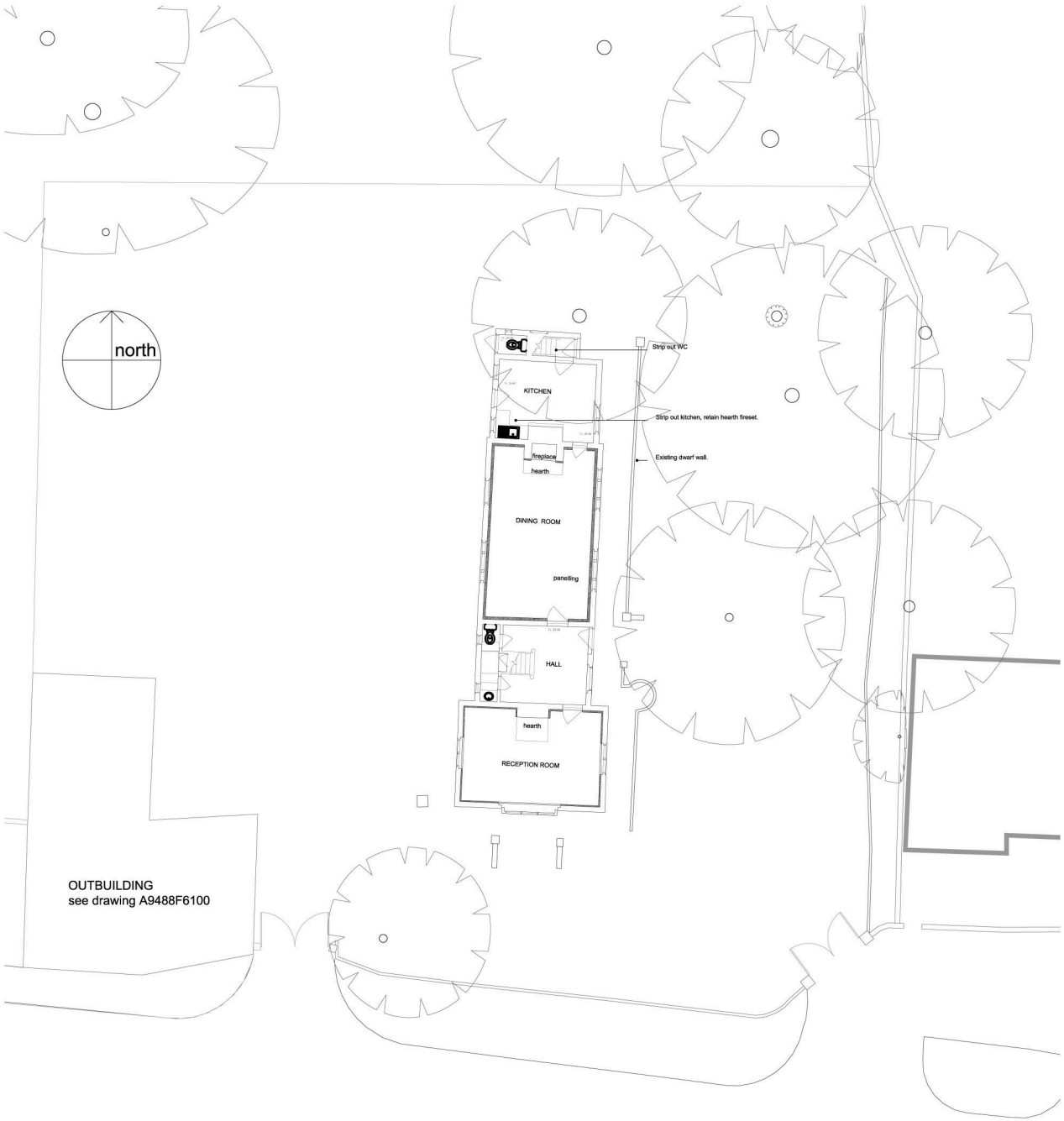
Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

As Existing
Location and Site Plan

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Apr 2011	1:1250/1:200	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4001	P1



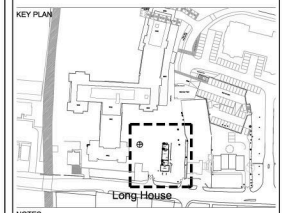
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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FOR DETAILS OF EXISTING AND PROPOSED TREES SEE DRAWINGS AND SCHEDULES OF LANDSCAPE ARCHITECTS AND ARBOCULTURALIST.

No.	Date	Comment	Drawn	Ch'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Ground Floor Plan - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4100	P1

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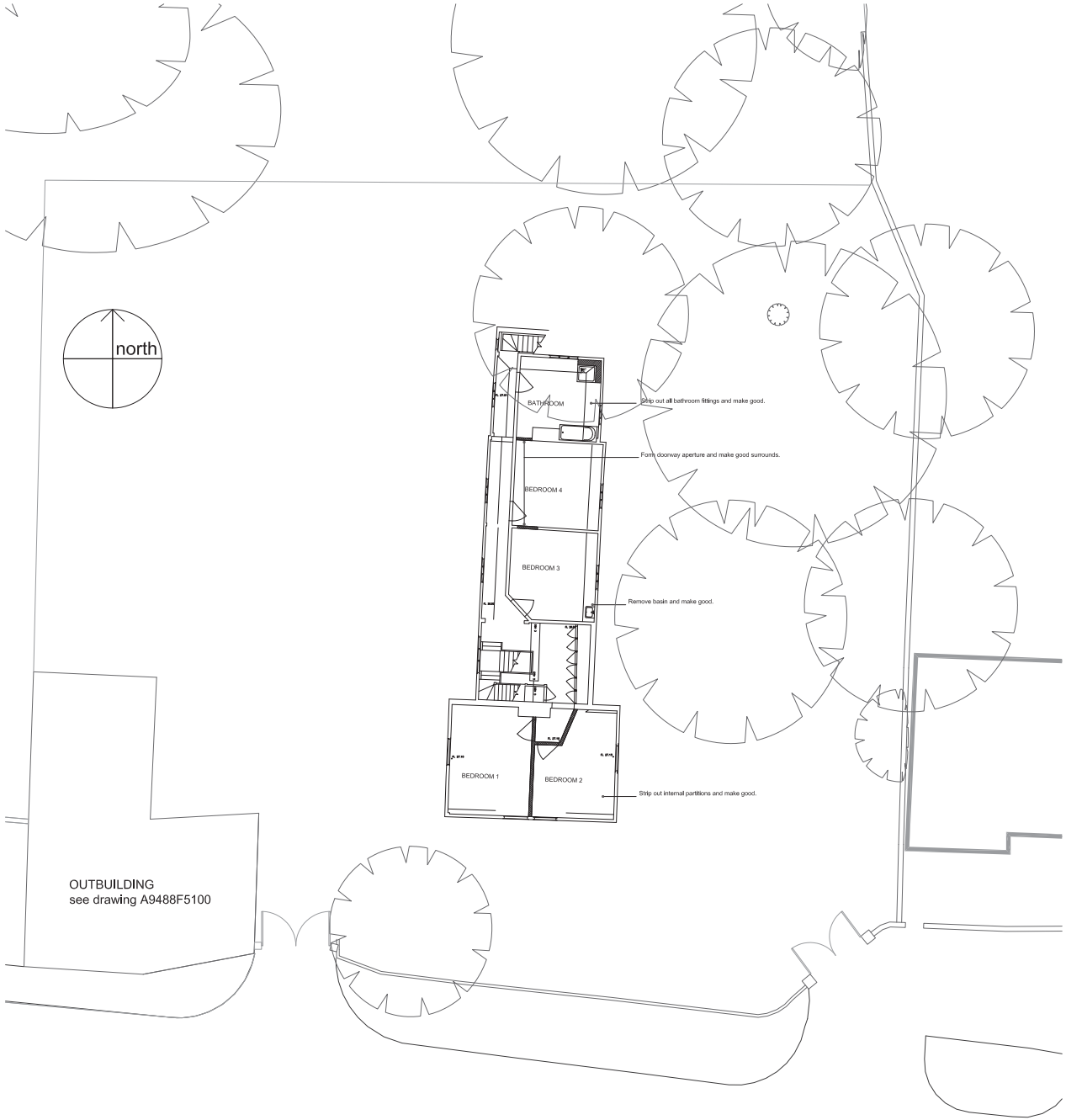
PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2010\DD SERIES\A9488F4100.DWG
PLOT TIME: 20.05.2011 12:28 PM



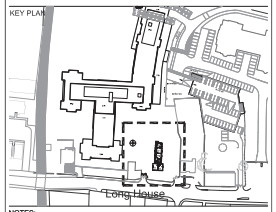
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Chk'd
P2	20.06.11	NEW APERATURE POSITION FOR DOORWAY BETWEEN BEDROOM 3 AND 4 NOTED	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One Aldgate, Street London EC1Y 8NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road
First Floor Plan - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4101	P2

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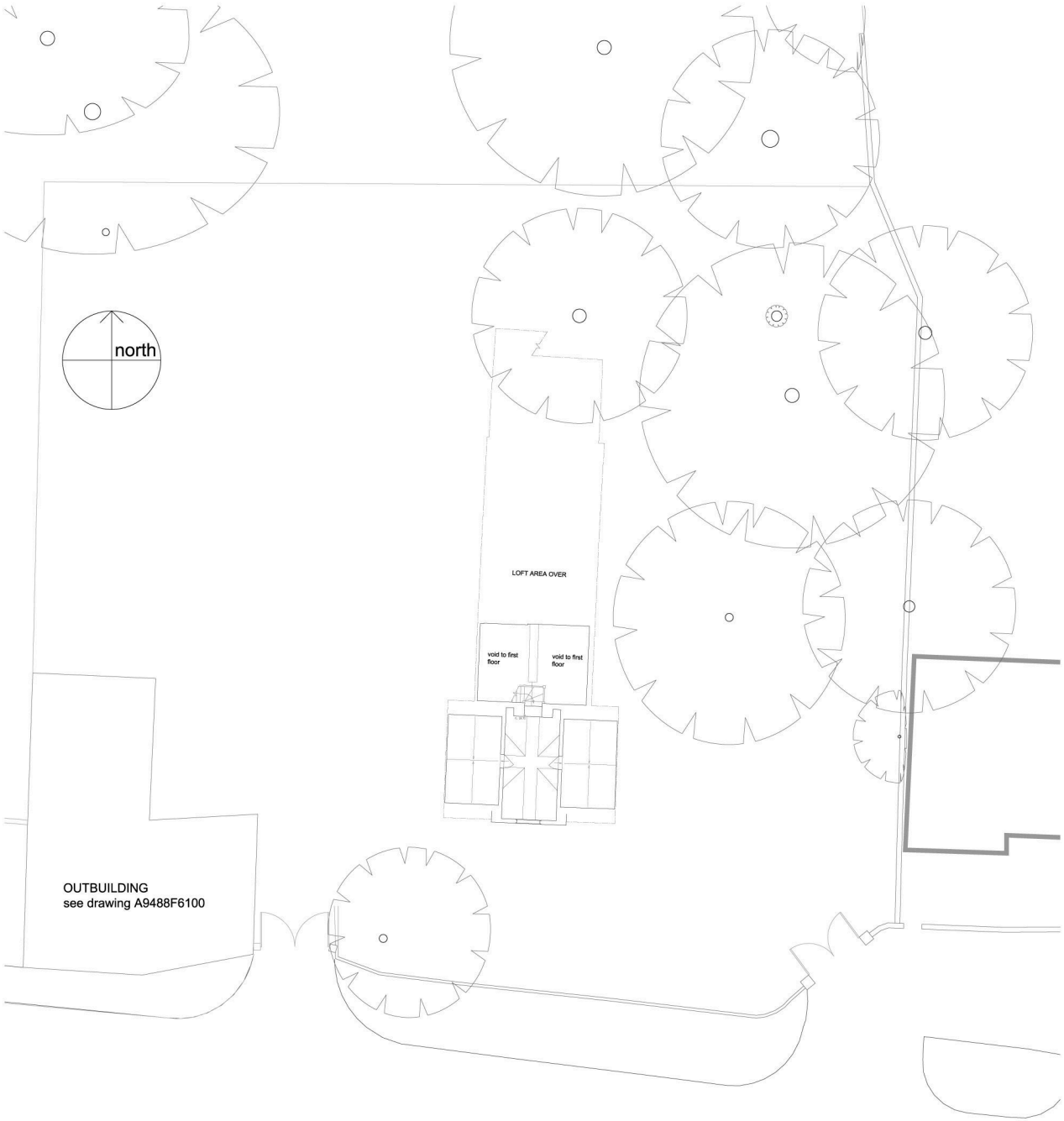


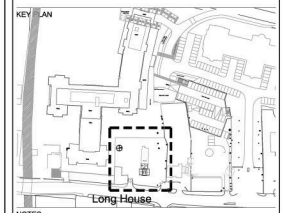
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Ch'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Second Floor Plan - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4102	P1

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PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2010\DD SERIES\A9488F4102.DWG
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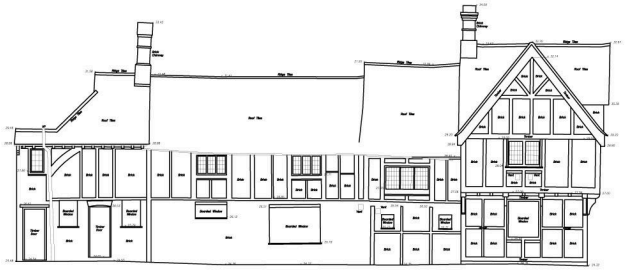
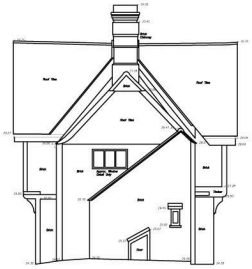
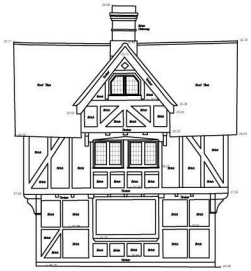


EXISTING WEST ELEVATION



EXISTING NORTH ELEVATION

EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION

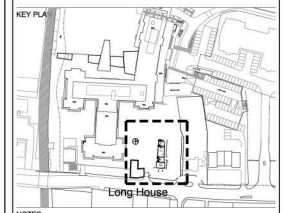
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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No.	Date	Comment	Drawn	Chk'd
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Elevations - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 4200	P1

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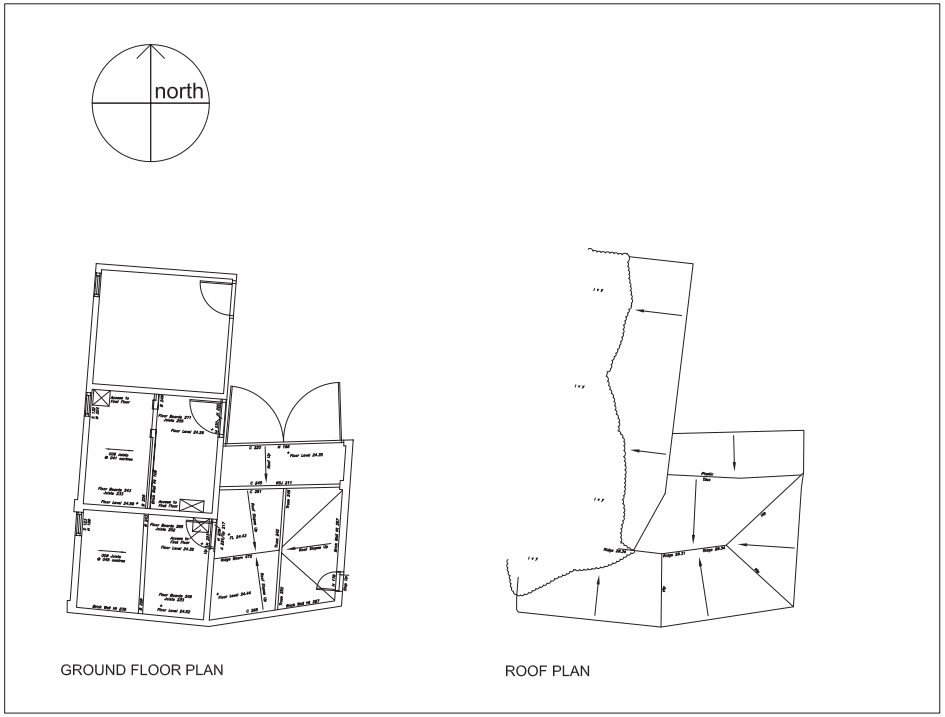
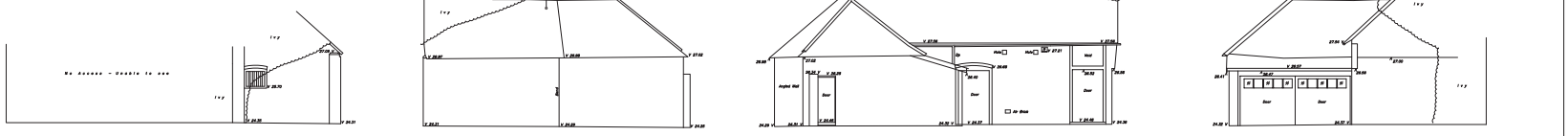


