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HILLINGDON
LONDON

A

Central & South Planning Committee

Date: **TUESDAY, 11 OCTOBER 2011**

Time: **7.00 PM**

Venue: **COMMITTEE ROOM 5, CIVIC CENTRE, HIGH STREET, UXBRIDGE, MIDDLES,EX 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 (Labour Lead)
Neil Fyfe
Dominic Gilham
Robin Sansarpuri
Brian Stead

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Useful information

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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

Chairman's Announcements

1 Apologies for Absence

2 Declarations of Interest in matters coming before this meeting

3 To sign and receive the minutes of the previous meeting

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 without a Petition

	Address	Ward	Description & Recommendation	Page
6	Knights of Hillingdon Florists Uxbridge Road, Hillingdon 15407/APP/2010/2209	Hillingdon East	Reserved matters (landscaping) in compliance with condition 2 of the Secretary of State's Appeal Decision ref:APP/R5510/A/09/2119085 dated 17/06/2010 (LBH ref:15407/APP/2009/1838): Erection of new health centre and 12 residential units with ancillary car parking and landscaped amenity space (involving demolition of existing building). **Recommendation: Approval**	11 - 18

7	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**	19 - 78
8	19-22 Chippendale Waye and Car Park Area to Rear of 23-28 Chippendale Waye, Uxbridge 67544/APP/2011/736	Uxbridge North	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). (Outline Application). **RECOMMENDATION**: **Approval**	79 - 108
9	70 Station Road, West Drayton 2954/APP/2011/1901	West Drayton	Demolition of existing buildings and erection of a residential building to accommodate 44 flats with associated landscaping and basement car park. **RECOMMENDATION**: **Refusal**	109 - 128

Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
10	6 Burleigh Road, Hillingdon 11057/APP/2011/2026	Hillingdon East	Conversion of two storey mid-terraced house into 1 x one-bedroom self contained flat and 1 x two-bedroom self contained flat with associated amenity space and parking, first floor rear extension, alterations to rear and front porch (Resubmission). **RECOMMENDATION**: **Refusal**	129 - 138
11	Former Hillingdon Irish Centre Royal Lane, Hillingdon 267/APP/2011/1383	Yiewsley	Change of use of the site and building from former Hillingdon Irish Centre (Sui Generis) to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary managers flat, including carrying out of external alterations to parking area and landscaping, existing facade and roof, alterations and additions to opening, ramp to main entrance and covered porch, internal alterations, including to layout, creation of kitchen at ground level, repositioning of stairs, and alterations to toilet areas. **Recommendation: Refusal**	139 - 154

Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
12	Land Fronting Knights Gardens Opposite 943-945 Uxbridge Road, Hillingdon 67975/ADV/2011/60	Hillingdon East	Installation of 6m x 3m billboard on 1m high base. **Recommendation: Approval**	155 - 160

13	Holloway Lane Quarry Holloway Lane, Harmondsworth 43155/APP/2010/1417	Heathrow Villages	Temporary wood recycling operation (Part retrospective application). **Recommendation: Refusal**	161 - 172
14	1 Westfield Cottages Sipson Lane, Harlington 67100/APP/2011/367	Heathrow Villages	Two storey side extension, involving raising the ridge height of the existing barn/store roof and conversion of attached barns/stores to habitable accommodation (works involve demolition of unauthorised single storey side extension and external alteration works). **Recommendation: Approval**	173 - 190
15	18 Frays Avenue West Drayton 67620/APP/2011/877	West Drayton	Erection of a single storey rear extension and single storey side extension involving alterations to side (Part-Retrospective) **Recommendation: Approval**	191 - 200

Other

16 S106 Quarterly Monitoring Report - up to 30 June 2011

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.

17 ENF/597/08

18 ENF/597/08

19 ENF/427/10

20 ENF/304/09

21 ENF/195/11

Any Items transferred from Part 1

Any Other Business in Part 2

Plans for Central and South Planning Committee

Minutes

CENTRAL & SOUTH PLANNING COMMITTEE

6 September 2011

HILLINGDON
LONDON

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

	Committee Members Present: Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) Wayne Bridges Janet Duncan Neil Fyfe Dominic Gilham Robin Sansarpuri Brian Stead **LBH Officers Present**: James Rodger – Head of Planning, Trading Standards & Environmental Protection, Matt Duigan – Team Manager, Central & South, Manmohan Ranger – Highways Engineer, Sarah White – Planning Lawyer, Gill Brice – Democratic Services. **Also Present**: Councillor Peter Kemp	
85.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* There were no apologies for absence	
86.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* Councillor Janet Duncan declared a personal interest in Item 10 & 8 and remained in the room whilst the items were discussed. Councillor Neil Fyfe declared a personal and prejudicial interest in Items 5 & 6 and left the meeting whilst the items were discussed. Councillor Dominic Gilham declared a personal and prejudicial interest in Items 7 & 13 and left the meeting whilst the items were discussed. Councillor Robin Sansarpuri declared a personal interest in Item 8 and remained in the meeting whilst the item was discussed.	
87.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 3)* There had been no matters notified in advance or urgent.	

88.	**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 4)* It was confirmed that all business marked in Part 1 would be considered in public and all business marked in Part 2 would be considered in private.	
89.	**61 ADELPHI CRESCENT, HAYES 60953/APP/2011/1214** *(Agenda Item 5)* In accordance with the Council's constitution a representative of the petitioners objecting to the proposal and the agent addressed the meeting. The petitioner made the following points: • The parking arrangements proposed are not acceptable on a busy junction • There would be a loss of light and privacy to neighbouring properties. • There are no other semi-detached properties in the area converted into 2 separate dwellings. The agent/applicant made the following points:- • There had been a number of applications on this property. • Permission for a 4 bed house was allowed on appeal. • Apart from the parking layout there was no other concerns. • The agent had tried to contact the planning officer to provide revised plans over the past 5 weeks without success. • A 4 bed family home may have the same number of cars as the proposal before the committee. • Why was parking a big concern now as it had not been in the past? • The application site is on the route of 2 buses and close to the Uxbridge Road, it was likely that the occupiers may not need a car. • Suggest that a condition be added to exclude a parking space for the proposed bed-sit. In answer to an issue raise din regards to the parking officers advised that looking at the plan it was felt that a parking layout could be found that would work on the site. Although, the guidance required that a quarter of the front garden are should be retained for soft landscaping. Members had concerns that they did not have all the relevant information in regards to the parking. It was moved, seconded and agreed that the application be deferred for further information. The recommendation for deferment was moved, seconded and on being put to the vote was agreed.	**Action by** *James Rodger Matt Duigan*

	Resolved – That the application be deferred to enable further information to be provided to the committee in relation to the parking area.	
90.	**1, 2, 4, 5 & 6 SCHOOL APPROACH, FREDORA AVENUE, HAYES 63421/APP/2011/1035** *(Agenda Item 6)*	**Action by**
	In accordance with the Council's constitution a representative of the petitioners objecting to the proposal and the agent addressed the meeting. The petitioner made the following points: • This was the 6th time since 2007 that an application has been submitted on this land each time with a slight change. • The application before the committee had already been referred to the Secretary of State. • The access to Pine Medical Centre, The School House and Grange Park School were being restricted. • Every application has provided objections from residents, parents and patients and several hundred signatures had been gathered over this period. • Previous concerns in regard to the right of way and maintenance of existing access had not been resolved by this application, as had been advised in refusal of the previous application. • The proposal was an overdevelopment of the site. • The access road was heavily trafficked already and with the number of pedestrians using this road would cause health & safety issues. • An application had been approved for a new property to be built adjacent to the site and two fence panels would be removed to provide off-street parking for the proposal. • Concerns over access to the school and surgery for Emergency vehicles. • The proposal would cause privacy issues for the school hours breaching private and family life under the Human Rights Act (1998). The agent/applicant made the following points:- • This was an enlargement of an earlier scheme • The previous application was refused but allowed on appeal. • There were 3 basic reasons for refusal – visual amenity, the proposal does not meet Lifetime Homes Standards and does not comply with housing standards. • The proposal would be able to be adapted to meet Lifetime Home Standards, which could be done by condition. • The inspector in his decision letter stated that :- • in the absence of a common building line or layout within this part of Fredora Avenue, the proposed dwelling would be compatible with the existing street scene.	*James Rodger Matt Duigan*

	• There was a piecemeal appearance in the this area and views were dominated by the flank boundaries to the dwellings in Fredora Avenue and Pine Close and the garages on the appeal site. • The proposal meets the Council's requirements for maisonettes and flats. • In relation to the concerns raise din relation to highway safety the proposal removes 3 garages, which would improve the current situation. • The footprint of the proposal was similar to that allowed on appeal. • Would ask the committee to overturn the officer's recommendation and approve the application tonight. Members asked for clarification in relation to the difference in standards for flats and houses and the what had been allowed on appeal. Officers advised that the standards for houses were different for that of flats, although the proposal had been described as flatted accommodation it was considered that the proposal was not dissimilar in principle to a two bedroom house proposal. This was felt an attempt to overcome the Council's design guide and policies. In regard to the application allowed on appeal was a single dwelling with rooms in the roof space, the proposal had a smaller height and pitch of roof. The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed. **Resolved – That the application would have been refused for the reasons set out in the officer's report with the informatives set out in the addendum had the applicant not appealed against non-determination.**	
91.	**THE FORGE, ST STEPHENS ROAD, YIEWSLEY** **67384/APP/2010/2499** *(Agenda Item 7)*	**Action by**
	In accordance with the Council's constitution a representatives of the 2 petitions received objecting, 1 petition supporting the proposal and the agent addressed the meeting. The first petitioner objecting to the application made the following points: • The objections are based on the hours of use and parking, which was Monday to Sunday 6 am to 11 pm. • The area was mainly residential. • The Green Travel Plan stated that at peak times there would be 123 people with 73 of those walking to the site. Concerns about residents being unable to park near to their homes.	*James Rodger* *Matt Duigan*

- At certain times the Community Centre had been used outside of the hours being requested.
- There were concerns about the early morning usage of the centre.
- There had been people seen leaving the centre at 3 am & 4 am.
- The noise form people leaving the site caused residents noise and disturbance
- The weekend attendance at the centre would impact on residents.
- The area had a Parking Management Scheme to stop commuter parking during the day.
- People using the centre often park across residents driveways causing access issues.
- Cars are often parked dangerously in the road.
- The facilities offered to visitors to the centre are not adequate.
- For special events visitors had been guided to Morrison's car park, there were concerns about parking if this agreement was withdrawn

The petitioner supporting the application made the following points:

- Have been a resident of the borough for over 40 years and a business for 26 years.
- The centre met the needs and the faith related activities met the needs of the local community especially the elderly and children.
- The nearest facility was in Uxbridge and had reached capacity.
- The Centre had been in operation at The Forge for 10 months and had demonstrated they were good neighbours.
- There had been no formal complaints received since the building had been in use as a centre.
- The proposed use would contribute to the regeneration of the area.
- The building had been in a dilapidated state and had not appealed to business as it was not fit for purpose.
- Research had been carried out, which had confirmed that here was a surplus of office and industrial land available within a mile of the centre.
- A large Industrial estate was to be built at Stockley Park.
- The centre would provide employment opportunity's for the local community.
- St Stephens Road Parking Management Scheme, the area is a residential area with some commercial uses.
- The proposed use of the site was a more peaceful use than Industrial.
- There was no significant traffic nor noise/chanting.
- The two parking spaces on site is reserved for Blue Badge Holders and visitors to the centre either come on foot or by bus.

A Ward Councillor attended the meeting and made the following points:-

- Here to represent the views of the opponents of the scheme.

	• The are Parking Management Scheme and the Industrial and Business Area are the key issues. • Support the recommendations contained in the report. The committee recognised that there was a clear need for the facility but the use was not appropriate for this site. 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 addendum sheet circulated at the meeting.**	
92.	**4 HAROLD AVENUE, HAYES 60953/APP/2011/1214** *(Agenda Item 8)* The recommendation for approval 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 addendum sheet circulated at the meeting.**	**Action by** *James Rodger Matt Duigan*
93.	**ST GEORGES MEADOW, MILL ROAD, WEST DRAYTON 33658/APP/2010/263** *(Agenda Item 9)* The committee asked for a condition to be added that the fence to be maintained in a good condition. Officer's suggested that this could be included as part of Condition 6. The Planning Officer's requested that the report be amended at section 1 by deleting the words 'and would fail to preserve or enhance the character and appearance of West Drayton Green Conservation Area and the setting of a Grade II listed building'. The recommendation for approval with condition 6 amended was moved, seconded and on being put to the vote was agreed. **Resolved – That the application be approved, subject to the change to the report, conditions and informatives set out in the officer's report and the addendum sheet circulated at the meeting and Condition 6 being amended as follows:-** **Amended Condition 6** **Development shall not commence until details of spaces beneath the fencing hereby approved to enable wild species to pass under the fence (including hedgehogs), have been submitted to and approved in writing by the Local Planning Authority. The fence shall be constructed in accordance with the approved details and shall thereafter be maintained in good condition.**	**Action by** *James Rodger Matt Duigan*

94.	**62A BROOKSIDE ROAD, HAYES 22476/APP/2010/2879** *(Agenda Item 10)* A member asked whether the reason for refusal should include the quality of the living environment for future occupiers. Officers suggested that an informative be added to inform the applicant that the level of intensification of development on this tight site was likely to affect the quality of the living environment for neighbouring occupiers. The addition of the informative was agreed by the committee. The Planning Officer's requested that the report be amended at section 1 by deleting the words 'harm the character and appearance of the street scene and surrounding area'. The recommendation for refusal with an 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 an additional informative added as follows:-** **INFORMATIVE** **The proposed intensification of the use of the site would result in adverse impacts on the living environment of neighbouring occupiers due to noise and disturbance.**	**Action by** *James Rodger Matt Duigan*
95.	**AGGREGATE INDUSTRIES UK LIMITED, THORNEY MILL ROAD, IVER, SLOUGH. (CONSULTATION BY BUCKINGHAMSHIRE COUNTY COUNCIL) 39707/APP/2011/1988** *(Agenda Item 11)*	**Action by**
	The committee raised concerns about the proposed increase in hours to the operation of the recycling plant on Green Belt land. A member stated that she was aware that an objection had been made to the proposal by the Garden City Resident's Association and felt that the committee should make objections to the proposal. Concerns were raised in relation to the width restriction within Hillingdon, which was usually broken, which enabled lorry's from this site to use Hillingdon roads. In answer to an issue raised the Legal Officer advised the committee that access through a particular route was outside of planning and needed dealt with by the Street Enforcement Officer. As the recommendation was for no objection to be raised the committee would need to provide reasons for their objection to the proposal. Members stated that the points they had objections to the proposal were as follows:-	*James Rodger Matt Duigan*

1a. The barrier to prevent Heavy Goods Vehicles (HGV's) from travelling into the London Borough of Hillingdon (located on Thorney Mill Road) is often damaged by HGV's, to the extent that it is often not in a fit state to prevent HGV movements into the London Borough of Hillingdon, as such there is evidence that HGV's are entering the London Borough of Hillingdon from Thorney Mill Road.

1b. If Buckinghamshire County Council is minded to approve the application, then Buckinghamshire County Council is requested to fund the provision of a more robust barrier which would prevent HGV movements from the site into the London Borough of Hillingdon. The details of the barrier should be agreed with the London Borough of Hillingdon.

2. The London Borough of Hillingdon raises concern in principle to the extension and intensification of inappropriate development in the Green Belt.

3. Residents have complained to this Council that there are adverse environmental impacts on London Borough of Hillingdon residents as a result of noise and dust generated by the scheme. In addition during winter (when leaves fall from the trees around the site) the site is easily visible detracts from the visual amenities of the Green Belt. The objection from a local resident association is attached.

4. The increased hours on Sundays have an adverse impact on residential amenity and there is an objection to any continuation. Members also suggested that an informative be added reminding Bucks County Council of the objection put forward by Hillingdon residents. This would be subject to confirmation that the objection had been received prior to 6 September 2011.

The objections and informative put forward by members was moved, seconded and on being put to the vote was agreed.

Resolved – That the following objections be raised with Buckinghamshire County Council:-

1a. The barrier to prevent Heavy Goods Vehicles (HGV's) from travelling into the London Borough of Hillingdon (located on Thorney Mill Road) is often damaged by HGV's, to the extent that it is often not in a fit state to prevent HGV movements into the London Borough of Hillingdon, as such there is evidence that HGV's are entering the London Borough of Hillingdon from Thorney Mill Road.

1b. If Buckinghamshire County Council is minded to approve the application, then Buckinghamshire County Council is requested to fund the provision of a more robust barrier which would prevent HGV movements from the site into the London Borough of Hillingdon. The details of the barrier should be agreed with the London Borough of Hillingdon.

	2. The London Borough of Hillingdon raises concern in principle to the extension and intensification of inappropriate development in the Green Belt. **3. Residents have complained to this Council that there are adverse environmental impacts on London Borough of Hillingdon residents as a result of noise and dust generated by the scheme. In addition during winter (when leaves fall from the trees around the site) the site is easily visible detracts from the visual amenities of the Green Belt. The objection from a local resident association is attached.** **4. The increased hours on Sundays have an adverse impact on residential amenity and there is an objection to any continuation.**	
96.	**ENFORCEMENT REPORT** *(Agenda Item 12)* 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 breach of condition 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*
97.	**ENFORCEMENT REPORT** *(Agenda Item 13)*	**Action by**
	The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed. **Resolved** **3. That the enforcement actions as recommended in the officer's report be agreed.** **4. 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 breach of condition notice to the individual concerned.**	*James Rodger Matt Duigan*

	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).	
	The meeting, which commenced at 7.00 pm, closed at 9.42 pm.	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice 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 KNIGHTS OF HILLINGDON FLORISTS UXBRIDGE ROAD HILLINGDON

Development: Reserved matters (landscaping) in compliance with condition 2 of the Secretary of State's Appeal Decision ref:APP/R5510/A/09/2119085 dated 17/06/2010 (LBH ref:15407/APP/2009/1838): Erection of new health centre and 12 residential units with ancillary car parking and landscaped amenity space (involving demolition of existing building).

LBH Ref Nos: 15407/APP/2010/2209

Drawing Nos: HILLINGDON/03

Date Plans Received: 16/09/2010 **Date(s) of Amendment(s):**

Date Application Valid: 13/05/2011

1. SUMMARY

Outline planning permission was allowed on appeal dated 17 June 2010 for the erection of a new health centre facility and 12 No residential flats with ancillary car parking and landscaped amenity space. All matters were provided for consideration except for landscaping details.

Reserved matters approval is sought in respect of the landscaping of the site in compliance with condition 2 of the outline planning permission. The landscape plan, as amended is considered acceptable and will provide an attractive landscape setting for the building and enhance the surrounding residential area.

The landscape plan is considered to comply with Policy BE38 of the Unitary Development Plan Saved Policies September 2007 and is therefore 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 drawing no Hillingdon/03 (21 March 2011) 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.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises 0.095ha and is located on the northern side of Uxbridge Road at the junction of De Salis Road and Uxbridge Road and was occupied by a derelict former florist.