GROUND FLOOR PLAN

ROOF PLAN



WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION

SOUTH ELEVATION

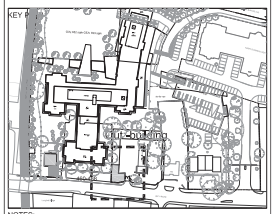
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY



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No.	Date	Comment	Drawn	Chk'd
P2	20.06.11	PROPOSAL TO CONVERT THE OUTBUILDING TO SEPARATE RESIDENCE OMITTED AND OUTBUILDING ANNOTATED FOR FULL RESTORATION AS ACCOMMODATION ANCILLARY TO THE LONGHOUSE	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road. Outbuilding Restoration. Plans and Elevations - As Existing

Drawn	Date	Scale @ A1	Alt. Ref.
SM	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	F 5100	P2

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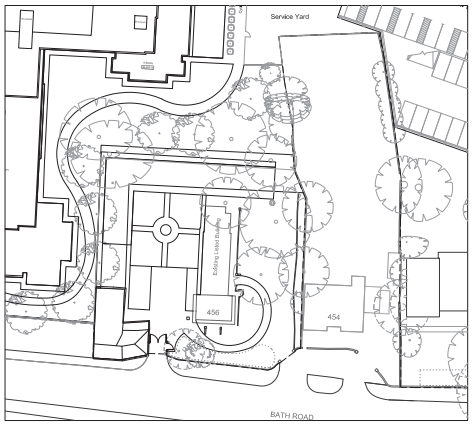
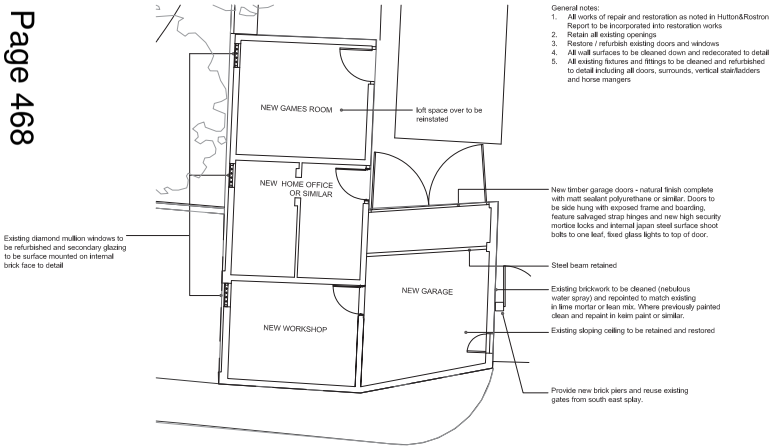
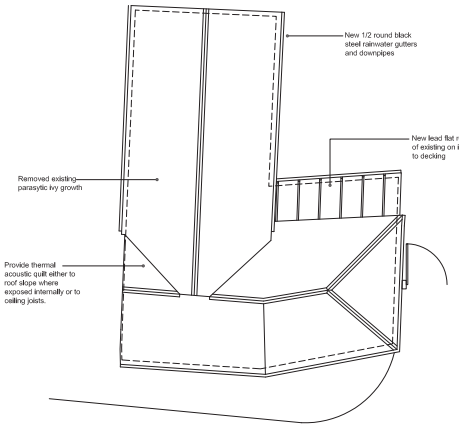


1:500 LONGHOUSE AND OUT-BUILDING LANDSCAPE SETTINGS



General notes:
1. All works of repair and restoration as noted in Hutton&Rostron Report to be incorporated into restoration works
2. Retain all existing openings
3. Restore / refurbish existing doors and windows
4. All wall surfaces to be cleaned down and redecorated to detail
5. All existing fixtures and fittings to be cleaned and refurbished to detail including all doors, surrounds, vertical stairladders and horse mangers

GROUND FLOOR PLAN



General notes:
Salvage existing tiles for reuse - if insufficient due to loss or damage mix with salvaged / recycled material from a sustainable source or use existing to complete slopes A B C and use new on D & E - spray with nebulous spray with well rotted manure to facilitate lichen growth. Lead rolled roof covering.
Incorporate roof super ventilation to detail.

ROOF PLAN

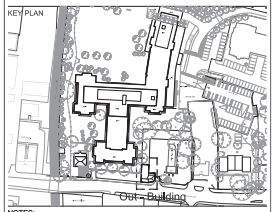
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

P2	20.06.11	PROPOSAL TO CONVERT THE OUTBUILDING TO SEPARATE RESIDENCE OMITTED AND OUTBUILDING ANNOTATED FOR FULL RESTORATION AS ACCOMMODATION ANCILLARY TO THE LONGHOUSE	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

No.	Date	Comment	Drawn	Chkd

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One Aldwych Street London WC2E 7NE UK +44 (0) 20 7240 2200 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road. Outbuilding Restoration. Ground and Roof Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
KL	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 5100	P2

PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2011\D SERIES\A9488D5100.DWG
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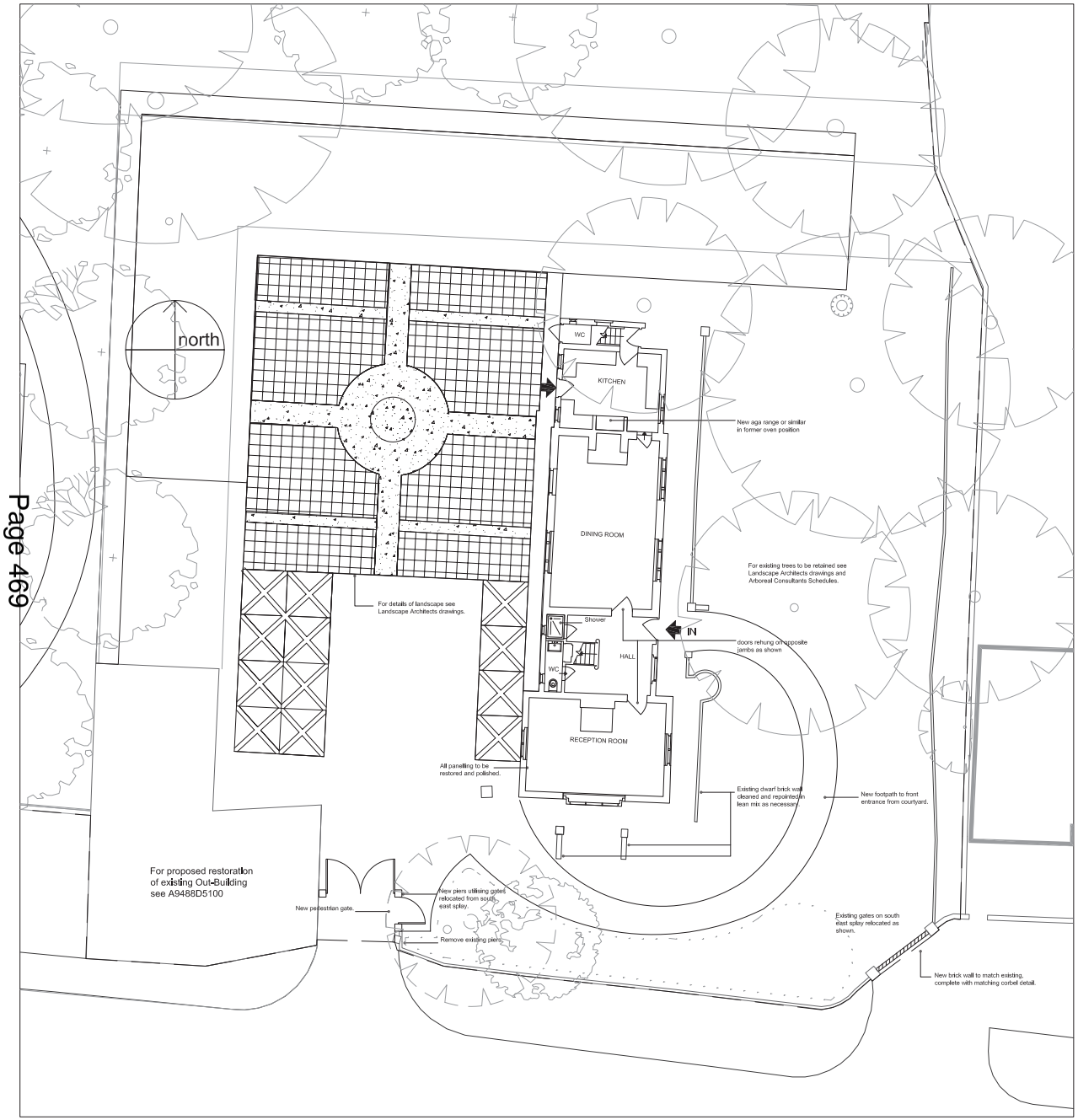

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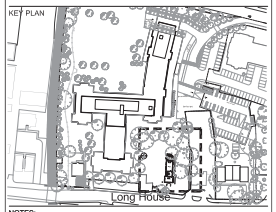
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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KEY:

EXISTING DOORS RETAINED IN EXISTING APERTURE (REHUNG ON OPPOSITE JAMBS WHERE APPROPRIATE)

PROPOSED DOORS IN PROPOSED NEW APERTURE

PROPOSED NEW PARTITIONS

UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

P2	20.06.11	GENERAL NOTATIONS UPDATED - SOME DOOR SWINGS SHOWN REHUNG ON HISTORICALLY CORRECT JAMBS TO SHIELD ROOMS UPON OPENING	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

No.	Date	Comment	Drawn	Chk'd

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One Aldwych Street London WC2B 4BZ +44 (0) 20 7240 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road
Ground Floor Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 4100	P2

PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2011\D SERIES\A9488D4100.DWG
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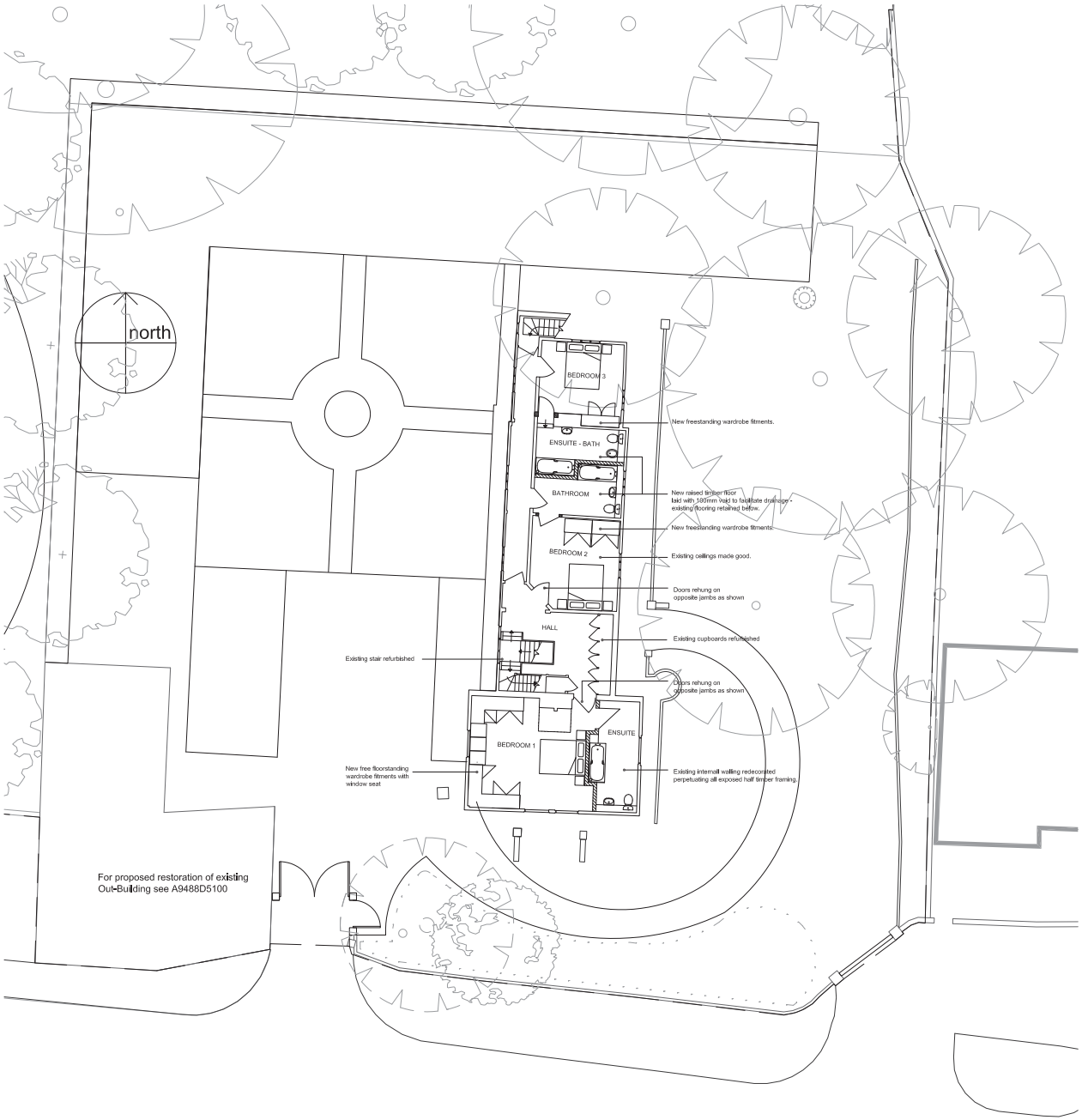


Page 470

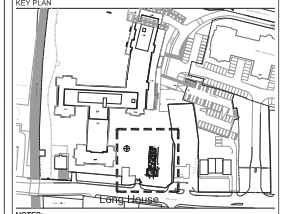
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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KEY:

EXISTING DOORS RETAINED IN EXISTING APERTURE (REHUNG ON OPPOSITE JAMBS WHERE APPROPRIATE)

PROPOSED DOORS IN PROPOSED NEW APERTURE

PROPOSED NEW PARTITIONS

MAKING GOOD TO NEW OPENINGS IN EXISTING WALLS SHOWN THUS.

UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

No.	Date	Comment	Drawn	Chk'd
P2	20.06.11	GENERAL NOTATIONS UPDATED - SOME DOOR SWINGS SHOWN REHUNG ON HISTORICALLY CORRECT JAMBS TO SHIELD ROOMS UPON OPENING	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One Aldwych, Strait London WC2E 8NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

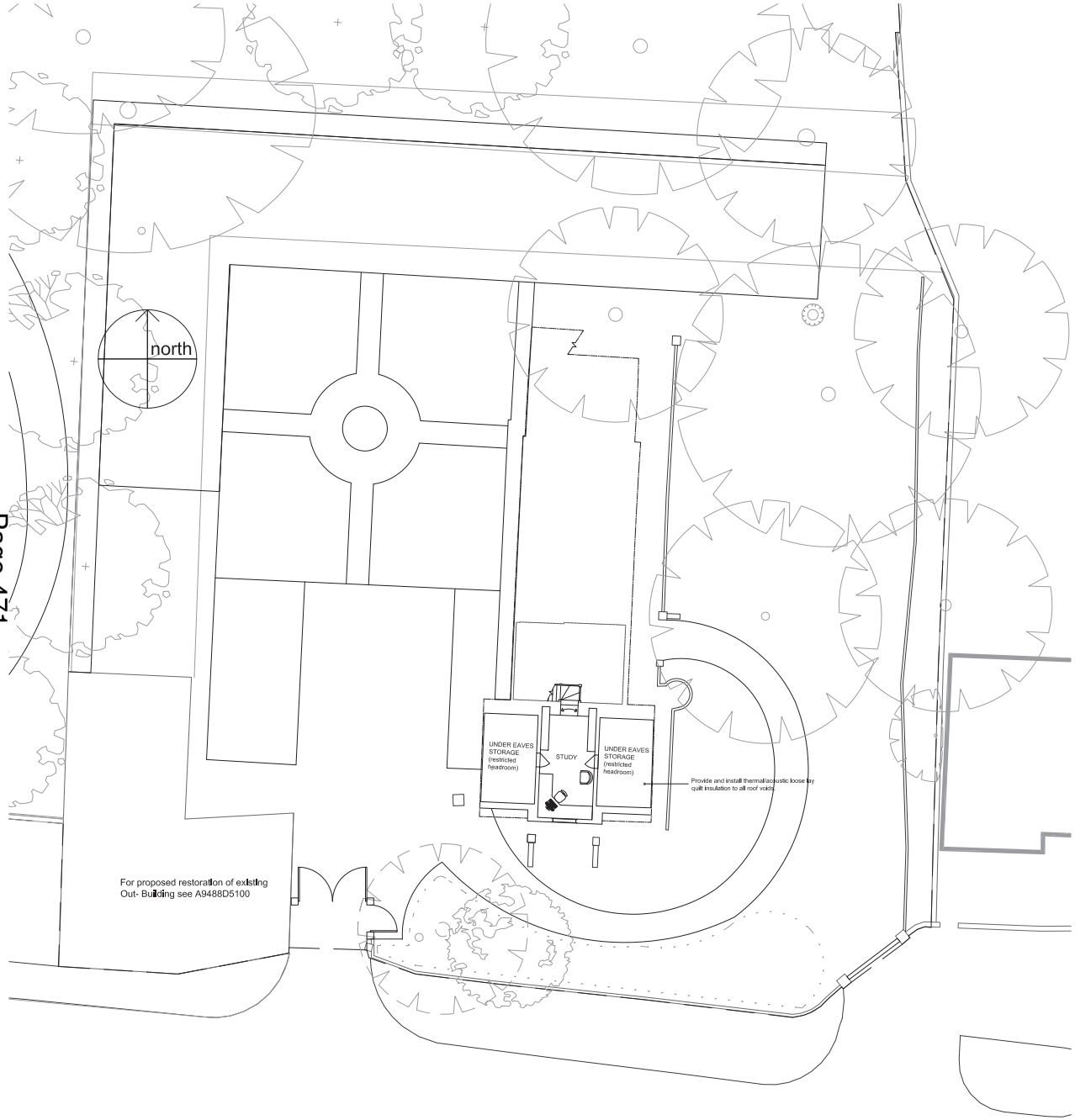
Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road
First Floor Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 4101	P2

PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2011\D SERIES\A9488D4101.DWG
PLOT TIME: 23.06.2011 3:37 PM



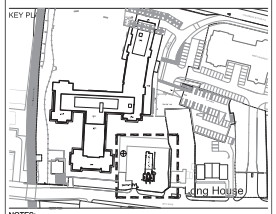
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PL



NOTES:

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KEY:

EXISTING DOORS RETAINED IN EXISTING APERTURE

PROPOSED DOORS IN PROPOSED NEW APERTURE

PROPOSED NEW PARTITIONS

UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

No.	Date	Comment	Drawn	Chkd
P2	20.06.11	GENERAL NOTATIONS UPDATED	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building
(Longhouse) at 456 Bath Road
Second Floor Plan - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
SB	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 4102	P2

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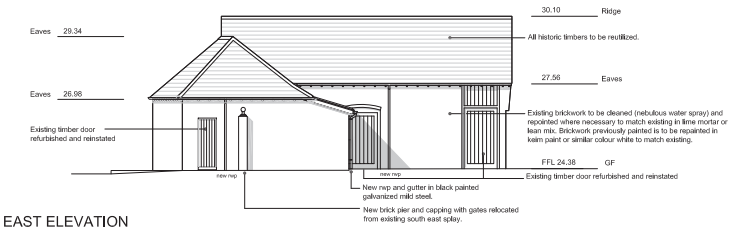
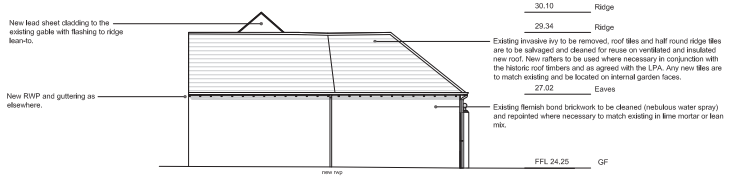
PLOT TIME: 23.06.2011 3:04 PM

NOTE:
THE OUT BUILDING SHALL BE TREATED AS A LISTED BUILDING. FALLING WITHIN THE CURTILAGE OF THE LISTED STABLES BUILDING AT 456 BATH ROAD AND A FULL SCOPE OF WORKS WOULD BE CONTROLLED BY CONDITIONS ATTACHED TO ANY PLANNING CONSENT.

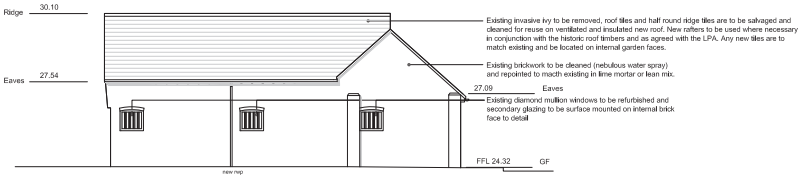
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

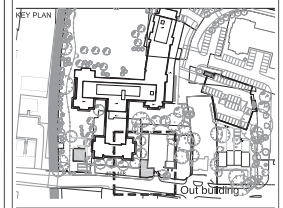
CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN



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UNDERTAKE ALL WORKS OF REPAIR AND RESTORATION AS SCHEDULED IN SPECIALIST HUTTON AND ROSTRON REPORTS.

P2	20.06.11	PROPOSAL TO CONVERT THE OUTBUILDING TO SEPARATE RESIDENCE OMITTED AND OUTBUILDING ANNOTATED FOR FULL RESTORATION AS ACCOMMODATION ANCILLARY TO THE LONGHOUSE	KL	JW
P1	11.05.11	LBC APPLICATION	SB/SM	JW

No.	Date	Comment	Drawn	Chk'd

Revisions

Issue Status

LISTED BUILDING CONSENT APPLICATION

tp bennett
architecture
interiors
planning

One Aldwych, Street London WC2 ONE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Hotel
Heathrow West
Bath Road, Longford Bridge

Drawing Title

Existing Listed Grade II Building (Longhouse) at 456 Bath Road. Outbuilding Restoration.
Proposed Elevations - As Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
MJ	Apr 2011	1:100	

tp bennett Project No.	Drawing Number	Rev
A9488	D 5200	P2

PLOTTED FILE: R:\ACTIVE PROJECTS\ARCHITECTS\A9488 ABC HEATHROW\CAD\ACTIVE\PLANNING APPLICATION 2011\D SERIES\A9488D5200.DWG
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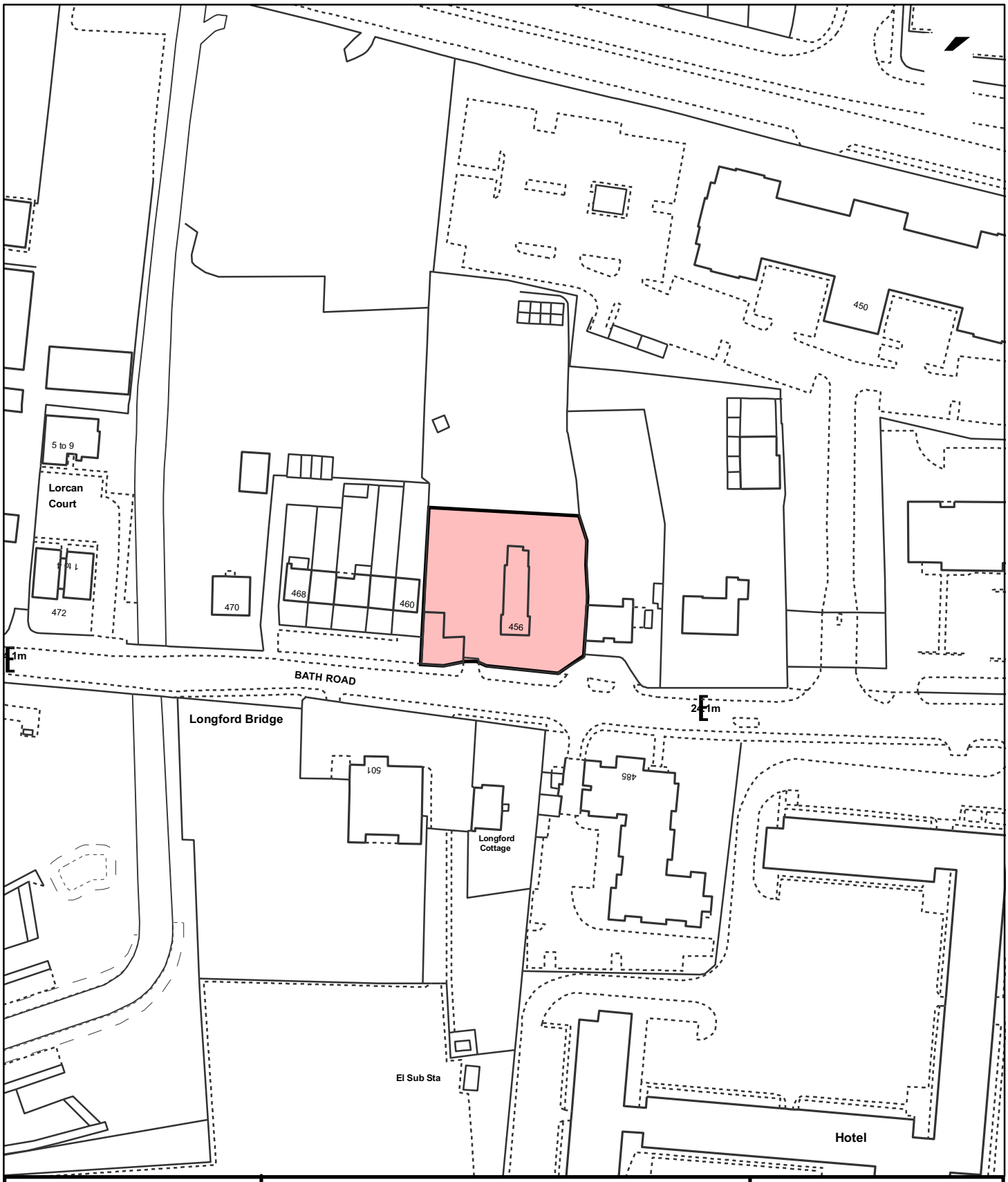

Notes

Site boundary

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Site Address

**456 Bath Road
Longford**

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
2598/APP/2011/1168

Scale
1:1,250

Planning Committee
Central and South

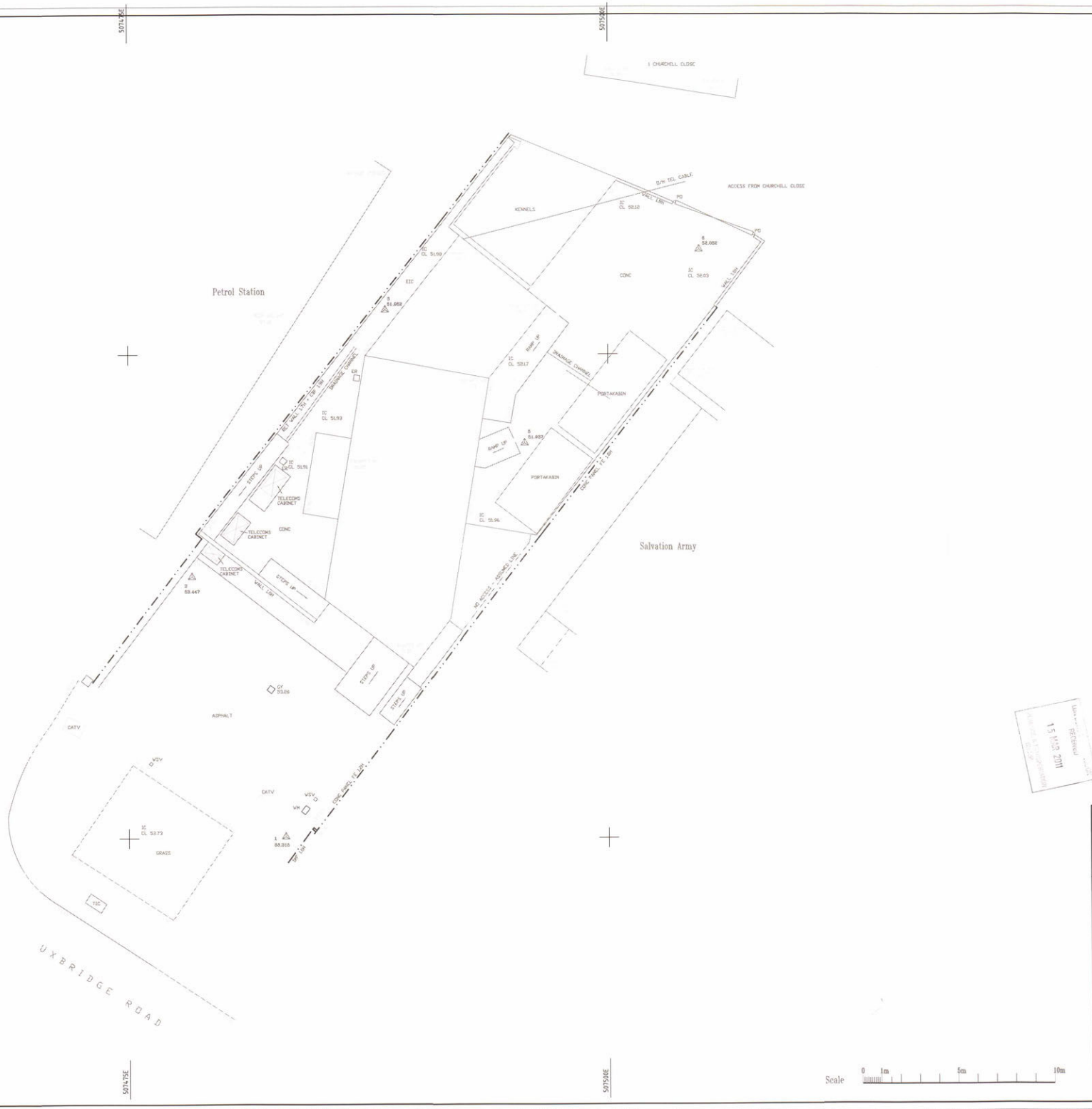
Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	123 UXBRIDGE ROAD HILLINGDON
Development:	Part two storey, part single storey rear/side extension, part single storey, part two storey, part three storey front/side extension incorporating new front porch, alterations to existing elevations, installation of external staircase to side, installation of glass canopy to existing roof, installation of wheelchair ramp to front. Involving the conversion to provide a place of worship at ground and part first floor, a 2 bed self-contained unit at first floor and a 3 bed self contained unit on the second floor
LBH Ref Nos:	29448/APP/2011/639

Date Plans Received:	15/03/2011	**Date(s) of Amendment(s):**	15/03/2011
Date Application Valid:	01/04/2011		