3.2 Proposed Scheme

Reserved matters approval is sought in respect of the landscaping of the site in compliance with condition 2 of the outline planning permission. The landscape plan, as amended is considered acceptable and will provide an attractive landscape setting for the building and enhance the surrounding residential area.

Planting plan ref. V.3, drawing No. HILLINGDON/03 includes robust structure planting incorporating trees, hedges and shrubs designed to provide an attractive and useable private space for the enjoyment of the site occupiers. It will also enhance the local residential environment beyond the boundaries of the site.

This submission has been the subject of several amendments following detailed discussion with the agent and, directly, with the landscape designer. The landscape proposals reflect the outcome of the discussions

3.3 Relevant Planning History

15407/APP/2009/1838 Knights Of Hillingdon Florists Uxbridge Road Hillingdon

Erection of new health centre and 12 residential units with ancillary car parking and landscaped amenity space (involving demolition of existing building) (Outline application for approval of access, appearance, layout and scale.)

Decision: 25-11-2009 Refused **Appeal:** 17-06-2010 Allowed

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

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.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th April 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 99 nearby owner/occupiers were consulted on the application.

Three letters of objection have been received raising the following objections:
(i) Application was previously rejected; nothing has changed in this proposal and should be refused.
(ii) Loss of light
(iii) Visually intrusive
(iv) Hazard to road safety
(v) Lack of parking

One letter of support has been received
(i) The site is a derelict eyesore and should be redeveloped.

Internal Consultees

TREES AND LANDSCAPE OFFICER - AMENDED PLANS

Planting plan ref. V.3, drawing No. HILLINGDON/03 includes robust structure planting incorporating trees, hedges and shrubs designed to provide an attractive and useable private space for the enjoyment of the site occupiers. It will also enhance the local residential environment beyond the

boundaries of the site. Supporting document include: 1. Client brief for landscape Scheme, 2. Plant schedules, 3. Planting specification and 4. Plant maintenance schedules - all documents received 4 April 2011.

This submission has been the subject of several amendments following detailed discussion with the agent and, directly, with the landscape designer, Vanessa Adorni. The landscape proposals reflect the outcome of the discussions.

These details are recommended for approval.

ACCESS OFFICER

I consider that condition 2 in respect of the above has been met from an accessibility perspective.

HIGHWAY OFFICER

No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been set by the previously approved planning appeal application ref APP/R5510/A09/2119085.

7.02 Density of the proposed development

Density of the proposed development was determined under the outline planning permission and were considered acceptable.

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

The site does not fall within an Archaeological Priority Area and there are no Listed Buildings or Areas of Special Local Character within the vicinity.

7.04 Airport safeguarding

This is not applicable to this application.

7.05 Impact on the green belt

There is no land designated as Green Belt within the near vicinity.

7.07 Impact on the character & appearance of the area

It is considered that the landscape proposals will enhance the local residential environment beyond the boundaries of the site.

7.08 Impact on neighbours

The landscaping proposals would not have any detrimental impacts on the amenity of neighbouring occupiers.

7.09 Living conditions for future occupiers

Living conditions for future occupiers was considered under the outline planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Reserved matters of layout and access were determined under the outline planning permission and were considered acceptable. The proposed landscaping does not impact on these approved matters.

7.11 Urban design, access and security

Issues of Urban Design, Access and general security were considered under the outline planning permission.

Boundary treatments are subject to a separate condition under the outline planning permission.

7.12 Disabled access

The Council's Access Officer considers that condition 2 has been met from an accessibility perspective.

7.13 Provision of affordable & special needs housing

Provision of affordable & special needs housing were considered under the outline planning permission and were considered acceptable.

7.14 Trees, landscaping and Ecology

The landscaping scheme includes robust structure planting incorporating trees, hedges and shrubs designed to provide an attractive and useable private space for the enjoyment of the site occupiers. It will also enhance the local residential environment beyond the boundaries of the site. The Council's Trees and Landscape Officer has been consulted on the application and considered the details submitted to be acceptable.

7.15 Sustainable waste management

Details of sustainable waste management were considered under the outline planning permission and were considered acceptable.

7.16 Renewable energy / Sustainability

Details of Renewable energy / Sustainability were considered under the outline planning permission and were considered acceptable.

7.17 Flooding or Drainage Issues

Details of flooding or drainage issues were considered under the outline planning permission and were considered acceptable.

7.18 Noise or Air Quality Issues

Details of noise mitigation and air quality issues were considered under the outline planning permission and were considered acceptable.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

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 to this application.

10. CONCLUSION

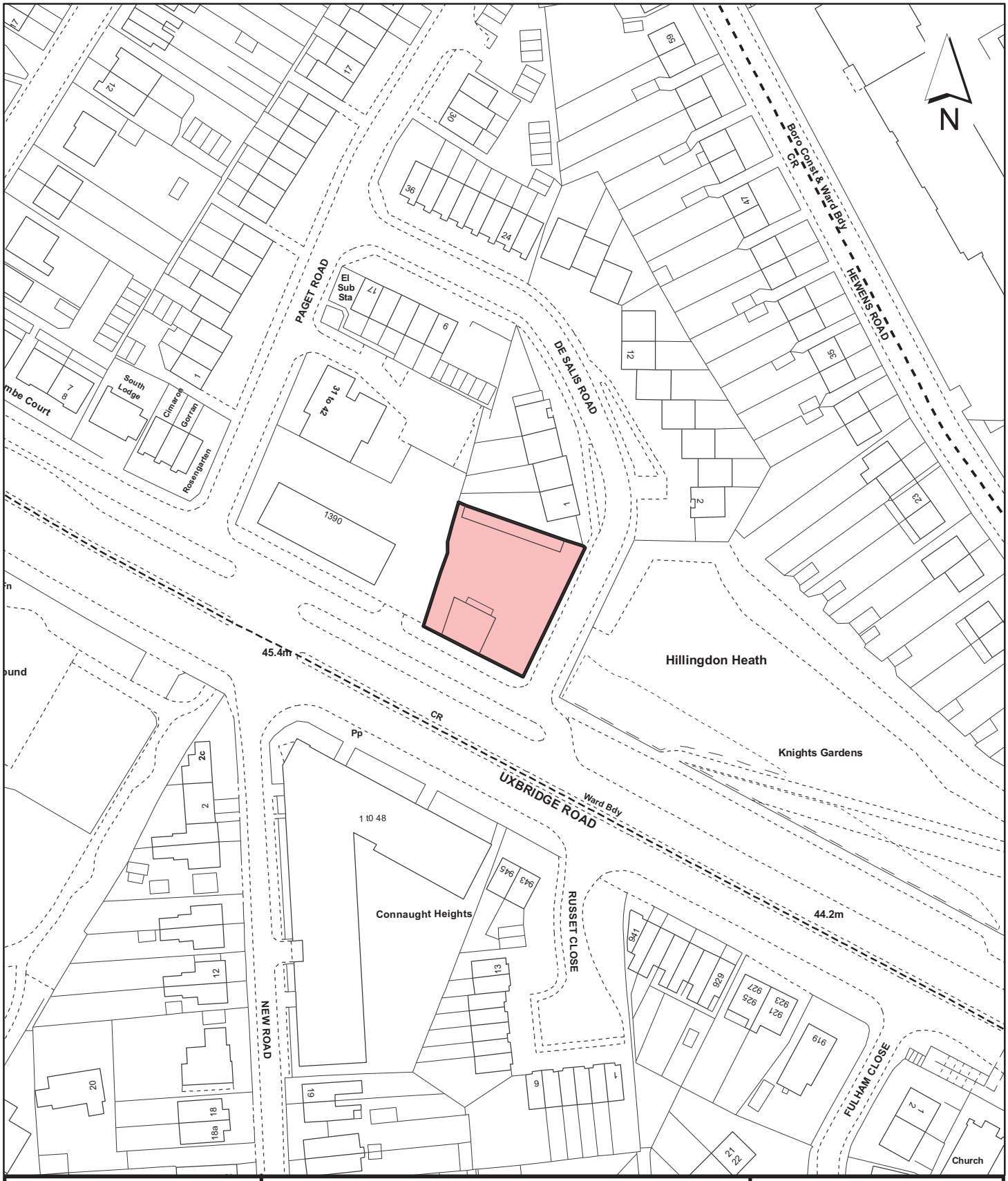
Reserved matters approval is sought in respect of the landscaping of the site in compliance with condition 2 of the outline planning permission. The landscape plan, as amended is considered acceptable and will provide an attractive landscape setting for the building and enhance the surrounding residential area.

The landscape plan is considered to comply with Policy BE38 of the Unitary Development Plan Saved Policies September 2007 and is therefore recommended for approval.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 3 (Housing)
Planning Policy Guidance Note 13 (Transport)
Planning Policy Guidance Note 24 (Planning and Noise)
London Plan (July 2011)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Hillingdon Design and Accessibility Statement (HDAS)
Council's Supplementary Planning Guidance Community Safety by Design
Council's Supplementary Planning Guidance Planning Obligations Strategy

Contact Officer: Jacques du Plessis **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

Knights of Hillingdon Florists
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:
15407/APP/2010/2209

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

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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

Phase 1 Geo-environmental Desk Study
Environmental Impact Assessment (EIA)Screening Report
BREEAM Strategy
Revised Flood Risk Assessment Heathrow - Phase 1 Rev C dated 19/8/11 prepared by Capita Symonds)
Flooding Statement From Agent
E-mail from Drivers Jonas Deloitte dated 24/08/2011 re: LONG HAUL CATERING BASE SCYLLA ROAD HEATHROW AIRPORT HOUNSLOW received 24/08/11
Flood Risk Assessment and SuDs Statement Rev C dated 19/08/11 recieved 24/08/11
Design & Access Statement Addendum: External Storage dated September 2011
30234/PL/116

Date Plans Received:	03/06/2011	**Date(s) of Amendment(s):**	03/06/2011 22/07/2011 24/08/2011 28/09/2011
Date Application Valid:	03/06/2011		

1. SUMMARY

This application was heard by the Planning Committee on 1st September 2011 where the application was approved subject to changes contained within the addendum and the resolution together with the signing of the S106 Agreement. The application was referred to the Mayor of London who raised no objection to the scheme. The s106 Agreement has yet to be signed and the applicant has now advised that the condition added in the addendum preventing any external storage would be too onerous to enable the future developer to operate at the site. The applicant provided a plan showing where external storage would occur and the type of goods/materials/equipment/etc. that would be stored externally. In view of this, Officers consider a variation to the condition would be acceptable.

The current condition reads:

'No materials, plant or equipment shall be stored other than within the buildings hereby permitted including oils, fuels or chemicals.

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

The proposed new wording would read as follows:

'Prior to commencement of each phase of the outline element of the development, details any proposed external storage areas (including the height, type of items and locations) shall be submitted to and approved in writing by the Local Planning Authority. In relation to the elements of development for which full planning permission is hereby approved, external storage shall be limited to the types of goods, materials, plant and equipment and the locations shown on plan 30234-PL-116.

Thereafter the scheme shall be carried out in strict 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
x) 30234-PL-116

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

All other matters would be as per the previously agreed recommendation.

SUMMARY OF SCHEME (as previously presented to Committee)

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 other appropriate legislation to secure:

i) Construction Training: Either an 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.
vii) To pay a monetary contribution of £40,000 to cover the costs of necessary works to the Clockhouse Roundabout.

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 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 ensuring that 20% of spaces have active charging points and a further 10% have passive 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 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. Thereafter the development shall be carried out in accordance with the approved phasing and implementation plan.

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 ensure that for Plots 1 and 2 as a minimum, the ratio of parking spaces to floor area on these plots are the same as the ratio approved on Plot 3 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**

Prior to the commencement of any phase of the development a detailed site survey demonstrating the existing ground levels of the site against a fixed datum point, shall be submitted to and approved in writing by the Local Planning Authority.

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 above existing ground level, 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 above existing ground level, 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,
(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,
(vi) 10% of parking spaces for each phase shall be designed for use by disabled persons.

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 for which full planning permission is hereby approved 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 development, 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 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, 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 any element of the development for which full planning permission is hereby approved detailed drawings and supporting documenting the provision of 136 covered and secure cycle parking spaces and adequate provision of changing facilities, lockers and showers for cyclists. No element of the development for which full planning permission is hereby approved shall be occupied until the facilities are provided on site in strict accordance with the approved details. Thereafter the facilities shall be retained and maintained for the life of the development.

No phase of the outline permission shall be occupied until cycle storage facilities for cyclists have been provided on site in strict accordance with any details approved under condition 3.ix of this consent. Thereafter the facilities shall be retained and 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**

Each relevant phase of development shall only be carried out in accordance with the

Flood Risk Assessment (FRA) (Scylla Road, Heathrow - Phase 1 Rev C 19/8/11 by Capita Symonds) as it applies to the relevant phase.

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 site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment which shall include the risk to all receptors that may be affected, including those off site 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;
(ii) (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
(iii) 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 identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action as well as 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 **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.

34 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).

35 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. Obstacle lights shall be placed on cranes(s) or other construction equipment above 60metres AOD to be used in the development. An 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). 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 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).

36 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.

37 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).

38 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).

39 NONSC **Surface water drainage**

No infiltration of surface water drainage into the ground is permitted other than in those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON: The site is located on a Principal Aquifer; there is a shallow depth to groundwater; and contamination has been identified in both the soil and groundwater at the site. Infiltration of surface water poses a risk of mobilising contamination into and within the Principal Aquifer in accordance with Policy OE8 and OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

40 NONSC **Energy**

Prior to commencement of any phase of development for which outline planning permission is hereby approved, detailed drawings and supporting documentation shall be submitted to and approved in writing by the Local Planning Authority in respect of the following:
* Quantification of the likely emissions associated with plots 1 and 2, so that the site wide approach can be assessed.
* Evidence (including plans and diagrams) to show why the site could not connect to the heat distribution network being proposed at Heathrow.
* Specification of the seasonal efficiencies that have been assumed for the heat pumps, under the renewable scenario, and for the heating and cooling systems used for the energy efficient scenario.
* Quantification of the savings that would be achieved for plots one and two.

Thereafter and prior to occupation of each relevant phase, the scheme shall be completed and adopted in strict accordance with the approved details and thereafter be maintained for the lifetime of the development.

REASON: To provide on site renewable energy and reduce carbon emissions in accordance with the London Plan (July 2011).

41 NONSC **Storage**

Prior to commencement of each phase of the outline element of the development, details any proposed external storage areas (including the height, type of items and locations) shall be submitted to and approved in writing by the Local Planning Authority. In relation to the elements of development for which full planning permission is hereby approved, external storage shall be limited to the types of goods, materials, plant and equipment and the locations shown on plan 30234-PL-116.

Thereafter the scheme shall be carried out in strict 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
x) 30234-PL-116

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

42 NONSC **Soils**

All soils used for landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination.

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.

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
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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

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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.

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'Given the nature of the proposed development it is possible that a crane may be required during construction. Your attention is drawn to the requirement within the British Code of Practice for the safe use of Cranes, which requires 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' (www.aoa.org.uk/publications/safegaurding.asp).

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You are advised that in relation to condition 37, the site is located within the Council's designated airport boundary and as such the Council restricts uses in the boundary to those which are directly related to the operation of the airport. The reason for this is to prevent pressure for development on Green Belt land (which is in close proximity to the airport) and other off airport sites to cater for directly related needs. Condition 38 prevents the site from being used for activities not directly related to the operation of the airport. You are advised that the Council monitors sites within the airport boundary and can enforce the terms of this condition.

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 officer 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
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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
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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
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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
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LPP 6.13 (2011) Parking
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LPP 5.14 (2011) Water Quality and Waste Water
LPP 5.18 (2011) Construction, Excavation and Demolition Waste
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LPP 7.2 (2011) An Inclusive Environment
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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

The GLA Stage 1 referral response has been received and in summary raised no issue with height or design or the principle of the development.

The GLA raised the following issues which the applicant would need to address before the Stage 2 referral to the GLA:

i) Employment: An employment and training strategy should be developed and secured by planning condition in line with London Plan Policy 4.12.

Planning Officer Comment: This issue is to be addressed through the S106 legal agreement.

ii) Sustainable development: The applicant should address concerns regarding energy efficiency, district heating, renewable technologies and sustainable urban drainage in line with London Plan policies 5.2, 5.5, 5.7 and 5.13.

Planning Officer Comment: This issue is dealt with via the imposition of an appropriate condition.

iii) Transport: The applicant should address concerns regarding parking, road network capacity and travel planning in line with London Plan policies 6.13, 6.12 and 6.14.

Planning Officer Comment:
A Travel Plan is to be secured by way of the S106 legal agreement. An additional contribution towards off site highways works required by TfL is included in the Heads of Terms.

Stage 2 Response

The GLA raised no objections.

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 an 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 Agency's 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 Environmental 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 the 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

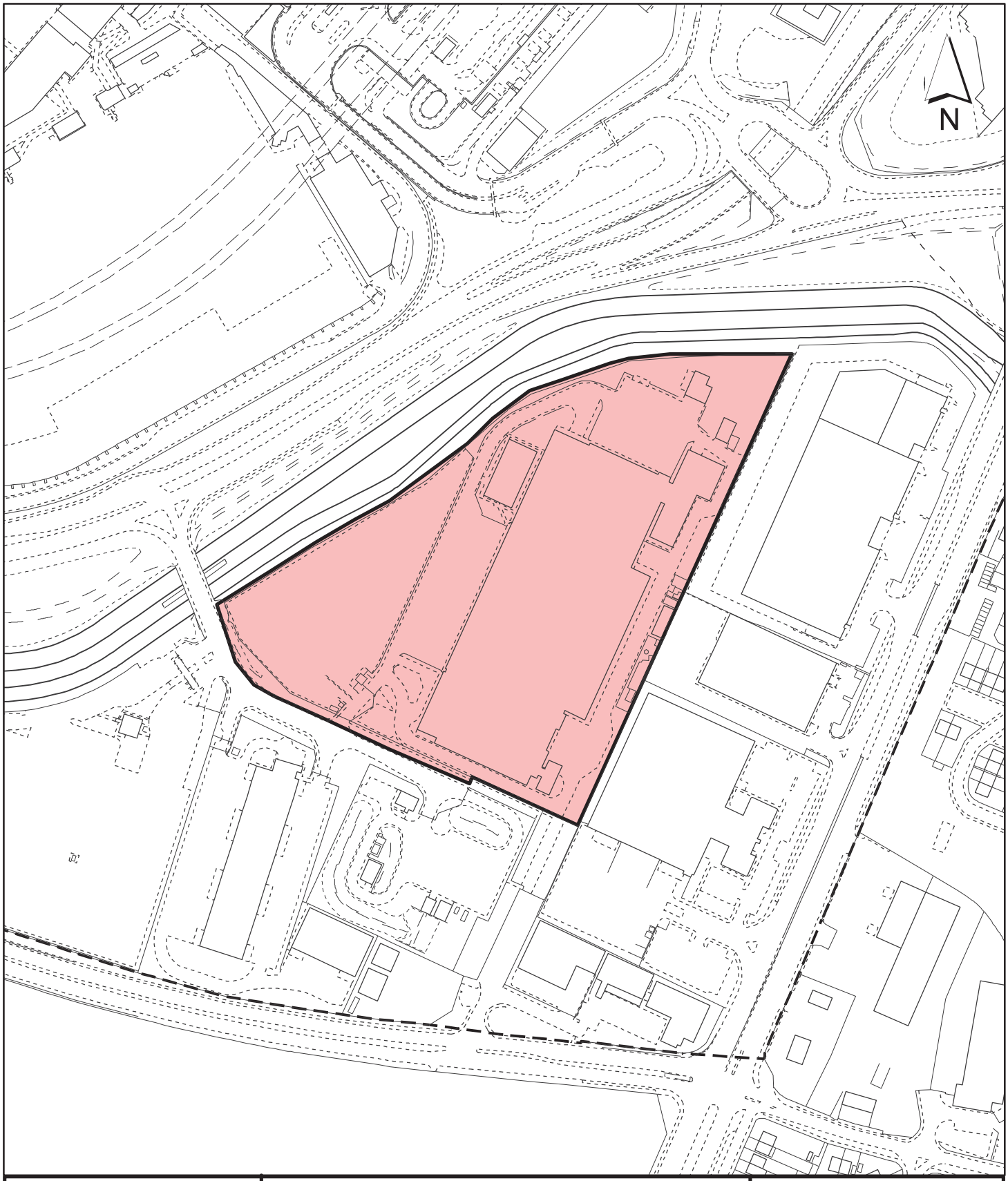
The principle of the proposed development is considered to be acceptable. The size and scale of the proposed buildings are considered to be appropriate for this location, and the proposed development would not have any significant detrimental impact on the visual amenities of this part of the airport.