Existing Site Plan

RECEIVED
15 NOV 2011

Scale 0 1m 5m 10m

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6QY Tel: 01992 797 827

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawing:
Existing Site

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/06/B	1:100 @ A1

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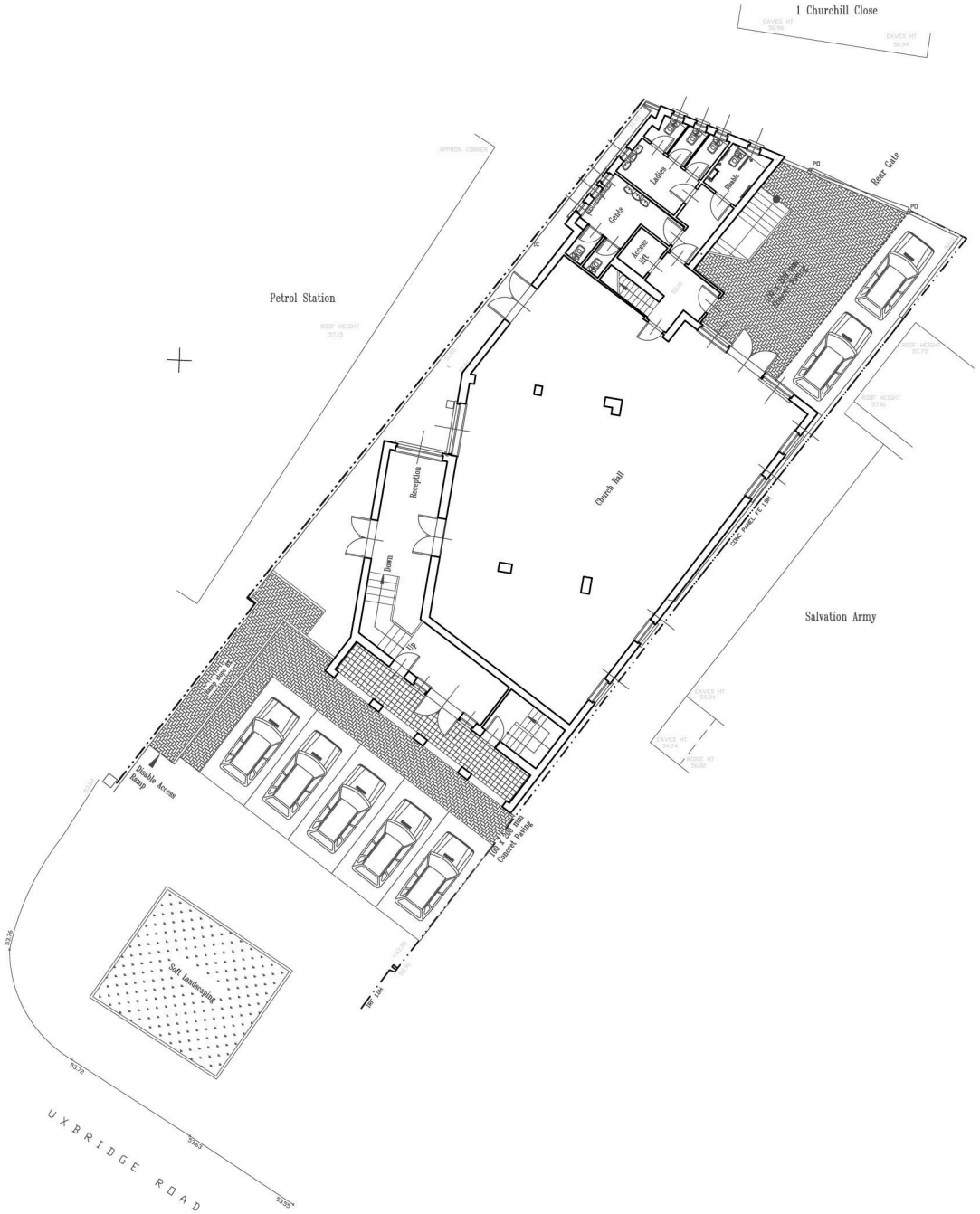

Proposed Site Plan

Scale 0 1m 5m 10m

Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
66 Chestnut Road Enfield EN3 6HY Tel: 01992 789 827

Focus International Christian Centre

123 Uxbridge Road,
Hallingdon
UB10 0LQ

Drawing:
Proposed Site

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/12/C	1:100 @ A1

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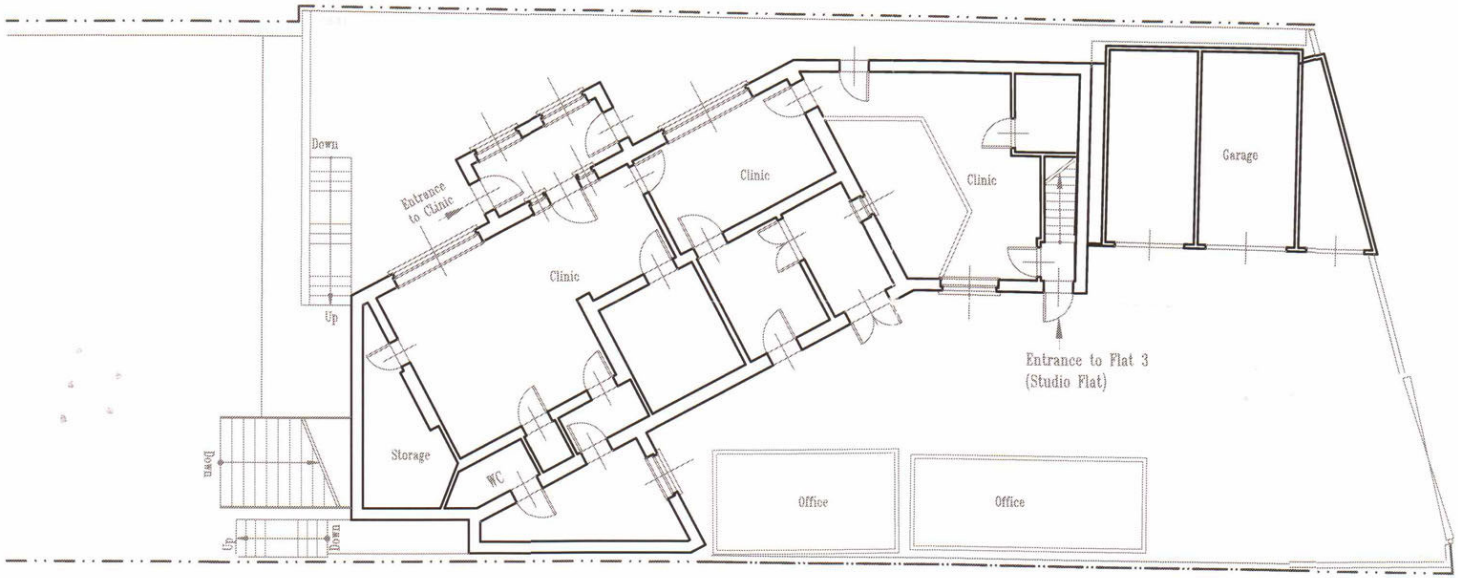

Existing Ground Floor Plan

Scale 0 1m 5m 10m

15 MAR 2011
PLANNING TRANSPORTATION GROUP

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6ST Tel: 01992 797 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawing:
Existing Ground Floor Plan

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/01/B	1:100 @ A2

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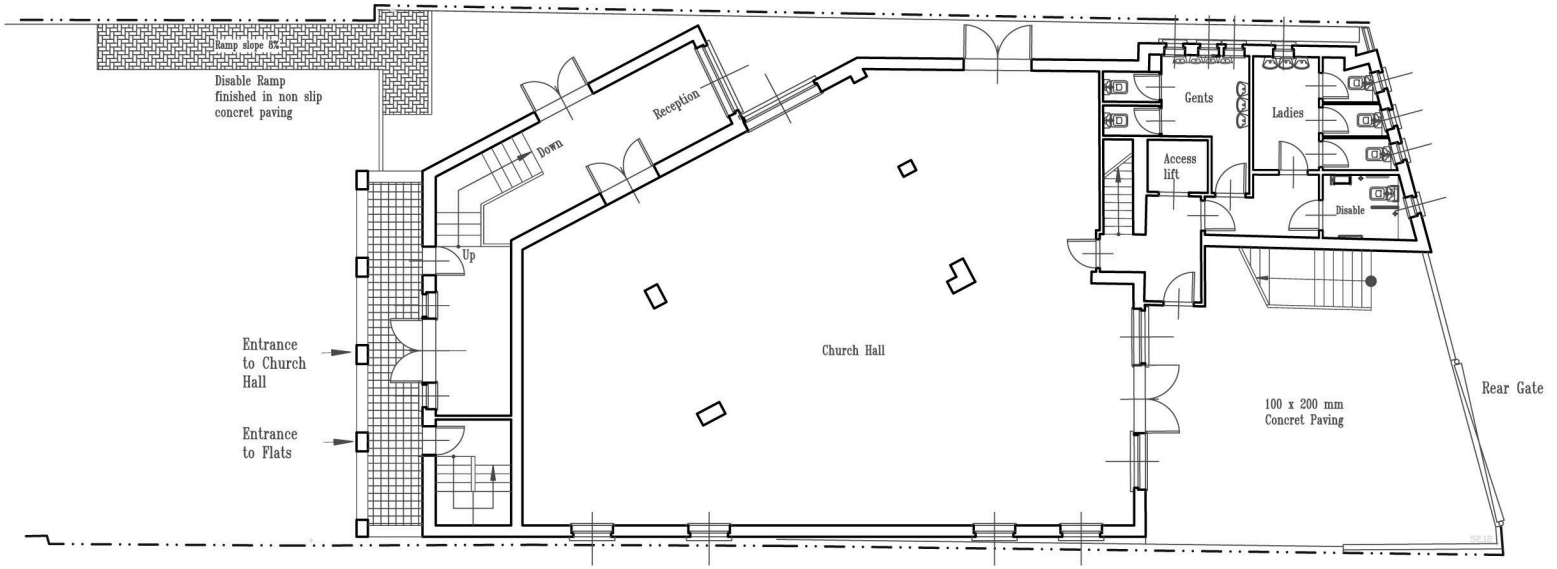

Proposed Ground Floor Plan

Scale 0 1m 5m 10m

LDP

Leads Design Partnership

Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6SY Tel: 01992 767 937

Client;

Focus International Christian Centre

Site:

123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawning;

Proposed Ground Floor Plan

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/07/C	1:100 @ A2

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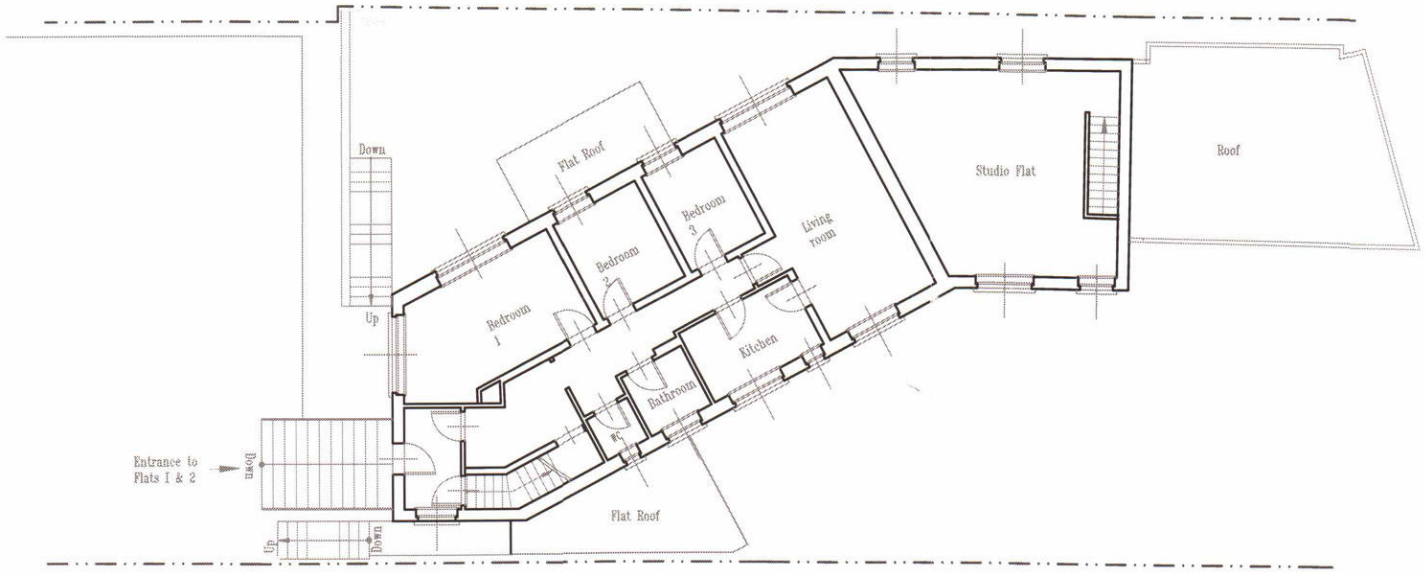

Existing First Floor Plan

LON BORO OF HILLINGDON
RECEIVED
15 MAR 2011
PLANNING & TRANSPORTATION GROUP

Scale 0 1m 5m 10m

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6ST Tel: 01992 707 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawing:
Existing First Floor Plan

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/02/B	1:100 @ A2

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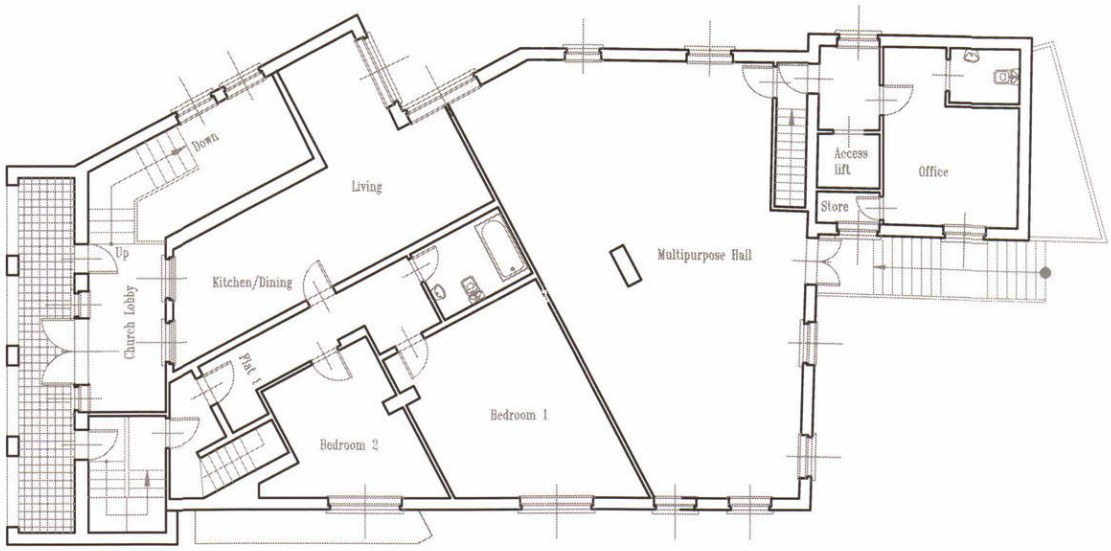

Proposed First Floor Plan

LONDON BOROUGH OF HILLINGDON
RECEIVED
15 MAR 2011
PLANNING & TRANSPORTATION

Scale 0 1m 5m 10m

LDP
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Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6SY Tel: 01992 767 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawning:
Proposed First Floor Plan

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/08/B	1:100 @ A2

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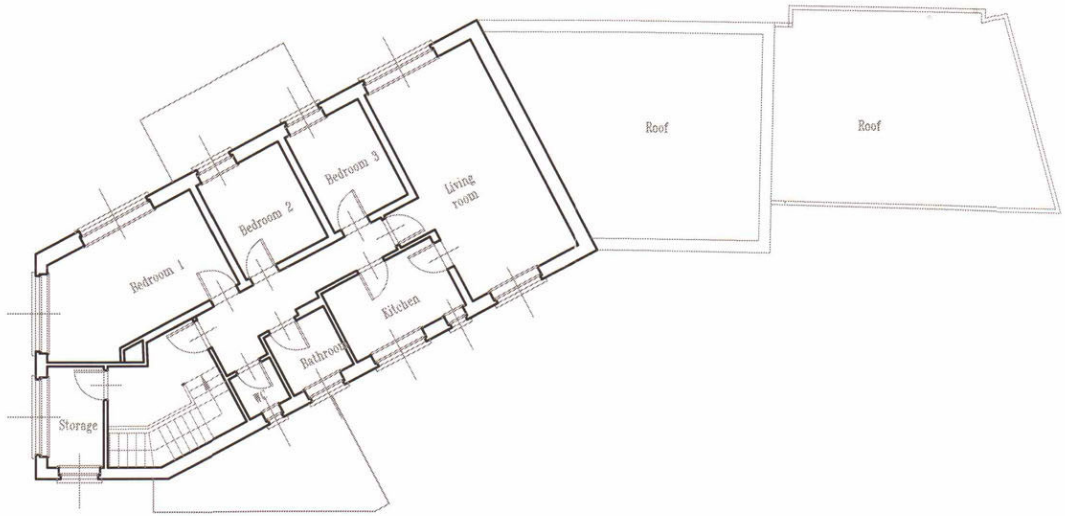