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:	Scale
50270/APP/2011/1422	**1:3,000**
Planning Committee	Date
Central and South	**August 2011**

HILLINGDON LONDON

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Report of the Head of Planning & Enforcement Services

Address 19-22 CHIPPENDALE WAYE & CAR PARK AREA TO REAR OF 23-28 CHIPPENDALE WAYE UXBRIDGE MIDDX

Development: 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). (Outline Application).

LBH Ref Nos: 67544/APP/2011/736

Drawing Nos:
2010D20/P/05
2010D20/P/06
2010D20/P/07 Rev A
2010D20/P/08 Rev A
2010D20/P/09 Rev A
Transport Statement June 2011
2010D20/P/01
2010D20/P/02
2010D20/P/04
Surface Water Management Strategy
Energy Statement March 2011
Design & Access Statement June 2011
Arboricultural Study
2010D20/P/03 Rev F

Date Plans Received: 21/03/2011 **Date(s) of Amendment(s):** 21/03/2011

Date Application Valid: 21/03/2011

1. SUMMARY

This application was heard at the 19 July 2011 Committee and was withdrawn by the Head of Planning for the following actions to be taken before the scheme was to be reported back to Committee:

i) Notify neighbours of amended plans (21 days). Final version of plans must be in ocella so public can view these.

Officer Comment:
This has been done.

ii) Integrate addendum into report visit before scheme presented to committee.

Officer Comment:
This has been done.

iii) Demonstrate that neighbours do not have legal ownership over any portions of the site, namely car parking.

Officer Comment:

A search of ownership records show that neighbours do not have any rights of ownership to the car park. Furthermore the plans have been amended to provide a better parking allocation to all service users. This includes additional parking bays allocated to local residents.

iv) Demonstrate how long the play area has been abandoned.

Officer Comment:
The Council's Green Spaces Team was able to confirm that the play ground was removed as a direct result of prolonged vandalism and anti social behaviour from groups of youths which generated complaints to the Council from local residents. The police and other agencies were involved at that time and also supported the playgrounds removal. It was also felt back in 2007 that it was uneconomical to repair the playground as it was not being used for its correct purposes.

As a consequence in early 2007 an informal public consultation took place proposing the removal of the playground for Health & Safety reasons which received the support of local residence and received no objections.

The decision to remove the children's playground was taken by a former officer (David Bryant) in conjunction with the Housing department (Hillingdon Homes as it was then).

Sharon Smith in Community Housing has confirmed that the equipment was removed from the playground at Chippendale Way by 20th August 2007, according to an inspection report completed at that time.

Following removal of the children's playground equipment a recommendation was made that the site should be considered for redevelopment. Since the removal of the playground the site has been used as an informal car parking area pending redevelopment.

The playground was removed 4 year ago, since that time no complaints have been received about the removal of the playground and no requests have been received for the playground to be reinstated or re-provided elsewhere.

v) Investigate if amenity space is adequate (quantity and quality).

Officer Comment:
Officers have reviewed the proposed amenity space and consider both the quantity & quality of the proposed amenity space to be acceptable.

vi) Amend condition 24 to require code 4.
Officer Comment:
This has been done.

vii) Confirm if the wall along Chippendale Alley is listed.
Officer Comment:
The Design & Conservation Officer has confirmed that the wall is not listed.

viii) Look at options to have disabled parking spaces closer to Chippendale Alley and change plan accordingly.

Officer Comment: The relocation of the disabled space was found to not be possible. The Council's Access Officer stated that he has no objection to the location of the Disabled

parking space

ix) Note: Members to undertake site visit before committee date.

Officer Comment:
This has been arranged through Democratic Services.

Summary of Proposal
The application seeks Outline planning permission to erect a supported housing scheme in the form of a block of 12 one bedroom flats on the site of an existing council housing site, together with associated car parking and landscaping. Access and layout are being considered at this stage with all other matters (appearance, landscaping and scale) being reserved.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable area of soft landscaped amenity space for the benefit of future occupiers.

Accordingly, the application is recommended for approval, subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

a) That the applicant being the local authority and 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 following matters as would a third party developer under a section 106 planning obligation:

i) Transport: a s278 shall be entered into to address creation and alteration to access, guard railing, road marking and signage.

ii) Affordable Housing: at least 50% of the scheme is to be delivered as affordable housing, by habitable room.

iii) Health: a contribution in the sum of £2,600.04.

iv) Public Realm: a contribution of £5,000 has been sought towards town centre improvements in Uxbridge.

vi) Libraries: a contribution in the sum of £276.

vii) Construction Training: a contribution equal to £2,500 for every £1 million build cost is sought.

viii) Project Mgmt and Monitoring Fee: a contribution equal to 5% of the total cash contribution is sought as a result of this proposal.

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

c) That planning officers be authorised to negotiate and agree details of the proposed Statement.

d) That if within 6 months of the date of this decision, the Statement has not been completed, delegated powers be given to the Director of Planning and Community Services, at their discretion, to refuse planning.

e) 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 completion of the Statement.

f) That if the application is approved, the following conditions be attached:-

1 SP01 **Council Application Standard Paragraph**

This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall ensure only for the benefit of the land.

2 OUT1 **Time Limit- outline planning application**

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two 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)

3 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) Scale
(b) Appearance
(c) Landscaping

REASON
To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

4 OUT3 **Approval of Details**

Approval of the details of the scale, appearance and landscaping (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before

any development is commenced.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

5 OUT4 **Reserved matters - submission and approval**

Plans and particulars of the reserved matters referred to in condition 3 shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

6 NONSC **Restriction of Use**

Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 and the Town and Country Planning (General Permitted Development) Order 1995 (or any orders revoking and re-enacting either of these orders with or without modification), the building shall be used only for the purpose of self contained flats for supported housing use by the London Borough Of Hillingdon and its partners and for no other purpose including any other purpose within Use Class C3 of the Town and Country Planning Use Classes Order 1987.

REASON
To enable the Local Planning Authority to retain control over the use so as to ensure that it complies with policy BE19 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 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).

8 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).

9 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).

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 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 and 7.3 of the London Plan (July 2011).

11 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).

12 H7 **Parking Arrangements (Residential)**

The parking areas shown on the approved plans, shall be constructed, marked out, designated and allocated for the sole use of the occupants, staff and visitors prior to the occupation of the development and thereafter be permanently retained and used for no other purpose and subject to the details approved in condition 36.

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 6 of the London Plan (July 2011).

13 H15 **Cycle Storage - In accordance with approved plans**

The development hereby permitted, shall not be occupied until secure and covered cycle storage for 12 cycles has been provided in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of 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 6 of the London Plan (July 2011).

14 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 as well as in-sink waste disposal units (for each unit) 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 7.1.

15 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).

16 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 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.

17 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).

18 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).

19 N6 **Sound insulation scheme**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is brought into use, and thereafter shall be retained and maintained in good working order for as long as the development 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) and Policy 7.15 of the London Plan (July 2011).

20 NONSC **Noise Levels**

The rating level of noise emitted from any plant and/or machinery at the development 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 OE3 of the Hillingdon Unitary Development Plan.

21 DRC6 **Contaminated Land - survey and remedial works**

Development shall not begin until a site survey to assess contamination levels has been carried out to the satisfaction of the Local Planning Authority. The survey shall be undertaken at such points and to such depth as the Local Planning Authority may stipulate. A scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved in writing by the Local Planning Authority and all works that form part of this scheme shall be completed before any part of the

development is occupied.

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

22 NONSC **Landfill Gas**

Before any part of the development is commenced, the applicant shall carry out and submit details of a landfill gas survey for the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of any new building. If landfill gas is found, the applicant shall install remediation measures to prevent gas ingress to any buildings on the development site, to the satisfaction of the Local Planning Authority. The condition will not be discharged until verification information has been submitted for the remedial works.

REASON
The Council's records show that the development site on a landfill. A gas survey is required to clarify the gas issues at the new development site to determine the remedial works which may be required, in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). Advice on this condition can be obtained from the Environmental Protection Unit on 01895 250155 or the Building Control Officer.

23 DIS5 **Design to Lifetime Homes Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: 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) Policies 3.1, 3.8 and 7.2.

24 SUS4 **Code for Sustainable Homes details**

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 dwelling has been designed to achieve level 4 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 5.1 and 5.3 of the London Plan (July 2011).

25 SUS5 **Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable

urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON
To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ 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), policy 5.12 of the London Plan (July 2011) and PPS25.

26 NONSC **Antennas**

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).

27 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 5.1, 5.3, 5.4, 5.6, 5.7 and 5.9, of the London Plan (July 2011).

28 NONSC **no subdivision**

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), there shall be no further subdivision of any dwelling to form additional dwellings.

REASON
To preserve the character and appearance of the development and protect the visual amenity of the area and to accord with policies BE15, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

29 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 south.

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

30 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).

31 NONSC **Rainwater harvesting**

Prior to commencement of the development hereby approved details demonstrating the incorporation of rainwater greywater recycling facilities into each of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.

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 July 2011.

32 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 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 (July 2011).

33 NONSC **Extraction equipment**

No development shall take place until details of the height, position, design and materials of any chimney or extraction ventilation system, to extract kitchen fumes and odours, to be provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out until the vent/chimney has been installed in accordance with the approved details. Thereafter the vent/chimney shall be permanently retained and maintained in good working order for so long as the use continues.

REASON
In order to safeguard the amenities of adjoining properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 7.1 and 7.14.

34 NONSC **Deliveries**

Deliveries shall not take place outside the hours of 8am and 6pm Monday to Friday, 8am to 1pm on Saturdays and not at all on Sundays, Bank Holidays and Public Holidays.

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 **Management Plan**

Before the development hereby permitted is commenced, a management scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how the supported housing facility is to be managed, including staff roles and the level of care provided. The approved scheme shall then be implemented in accordance with the agreed scheme.

REASON
To ensure the scheme is managed in a way that prevents adverse impact on surrounding occupiers and the highway network and to accord with Policies BE19 and AM7 of the adopted Hillingdon Unitary Development Plan and the Council's Planning Obligations Supplementary Planning Document.

36 NONSC **Parking Management Plan**

Prior to the development of the site, a car parking Management Strategy, which seeks to ensure that the development does not result in any on street parking in neighbouring streets, and the design & control of the gate to Chippendale Alley shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of 11 spaces marked out for use by the Uxbridge Early Years Nursery. The approved details shall then be implemented for as long as the development remains in existence.

REASON
To ensure that an adequate level of parking provision is provided for the proposed use and the existing Nursery to prevent inappropriate parking of vehicles associated with the use hereby approved in surrounding streets, and to accord with policy AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

37 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 no. 23 Chippendale Waye.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 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.

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.
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.
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community 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

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

Pursuant to the Control of Pollution Act 1974, the Clean Air Act 1993, the Environmental Protection Act 1990 and any other relevant legislation, you are advised as fol lows:

(i) Demolition and construction works which are audible at the site boundary 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 such work should be carried out on Sundays and Bank Holidays. All noise generated during such works should be controlled

in compliance with British Standard 5228;

(ii) Measures shall be taken to eliminate the release of dust and odours caused by the works that may create a public health nuisance.
(iii) No bonfires on the site should be allowed to take place at any time.

9

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Councils central CCTV system.

10 I13 **Asbestos Removal**

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

11 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).

12 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.

13 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).

14 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.

15 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).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north side of Chippendale Waye within close proximity of Uxbridge Town Centre. At the time of submission of the planning application, the site consisted of two pairs of semi detached dwellings (which have now been demolished). To the rear of the site are parking facilities, an access road and a disused playground. To the northeast is a listed building at no. 59 Park Road and properties with access form Grove Way, to the south east is the Uxbridge Early Years Centre just beyond Chippendale Alley; the southwest is Chippendale Waye itself and the rear gardens associated with 23-28 Chippendale Way and to the northwest by an existing service road serving the site and the rear of properties 4-16 Montague Road.

3.2 Proposed Scheme

The application seeks outline planning permission to erect a two storey building accommodating 12 x 1 bedroom supported housing units with ancillary office space for staff together with associated landscaping. At this stage access and layout are being considered with all other matters reserved. Appearance, Landscaping and scale have been reserved for future approval. The parking area to the rear of the site will be altered

with parking spaces being shifted across the site to make way for the building. A new alley way is proposed along the rear of the site leading from the car park area to Chippendale Alley to allow access to the Nursery.

The proposed building would be a rendered, two stories high with a tiled pitched hipped roof.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history relating to this site.

4. Planning Policies and Standards

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:

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.
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.
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community 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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th April 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 53 neighbouring occupiers were consulted on this scheme. Three letters of objection were received raising concerns on the flowing grounds:

i) Poor design
ii) Loss of parking/drop off area for Nursery.
iii) Loss of privacy to neighbouring occupiers.

NATS: No objection.

Defence Estates: No Objection.

Internal Consultees

TREES & LANDSCAPING
The site is on the north side of Chippendale Waye. Accessed via a service road to the north-west of house number 28, the plot includes the play area to the north of house numbers 23-28 and the plots of house numbers 19-22.
There are a number of trees on the site which contribute to the character of the area and help to reduce the impact of the generally hard landscape of this generally built up area. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

A tree survey has been submitted by the London Borough of Hillingdon, which indicates four trees on plan ref. 2010D/20/P/02. The survey assesses the quality and value of only three of the four specimen trees within the site. All of the trees have been rated 'B' quality (fair), a rating which would normally justify retention, if possible, as part of a new development.

The proposal is to erect flats at the southern end of the site, with associated amenity space to the east, including bin and bicycle storage. Car parking for 19No. cars will service the new flats and the remaining houses (Nos. 22-28) along Chippendale Waye.

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.
* In this case all three trees are young / immature. Although they have been ascribed a rating which may justify their retention, their landscape value is currently limited and the proposed removal of T2, T3 (and T1, not assessed) is considered appropriate, subject to the provision of a high quality landscape scheme including appropriate replacement tree planting.
* Otherwise there are no significant landscape features on the site which constitute a constraint on development.
* The current site layout is dominated by the car park and manoeuvring space to the north of the

retained semi-detached houses. Most of the manoeuvring area is wider than the 6.0 metres required to comfortably access the parking spaces. The area of hard surfacing should be reduced and the space free up should be soft landscaped (along the northern boundary). This would contribute towards the SUDS compliance of the scheme.
* Due to the presence of shared / communal external spaces a management / maintenance plan is required to ensure that the landscape is maintained in accordance with the landscape proposals.

No objection in principle, subject to the reduction of the hard surfacing created by the superfluous parking area. If this can be amended there would be no objection on landscape grounds subject to conditions TL5, TL6 and TL7.

DESIGN & CONSERVATION

The scheme has been amended significantly during the pre-application process, to rationalise the roofscape; to create a working entrance at the rear; and to form a break in the roof line to mark a formal entrance at the front. Also, the amenity space to the rear has been made self-contained by the removal of the footpath, and the parking layout has been improved.

The requirement for 12 bedrooms has necessitated a large building, which is both longer, and considerably bulkier, than the two pairs of semi-detached houses it would replace (although the eaves would align). However, the site is opposite the four storey residential blocks at Penrith Close, whilst the Chimes, at four storeys, lines the rest of the south side of Chippendale Waye. Although two storey semis adjoin to the west, there is no development to the east other than a low-rise children's nursery on the corner of the road, separated from the site by a passageway. The trees on the rear boundary, and the amenity space behind the proposed building, would prevent an adverse impact upon the locally listed building on the site adjoining to the north.

Chippendale Waye is a dual carriage way, and not an attractive street in which to walk. One of the main pedestrian routes is from the High Street, via Cumbrian Way and Chippendale Alley to the residential areas to the north. From this viewpoint the proposed building would be framed between the Chimes and the tall blocks of flats in Penrith Close. It is considered that, overall, the development would not disrupt the pattern of smaller residential buildings in the road.

ACCESS
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 following access observations are provided:

1. In line with the GLA 'Wheelchair Housing BPG', the bathroom within the proposed wheelchair accessible supported living unit should be fitted with a level access shower from the outset. To this end, the plan should be amended accordingly.

2. The bathroom in the remaining units should ensure that a clear space of at least 700mm to one side and 1100 mm is provided between the front edge of the toilet pan and a door or wall opposite. This would appear not to be the case in some bathrooms.

3. Given the intended use of the building, the proposed 13 persons lift should be specified to ensure that it can be used as an evacuation lift, either independently or as a facility that could be used under under the direction of a defined fire strategy following a risk assessment.

A suitable planning condition(s) should be attached to any grant of planning permission to ensure

that the above accessibility facilities are incorporated into revised plans.

S106 OBLIGATIONS
Erection of a 2 storey building comprising 12 x 1 bed supported housing units, along with ancillary office space and associated landscaping for new building, alterations to car parking and access arrangements (involving demolition of dwellings known as 19, 20, 21 and 22 Chippendale Way).

12 x 1 bed flats - 3 habitable rooms for the purpose of education and 2 hab rooms for purpose of general population.
given the nature of the proposal the population is estimated at 1 per flat, therefore total population = 12.

Proposed Heads of Terms:
1. Transport and transport related issues: in line with the SPD there may be the need for some road works as a result of this proposal. Please liaise with Syed Shah in the first instance.

2. Affordable Housing: As the scheme is to be 100% social hosing it complies with the policy requirement of 50%.

3. Education: Given that the scheme is proposed to be used as assisted living there will be no requirement for an education contribution from this scheme.

4. Health: in line with the SPD a contribution towards local primary health care is likely to be sought as a result of this proposal. Given the nature of the scheme assisted living I shall assume that there is single person occupancy derived form the scheme. Therefore the resulting population would be 12 x £216.67 = £2,600.04. We will need to liaise with the PCT now known as West London Health estates (WLHE) to see if they wish to pursue this obligation.

5. Community Facilities: in line with the SPD if there is a deficiency in the area or no remaining capacity in existing community centres then a contribution is likely to be sought and would be in the vicinity of £5,000. We will need to ascertain if the obligation is to be perused in this instance given its size.

7. Recreational Open Space: in line with the SPD if a deficiency of open space in the area is found to exist then it is likely that a contribution towards Recreational Open Space will be sought. I note that there existed a playground on the site whilst it has been notated as derelict on the plans however there may be a requirement for a play ground regardless of its state to be re-provided as with sports pitches. Please advise.

8. Libraries: in line with the SPD a contribution equal to £23 per person is likely to be sought. A contribution in the sum of £276 should be secured.

9. Construction Training: in line with the formula if the estimated construction cost exceeds £2m and the time is in excess of 3 months then a contribution towards construction or an in-kind scheme delivered. Please advise as to the estimated construction cost.

10. Project Management and Monitoring: in line with the SPD if a s106 is entered into then 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Developed Area as shown on the Unitary Development Plan

Proposals Map. Furthermore, the site does not fall in a conservation area or Area of Special Local Character. As such, there is no objection in principle to the demolition of the existing garages and redevelopment of the site for residential purposes.

7.02 Density of the proposed development

London Plan Policy 3A.3 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 4B.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in Table 3A.2 (Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The proposed scheme would have a density of 60 units per hectare or 180 habitable rooms per hectare. This is within the upper end of the London Plan density range (70-130 units per hectare or 250-350 habitable rooms per hectare) based on the site's Public Transport Accessibility Level (PTAL) score of 4. Accordingly, no objection is raised to the proposed density in this instance.

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

The application site is not located within proximity to an archaeological priority area, a conservation area or an area of special local character. There is however the listed bounding the site to the north at no. 59 Park Road. The proposed building is approximately 10m from the nearest part of the listed single storey building. The Council's Conservation officer has raised no objection in this regard and as such it is considered that that any impact on the listed building will be minimal. The layout of the proposed development is therefore considered acceptable.

7.04 Airport safeguarding

The proposal does not give rise to any concerns regarding airport or aerodrome safeguarding.

7.05 Impact on the green belt

The application site is not located in proximity to the Metropolitan Green Belt.

7.07 Impact on the character & appearance of the area

The requirement for 12 bedrooms has necessitated a large building, which is both longer, and larger, than the two pairs of semi-detached houses it would replace (although the eaves would align). However, the site is opposite the four storey residential blocks at Penrith Close, whilst the Chimes, at four storeys, lines the rest of the south side of Chippendale Waye. Although two storey semis adjoin to the west, there is no development to the east other than a low-rise children's nursery on the corner of the road, separated from the site by a passageway. The trees on the rear boundary, and the amenity space behind the proposed building, would prevent an adverse impact upon the locally listed building on the site adjoining to the north.

One of the main pedestrian routes to the site is from the High Street, via Cumbrian Way and Chippendale Alley to the residential areas to the north. From this viewpoint the proposed building would be framed between the Chimes and the tall blocks of flats in Penrith Close. It is considered that, overall, the development would not disrupt the pattern of smaller residential buildings in the road, rather that those immediately alongside would

eventually appear to be the anomaly.

Although generally one storey higher than the existing building and surrounding dwellings, it is considered that, by way of its carefully designed facades the scale, design and layout of the proposed development is considered to be in keeping with the existing character of the area and would safeguard its visual amenity in line with policies BE5, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

At this stage layout and access are being considered, and no objection is made to the layout or access arrangements. The indicative plans also show a satisfactory appearance and scale and that the layout would provide enough space for incorporating a landscaping scheme.

7.08 Impact on neighbours

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development. The proposed development is considered to be consistent with Policies BE20 and BE24 of the UDP.

The layout of the proposed building will not infringe the 21m distance between habitable room windows as required by the Council's Residential Layout Design Guide. Furthermore the orientation of the proposed would not result in significant loss of light to neighbouring properties.

The proposed layout provides adequately for access to be maintained between the car park and the Early Years Nursery.

At this stage layout and access are being considered. No objection is raised to the proposed layout and access in terms of neighbour impacts. The indicative plans show that a scheme can be accommodated on the site without causing a loss of privacy or sunlight.

7.09 Living conditions for future occupiers

Room sizes
The development proposes 12 one bedroom units. The supplementary planning guidance states that one-bedroom self contained units should have a minimum floor area of 50 square metres. All proposed units meet these standards.

Amenity space
The guidance states that 20sq metres of amenity space should be provided per one bedroom unit for residential developments. So typically a residential development for 12 one bedroom units would require 240sq metres of amenity space. The proposal provides approximately 276 sq metres of amenity space in a number of forms designed specifically to benefit future residents. The amenity space includes the defensive landscaped areas.

In addition, a condition will be added requiring that defensible space is provided to all ground floor units in order to afford them an adequate level of privacy.

Access
All access to the residential units via entrance doors are fully compliant with the requirements outlined in the Building Regulations, Part M Section 2 Accessible Entrances. All entrances have level thresholds. The doorways also comply with the standards outlined

in Part M of the Building Regulations, which require that the doors are wide enough to allow people with buggies, cases or people on crutches to pass others on the access route.

In addition the internal layouts will confirm to the standards For Extra Care Housing, as set out by: Extra Care Housing; Lifetime Homes Standards as well as the Mayor's Supplementary Planning Guidance April 2004.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2, AM7, AM14, AM15 are concerned with traffic generation, road capacity, on site parking and proximity to public transport. In terms of on-site parking, the Council's revised parking standards require the following:

1 space per 4 units
10% allocated to people with disabilities
1 motorcycle space (per 20 car spaces)
1 bicycle space per 2 staff

The development requires a provision of 2 car parking spaces. The proposal provides 2 on site car parking spaces, both of which are disabled bays. This meets the Council's minimum parking standards.

The development also proposes to relocate 19 of the existing car parking spaces, currently utilised by the Uxbridge Nursery by approximately 30m. A total of 11 of these spaces will be allocated to staff and parents dropping off children to the nursery. The remaining spaces will be free for use by local residents.

A bicycle storage area is proposed in the rear garden providing 16 secure cycle spaces. The provision exceeds the cycle parking standards and is considered acceptable.

The proposed car parking and access arrangements are considered acceptable.

7.11 Urban design, access and security

Urban Design matters are discussed in detail under paragraph 7.07 of this report.

Security Issues have been incorporated into the design of the development and will be secured by a recommended condition.

The proposed layout and access are considered acceptable.

7.12 Disabled access

Policy 3A.5 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users.

The Council's Access Officer has reviewed the application in detail and considers that the proposal would represent a development which, subject to a condition requiring further details, complies with Lifetime Homes Standards and would provide a wheelchair unit with two potential access routes. Accordingly, the proposal complies with policy 3A.5 of the London Plan and guidance within HDAS - Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The London Plan and guidance within the Council's Supplementary Planning Document for Planning Obligations requires that 50% of all residential units are provided as affordable housing on schemes of this size. The application has been submitted on behalf of the Council's Housing Department and all of the units within the scheme would be provided as affordable. The proposal would therefore exceed the requirements of adopted policy relating to affordable housing.

7.14 Trees, landscaping and Ecology

While landscaping is a reserved matter, the layout indicates that there will be space and opportunity for a high quality landscape scheme in accordance with saved Policy BE38. Subject to conditions securing an appropriate landscaping scheme, it is considered that the proposed development would enhance the landscaping of the site in accordance with Policy BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The proposal will provide a refuse and recycling store for residents and staff located in the western corner of the site in close proximity to the new building and Chippendale Waye. It is located within the site boundary and is set behind the front boundary treatment. Residents and staff can access this bin storage area from a path leading to the back of the building, whilst servicing of this area would be off Chippendale Waye. The entrance to this bin store is 2m from the kerb and as such conforms to Hillingdon Council standards for maximum travel distances.

Subject to a condition requiring further details of the bin stores and their layout there is no objection to the development.

7.16 Renewable energy / Sustainability

Policies within section 4A of the London Plan require developments to provide for reductions in carbon emissions, including the provision of 20% of the developments energy needs through on site renewable technology.

The application is supported by an assessment which indicates that the development has been designed to achieve level 3 of the Code for Sustainable Homes. Subject to a condition requiring details ensuring the building achieves Level 3 of the Code for Sustainable Homes.

7.17 Flooding or Drainage Issues

Subject to a condition requiring the use of sustainable urban drainage on site it is not considered that the proposal would give rise to any concerns relating to flooding or drainage.

7.18 Noise or Air Quality Issues

The application seeks permission for a residential development within a residential area. It is not considered that the proposal gives rise to any concerns regarding noise for either future or neighbouring occupiers.

The Council's Environmental Protection Unit have reviewed the submission and raise no concerns in relation to noise subject to noise conditions for the plant and machinery and a sound insulation scheme.

7.19 Comments on Public Consultations

It should be noted that matters including the appearance and scale of the building have been reserved for future approval.

Furthermore the scheme has been amended to allow access from the rear car park to the Nursery.

Issues relating to privacy have been addressed within the body of the report.

7.20 Planning obligations

1. Transport: a s278 shall be entered into to address amongst other things; access, guard railing, road marking and signage.

2. Affordable Housing: at least 50% of the scheme is to be delivered as affordable housing, by habitable room.

3. Education: nill contribution given this is a supported housing scheme and no school age children will arise from this development.

4. Health: a contribution in the sum of £2,600.04 is sough based upon single person occupancy in each of the residential units (12 x £216.67).

5. Public Realm: a contribution of £5,000 has been sought towards town centre improvements in Uxbridge.

6. Libraries: a contribution in the sum of £276 equal to £23 per person.

7. Construction Training: a contribution equal to £2,500 for every £1 million build cost is sought.

8. Project Mgmt and Monitoring Fee: a contribution equal to 5% of the total cash contribution is sought as a result of this proposal.

7.21 Expediency of enforcement action

None.

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 Outline planning permission (for access and layout only) to erect a supported housing scheme in the form of a block of 12 one bedroom flats on the site of an existing council housing site, together with associated car parking and landscaping. In addition to this the existing car parking at the rear of 18-22 Chippendale Waye will be relocated within the site.

The proposed access and layout are of a sufficient quality to be compatible within the local context and result in an adequate level standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide a reasonable area of soft landscaped amenity space for the benefit of the neighbouring estate.

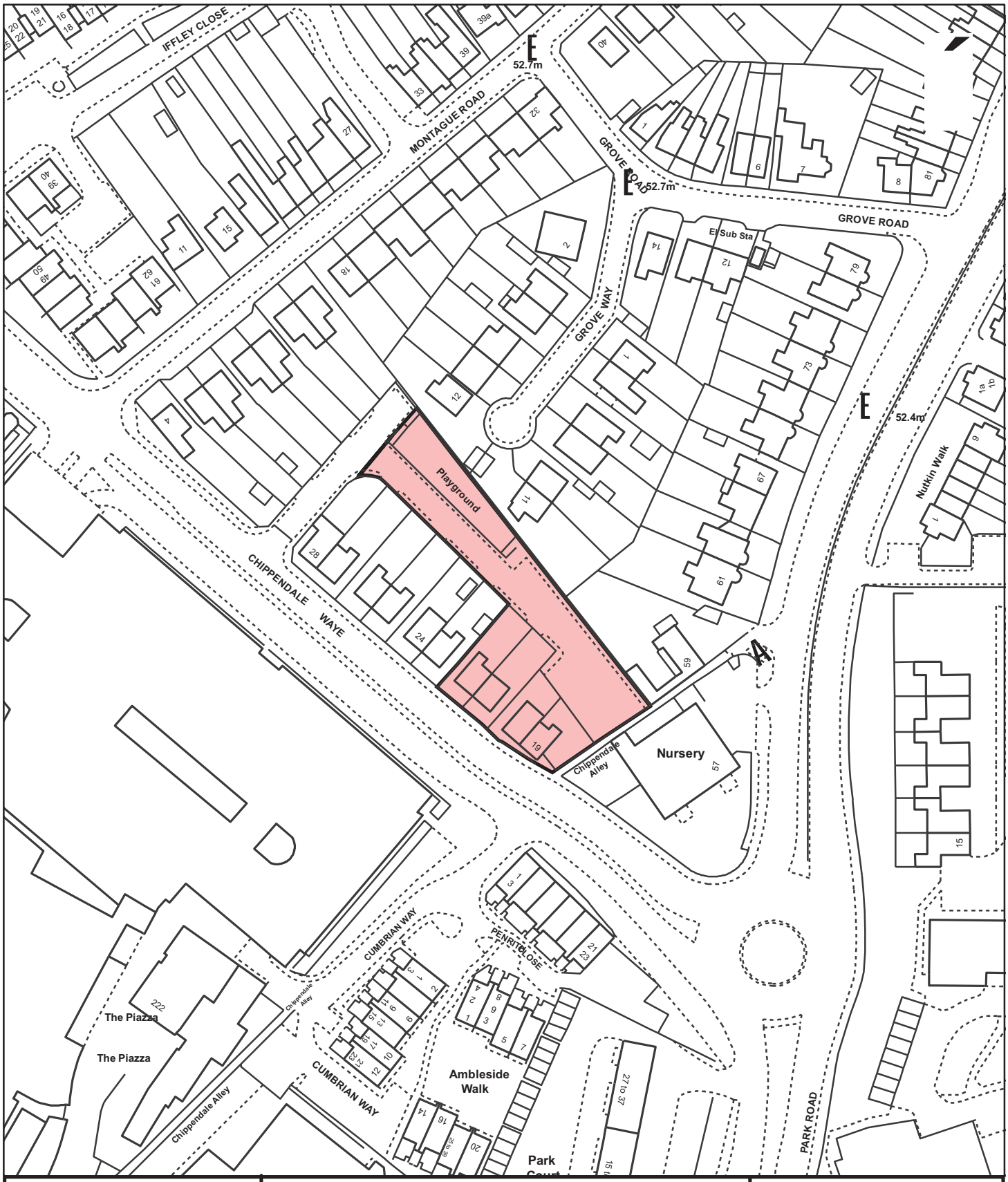
Accordingly, the application is recommended for approval, subject to conditions and planning obligations.

11. Reference Documents

London Plan (February 2008)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 4: Planning for Sustainable Growth
Planning Policy Guidance 24: Planning & Noise
Planning Policy Statement 25: Development and Flood Risk
Council's Parking Standards
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
Council's 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

19 - 22 Chippendale Waye and Car Park area to rear of 23 - 28 Chippendale Waye, Uxbridge

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

Planning Application Ref:
67544/APP/2011/736

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

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Report of the Head of Planning & Enforcement Services

Address 70 STATION ROAD WEST DRAYTON

Development: Demolition of existing buildings and erection of a residential building to accommodate 44 flats with associated landscaping and basement car park.

LBH Ref Nos: 2954/APP/2011/1901

Drawing Nos: Design and Access Statement
PO1: Site Layout & Ground Floor Plan
PO2: Proposed Floor Plans
PO3: Elevations 1/2
PO4: Elevations 2/2
PO5: Full Wheelchair Accessible Plan
14272: Underground Services
Transport Statement
Energy Statement
Noise Survey & PPG24 Assessment Report
Ecological Survey
Air Quality Assessment
Geological Survey
Daylight, Sunlight & Overshadow Study

Date Plans Received: 02/08/2011 **Date(s) of Amendment(s):**

Date Application Valid: 30/08/2011

1. SUMMARY

Full planning permission is sought for the redevelopment of the site for a residential development comprising of 44 residential units associated amenity space and basement parking.

The site has an extensive planning history, including a recent approval for 35 residential units, amenity space and under-croft parking. The proposed development is acceptable in principle and the density of development accords with the recommendations of the London Plan.

It is considered that the current proposal fails to comply with the minimum floor area standards required for residential units, would not provide amenity space of sufficient size and would not provide adequate defensible space to give privacy for future occupants of the ground floor units.

Insufficient transport information has been submitted with the application in order to assess the impact on the local highway network and on the living conditions of nearby residents, the safe operation of the parking and manoeuvring.

It has also not been demonstrated by the plans submitted that a sufficient amount of cycle parking would be provided in accordance with the Council's adopted standards.

The application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The floor areas of ground floor units are below the minimum standard required. As such the proposal would fails to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007), Policy 3.5 of the London Plan (2011) and design principles 4.6, 4.7 and 4.8 of to the Council's Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 **Non Standard reason for refusal**

The proposal fails to provide an appropriate amount of usable amenity space. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), and design principles 4.17 of the Council's Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 **Non Standard reason for refusal**

The proposal fails to provide adequate defensible space to provide privacy for future occupants of ground floor units. The proposal would therefore give rise to a substandard form of living accommodation for future occupiers contrary to Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and design principles 4.12 of the Council's Supplementary Planning Document HDAS: Residential Layouts.

4 NON2 **Non Standard reason for refusal**

Insufficient transport information has been submitted concerning the proposed access and parking arrangements in particular they do not demonstrate the provision of an appropriate gradient access to the carpark and a workable basement carpark. As such the applicant has not demonstrated that the proposal provides safe and acceptable parking arrangements. The proposal is therefore considered contrary to Policies AM7, AM14 and AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 NON2 **Non Standard reason for refusal**

It has not been demonstrated by the proposal that a sufficient amount of cycle parking would be provided in accordance with the Council's adopted standards, and therefore the proposal is contrary to Policies AM7 and AM9 of the Unitary Development Plan Saved Polices September 2007.

6 NON2 **Non Standard reason for refusal**

The applicant has failed to provide a contribution towards the improvement of services, facilities, and public transport as a consequence of demands created by the proposed development (in respect of education, health, community facilities, libraries, construction training, air quality and project management and monitoring). The scheme is therefore contrary to Policy R17 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) and the Hillingdon Planning Obligations Supplementary Document (July 2008).

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 (July 2011) and national guidance.

BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
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
AM3	Proposals for new roads or widening of existing roads
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of approximately 0.267ha comprising of a disused garage building, formerly used as a car showroom and vehicle workshop. The existing building on site is a largely single storey structure, with a part two storey projection located over the middle of the site. The remainder of the site is covered by hard standing. The site has been fenced off with hoardings.

The site is bounded by Station Road to the north, to the east by Drayton Gardens and to the west and south by residential properties. The site has an overall frontage to Station Road of approximately 59 metres and extends around the corner to partially front Drayton Gardens by approximately 16 metres. The site, while located within a Town Centre location is located within an area that reflects a predominant scale of two to three storey residential and mixed use development. The application site is bounded by two storey detached residential dwellings to the south and east, and to the west is a larger scale three storey flatted development and on the north side of Station Road, there is a mix of two and three storey office and mixed use development.

Station Road is designated as a Local Distributor Road on the Proposals Map of the adopted Hillingdon Unitary Development Plan. The site is located approximately 300 metres from West Drayton Rail Station and has a Public Transport Accessibility Level (PTAL) score of 3 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

The site has three existing vehicle access points, two off Station Road and one (an egress only) off Drayton Gardens.

3.2 Proposed Scheme

Full planning permission is sought for the redevelopment of the site for a residential development comprising 44 residential units associated amenity space and basement parking.