Existing Second Floor Plan

LON B...
Ref: LH/ST
15 MAR 2011
PLANNING & TRANSPORTATION

Scale 0 1m 5m 10m

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6SY Tel: 01992 707 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawning:
Existing Second Floor Plan

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/03/B	1:100 @ A2

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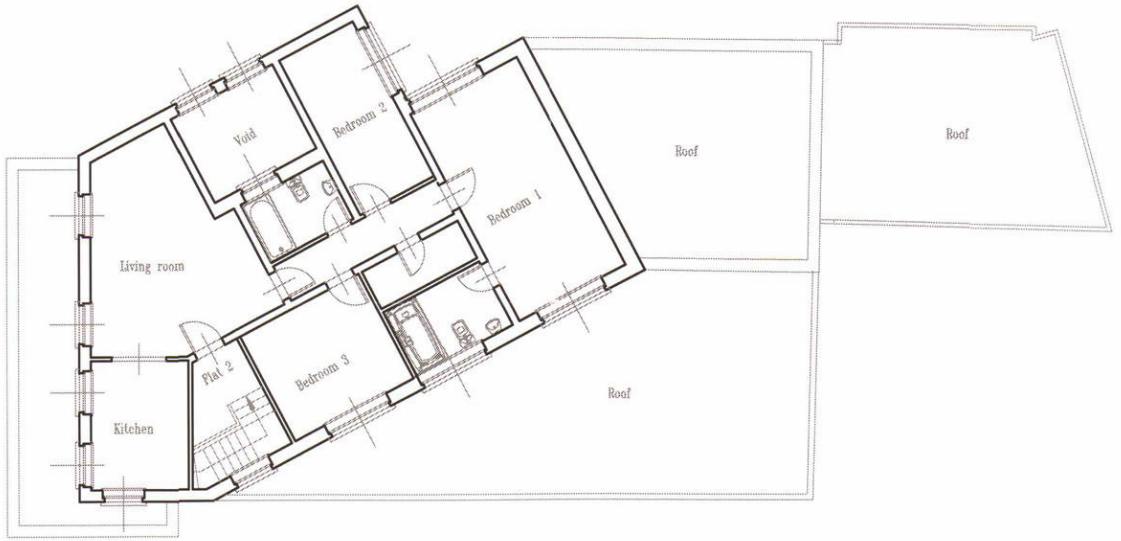

Proposed Second Floor Plan

LON BORO OF HILLINGDON
RECEIVED
15 MAR 2011
PLANNING & TRANSPORTATION
GROUP

Scale 0 1m 5m 10m

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6ST Tel: 01992 767 557

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawning:
Proposed Second Floor Plan

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/09/B	1:100 @ A2

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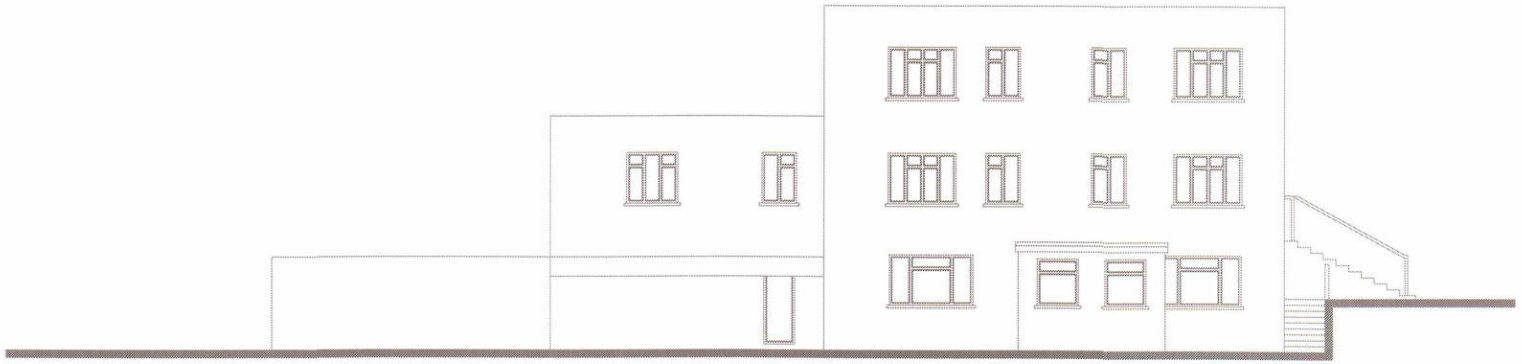
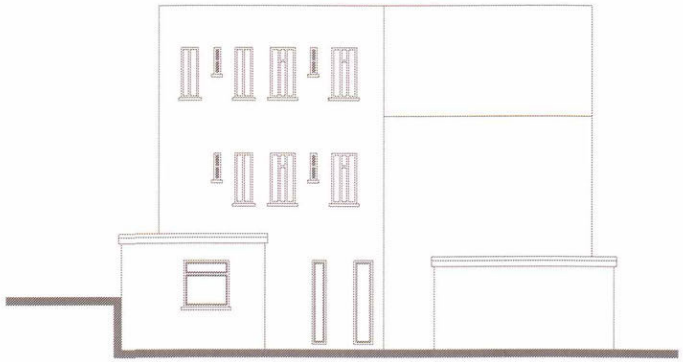


Existing West Elevation



Existing North Elevation

LON BORO OF HILLINGDON
RECEIVED
15 MAR 2011
PLANNING & TRANSPORTATION
ELEVATIONS

Scale 0 1m 5m 10m

Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6ST Tel: 01992 767 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawing:
Existing ELevations Elevations

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/05/B	1:100 @ A2

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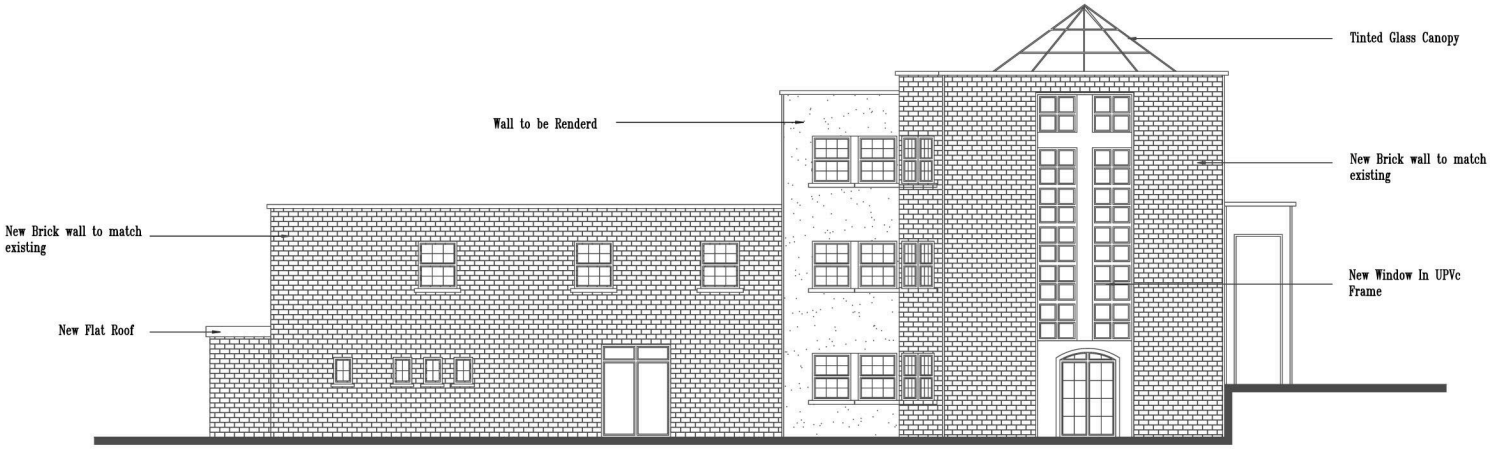

Proposed West Elevation

Proposed North Elevation

Scale 0 1m 5m 10m

Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6SY Tel: 01992 767 937

Client;
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawning;
Proposed Elevations

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/11/C	1:100 @ A2

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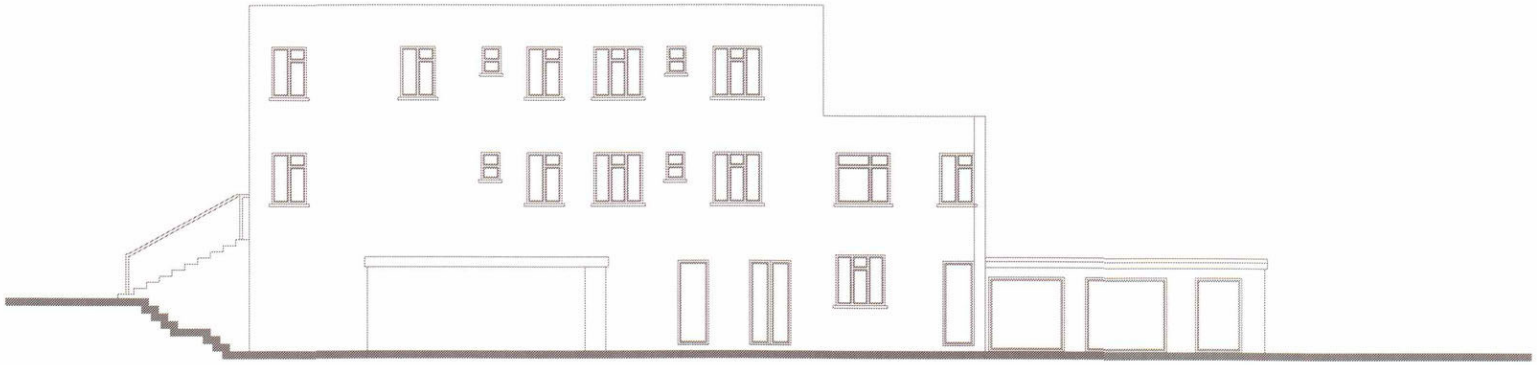
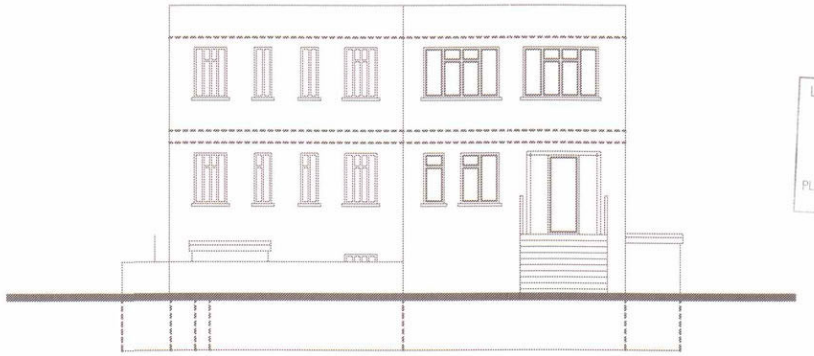


Existing East Elevation



Existing South Elevation

LON BORO OF H... RECEIVED
15 MAR 2011
PLANNING & TRANSPORT...

Scale 0 1m 5m 10m

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6SY Tel: 01992 787 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawing:
Eisting Elevations

Date	Pr/Drawing Number	Scale
March 2011	LDP/250/04/B	1:100 @ A2

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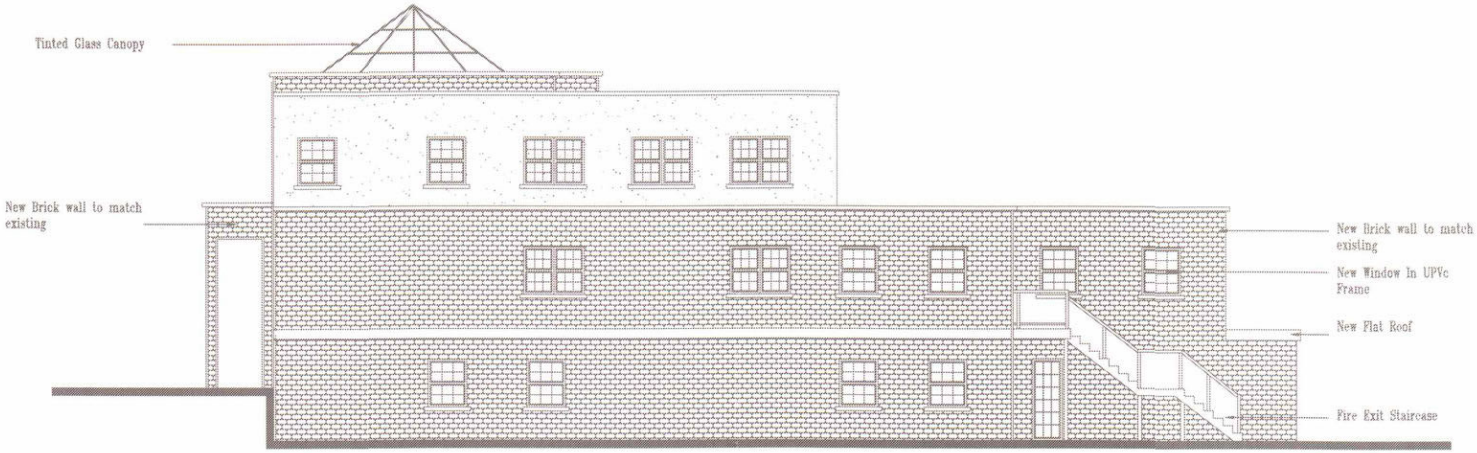

Proposed East Elevation

RECEIVED
15 MAR 2011

Proposed South Elevation

Scale 0 1m 5m 10m

LDP
Leads Design Partnership
Chartered Architects, Engineers and Surveyors
Planning Supervisors and Construction Project Managers
86 Chestnut Road Enfield EN3 6ST Tel: 01992 767 937

Client:
Focus International Christian Centre

Site:
123 Uxbridge Road,
Hillingdon
UB10 0LQ

Drawning:
Proposed Elevations

Date	Dr/Drawing Number	Scale
March 2011	LDP/250/10/B	1:100 @ A2

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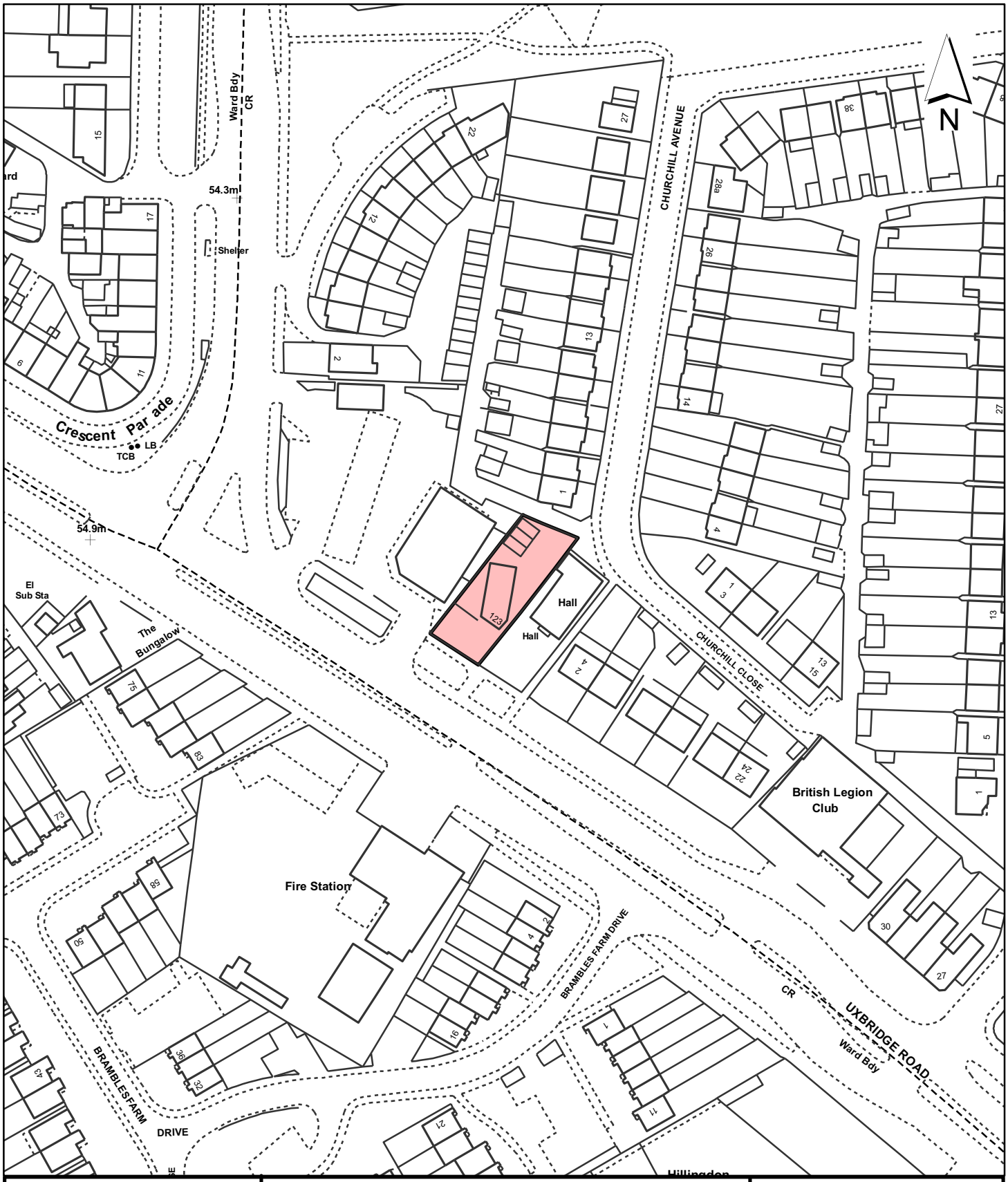

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Site Address

123 Uxbridge Road Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
29448/APP/2011/639

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

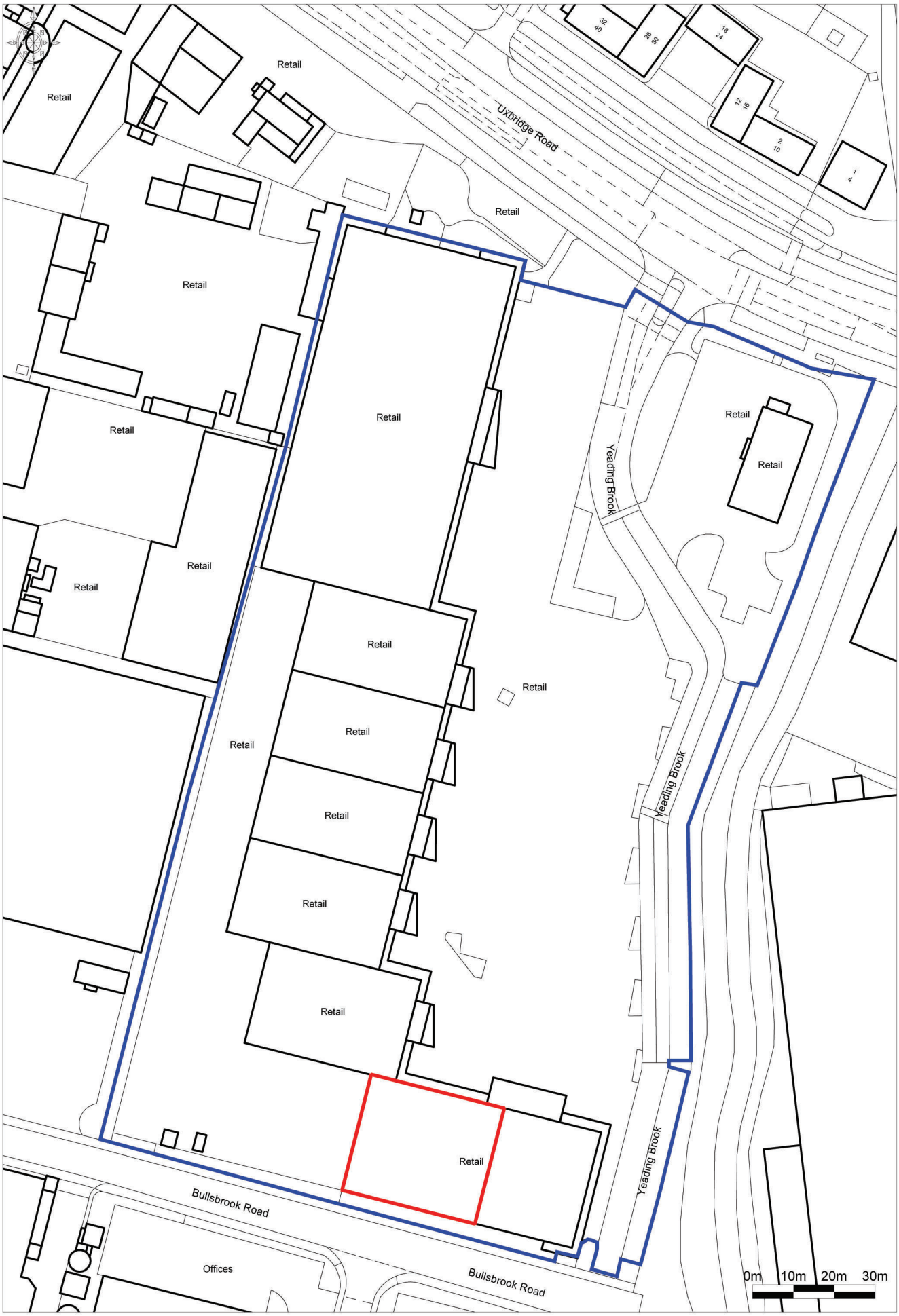
HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	UNIT 7A, HAYES BRIDGE RETAIL PARK UXBRIDGE ROAD HAYES
Development:	Application for variation of condition 4 (to extend the range of goods permitted to be sold) of planning permission ref: 51331/APP/2005/1415 dated 17/07/2005: Alterations to front, rear and side elevations to create new entrances and new enclosed service corridor.
LBH Ref Nos:	67475/APP/2011/853

Date Plans Received:	06/04/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	07/04/2011		

UNIT 7A HAYES BRIDGE RETAIL PARK
SITE LOCATION PLAN



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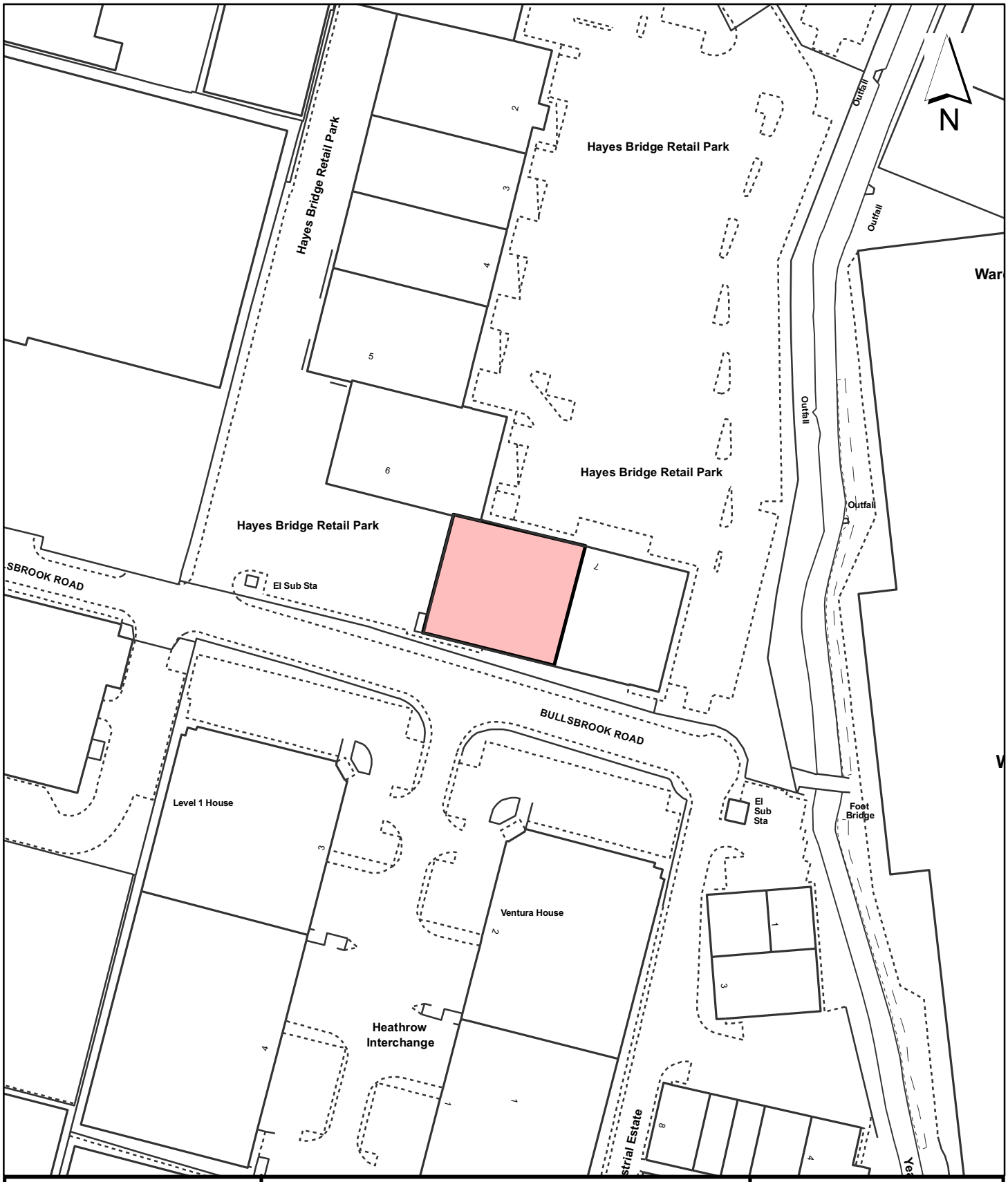
APRIL 2011

DRAWING REFERENCE: 8782 01 A



Notes

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Site Address

Unit 7A, Hayes Bridge Retail Park
Uxbridge Road
Hayes

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:	Scale
67475/APP/2011/853	**1:1,250**
Planning Committee	Date
Central and South	**July 2011**

Page 98

HILLINGDON
LONDON

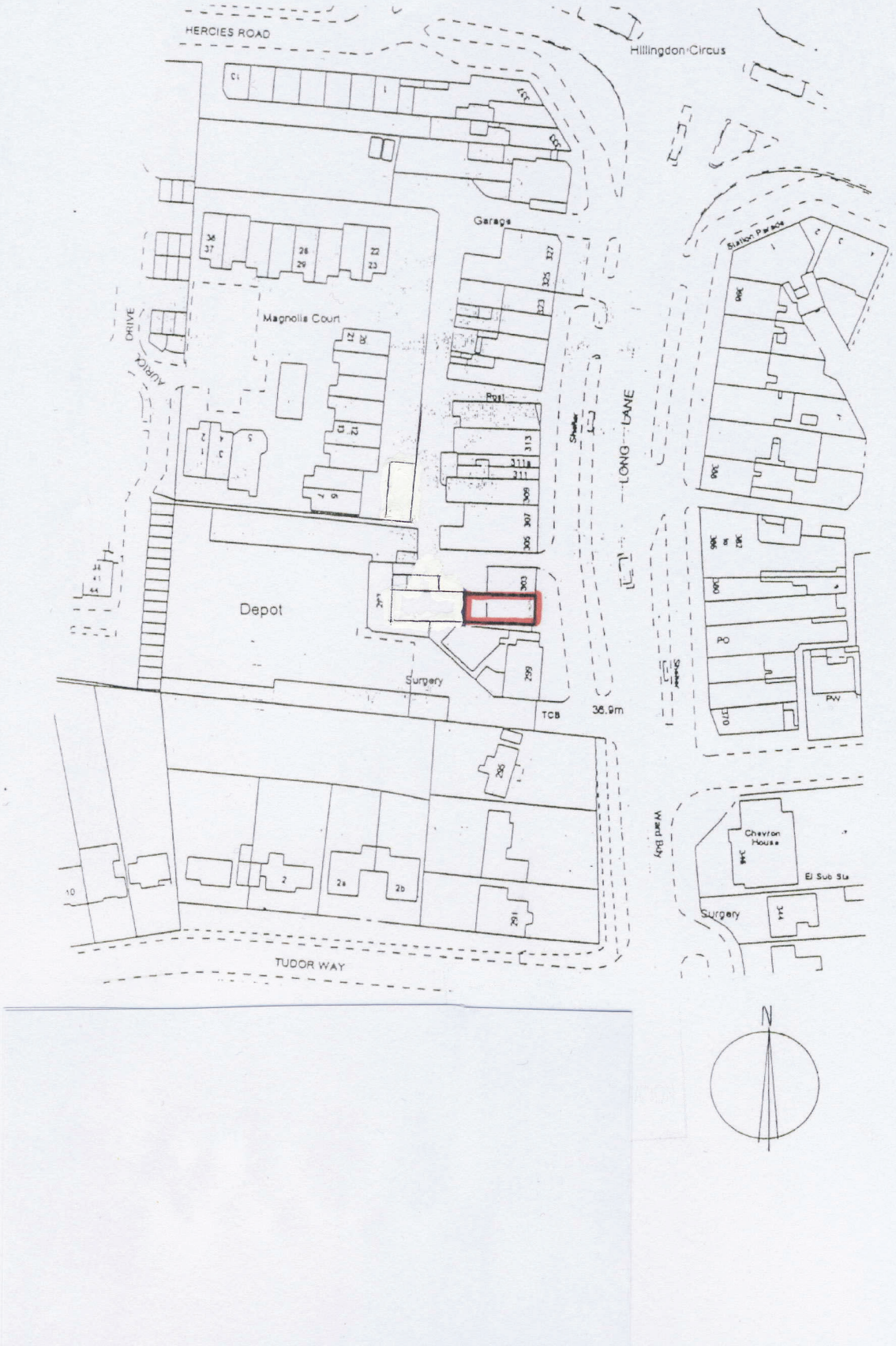
Report of the Head of Planning & Enforcement Services

Address	301 LONG LANE HILLINGDON
Development:	Variation of condition 2 (to allow use of betting shop between the hours of 09:00 hrs and 22:00 hrs) of planning permission ref. 568/APP/2010/1741 dated 17 January 2011: Change of use from Class A1 (Retail) to Class A2 (Financial and Professional Services) for use as Betting Shop.
LBH Ref Nos:	568/APP/2011/636

Date Plans Received:	14/03/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	17/03/2011		

Address: 301 Long Lane, Hillingdon Drawing 4613-I

Title: Location Plan Scale 1:1250 Date: July' 2010



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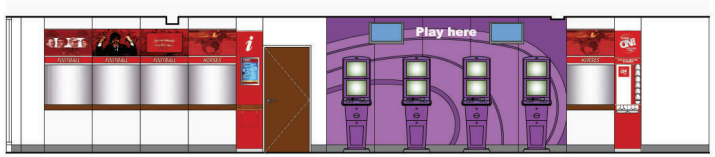
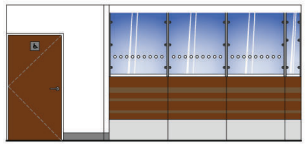
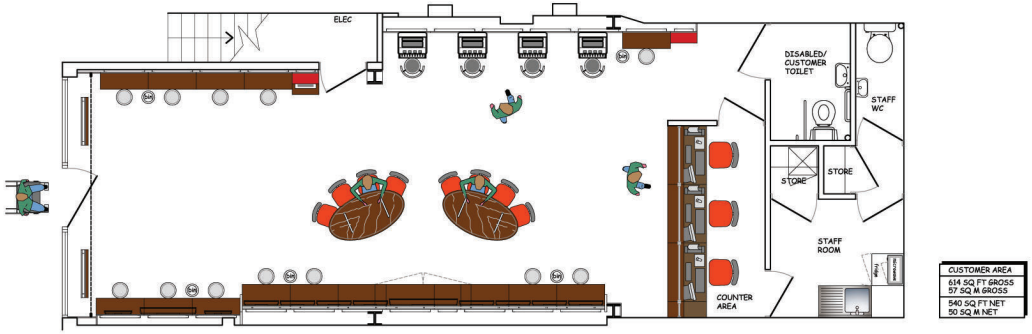


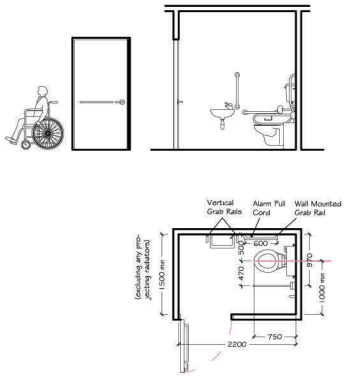
ELEVATION A



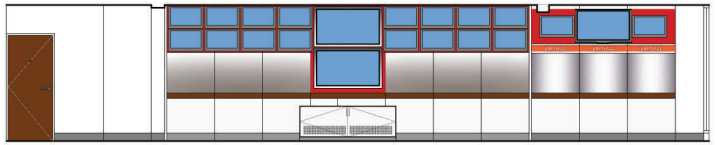
ELEVATION B



GROUND FLOOR PLAN



SHOPFRONT ELEVATION



ELEVATION C

ELEVATION D

Rev	Date	Description
B	16.12.10	Layout revised following Landlords scheme.
A	17.09.10	Layout revised following site survey.