The proposal provides for a residential mix comprising 15 one bedroom units, 27 two bedroom units and 2 three bedroom units. The scheme proposes 10% of the units to be designed to wheelchair accessible standards (unit 4 on the ground floor, units 4, 16 on the first floor and units 22, 29 on the second floor) all of which are on floors serviced by two lifts.

The development provides for a part two, part three storey development, supported by a basement parking area with 44 spaces (4 of which are designed to standards appropriate for disabled occupiers).

It has been indicated on plans submitted that a total of 1088sq.m amenity space would be provided for the development. The communal amenity space would comprise of three ground floor areas and a roof terrace. Private amenity areas totalling 310sq.m would be provided to five of the ground floor units. A children's play area is proposed, located in the centre of the site well away from the road frontage.

The scheme represents a resubmission of an application previously granted planning permission for 35 residential units with associated amenity space and under-croft parking for 35 vehicles. The current scheme is set within the approved envelope of the 35 flat scheme. The new scheme however is designed with basement parking only with 9 additional ground floor flats replacing the under-croft parking. The development concept and footprint being virtually identical to the approved scheme.

3.3 Relevant Planning History

2954/APP/2007/2344 70 Station Road West Drayton

ERECTION OF A PART TWO, PART THREE, PART FOUR, PART FIVE STOREY RESIDENTIAL BUILDING TO ACCOMMODATE 66 FLATS WITH ASSOCIATED BASEMENT PARKING AND LANDSCAPING.

Decision: 30-10-2007 Refused **Appeal:** 27-02-2008 Withdrawn

2954/APP/2008/1160 70 Station Road West Drayton

ERECTION OF A RESIDENTIAL BUILDING TO ACCOMMODATE 59 FLATS WITH ASSOCIATED BASEMENT PARKING AND LANDSCAPING CONDITIONS.

Decision: 08-09-2008 Refused

2954/APP/2009/118 70 Station Road West Drayton

Mixed-use development consisting of a single retail unit (internal floorspace of 310 sq metres), and 41 residential dwellings with associated parking.

Decision: 05-05-2009 Refused

2954/APP/2009/1488 70 Station Road West Drayton

43 residential dwellings (consisting of 14 one- bedroom units, 26 two-bedroom units, 3 three-bedroom units) with associated parking and landscaping.

Decision: 30-11-2009 Refused **Appeal:** 18-05-2010 Dismissed

2954/APP/2010/1810 70 Station Road West Drayton

Erection of a residential building to accommodate 35 flats (consisting of 12 one-bedroom units, 21 two-bedroom units and 2 three-bedroom units) with associated parking and landscaping.

Decision: 01-08-2011 Approved

Comment on Relevant Planning History

The application site has an extensive history of 5 previous applications for residential redevelopment, 4 of which have been refused for individual reasons.

The most relevant planning history is application 2954/APP/2010/1810 which was granted planning permission for 35 residential units with associated amenity space and 35 under croft parking spaces granted on 1 August 2011 subject to conditions.

4. Planning Policies and Standards

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:

BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
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
AM3	Proposals for new roads or widening of existing roads
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th September 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

111 adjoining/surrounding properties have been consulted on the application and 3 representations have been received raising the following concerns;

· Lack of community facilities
· Lack of parking
· Detrimental to highway safety
· Loss of privacy
· Increase in noise

GARDEN CITY ESTATE RESIDENTS ASSOCIATION

Garden City Estate Residents Association represents some 2000 people. We consider that the new

planning application if approved would be an overdevelopment of the site and add to the traffic congestion problems in the area. We ask the Committee to refuse the application on the grounds of overdevelopment and parking and traffic problems resulting from the approval of such a development.

THAMES WATER

Waste Comments
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.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

A condition stating that no impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) should be attached to any approval.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation.

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.

Internal Consultees

ACCESS OFFICER

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (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. In addition, 10% of new housing should be built to wheelchair home standards and should accord with relevant policies, legislation and adopted guidance.

The following access observations are provided:

1. Good practice recommends that communal car parks, as part of a Lifetime Home development, should provide at least one accessible parking space within each zone / lift core. The accessible bays should provide an effective clear width of 3300 mm (3600 mm preferred). Where more than 9 car parking spaces are provided, 10% should be designed as accessible bays. Furthermore, the parking layout and landscape design should be conducive to Lifetime Home principles and allow for further accessible parking bays to be created according to demand.

2. To support the Secured by Design agenda, accessible car parking bays should not be marked. Car parking spaces should be allocated to a specific unit, allowing a disabled occupant to choose whether the bay is marked.

REASON: Bays that are not allocated would not guarantee an accessible bay to a disabled resident. Similarly, a disabled person may not necessarily occupy an accessible home allocated a disabled parking space. Marking bays as disabled parking could lead to targeted hate crime against a disabled person.

3. Level access via the communal entrance is assumed and should be confirmed by way of a separate plan or topographical survey. Details in this regard should be requested prior to any grant of planning permission.

4. The communal area corridors should be should be no less than 1500 mm wide.

5. From the internal face of the front door, the wheelchair standard flats should feature an obstruction free area not less than 1500 mm wide and 1800 mm to any door or wall opposite.

6. The plan for the proposed one & two bedroom flats is noted, however, the actual units appeared not to have been incorporated on the main floor plans as submitted. Revised plans should be requested in this regard.

7. All bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. 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.

8. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gulley drainage.

9. Details should be provided in respect of the provision of adequate means of escape or areas of refuge for disabled people, or others unable to escape by stairs, in the event of a fire outbreak.

The Design & Access Statement should be revised to confirm adherence to all 16 Lifetime Home and Wheelchair Housing standards.

Conclusion:

Further details in respect of the above should be requested and submitted as a prerequisite to any planning approval.

TREES & LANDSCAPE

There are several trees close to the site, but none on it. The application includes an arboricultural (tree) survey and report (from 2009). The report confirms that there are no trees on the site, but there is a group of trees (off-site) close to the southern boundary of the site, which includes one significant tree, a Sycamore (tree 5), in the group. Tree 5 affords some screening of the site and is, in terms of Saved Policy BE38, a landscape feature of merit which should be retained as part of the development of the site.

The report refers to proposed layout and confirms that, subject to a detailed methodology of works about 5-6m from the Sycamore (tree 5), the scheme makes provision for the long-term retention of the existing trees near to the site. Tree-related matters can be dealt with by conditions TL1 (levels and services), TL2, TL3 and TL21 (tree protection and construction method statement).

There is very limited space for landscaping on the road frontage of the site and for trees close to the front wall of the building. However, this matter was considered by the Inspector, who dismissed the appeal against the Council's refusal to grant permission previously. The Inspector found that, whilst such trees might either be unsuccessful or may have to be pruned, the lack of planting would not in itself harm the character or appearance of the street scene.

In the light of the Inspector's decision, and subject to conditions TL1 (services and levels only), TL2, TL3, TL5, TL6, TL7 and TL21, the application is acceptable in terms of Saved Policy BE38 of the UDP.

MAJOR PROJECTS AND IMPLEMENTATION

Proposal:
Market flats Affordable housing flats
11 x 1 bed (@ 3hbrms, 1.51pop) 4 x 1 bed(@ 3hbrms, 1.34 pop)
23 x 2 bed (@ 4hbrms, 1.93pop) 4 x 2 bed (@ 4hbrms, 2.24 pop)
2 x 3 bed (@ 5hbrms, 2.31pop)
total number of flats 44
total population: 79.94

Proposed Heads of Terms:

1. Transport: in line with the SPD a s278 and or s38 agreement may be required to be entered into address any and all highways matters arising from this proposal.

2. Affordable Housing: in line with the SPD a Financial Viability Appraisal (FVA) has been submitted to demonstrate the level of affordable housing that can be provided on site currently proposed 16% of the total number of habitable rooms.

3. Education: in line with the SPD a contribution towards education places is sought in the sum of £149,756, which could be discounted to £126,741 if the council receives full nomination rights for the social housing units.

4. Health: in line with the SPD a contribution in the sum of £17,320.60 is likely to be sought as a result of this proposal equal to £216.67 per person.

5. Community Facilities: in line with the SPD a contribution towards local community facilities may be sought as a result of this proposal. If so, a contribution in the sum of £10,000 should be secured.

6. Libraries: in line with the SPD a contribution towards library facilities is sought as a result of this proposal in the sum of £1,838.62 (£23 per person)

7. Recreational Open Space: in line with the SPD if Green Spaces consider that there is a deficiency of open space in the locality then it is likely that a contribution towards recreational open space will be required. I note that the applicant has proposed an on site play area which needs to be duly assessed.

8. Construction Training: in line with the SPD a contribution equal to £2,500 for every £1m build cost + 44/160 x £712,675 or an in-kind training scheme is likely to be sought as a result of this proposal.

9. Project Mgmt and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions is sought to enable the mgmt and monitoring of the resulting agreement. I trust

this assists in the first instance once we are in receipt of comments from the specialist areas notated above I shall finalise the s106 heads of terms and seek agreement from the applicant.

10. Air quality: A contribution towards air quality is sought as a result of this proposal in the sum of £25,000.

ENVIRONMENTAL PROTECTION UNIT

Noise Impact
With reference to the environmental noise survey submitted as part of the proposed scheme, together with PPG24 assessment undertaken. The front fa§ade of the building falls partially within category C of PPG24 Noise Exposure Categories for residential dwellings. The corresponding advice according to PPG24 NEC Category C for residential development in this category is as follows:

"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"

A condition requesting a scheme for noise mitigation measures is therefore required to ensure that the future occupiers of the development are adequately protected from noise.

Sound insulation
Conditions requesting a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise and requesting a Construction Environmental Management Plan (CEMP) should be attached to any approval.

Method Statement
A condition requesting a method statement should be attached to any approval.

Installation of External Lightings
A condition requesting details of external lighting within the site should be attached to any approval.

A construction site informative pursuant to the Control of Pollution Act 1974, the Clean Air Act 1993, the Environmental Protection Act 1990 and any other relevant legislation should be attached to any approval.

Contaminated land comments
The letter report is a review of previous site investigation reports submitted with the original planning application. It updates the original assessment work which was carried out in 2007 given that there have been some changes in contaminated land assessment and guideline contaminant levels for soil. The report does not provide any new investigatory information ie: new boreholes.

It would appear that the assessment of contaminant levels shows that lead and hydrocarbons (PAH and TPH) are present in the soil. There is some contamination in the made ground and in one isolated area of clean soils (thought to be from an old fuel tank excavation). There is some contamination in the gravels indicating that the groundwater could be affected as this is in the gravel strata. The hydrocarbon contamination apart from one benzene level appears to be from heavier end diesel type fuels. Groundwater monitoring is advised as there is no data.

The remediation proposed appears to be the basement excavations which will remove the majority of the made ground containing the contamination. If there is any residual contamination this is thought likely to be rendered innocuous below the basement car park. Some trial pits are advised to check out the soil after the basement excavation is completed.

I would say that the details seem satisfactory to support a new application. If not they should be submitted in compliance with the contaminated land condition 18 of the current permission if it is implemented.

There is much further information to be submitted on contamination such as details of the further investigation works mentioned above and the validation of the remedial works.

HIGHWAY OFFICER

The proposals include a basement car park with a ramp to access/egress the car park. The ramp is proposed to have a 1:20 gradient for a length of approximately 6m from the access point in to the site. The gradient of the ramp then changes to 1:7, which is considered to be too steep and is therefore unacceptable.

The Council normally accepts the ramp gradient of 1:10 (maximum). The applicant has not provided an assessment of the suitability of the proposed ramp, and drawings to show surface, ramp and car park levels, and a cross-section to show the height of the car park, all of which are required to ascertain the acceptability of the proposed ramp and the car park.

Swept path and visibility analyses are required at the bottom of the ramp to show that vehicles can enter and leave the car park and the ramp independently and safely. The applicant has not submitted these analyses.

A number of columns are proposed within the basement car park to support the structure of the proposed building above the car park. The size of the columns shown on the submitted basement plan do not appear to be the actual size, which needs to be shown on a drawing to evaluate the effect of the columns on the proposed parking spaces.

Accesses for the proposed services within the basement level have not been shown on the submitted drawings. In the absence of information, it is considered that access for the services area shown between car parking spaces 27 and 28 could be blocked by vehicles parking in these bays.

The Council s cycle parking standards stipulate a minimum provision of 1 space per flat. The proposed cycle parking area does not provide the level of parking required by the Council s minimum standards.

In the absence of above, I am unable to fully review the highways aspect of the application and form a conclusive view on the acceptability of the proposed car park and access arrangements. The applicant should be advised to withdraw the application to provide the above information. In absence of information, the application should be refused, as if permitted it could be contrary to the Council s policies AM7, AM9 and AM14 of the UDP.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy LE4 considers proposals that involve the loss of existing industrial floorspace or land outside designated industrial and business areas.

Whilst the garage is a Sui Generis use, the workshop type functions would bring it within industrial floorspace consideration. The site has been vacant for two years, however it is noted that recently limited use has been reintroduced on site. The site is immediately adjacent to a residential area. There are other vacant sites in nearby designated employment locations which are considered more appropriate for industrial and

warehousing activities. The site has the potential to contribute to the regeneration of Yiewsley and West Drayton town centre. As a result Policy LE4's requirements are met in terms of the re-use.

Policy H4 states that a mix of housing units of different sizes should be provided in residential developments and in particular one and two bedroom units within Town Centre locations will be preferable. The supporting text states: 'The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units.

The scheme provides for a percentage mix of 34% 1-bed and 61% 2-bed 5% 3 bed units. This mix is considered to be acceptable with respect to Policy H4. Policy H5 states that the Council will encourage the provision of dwellings suitable for large families. However, the proposal will promote an appropriate mix of 1, 2 and 3 bed units within this Town Centre location and provides for an increase in the number of units which would meet other forms of housing need in the Borough.

On the basis that there is an established need, the fact that the re-use of brownfield land is encouraged and given the planning history, provided site specific issues are addressed, the principle for the re-use of the site for residential can be established.

The extant planning permission (Ref: 2954/APP/2010/1810) granted for a similar residential development on this site represents a material consideration and the principle of a residential development has therefore been set.

7.02 Density of the proposed development

London Plan Policy 3.4 seeks to maximise the potential of sites. The site is in a District centre with an urban character with a PTAL of 3. The London Plan (July 2011) provides for a density range between 70-170u/ha or 200-450hr/ha for sites with a PTAL 3 in an urban location and with an indicative average unit size of 2.7hr-3.0hr/unit.

The scheme would result in a density of 165 units per hectare or 445 habitable rooms per hectare.

The proposed scheme therefore falls within the London Plan table 3.2 Density matrix indicative guidelines in terms of number of units and habitable room guidelines. Subject to the scheme achieving an appropriate design in relation to other planning policies and other material considerations the proposed density is considered acceptable.

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

The site is located within an Archaeological Priority Area, being an area where archaeological remains may be anticipated. English Heritage has previously requested that an archaeological condition be carried through in the event that the scheme is approved.

7.04 Airport safeguarding

Defence Estates Safeguarding, BAA and NATS (En Route) Limited have no safeguarding objections to the proposal.

7.05 Impact on the green belt

The proposal is not located within the Green Belt and therefore no Green Belt policies are

relevant to the consideration of this scheme.

7.07 Impact on the character & appearance of the area

The design and scale of the scheme remain consistent with that previously considered under application 2954/APP/2010/1810. However the density of the development has been increased by 9 units and a basement car park is proposed.

The additional ground level dwellings replace the previous under-croft parking arrangement and would be consistent with the design of the remainder of the building. A low level wall with high railings would be provided on the front boundary defining the public and private spaces.

Having regard to the previous application, which found no harm with the design, scale and materials the proposed scheme would retain an appropriate appearance within the street scene in accordance with Policies BE13 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.08 Impact on neighbours

The footprint of the proposed building is identical to that previously considered and all fenestration above ground floor level remains identical to that contained within the previous application. Similarly the location and size of the proposed roof terrace remains identical. Having regard to the previously approved scheme, which represents a material consideration, and subject to conditions to ensure the provision of privacy screen to the roof terrace and the implementation of the proposed obscure glazing, it is not considered that the proposal would result in any significant harm to the amenity of neighbouring occupiers.

The application is therefore considered to comply with Policies BE19, BE20, BE21 and BE24 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.09 Living conditions for future occupiers

Floor areas

The London Plan (July 2011) sets out minimum size standards for residential units, these being; 50sq.m for one bedroom units, 61/70sq.m for two bedroom units and 74/86/95sq.m for three bedroom units. A number of the proposed units at ground floor level do not comply with the minimum floorspace standards set out within the London Plan.

As such the proposal fails to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and Policy 3.5 of the London Plan (2011).

Amenity Space

Policy BE23 requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting. The council's HDAS Residential Layout provides further guidance on this issue indicated that in flatted development communal amenity space should be provided in a quantum equating to 20sq.m per 1 bedroom unit, 25sq.m per 2 bedroom unit and 30sq.m per three bedroom unit.

In accordance with the Council's guidance a total of 1035sq.m of communal amenity space would be required. It has been indicated on plans submitted that a total of 1088sq.m amenity space would be provided for the development.

The communal amenity space would comprise of three ground floor areas and a roof

terrace. Although it has not been indicated on the plans submitted that the area fronting ground floor units 9 and 10 are to be private amenity space, it is considered that this area would not be adequate as communal space given its limited access, enclosed nature and proximity to the habitable room windows of these two units.

Private amenity areas totalling 310sq.m would be provided to five of the ground floor units. The two ground floor units adjacent to no.2 Drayton Gardens (nos.31 and 32) are also served by private terraces totalling approximately 35sq.m. The three ground floor units to the south west of the site (nos. 11, 12 and 13) benefit from private external spaces totalling approximately 275sq.m, and a number of units (nos. 2, 4, 6 and 7) are served by small terraces.

By deducting the units with private garden space a total of 825sq.m communal amenity space is required in accordance with the Council's guidance. Taking into account the private garden space and inappropriate communal amenity space the proposed development would provide 647sq.m of communal amenity space.

A children's play area is proposed located in the centre of the site. The layout of the play area has not been addressed to take into account the proximity of the additional ground floor units and seems to result in a cramped layout.

It is considered that the proposal would not provide an adequate quantity of external amenity space to secure the amenity of future occupiers in accordance with Policy BE23 of the Saved Policies UDP and design principles 4.17 of the Council's Supplementary Planning Document HDAS: Residential Layouts.

Privacy
Ground floor unit nos. 3, 5, 8 and 14 are all single aspect units with no adequate defensible space to provide privacy for future occupants of these ground floor units.

The proposal would therefore give rise to a substandard form of living accommodation for future occupiers contrary to Policy BE24 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and design principles 4.12 of the Council's Supplementary Planning Document HDAS: Residential Layouts.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM9, AM14 and AM15 are concerned with on-site parking. A total of 44 residential parking spaces are provided within a basement car park to serve the 44 residential units, a ratio of 1:1. This ratio of car parking provision for residential units on the site is the same as that approved under the previous application. Four of the proposed parking spaces are designed to wheelchair standards. This level of provision represents 10% of the total parking spaces in accordance with the requirements of the Council's Parking Standards.

Access and egress to the car park would be via a ramp indicated on the drawings submitted with a 1:20 gradient for a length of approximately 6m from the access point in to the site but then changes to a 1:7 gradient. The Council normally accepts a ramp gradient of 1:10 as a maximum and the proposal is considered to be too steep and is therefore unacceptable. The applicant has not provided an assessment of the suitability of the proposed ramp, and drawings to show surface, ramp and car park levels, and a cross-section to show the height of the car park, all of which are required to ascertain the acceptability of the proposed ramp and car park.

Swept path and visibility analyses are required at the bottom of the ramp to show that vehicles can enter and leave the car park and the ramp independently and safely. The applicant has not submitted these analyses.

A number of columns are proposed within the basement car park to support the structure of the proposed building above the car park. The size of the columns shown on the submitted basement plan do not appear to be the actual size, which needs to be shown on a drawing to evaluate the effect of the columns on the proposed parking spaces.

Accesses for the proposed services within the basement level have not been shown on the submitted drawings. In the absence of information, it is considered that access for the services area shown between car parking spaces 27 and 28 could be blocked by vehicles parking in these bays.

The council's Highway Officer was consulted on the application and stated that in the absence of the above information it is not possible to fully review the highways aspect of the application and form a conclusive view on the acceptability of the proposed car park and access arrangements. It is considered that in the absence of information the proposal could be contrary to the policies AM7, AM14 and AM15 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

A sufficient cycle storage facility must be provided to encourage cycling as a sustainable transport alternative. Covered, secure cycle parking should be provided at 1 space per unit, as required by the Saved Policies UDP. Each bicycle requires a minimum area of 2m x 0.5m plus 0.8m manoeuvring space. Sheffield Style stands are recommended. The proposed cycle store as indicated on the plans submitted measures 5.6m x 8m. The applicant has not demonstrated that the cycle store would accommodate the required number of cycles contrary to Policy AM9 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.11 Urban design, access and security

Issues of design and access are addressed elsewhere in this report. In relation to security issues, the proposal is for a gated development with basement parking and complies with the design principles in the adopted HDAS which aims to design out crime.

7.12 Disabled access

The scheme indicates that all units are proposed to be built to Lifetime Homes standards, 5 units (10%) would be fully wheelchair accessible, 4 disabled car parking spaces would be provided and two lifts would be provided to allow access to all floors of the development.

7.13 Provision of affordable & special needs housing

Policy 3.11 of the London Plan advises that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with Policy 3.11, the need to encourage rather than restrain residential development and the individual circumstances of the site.

The applicant has submitted a robust Financial Viability Assessment which has been validated as accurate by an independent expert employed by the Council.

On the basis of the submitted Financial Viability Assessment, and in accordance with the London Plan and the Council's Planning Obligations SPD, the scheme would provide the maximum possible level of affordable housing. It should be noted that the lack of affordable housing provision does enable the development to meet all other planning

obligation requirements set out within the 'Planning Obligations' section of this report. Subject to a S106 agreement being formalised to secure the provision of the above mentioned level of affordable housing the development would comply with the provisions of the London Plan and the Council's Planning Obligations SPD. The applicant has agreed the level of provision and the principle of entering such an agreement.

7.14 Trees, landscaping and Ecology

The application is supported by an arboricultural assessment addressing the proposed development and a tree protection plan. The report confirms that there are no trees on the site, but there is a group of trees (off-site) close to the southern boundary of the site, which includes one significant tree, a Sycamore (tree 5), in the group. Tree 5 affords some screening of the site and is a constraint on its development. The arboricultural assessment is tailored to the development proposals and details methods which could be utilised in order to ensure the retention off-site trees, in particular the sycamore, and is supported by a tree protection plan.

Having regard to this information the Council's Trees and Landscaping Officer considers that the retention of thee off-site trees, particularly the sycamore, would be feasible alongside the development proposal and could be ensure by condition.

The previous approved scheme represents a material consideration and the Council's Trees and Landscape Officer considers that in light of the appeal decision no objection can be raised to the amount of space available for planting on the site frontage and that other aspects of the sites external layout would be capable of providing an appropriate environment in terms of landscaping. Subject to conditions to ensure that opportunities for feasible landscaping are maximised no objection is raised to the scheme in relation to Policy BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The scheme is to be supported by a communal bin storage facility which identifies 9 x 1,100 litre bins to service the 44 residential units. This level of provision is considered to be adequate to serve a development of this size and could be appropriately allocated to provide for waste and recycling needs.

The bin storage area would be within the building and would be easily accessible via an internal route for all of the proposed residential units and is located so that is could be easily serviced by refuse vehicles.

Accordingly, the proposal is considered to make adequate provision for the storage and management of waste and recycling within the development.

7.16 Renewable energy / Sustainability

The London Plan (July 2011) advises that boroughs should ensure that developments will achieve at least a 25% reduction in regulated carbon dioxide emissions compared to the Target Emission Rate. The application is supported by an Energy Statement which indicates that the development can meet the Mayor's renewable targets. Subject to conditions to secure the installation of measures in accordance with the London Plan requirements the scheme complies with London Plan Policies 5.3, 5.4 and 5.7.

7.17 Flooding or Drainage Issues

The site is not within a flood zone, and no other drainage issues have arisen.

7.18 Noise or Air Quality Issues

NOISE
An acoustic report has been submitted as a part of the application. The study was prompted due to the proximity of busy roads adjoining the site. The assessment states

that the facades of the residential buildings will be within NEC B to the rear and NEC C to the front close to the road.

Residential development within NEC C is acceptable so long as conditions can be imposed which would ensure a commensurate level of protection against noise.

The Council's Environmental Protection Unit have reviewed the proposal and subject to the imposition of conditions to protect the development from Road Noise and have raised no objection.

AIR QUALITY
The application has been supported by an air quality assessment which indicates the proposed would not result in an increase in nitrogen dioxide levels. The Council's Environmental Protection Unit have reviewed the report and raise no objections on the grounds of air quality.

Given that the proposal would bring new residents into an area of poor existing air quality a condition requiring details of mitigation measures to protect the internal environment for future occupiers would be recommended should the scheme be approved.

7.19 Comments on Public Consultations

It is considered that the following objections to the scheme have been addressed through out the report and by way of condition, where appropriate:

(i) Adequacy of infrastructure (schools, healthcare etc.).
(ii) Lack of parking
(iii) Detrimental to highway safety
(vi) Loss of privacy
(v) Increase in noise
(vI) Overdevelopment
(vii) Traffic and congestion implications

7.20 Planning obligations

Policy R17 of the Unitary Development Plan states that:'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, culture and entertainment activities and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

Affordable Housing is address separately under the relevant section. The Council's S106 Officer has advised that the proposed development of 43 residential units would necessitate the following contributions in line with the Council's Supplementary Planning document for Planning Obligations:

Education: a contribution in the sum of £149,756;
Health: a contribution in the sum of £17,320.60;
Community facilities: a contribution in the sum of £10,000;
Libraries: a contribution in the sum of £1,838.62;
Air quality: a contribution in the sum of £25,000;
Construction Training: either a contribution in accordance with the adopted formula or inkind; and Project Management and Monitoring fee: 5% of total cash contributions.

The applicant has agreed to the principle of these planning obligations, all of which can be achieved alongside the proposed level of affordable housing. Subject to an appropriate

legal agreement being secured the scheme would accord with Policy R17 of the UDP.

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

Full planning permission is sought for the redevelopment of the site for a residential development comprising of 44 residential units with associated amenity space and parking.

The proposed development is acceptable in principle and the density of development accords with the recommendations of the London Plan.

The site has an extensive planning history, including a recent approval for 35 residential units, amenity space and undercroft parking.

It is considered that the current proposal fails to comply with the minimum floor area standards required for residential units, would not provide amenity space of sufficient size

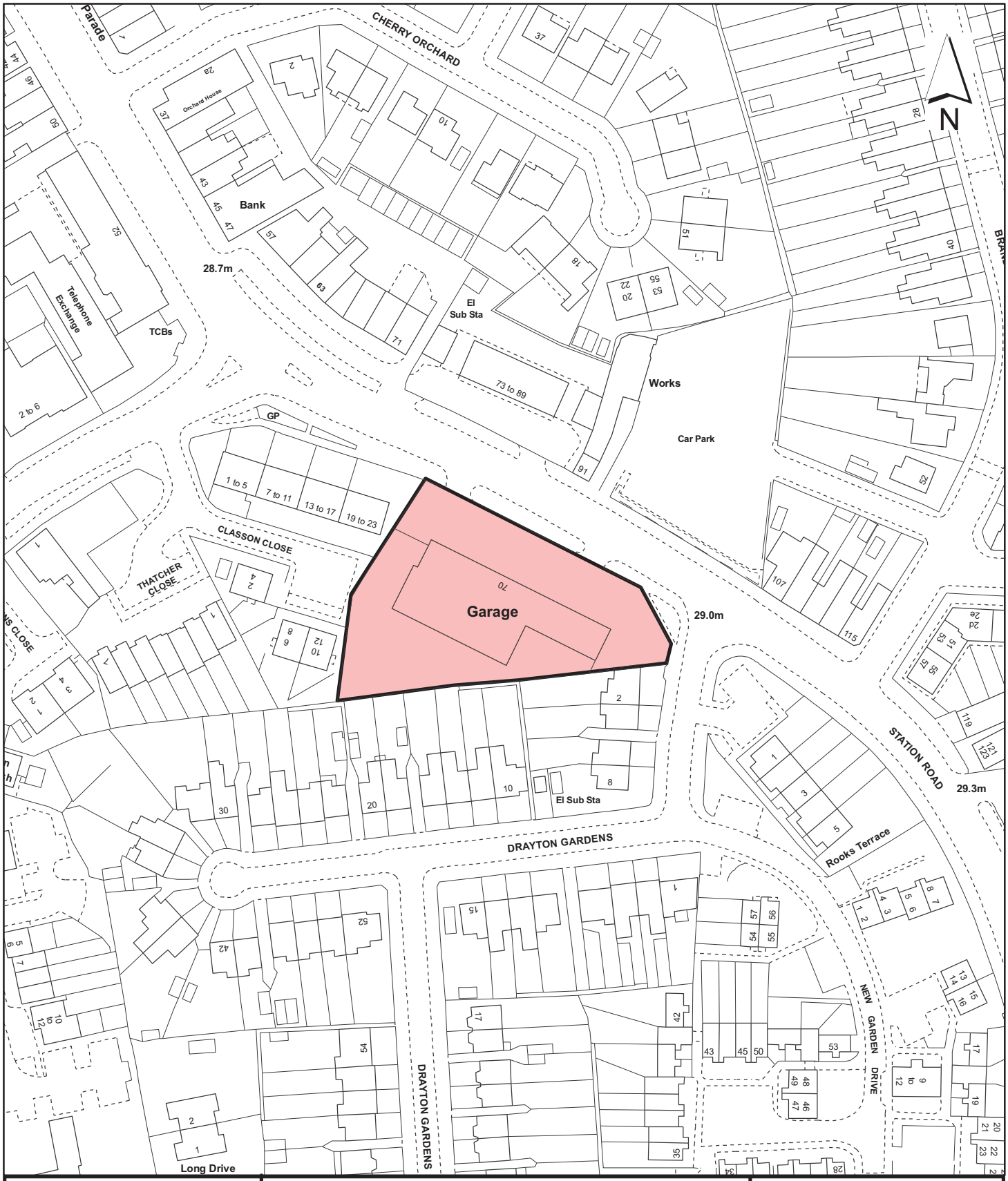
and would not provide adequate defensible space to give privacy for future occupants of the ground floor units. It has also not been demonstrated by the plans submitted that a sufficient amount of cycle parking would be provided in accordance with the Council's adopted standards.

The application is recommended for refusal.

11. Reference Documents

(i) Planning Policy Statement 1 (Delivering Sustainable Development)
(ii) Planning Policy Statement Planning and Climate Change
(iii) Planning Policy Statement 3 (Housing)
(iv) Planning Policy Guidance Note 13 (Transport)
(v) The London Plan (July 2011)
(vi) Hillingdon Unitary Development Plan Saved Policies September 2007.
(vii) Hillingdon Design and Accessibility Statement - New Residential Layouts
(viii) Accessible Hillingdon Supplementary Planning Document
(ix) Hillingdon Supplementary Planning Document, Planning Obligations
(x) Manual for Streets.

Contact Officer: Jacques du Plessis **Telephone No:** 01895 250230



Notes

Site boundary

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Site Address

70 Station Road
West Drayton

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

Planning Application Ref:
2954/APP/2011/1901

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 6 BURLEIGH ROAD HILLINGDON

Development: Conversion of two storey mid-terraced house into 1 x one-bedroom self contained flat and 1 x two-bedroom self contained flat with associated amenity space and parking, first floor rear extension, alterations to rear and front porch (Resubmission).

LBH Ref Nos: 11057/APP/2011/2026

Drawing Nos: 2011/003/009
2011/003/011
2011/003/005
Location Plan
2011/003/006
2011/003/010
2011/003/008
Design & Access Statement
2011/003/007

Date Plans Received: 17/08/2011 **Date(s) of Amendment(s):** 18/08/2011

Date Application Valid: 23/08/2011

1. SUMMARY

Permission is sought for the change of use of a two-storey terraced dwelling into 1 x one bedroom flat and 1 x two bedroom flat. In addition a first floor rear extension would be added to create a staircase at the rear of the property and a front porch erected on the principal elevation of the dwelling.

The development would lead to the creation of two residential dwellings that would fail meet to meet the space standards required by the London Plan 2011. In addition, the flats would fail to meet the Lifetime Home Standards and the guidance with the Council's Supplementary Planning Document Accessible Hillingdon.

The proposed development would, therefore, lead to the creation of poor quality housing stock and should be refused permission.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Inadequate Floor Space for Residential Development**

The floor area for the proposed flats would be below the minimum standards required for residential accommodation be considered as quality housing stock. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to Policy 3.5 of the London Plan (2011).

2 NON2 **Non Standard Reason for Refusal**

The development would result in the loss of an accessible dwelling and fail to provide accommodation which would be built to the Lifetime Homes Standard and its design would not allow access by wheelchair users. As such the proposal would be contrary to

the Supplementary Planning Document Accessible Hillingdon and Policy 3.8 of the London Plan (2011)

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 (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
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.
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.
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
H7	Conversion of residential properties into a number of units
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a two storey mid-terrace property located on the western side of Burleigh Road. The brick and tile built dwelling is separated from the highway by an area of hardstanding, which provides parking for two cars within the curtilage of the dwelling.

At the rear of the property is a private garden which acts as the amenity space for the

property. Within the rear garden is a garage, which is accessed from a grass covered private access driveway, which runs along the rear boundary line of the application site.

The site is situated within a developed area as identified in the policies of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

The application is for planning permission for the change of use of a two-storey terraced dwelling, into 1 x ground floor one bedroom flat and 1 x first floor two bedroom flat. In addition a small first floor rear extension would be erected over the existing ground floor extension. This would be used to create a staircase at the rear of the property, leading up to the first floor flat.

At the front of the dwelling a porch would be erected which would protrude forward of the principal elevation by 1.5 metres at a width of 2 metres. This would be used to create two separate entrances into the residential units.

3.3 Relevant Planning History

11057/APP/2011/464 6 Burleigh Road Hillingdon

Conversion of two storey mid-terraced house into 2, two-bedroom apartments with associated amenity space and parking, front porch and installation of external staircase at rear.

Decision: 05-08-2011 Withdrawn

18215/B/83/0436 16 Burleigh Road Hillingdon

Householder development - residential extension(P)

Decision: 29-04-1983 Approved

Comment on Relevant Planning History

Planning permission was granted for the erection of the existing single storey rear extension in 1983.

A planning application was withdrawn in 2011 for the conversion of the application property to 2 x two bedroom flats.

4. Planning Policies and Standards

Not applicable.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
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.
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.
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
H7	Conversion of residential properties into a number of units
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

17 neighbouring occupiers were notified of the proposed development on 25th August 2011, including Nos. 4 & 8 Burleigh Road who shared a boundary line with the applicant property.

At the time of writing this report, 9 neighbouring occupiers have objected to the proposed development and a petition containing 20 signatures was provided to the Local Planning Authority in objection to the scheme.

In addition, the Oaks Farm Resident's Association was notified of the proposed development. They have also objected to the proposed development.

The objections returned relate to:

i) Impact to the availability of on-street parking, to the detriment of highway and pedestrian safety.
ii) Increased traffic in the area.
iii) Potential use for a commercial purpose.
iv) Impact on neighbouring dwellings through increased noise.
v) Impact on the character of the area.
vi) Not sufficient floor space for the creation of self-contained flats.
vii) Lack of suitability in using a terrace dwelling to create self-contained flats.
viii) Impact on drainage.

ix) The garage at the rear is in use as a home office and would not be used for parking.
x) Impact to security in the area.
xi) Overcrowding of the development.
xii) Precedent being set for future development.

Officer Comments: The potential use of the property for a commercial purpose, should it arise, would be controlled by enforcement action, and is not a matter for consideration in this application.

The other objections are considered elsewhere in the main body of the report.

Cllr Patricia Jackson: Requested for this application to be determined at planning committee.

M.O.D Defence Estates: The MOD has no safeguarding objections against the proposal.

National Air Traffic Services: NATS (En Route) Limited has no safeguarding objections to this proposal

Thames Valley Water: No comments returned. (Note: No objection was raised to application 11057/APP/2011/464 for the conversion of two storey mid-terraced house into 2, two-bedroom apartments with associated amenity space and parking, front porch and installation of external staircase at rear).

Internal Consultees

Access Officer: In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Councils Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

The proposal seeks to convert what is potentially an accessible dwelling house into two independent flats which would not be visitable or provide suitable living accommodation in keeping with the above policy. The existing house benefits from a spacious hallway which is accessed through the front door, which is easily negotiable by a wheelchair user.

The fundamental design of the proposal reduces accessibility to a point where a wheelchair user would be unable to visit, let alone adapt the property for permanent wheelchair access. Conclusion: Unacceptable.

Waste Management: The plan does show that a space has been allocated for the storage of waste, which is good practice. 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. Fortnightly green garden waste collection three specially marked reusable bags provided by the Council free of charge.

The waste and recycling should be presented near the curtilage of the
properties on allocated collection days.

Highways & Transportation: Burleigh Road is densely populated residential area accessed from Windsor Avenue via Long Lang, which is unclassified road and benefiting from 7.5m wide carriageway and 1.5m wide footway on both sides.

The existing dwelling is a three bedroom terraced house currently benefiting from a vehicular cross-

over leading into a hardstanding front garden that accommodates two off street vehicle spaces comfortably.

The proposal is to convert the existing three bedroom dwelling into 1 x one bedroom and 1 x two bedroom self-contained flats, utilising the existing vehicle cross-over to accommodate three car parking spaces; two in front garden, and a garage at the rear accessed from a private access road. This parking layout complies with maximum standards set out in the annex to saved UDP Policy AM14.

It is assumed that the future occupants will have unrestricted access to the proposed garage at the rear garden, although the access road to the rear garden of properties number 4 to 26 is restricted by palisade type iron gates that is currently installed on the north side of no 4 and south side of no 26 assumingly, for the security of those properties with their back gardens facing the access road.

Although existing plan clearly shows a front garden parking arrangement, the applicant fails to indicate parking arrangement for the rear garage and that of the front garden area.