Ladbrokes

Address
301 LONG LANE,
HILLINGDON,
UXBRIDGE, UB10 9JY.

Title
PROPOSED LAYOUT

Drawn J.Godding	Date 13/07/10	Scale 1:50
Rad ---	Location ----	Customer Area 614 sq ft Gross 540 sq ft net
Drawing Number LONG/02		Revision B

Licensing & Development

Ladbrokes Plc, Imperial House, Imperial Drive, Rayners Lane, Harrow, Middlesex, HA2 7JW. Tel +44 (0)20 8868 8899

Notes

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Site Address

301 Long Lane Hillingdon

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
568/APP/2011/636

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

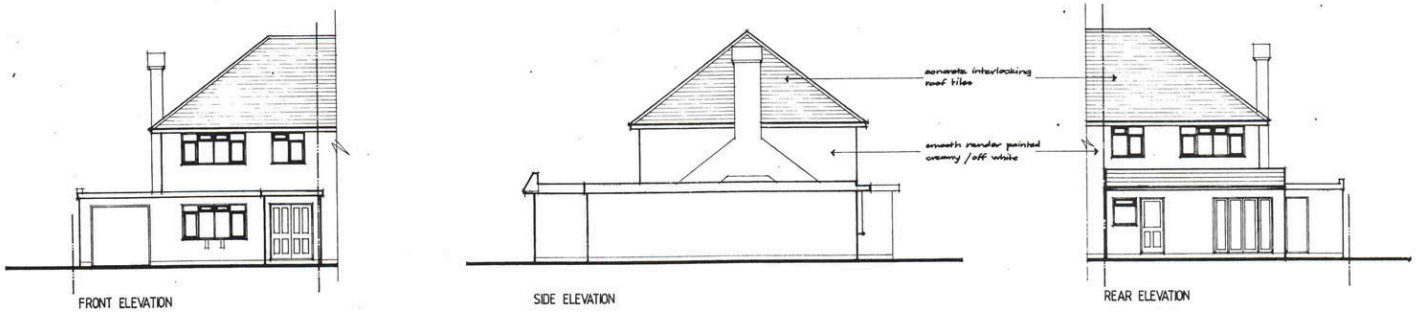
Address 11 COLNE AVENUE WEST DRAYTON

Development: Erection of a first floor side extension (involving demolition of existing chimney to side).

LBH Ref Nos: **24766/APP/2011/800**

Date Plans Received: 31/03/2011 **Date(s) of Amendment(s):** 31/03/2011
28/06/2011

Date Application Valid: 04/04/2011



FRONT ELEVATION

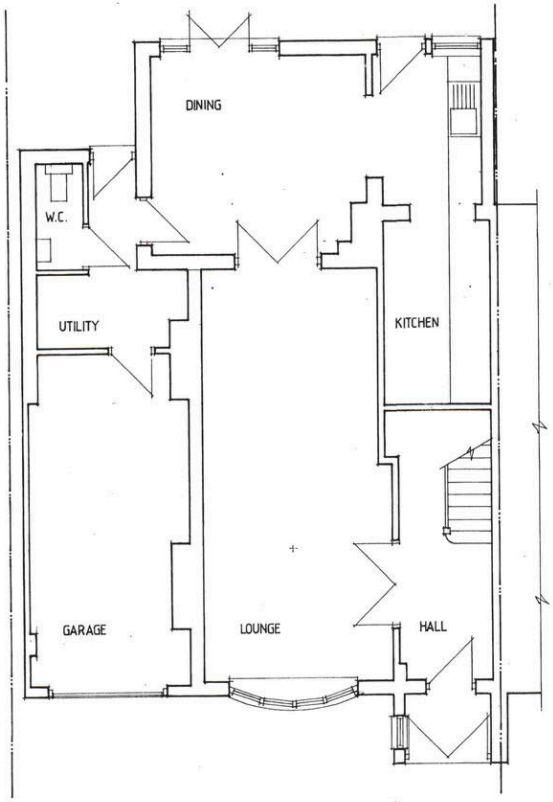
SIDE ELEVATION

REAR ELEVATION

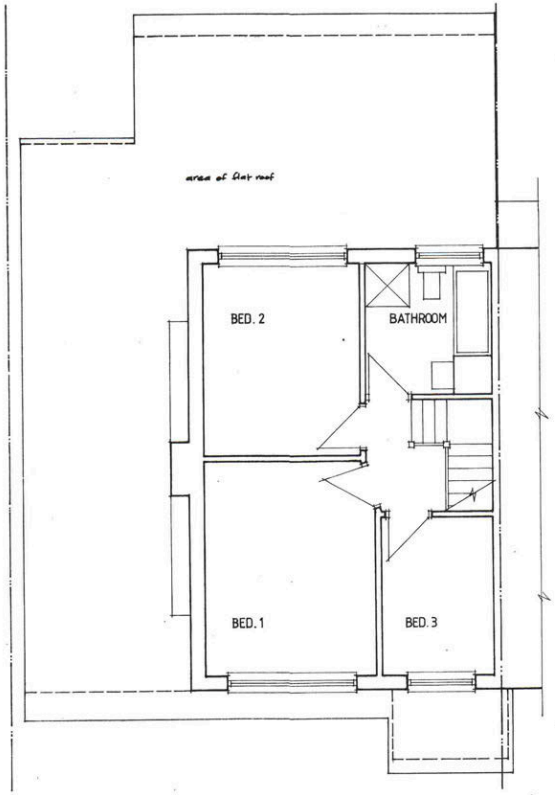
SCALE BAR - 1:100

0 1.0 2.0 3.0 4.0 5.0 6.0 7.0 8.0 Metres

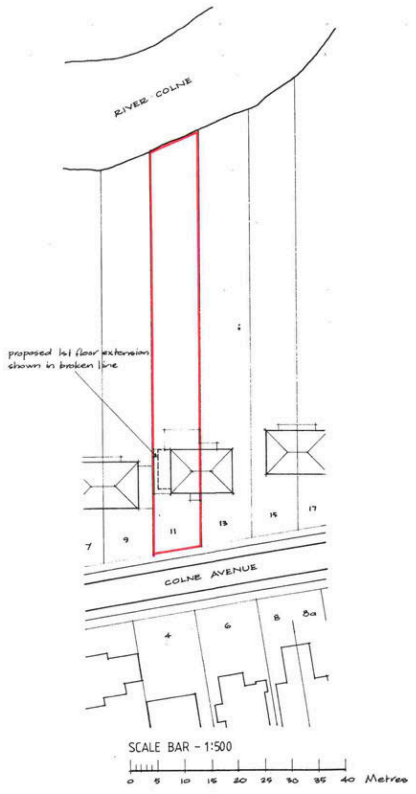
NORTH



GROUND FLOOR LAYOUT



FIRST FLOOR LAYOUT



SCALE BAR - 1:500

0 5 10 15 20 25 30 35 40 Metres

SITE PLAN

SCALE BAR - 1:50

0 0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5 5.0 5.5 6.0 Metres

LON BURO OF HILLINGDON
RECEIVED
31 MAR 2011
PLANNING & TRANSPORTATION GROUP

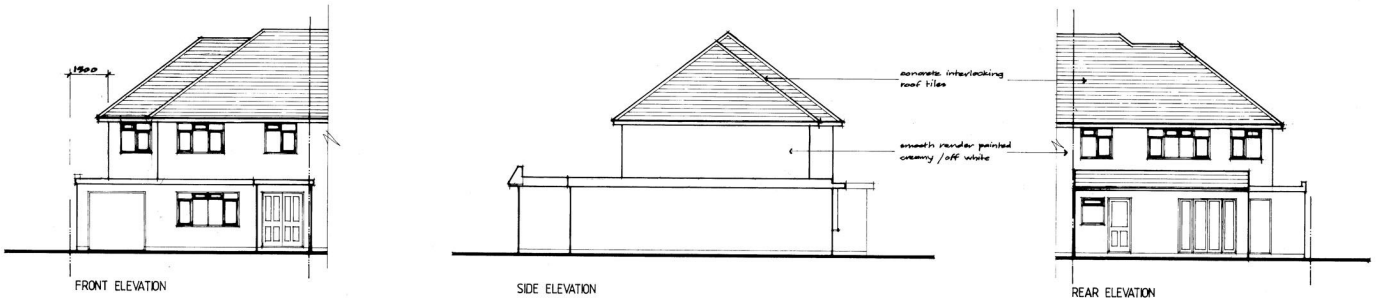
project
Proposed First Floor Domestic Extension at
11 Colne Avenue, West Drayton, Middlesex UB7 7AJ
for Mr & Mrs D. Woodward

agent
Brian Cooke,
4 Merlewood Court, Lyon Avenue, New Milton,
Hampshire. BH25 6AP ☎ 01425 615459

drg title
SURVEY DETAILS OF HOUSE
AS EXISTING

scale at A1 size	drawn	date
1:500, 1:50, 1:100	BRC	Feb. 2011

drg no	rev.
2011 / 01	



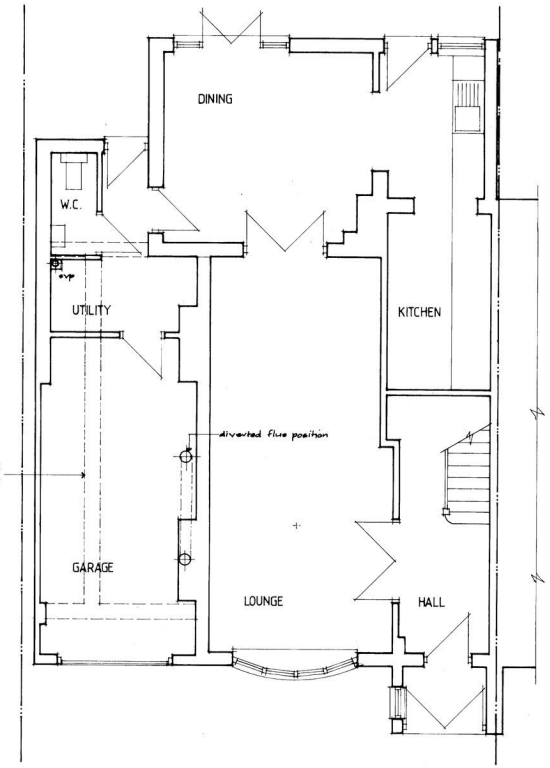
FRONT ELEVATION

SIDE ELEVATION

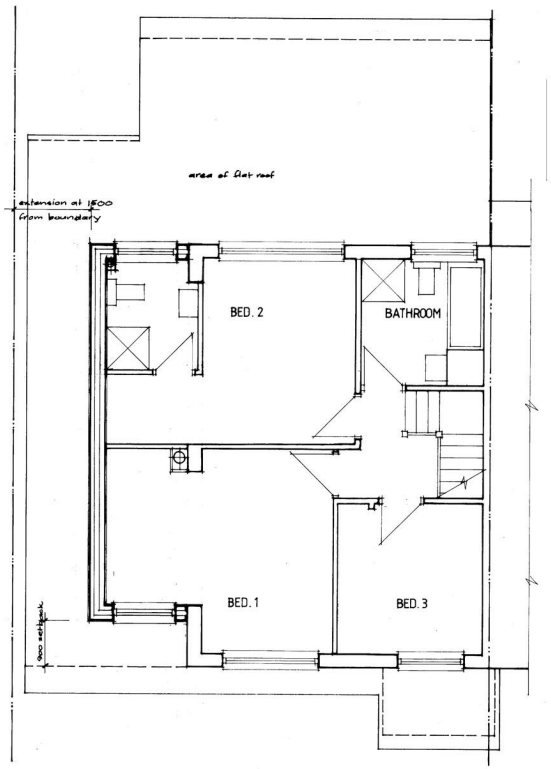
REAR ELEVATION

SCALE BAR - 1:100

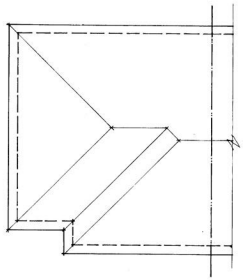
0 1·0 2·0 3·0 4·0 5·0 6·0 7·0 8·0 Metres



GROUND FLOOR LAYOUT



FIRST FLOOR LAYOUT



PROPOSED ROOF PLAN

SCALE BAR - 1:50

0 0·5 1·0 1·5 2·0 2·5 3·0 3·5 4·0 4·5 5·0 5·5 6·0 Metres

Rev 'A' June 11. Distance between boundary & side wall increased to 1500 as requested by Planning.

project
Proposed First Floor Domestic Extension at
11 Colne Avenue, West Drayton, Middlesex UB7 7AJ
for Mr & Mrs D.Woodward

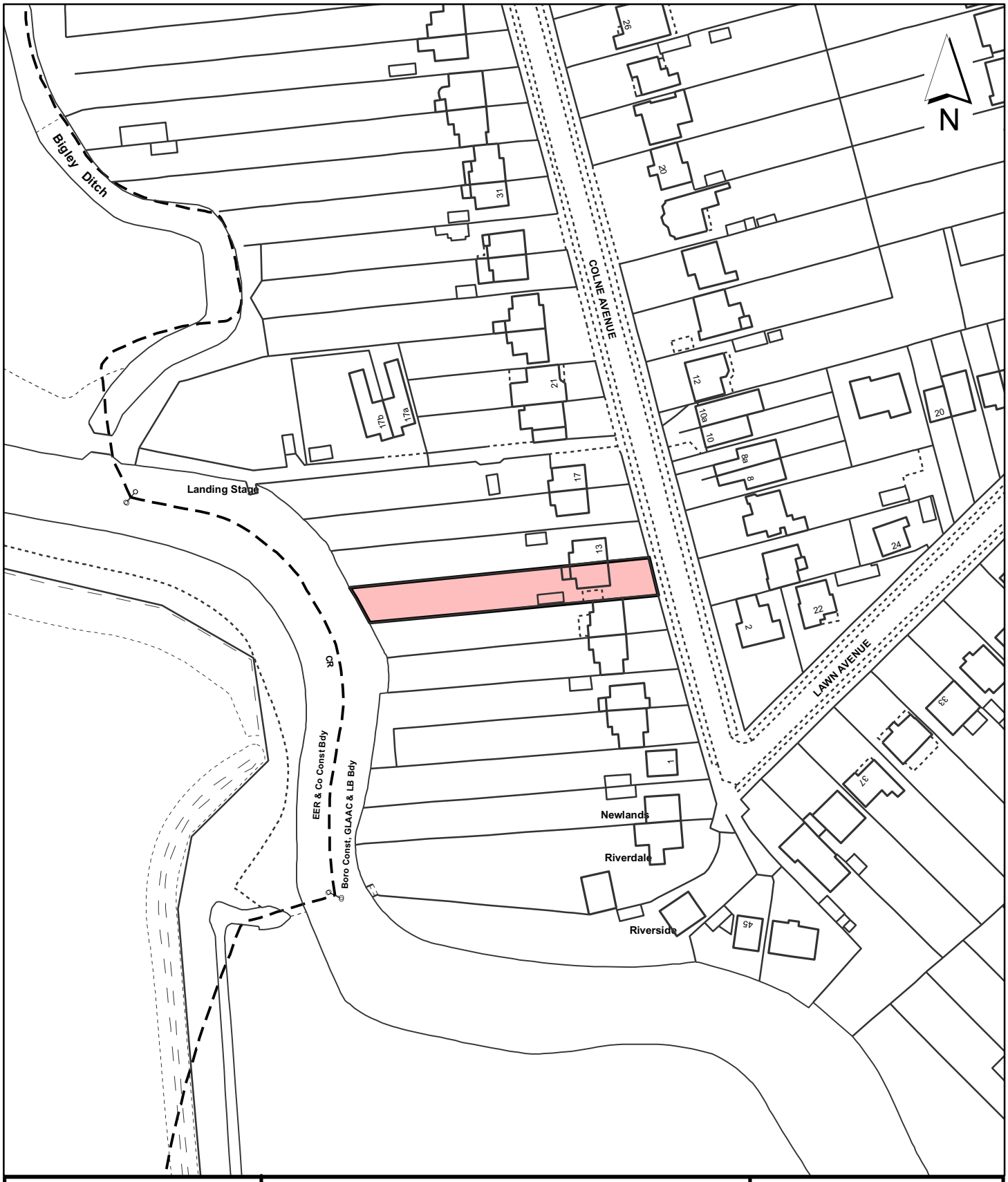
agent
Brian Cooke,
4 Merlewood Court, Lyon Avenue, New Milton,
Hampshire. BH25 6AP ☎ 01425 615459

drg title
DETAILS OF PROPOSALS

scale	drawn	date
1:50, 1:100	BRC	Feb. 2011

drg no 2011/02

rev. A



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Site Address

11 Colne Avenue
West Drayton

LONDON BOROUGH OF HILLINGDON
Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
24766/APP/2011/800