No objection is raised subject to the following conditions and informatives being applied;

Conditions

1. A plan clearly showing parking arrangement on the hard standing area of the front garden.
2. The use of the land for vehicle parking shall be permanently maintained and available for parking of vehicles at all times to the Authority's satisfaction .
3. The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

Informatives
1. It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed conversion would result in the loss of a three bedroom family home, which would be replaced with 1 x one bedroom flat and 1 x two bedroom flat. The principle of the development would be acceptable under Policy H7 of the adopted UDP (Saved Policies September 2007), subject to it not causing harm to the amenities and character of the area. Whilst a number of local residences have been converted into HMO's no properties in Burleigh Road have been converted into self-contained flats. Whilst a flat conversion may therefore be acceptable it could also ultimately have an impact on the character of the area.

7.02 Density of the proposed development

The conversion of a three bedroom house into 1 x one bedroom flat and 1 x two bedroom flat, would create an acceptable housing density, subject to meeting the floor space standards of the London Plan 2011.

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

Not applicable to this application.

7.04 Airport safeguarding

No safeguarding objections from the National Air Traffic Service.

7.05 Impact on the green belt

Not Applicable to this application.

7.07 Impact on the character & appearance of the area

The proposed front extension would be compliant with the HDAS Residential Extensions and would have an acceptable impact on the visual amenities of the area. The proposed first floor extension would be a minor alteration at the rear of the dwelling and would not be visible from the public domain. The proposed developments would, therefore, be in compliance with Policies BE13 and BE19 of the adopted UDP (Saved Policies September 2007).

7.08 Impact on neighbours

The proposed extensions and change of use would not impact the amenity of the neighbouring dwellings through loss of light, loss of outlook, loss of privacy or visual intrusion. It is, therefore, in accordance with Policies BE20, BE21 & BE24 of the adopted UDP (Saved Policies September 2007).

7.09 Living conditions for future occupiers

The proposed development would create a one bedroom downstairs flat with a floor space of 46 sq metres and a two bedroom upstairs flat with a floor space of 51 sq metres. These would both be contrary to Policy LPP 3.5 of the London Plan 2011, which requires a one bedroom flat (two occupants) to provide 50 sq metres of floor space and a two bedroom flat (three occupants) to provide 61 sq metres of floor space. The proposed development would lead to the creation of poor quality housing stock and is therefore contrary to Policy H7 of the adopted UDP (Saved Policies September 2007) and Policy LPP 3.5 of the London Plan 2011.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

A number of residents have objected to the scheme as it would not provide adequate parking facilities for its inhabitants. The Highways and Transportation Officer has commented that the two proposed parking spaces at the front of the property would be adequate for the proposed development and would be in accordance with Policy AM14 of the adopted UDP (Saved Policies September 2007). This would be subject to conditions which would be attached to any approval granted.

There is also parking in the garage at the rear of the property. A number of residents objected as the garage is currently in use as a home office. The structure retains the appearance of a garage and could be conditioned for this use only.

A cycle store is indicated on the plans in accordance with Policy AM14 of the adopted UDP (Saved Policies September 2007).

In addition the impact to highway and pedestrian safety would also be acceptable and in accordance with Policy AM7 of the adopted UDP (Saved Policies September 2007).

7.11 Urban design, access and security

The plans indicate that 53.6 sq metres of rear garden space would be provided at the rear of the dwelling. The HDAS Residential Layouts requires that a one bedroom flat and a two bedroom flat would require 20 sq metres and 25 sq metres of garden space respectively. The proposed development would therefore comply the HDAS Residential Layouts and Policy BE23 of the adopted UDP (Saved Policies September 2007).

The occupier of a neighbouring dwelling has objected that the proposed development would lead to an increased security risk in the area. Despite an increase in the number of key holders for the locked access gate to the private access driveway, it is considered that no increased security risk would occur.

It is considered that all the proposed habitable rooms and those altered by the development would maintain an adequate outlook and source of natural light, therefore complying with Policies BE20 of the UDP (Saved Policies September 2007) and 3.5 the London Plan (2011).

7.12 Disabled access

The design of the proposal reduces accessibility to a point where a wheelchair user would be unable to visit, let alone adapt the property for permanent wheelchair access. It is therefore considered contrary to Policy 3.8 of the London Plan July 2011 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

7.13 Provision of affordable & special needs housing

Not Applicable to this application.

7.14 Trees, landscaping and Ecology

There are no landscaping issues to be addressed in determining this application.

7.15 Sustainable waste management

The proposed development meets all the waste management requirements for the conversion of residential accomodation.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Thames Valley Water provided no comments on this application. However, they had no objection to the application at the same site for the provision of 2 x 2 bedroom flats. As this scheme is for a reduced housing density it is presumed that drainage on site would not be an issue.

7.18 Noise or Air Quality Issues

The occupiers of a number of neighbouring dwellings have objected to the proposed development as the increased intensity of use of the building would lead to increase noise at the site. As the property is already in residential use, any increase in noise would not be so harmful to the amenity of the neighbouring dwelling to contravene Policies OE1 and OE5 of the adopted UDP (Saved Policies September 2007). Should planning permission be granted, a condition could be added to any approval granted requiring a method statement to ensure that sufficient sound insulation is provided between the newly created upstairs and downstairs flats.

7.19 Comments on Public Consultations

With regards to the third party comments, these are addressed in the report.

7.22 Other Issues

No other issues require consideration in the determination of this application.

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 development would result in the creation of poor housing stock and it is recommended that planning permission be refused.

The proposed development would lead to the loss of a habitable three bedroom family dwelling, which is fully accessible by wheelchairs users. It would be replaced by two residential units which fail to provide adequate living space for it occupiers and would not be accessible, or adopted to be accessible, by wheelchair users.

11. Reference Documents

London Plan 2011.

Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

Hillingdon Design & Accessibility Statement: Residential Layouts.

Hillingdon Design & Accessibility Statement: Residential Extensions.

Supplementary Planning Document 'Accessible Hillingdon'.

Lifetime Homes Standards.

Contact Officer: Alex Smith **Telephone No:** 01895 250230



Notes

Site boundary

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Site Address

6 Burleigh Road
Hillingdon

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

Planning Application Ref:
11057/APP/2011/2026

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address FORMER HILLINGDON IRISH CENTRE ROYAL LANE HILLINGDON

Development: Change of use of the site and building from former Hillingdon Irish Centre (Sui Generis) to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary managers flat, including carrying out of external alterations to parking area and landscaping, existing facade and roof, alterations and additions to opening, ramp to main entrance and covered porch, internal alterations, including to layout, creation of kitchen at ground level, repositioning of stairs, and alterations to toilet areas.

LBH Ref Nos: 267/APP/2011/1383

Drawing Nos: Planning Statement from Geoffrey Searle Planning Solicitors
Transport Statement by motion Transport Planning
AMA03-P-000 (Site Location Plan)
Design & Access Statement dated June 2011
AMA 03-P-005 (Proposed Site Plan)
AMA 03-P-010 (Proposed Ground Floor)
AMA 03-P-011 (Proposed First Floor)
AMA 03-P-030 (Proposed Elevations)
AMA 03-P-055 (As Built Site Plan)
AMA 03-P-030 (As Built Ground Floor)
AMA 03-P-061 (As Built First Floor)
AMA 03-P-065 (Previous Site)
AMA 03-P-070 (Previous Ground Floor)
AMA 03-P-071 (Previous First Floor Plan)
AMA 03-P-080 (As Built Elevations)
AMA 03-P-085 (Previous Elevations)

Date Plans Received: 03/06/2011 **Date(s) of Amendment(s):**

Date Application Valid: 09/06/2011

1. SUMMARY

Planning permission is sought for the change of use of the site and building from the former Hillingdon Irish Centre (Sui Generis)to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary manager's flat, including external alterations.

The principle of the development and its appearance are considered acceptable and subject to appropriate conditions it is not considered that the proposal would have an adverse impact on neighbouring or future occupiers.

The development however, does give rise to concerns relating to car parking, the free flow of traffic and general conditions of highway safety.

It is therefore recommended that the Planning Inspectorate be advised that the Local Planning Authority would have refused the application had a non-determination appeal not been lodged.

2. RECOMMENDATION

The application is subject to an appeal against non-determination which will be considered by the Planning Inspectorate. It is therefore recommended that the Planning Inspectorate be advised that had a non-determination appeal not been lodged the Local Planning Authority would have refused the application for the following reason.

1 NON2 **Non Standard reason for refusal**

The application fails to demonstrate that it would provide adequate parking for the proposed place of religious worship or that the proposal would not result in conditions prejudicial to the free flow of traffic and safety of the highway network. It is therefore contrary to Policies AM7 and AM14 of the London Borough of 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 (July 2011) 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.
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.
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R9	Proposals for the use of buildings for religious and cultural purposes
R10	Proposals for new meeting halls and buildings for education, social, community and health services
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
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting

3. CONSIDERATIONS

3.1 Site and Locality

The site has an area of approximately 0.10 ha and is located on the west side of Royal Lane approximately 130 metres south of Hillingdon Hospital. It comprises a part single storey, part two storey building with a floor area of approximately 389 sq metres which abuts the adjoining building to the south. The building was previously used as an Irish community centre and private social club. At the front of the building is a car parking area for 11 vehicles with vehicular access from Royal Lane.

Immediately to the south of the site is the Walter Pomeroy Hall which is used as the Hillingdon Community Centre and shares a party wall with the building on the application site. To the west (rear) of the site are dwellings in Clarkes Drive and to the east dwellings on the opposite side of Royal Lane. To the north of the site is Meadow High School (Special Needs). The site has a Public Transport Accessibility Level (PTAL) score of 2 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

It is noted that in the past the applicants have utilised the immediately adjoining site the Walter Pomeroy Hall for their meetings and according to the Council's records this site has a gross internal floor area of approximately 280sq.m.

3.2 Proposed Scheme

Planning permission is sought for the change of use of the site and building from the former Hillingdon Irish Centre (Sui Generis)to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary manager's flat, including carrying out of external alterations to parking area and landscaping, existing facade and roof, addition of 1 new window at first floor level, repositioning of external doors, ramp to main entrance and covered porch, insertion of one additional external door, 5 new obscured glazed windows to ground floor rear, internal alterations, including to layout, creation of kitchen at ground level, repositioning of stairs, and alterations to toilet areas. The application includes the re-configuring of the existing first floor flat to form a three bedroom self contained unit and the remodelling of the car parking area at the front of the building involving the retention of 11 existing spaces.

The application is retrospective in so far as the physical works to the site and building have already been carried.

3.3 Relevant Planning History

267/APP/2010/568 Former Hillingdon Irish Centre Royal Lane Hillingdon

Change of use of the site and building from former Hillingdon Irish Centre (Sui Generis) to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary managers flat, including carrying out of external alterations to parking area and landscaping, existing facade and roof, addition of 1 new window at first floor level, repositioning of external doors, ramp to main entrance and covered porch, insertion of one additional external door, 5 new obscured glazed windows to ground floor rear, internal alterations, including to

layout, creation of kitchen at ground level, repositioning of stairs, and alterations to toilet areas

Decision: 03-09-2010 Withdrawn

Comment on Relevant Planning History

267/APP/2010/568 sought permission for the 'Change of use of the site and building from former Hillingdon Irish Centre (Sui Generis) to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary managers flat, including carrying out of external alterations to parking area and landscaping, existing facade and roof, addition of 1 new window at first floor level, repositioning of external doors, ramp to main entrance and covered porch, insertion of one additional external door, 5 new obscured glazed windows to ground floor rear, internal alterations, including to layout, creation of kitchen at ground level, repositioning of stairs, and alterations to toilet areas'. The application was withdrawn from consideration at the request of the applicant.

4. Planning Policies and Standards

Planning Policy Statement 1 (Delivering Sustainable Development) (January 2005)
Planning Policy Statement 3 (Housing) (November 2006)
Planning Policy Guidance Note 13 (Transport) (April 2001)
The London Plan (February 2008)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Hillingdon Design and Accessibility Statement - Residential Layouts (July 2006)
Local Development Framework Accessible Hillingdon Supplementary Planning Document (January 2010)
Planning Obligations Supplementary Planning Document (July 2008)

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) are referenced in the relevant section below.

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.
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.

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.
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R9	Proposals for the use of buildings for religious and cultural purposes
R10	Proposals for new meeting halls and buildings for education, social, community and health services
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
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st July 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

290 nearby owner/occupiers were consulted on the application.

3 supporting comments have been received. 2 of these comment that:
a) The A.M.A have been using Walter Pomeroy Hall for 5 Years with no issues and have contributed to the community;
b) Parking problems and congestion will be negligible; and
c) There has been reduced vandalism since ownership of the site has been taken over.

The third letter of support has been received from the Hillingdon Interfaith Network and states:
'As chair of the Hillingdon Inter Faith Network, I write in support of this application. This group has worked with HIFN in promoting Community Cohesion. In addition, they have organised a number of events to break down ignorance and prejudice. (The latest activity was in taking an active part in the 2011 Walk of Peace). With regard to the application, they have explored with HIFN and others as to how to work with their neighbours so as to build relations and mutual respect. They have demonstrated a clear determination to be a valuable part of the local community. We ask that the planning officers and committee members consider the proposals in the light of the borough development plan. The site could be accepted as a part of having space available for community and faith development as I understand is set out in the plan. It is surely an improvement in turning what was a social club into a religious place of worship. The previous use was to serve the locality and it should now be continued to do so, recognising that the change in use reflects the demographic changes which are continuing to take place. It is important to recognise that this group would find it impracticable to be asked to join with some other Muslim communities any

suggestion of this nature would be like asking that the Free Churches in the borough join up with the Catholic community and while it may not be clear to everyone why this is impossible, I trust that the analogy is understood.'

55 objections have been received raising concerns relating to:
(i) Lack of need for a community centre or mosque;
(ii) Concerns relating to noise and disturbance;
(iii) Increased Congestion
(iv) Inadequate parking provision and resultant parking problems in the area;
(v) Highways Safety;
(vi) Concern that the submitted transport statement is misleading and indication that the mosque may have been using Meadow High School for parking;
(vii) Air Quality impacts;
(viii) The retrospective nature of the application;
(ix) Concerns relating to the provision of an ancillary flat in a mosque;
(x) Appearance of the building being out of character with the area;
(xi) Object to the change of use from a social club to a religious building and loss of a facility for the whole community;
(xii) Concerns relating to crime, violence etc.
(xiii) Concern that the building may become larger as time goes on; and

1 comments has been received raising no objection subject to there being no 'call to prayer' or similar loud noises.

Internal Consultees

ACCESS OFFICER
No objection, subject to conditions.

SUSTAINABILITY OFFICER
No objections.

TREES & LANDSCAPE OFFICER
No objection, subject to conditions.

ENVIRONMENTAL PROTECTION UNIT
There have historically been complaints of noise from Walter Pomeroy Hall and there are residential premises nearby. Given the numbers of people involved, should this application be granted, conditions would be required in order to reduce the likelihood of noise disturbance to the nearby residential properties. Potential sources of disturbance would be people arriving and leaving the premises in large numbers and amplified music or voices. I understand that the applicants have stated that no amplification devices would be employed.

However, these issues could be addressed by way of appropriate conditions and accordingly no objection is raised.

HIGHWAYS OFFICER
The application site is located down Royal Lane, a relatively narrow road within relatively close proximity to other sites which give rise to high levels of trip generation including a number of schools and Hillingdon Hospital. Royal Lane and a number of surrounding roads are subject to parking management schemes, but these schemes are not fully comprehensive and parking in some areas nearby is uncontrolled.

The application is supported by a transport statement, which addresses issues of trip generation and car parking. The statement is informed by:

information provided by the proposed client that the site will attract up to 20 people on a weekday evening, up to 50 people on a friday afternoon and between 75 -90 people on a friday afternoon during the summer holiday; and
survey data obtained by an independent survey company on occasions where the prospective occupiers were utilising the neighbouring Walter Pomeroy Hall, and on the number of people present on those occasions.

On the basis of the above data it indicates that the 15 on-site parking spaces would be adequate to serve the users as surveyed on the 4th March 2011 and 15th April 2011.

While the traffic survey data is factual with regard to the use on the above dates, the submitted transport statement contains limited information with regard to comparative floor areas of the two sites. It is unclear as to whether the Walter Pomeroy Hall was being utilised to its maximum capacity on these occasions or whether the proposed place of religious worship would be capable of accommodating a higher number of users on a regular basis within the proposed built form/floorspace. However, officers are of the view that a facility of the proposed size could accommodate substantially more than 100 users.

If the proposal were granted, the site could be utilised to maximum capacity on a regular basis which would be likely to give rise to unmet parking demand and condition prejudicial to the free flow of traffic and safety of the highway network. It is not considered that the level of use of the site could be adequately controlled by condition, as this would not be enforceable, accordingly the application is considered unacceptable.

The application site would be capable of making provision for an appropriate number and type of cycle parking spaces, and there are no objections to the internal highways layout.

URBAN DESIGN OFFICER
The external design remains the same as under the previous application and accordingly the Urban Design officers comments on the previous application remain relevant. These were:

The proposed redesign of the exterior involves an uplift of the current tired facade, introducing a subtle enhancement inspired of classic Islamic architectural heritage. There are no objections to the proposed alterations to the existing building from an urban design point of view, as the scale, height and massing of the built remain in tact. Furthermore the new window openings and proposed vault structure, echoed in the roof details, are considered to be a positive contribution that will strongly enhance the character and appearance of the building. The ramped access and new covered porch at the main entrance will improve accessibility and functionality, although from an urban design point of view it would have been preferable to design the ramp and canopy fully in line with the new, elegant design to fully integrate this structure with the new architectural composition, as the proposed canopy gives an unnecessarily heavy and crude impression. It is advisable to further emphasise the new design approach by echoing the curved vault theme in the detailed design of the exterior doors, including the door structure as well as the glazed parts.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application proposes a change of use from a Sui Generis Use to a D1 Use. It is noted that the applicants planning statement puts forward a view that the existing use class of the site is a D1 Use and that planning permission for the change of use is not required. However, the Local Planning Authority contests this and is of the view that the lawful use class of the site is sui generis as described within the application thereby requiring planning permission for the change of use requested.

Policy R8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

states that the Local Planning Authority will permit proposals for buildings to be used for religious and cultural purposes if:-

(i) They provide adequate parking in accordance with the Local Planning Authority's adopted standards;

(ii) Any proposed new buildings or extensions harmonise with or complement the scale and appearance of existing and neighbouring properties;

(iii) They are sited where they do not prejudice the amenities of neighbouring occupiers by reason of noise, traffic or visual amenity; and

(iv) Access arrangements are satisfactory.

(v) The proposed use does not conflict with the other policies of this Plan.

With regard to criterion (i), the adopted standards state that for places of worship and community centres falling within Class D1, proposals will be assessed on an individual basis using a transport and travel plan. A transport statement has been submitted with the application which concludes that the proposed 15 spaces are adequate. However, the Council's Highways Engineer disagrees with this assessment as addressed within the relevant section of this report.

With regard to criterion (ii), it is considered that the elevational alterations which have been carried out to the building are in keeping with the character and scale and appearance of neighbouring properties and this criterion is therefore met.