Scale
1:1,250

Planning Committee
Central and South

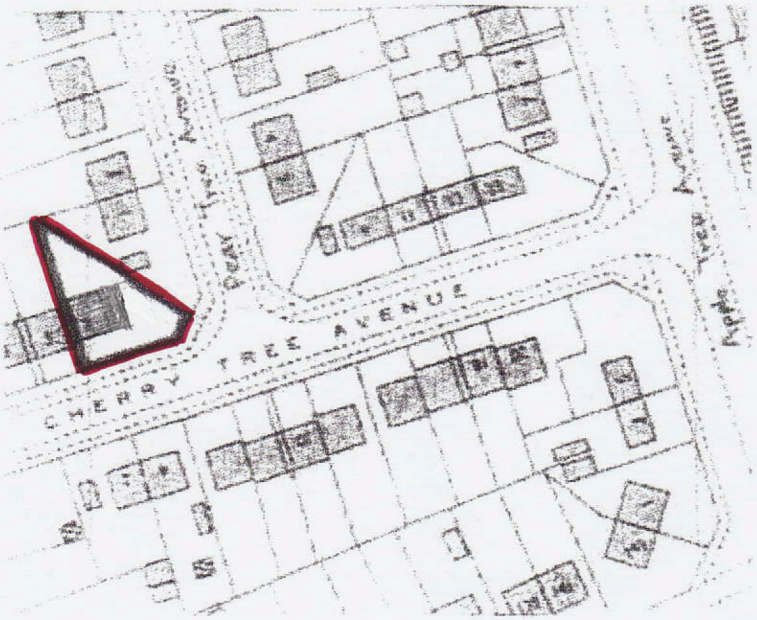
Date
July 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	7 CHERRY TREE AVENUE YIEWSLEY
Development:	Continued use of extended dwelling as two separate dwellings
LBH Ref Nos:	63027/APP/2011/1129

Date Plans Received:	10/05/2011	**Date(s) of Amendment(s):**
Date Application Valid:	10/05/2011	



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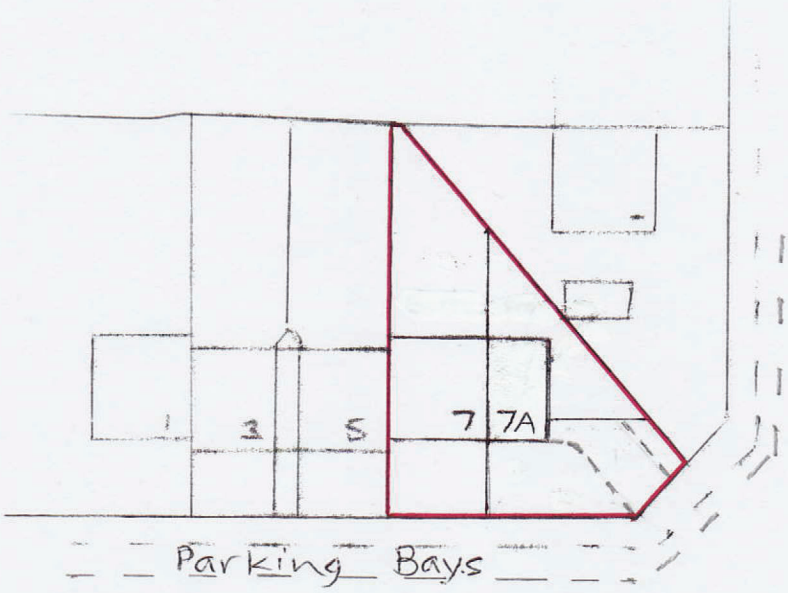
Location Plan 1:1250



Block Plan 1:500

Site Plans

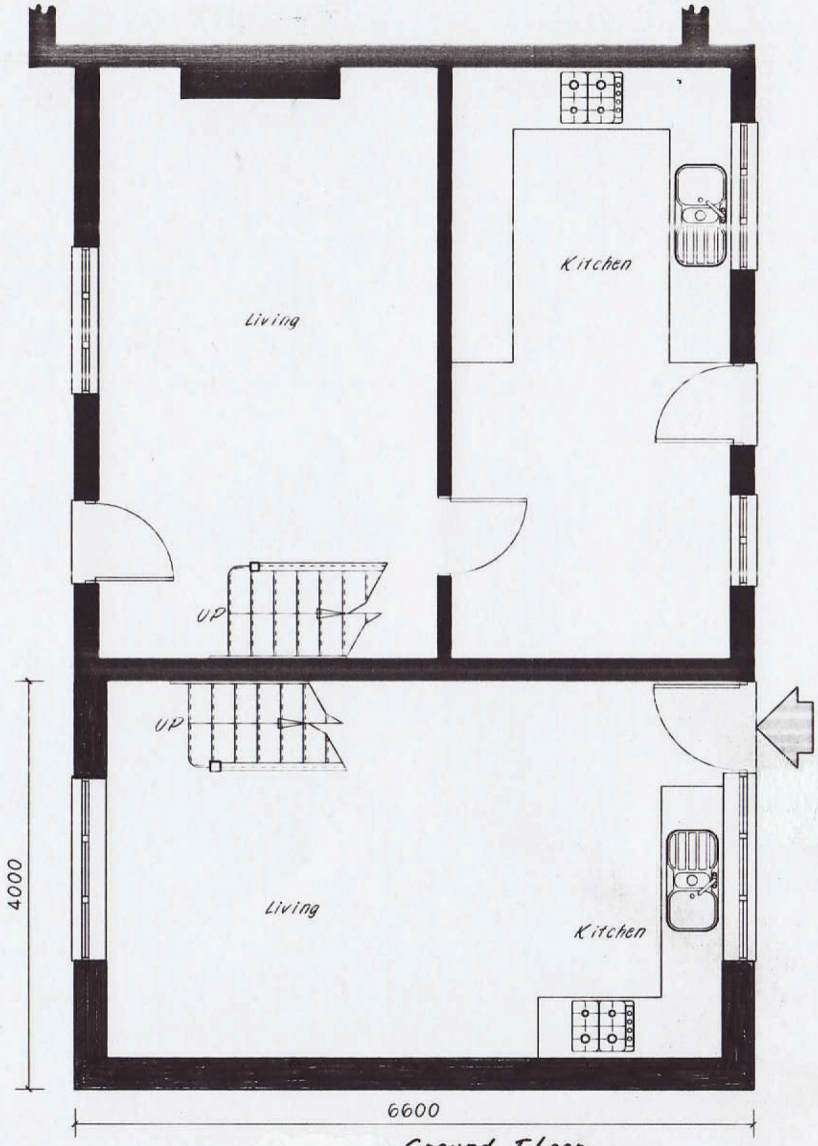
7 & 7A Cherry Tree Avenue • Yiewsley • Middx

BUILDING SERVICES

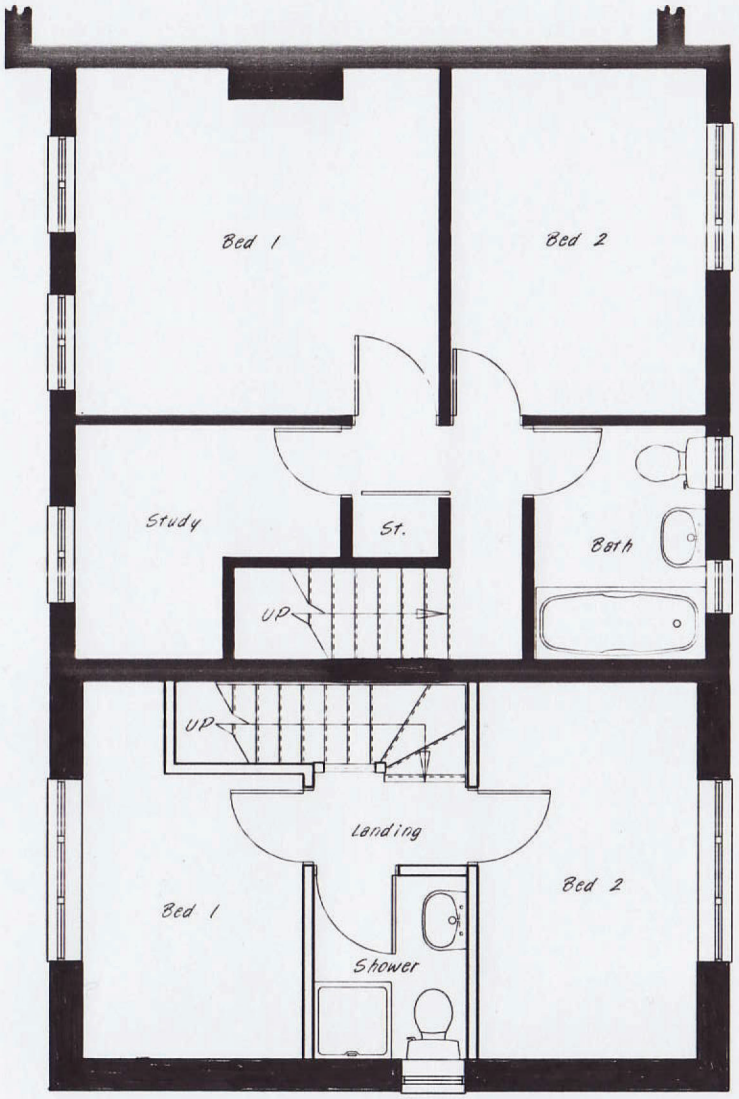
Architectural Designers & Surveyors
Uxbridge (01895 811177

DRAWN	SCALE	DATE
AMF.	-	Apr 07

DRAWING No. 06/381/00/A



Ground Floor



First Floor

0 0.5 1M 2 3 4 5M

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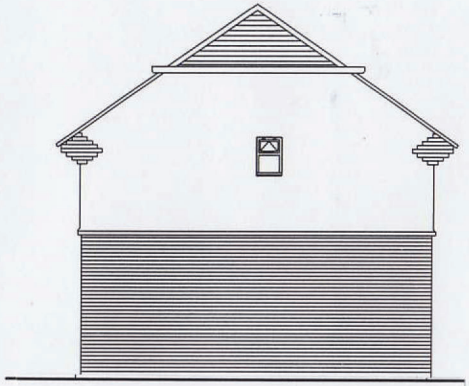
EXISTING PLANS

SITE: 7 Cherry Tree Avenue, Uxbridge, Middx

BUILDING SERVICES
Architectural Designers & Surveyors
Uxbridge (01895) 811177

DRAWN:	SCALE @ A3:	DATE:
DAF	1 : 50	January '11
DRAWING NO: 06/381/03		REV: B



EXISTING E ELEVATION

EXISTING N ELEVATION

EXISTING S ELEVATION

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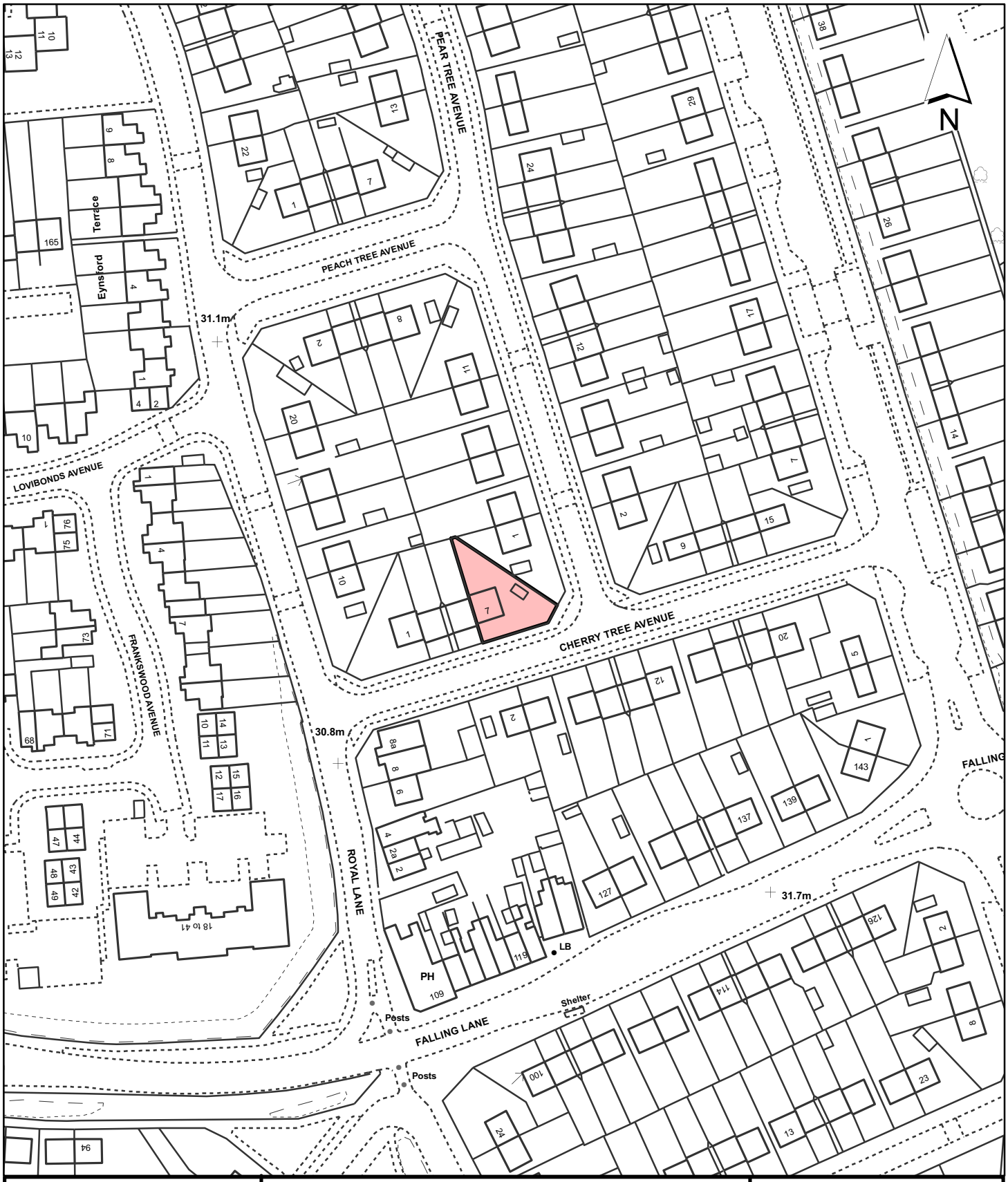
EXISTING ELEVATIONS

SITE: 7 Cherry Tree Avenue
Uxbridge
Middx

0 0.5 1M 2 3 4 5 6 7 8 9 10M

BUILDING SERVICES
Architectural Designers
& Surveyors
Uxbridge (01895) 811177

DRAWN:	SCALE @ A3:	DATE:
DAF	1 : 100	January '11
DRAWING NO: 06/381/02		REV: B



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Yiewsley

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Planning, Environment, Education & Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
63027/APP/2011/1129

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

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