With regard to criterion (iii), subject to the imposition of conditions controlling the hours of use, the implementation of a noise insulation scheme to the building and preventing the use of public address systems and noise generating activities outside the building, it is not considered that the proposed use would prejudice the amenities of neighbouring occupiers by reason of noise. With regard to the issue of traffic, it is considered that the lack of adequate on-site car parking for the proposed use, would be likely to result in overspill parking in Clarkes Drive, Violet Avenue and Apple Tree Avenue to the detriment of residential amenity. It is not however considered that the physical alterations that have been carried out to the site and building have had a detriment impact on residential amenity. This criterion would therefore only be partially met.

With regard to criterion (iv), the Highway Engineer has no objection to the existing access arrangements. This criterion is therefore met.

With regard to criterion (v), the other material impacts of the proposal are discussed elsewhere within the body of this report.

7.02 Density of the proposed development

Not relevant to the application.

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

Not relevant to the application.

7.04 Airport safeguarding

Not relevant to the application.

7.05 Impact on the green belt

Not relevant to the application.

7.07 Impact on the character & appearance of the area

Policies BE13, BE19 and BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development will complement and improve the character and amenity of the area. The Urban Design Officer is of the view that the elevational alterations which have been carried out to the building are not to the detriment of the character and appearance of the area. As such, the requirements of these Policies are met.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Unitary Development Plan Saved Policies seek to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy. The development includes a small porch extension at the front of the building of 5 sq m facilitating access to the building for less able members of the community. This has no direct impact on any neighbouring properties. No other extensions are proposed to the building. Changes to doors and windows on the ground floor of the building have not resulted in any loss of privacy to neighbouring properties.

An ancillary manager's flat existed on the first floor in connection with the former Irish Centre. This flat was approved in 1986 (ref: 267N/86/300 dated 20 August 1986), and included a window in the west elevation (facing towards residential properties in Clarkes Drive). It is worth noting at this point that condition 5 of that consent required that the window be obscure glazed.

The current application seeks to retain an ancillary manager's flat in connection with the proposed use, albeit this would now be altered to form a 1 bedroom unit with a separate entrance provided to avoid the occupiers having to enter the proposed mosque and community centre to gain access.

Given the previous lawful manager's flat on the site, there is no objection to the provision of an upgraded manager's flat in connection with the proposed use.

With regard to the alterations to the first floor window in the west elevation of the building facing properties in Clarkes Drive, the proposed window face the block of flats on Clarkes Drive would be obscure glazed and subject to this being secured the proposal would not give rise to concerns regarding overlooking.

Policy OE3 states that buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within acceptable levels by engineering, lay-out or administrative measures. Subject to the imposition of conditions controlling the hours of use, the implementation of a noise insulation scheme to the building and preventing the use of public address systems and noise generating activities outside the building, it is not considered that the proposed use would be likely to prejudice the amenities of neighbouring occupiers by reason of noise. As such, the requirements of this Policy would be met.

7.09 Living conditions for future occupiers

The scheme proposes a residential managers flat, the internal layout is considered to be indicative of a 1 bedroom unit. The Council HDAS Residential Layouts recommends that for a 2 bed flat a minimum floor area of 50sqm of internal floor area be provided.

In this case the 1 bed managers flat would be accommodated within an area of 61sqm, which is in accordance with the Council's standards. Given the historical situation no objection is raised in terms of the lack of amenity external space, in particular having regard to the fact that the flat is proposed as a managers flat ancillary to the main use.

The use of the flat for accommodation ancillary to the main use of the site could be controlled by way of condition and accordingly, no objection is raised to the residential living conditions provided.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application site is located down Royal Lane, a relatively narrow road within relatively close proximity to other sites which give rise to high levels of trip generation including a number of schools and Hillingdon Hospital. Royal Lane and a number of surrounding roads are subject to parking management schemes, but these schemes are not fully comprehensive and parking in some areas nearby is uncontrolled.

The application is supported by a transport statement, which addresses issues of trip generation and car parking. The statement is informed by:
a) information provided by the proposed client that the site will attract up to 20 people on a weekday evening, up to 50 people on a friday afternoon and between 75 -90 people on a friday afternoon during the summer holiday; and
b) survey data obtained by an independent survey company on occasions where the prospective occupiers were utilising the neighbouring Walter Pomeroy Hall, and on the number of people present on those occasions.

On the basis of the above data the statement indicates that the 15 on-site parking spaces would be adequate to serve the users as surveyed on the 4th March 2011 and 15th April 2011.

While the traffic survey data is factual with regard to the use on the above dates, the submitted transport statement contains limited information with regard to comparative floor areas of the two sites. In this respect it is noted that the Council's records indicate that the Walter Pomeroy Hall which was being utilised at the time of the surveys has a gross internal floor area of approximately 280sq.m whereas the ground floor of the proposed site would have a gross internal floor area of approximately 346sq.m, it is also unclear as to whether the Walter Pomeroy Hall was being utilised to its maximum capacity on these occasions or whether the proposed place of religious worship would be capable of accommodating a higher number of users on a regular basis within the proposed built form/floorspace. However, officers are of the view that a facility of the proposed size could accommodate substantially more than 100 users.

If the proposal were granted, the site could be utilised to maximum capacity on a regular basis which would be likely to give rise to un-met parking demand and conditions prejudicial to the free flow of traffic and safety of the highway network. It is not considered that the level of use of the site could be adequately controlled by condition, as this would not be enforceable, accordingly the application is considered unacceptable.

The application site would be capable of making provision for an appropriate number and type of cycle parking spaces, and there are no objections to the internal highways layout.

7.11 Urban design, access and security

Urban design and access issues are considered elsewhere in the report. With regard to security, the site is surrounded by secure fencing and entrance gates which are kept locked when the site. It is therefore considered that the proposed use does not have any particular security implications.

7.12 Disabled access

Policy 7.2 of the London Plan and Policy R16 of the Unitary Development Plan Saved Policies require all developments to meet the highest standards of accessibility and inclusion so that developments can be used safely, easily and with dignity by all

regardless of disability, age or gender. The Council's Access Officer has reviewed the proposal and raises no objection subject to conditions.

7.13 Provision of affordable & special needs housing

Not relevant to the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states that development proposals will be expected to retain and utilise topographical features of merit and provide new planting and landscaping wherever it is appropriate. The development retains all of the existing trees on the Royal Lane frontage and on the boundary with Meadow High School to the north. As such, the requirements of this Policy are met.

7.15 Sustainable waste management

The applicant has stated that all waste generated by the use, including recyclable waste, will be stored within the building and moved to the site entrance for Council collection on the appropriate day.

It is considered that in this case, given the large size of the site, that there would be room to accommodate secure and covered refuse and recycling storage facilities. Subject to a condition being imposed on any consent, requiring the provision of refuse storage details before commencement, no objection would be raised.

7.16 Renewable energy / Sustainability

Policies within chapter 7 of the London Plan require developments to achieve sustainable design and contribute towards a reduction in carbon dioxide emissions..

In this instance, given that the development relates only to a change of use of an existing building of approximately 389 sq metres floor area, it is not considered that it would be reasonable to require the applicant to implement any additional renewable energy or energy saving measures in this instance.

7.17 Flooding or Drainage Issues

Not relevant to the application.

7.18 Noise or Air Quality Issues

Subject to the imposition of conditions controlling the hours of use, the implementation of a noise insulation scheme to the building and preventing the use of public address systems and noise generating activities outside the building, it is not considered that the proposed use would be likely to prejudice the amenities of neighbouring occupiers by reason of noise. It is not considered that the development raises any particular air quality issues.

7.19 Comments on Public Consultations

The general comment and supporting comments are noted.

In relation to the objections:

Issues (i) and (xi) relate to the principle of development which is addressed within the body of the report. The principle of the development is considered to comply with the development plan.

Issue (ii) relates to concerns regarding noise and disturbance. The Council's Environmental Protection Unit have considered the application and consider the development acceptable subject to conditions. It is also noted that application must also be considered in the context of impacts compared to the previous use of the site, which represents a material consideration and was a cause of noise disturbance.

Issues (iii), (iv), (v) and (vi) relate to concerns relating to highways impacts including congestion, parking and highway safety. These issues are dealt with in the relevant section of the report. In respect of more specific matters officers have investigated claims that the proposed occupiers have been utilising the car park at Meadow High School and it has been confirmed that the applicants have on some occasions rented and used the school hall and on these occasions utilised the schools parking facilities. However, the schools car park has not been utilised as 'overflow' parking on occasions when the school hall has not been rented and as such this is not considered to impact on the accuracy of information submitted. Specific concerns regarding access for ambulances are noted and concerns regarding impact on the free flow of traffic are relevant to this issue, however it should be noted that the London Ambulance Service located on Royal Lane were consulted on the proposal and have not lodged any objection.

Issue (vii) raises concerns relating to Air Quality impacts. The proposal is not considered to be of such a scale that it would result in significant adverse impacts.

Issues (viii) objects to the retrospective nature of the application. Retrospective applications must be considered on their individual against the development plan in the same way as all other applications.

Issues (ix) raises concerns relating to the provision of an ancillary flat in a mosque. There is no in principle objection to such an arrangement, and the flat is considered to provide an adequate arrangement for the future occupiers subject to a condition ensuring it is occupied for purposes ancillary to the main use.

Issue (x) raises concerns relating to the appearance of the building being out of character with the area. This issue is addressed within the relevant section of the report. It is also considered that paragraph 38 of PPS1 which states '...Local planning authorities should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles....' is relevant to consideration of this matter.

Issue (xii) raises concerns relating to crime, violence etc. There is no evidence that the proposed use would give rise to any issues relating to crime.

Issue (xiii) raises concern that the building may become larger as time goes on. The application must be considered on its own merits, as would any subsequent application to extend the building.

7.20 Planning obligations

Not relevant to the application.

7.21 Expediency of enforcement action

The unauthorised works came to the attention of the Council's enforcement team on 23 November 2009. In an attempt to regularise works and obtain approval for the change of use, this application has been lodged. However, as the use as a community centre and place of religious worship has not commenced, it would not be expedient to take enforcement action at the present time.

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 for the change of use of the site and building from the former Hillingdon Irish Centre (Sui Generis)to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary manager's flat, including external alterations.

The principle of the development and its appearance are considered acceptable and subject to appropriate conditions it is not considered that the proposal would have an adverse impact on neighbouring or future occupiers.

The development however, does give rise to concerns relating to car parking, the free flow of traffic and general conditions of highway safety.

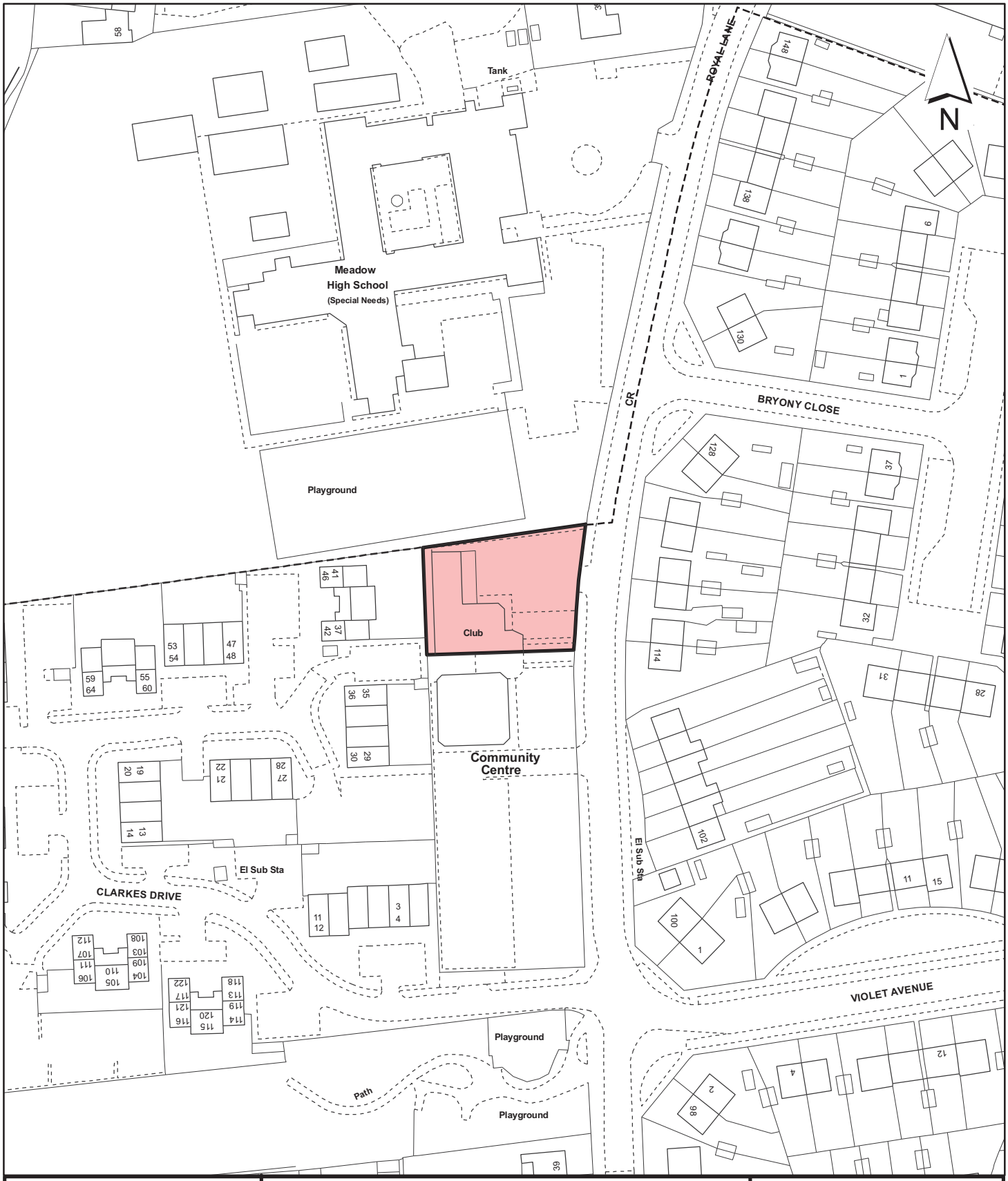
It is therefore recommended that the Planning Inspectorate be advised that the Local Planning Authority would have refused the application had a non-determination appeal not been lodged.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development) (January 2005)
Planning Policy Statement 3 (Housing) (November 2006)
Planning Policy Guidance Note 13 (Transport) (April 2001)
The London Plan (July 2011)

Hillingdon Unitary Development Plan Saved Policies (September 2007)
Hillingdon Design and Accessibility Statement - Residential Layouts (July 2006)
Local Development Framework Accessible Hillingdon Supplementary Planning Document (January 2010)
Planning Obligations Supplementary Planning Document (July 2008)

Contact Officer: Adrien Waite **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

Former Hillingdon Irish Centre
Royal Lane
Hillingdon

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

Planning Application Ref:
267/APP/2011/1383

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address LAND FRONTING KNIGHTS GARDENS OPPOSITE 943 - 945 UXBRIDGE ROAD HILLINGDON

Development: Installation of 6m x 3m billboard on 1m high base.

LBH Ref Nos: **67975/ADV/2011/60**

Drawing Nos: 2011D89P/01
2011D89P/02
2011D89P/03

Date Plans Received: 03/08/2011 **Date(s) of Amendment(s):**

Date Application Valid: 03/08/2011

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a grass verge owned by the Council and sited on the northern side of the Uxbridge Road between its junction with De Salis Road and Hewens Road, and opposite its junction with Russet Close. At this point, the Uxbridge Road is a dual carriageway, separated by a central reservation with pedestrian barriers.

The grass verge is just under 10m in width, with a number of mature trees along its central axis, which are read in conjunction with the trees in Kinghts Gardens adjacent to the site, an area of public open space that fronts onto the Uxbridge Road. The pavement runs between the grass verge and the open space. At this point the pavement is a shared cycle path.

Other than the adjacent public open space, this part of Uxbridge Road comprises a mix of residential and commercial properties, varying in height between two and three storeys. There is no defined building style or form that is readily apparent in the area.

Access to properties to the west of the site are afforded via a two-way slip road that runs parallel to the Uxbridge Road, and which exits onto the Uxbridge Road just to the west of the proposed hoarding.

The application site lies within the Developed Area as identified in the saved UDP, September 2007.

1.2 Proposed Scheme

The application is submitted by the Council and is for the installation of a non-illuminated, 6m x 3m advertisement hoarding (a 48 sheet advertisement panel).

The hoarding would be parallel to the Uxbridge Road. The advertisement hoarding would be 6m wide and 3m high, and would sit on a 1m high plinth, making the overall height of the structure as 4m.

See submitted plans for full details.

1.3 Relevant Planning History
Comment on Planning History

There is no planning history of particular relevance to this application.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 25th August 2011

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

The application was advertised in the 04/08/2011 edition of the Uxbridge Gazzette and a site notice displayed on 10/08/2011. Adjoining and nearby properties were also notified of the application by means of a letter. At the time of writing this report no responses have been received.

Councillor Patricia Jackson has referred the application to the Planning Committee for consideration expressing concerns about the impact of the hoarding on the nearby cycle path.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE19	New development must improve or complement the character of the area.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE27	Advertisements requiring express consent - size, design and location
BE29	Advertisement displays on business premises
BE30	Advertisement hoardings enclosing sites under construction

5. MAIN PLANNING ISSUES

The application is for consent to display an advertisement and in such cases the Council can only give due regard to the impact of the advertisement on "amenity" and "public safety".

In considering these issues the Council can refer to its planning policies as contained

within the Hillingdon Unitary Development Plan (Saved Policies, September 2007). The most pertinent of these policies is Policy BE30 that suggests that such hoardings can be acceptable where they do not detract from the residential and visual amenities of the surrounding area, where they do not introduce an inappropriate commercial presence and where they are in accordance with standard advertisement conditions as set out in Planning legislation.

AMENITY
The proposed siting of the panel is considered acceptable in this location which is characterised by a number of commercial properties and associated advertisements consistent with a major highway in an urban location.

There are no residential properties in the immediate vicinity of the site that would be adversely affected by the hoarding through loss of outlook, privacy or visual intrusion.

The proposal would not therefore be significantly harmful to local amenity.

PUBLIC SAFETY
The proposal would not be harmful to public safety. The structure would be set in from the road so as not to result in loss of visibility for vehicles and it would similarly be of sufficient distance away from the pavement so as to not result in any harm to pedestrian safety.

The hoarding would not affect the cycle path that shares the pavement along this part of the Uxbridge Road.

The application is therefore recommended for approval, subject to the standard advertisement conditions.

6. 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 ADV1 Standard Advertisement Conditions

i) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

ii) No advertisement shall be sited or displayed so as to:-

(a) Endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) Obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air or;

(c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

vi) The consent hereby granted shall expire at the end of a period of five years from the date of this consent.

REASON
These requirements are deemed to be attached by Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

3 ADV2 Non-illumination (Signs)

The advertisement hereby permitted shall not be illuminated.

REASON
In order to protect the visual amenity of the area and highway safety in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE19 New development must improve or complement the character of the area.

BE21 Siting, bulk and proximity of new buildings/extensions.

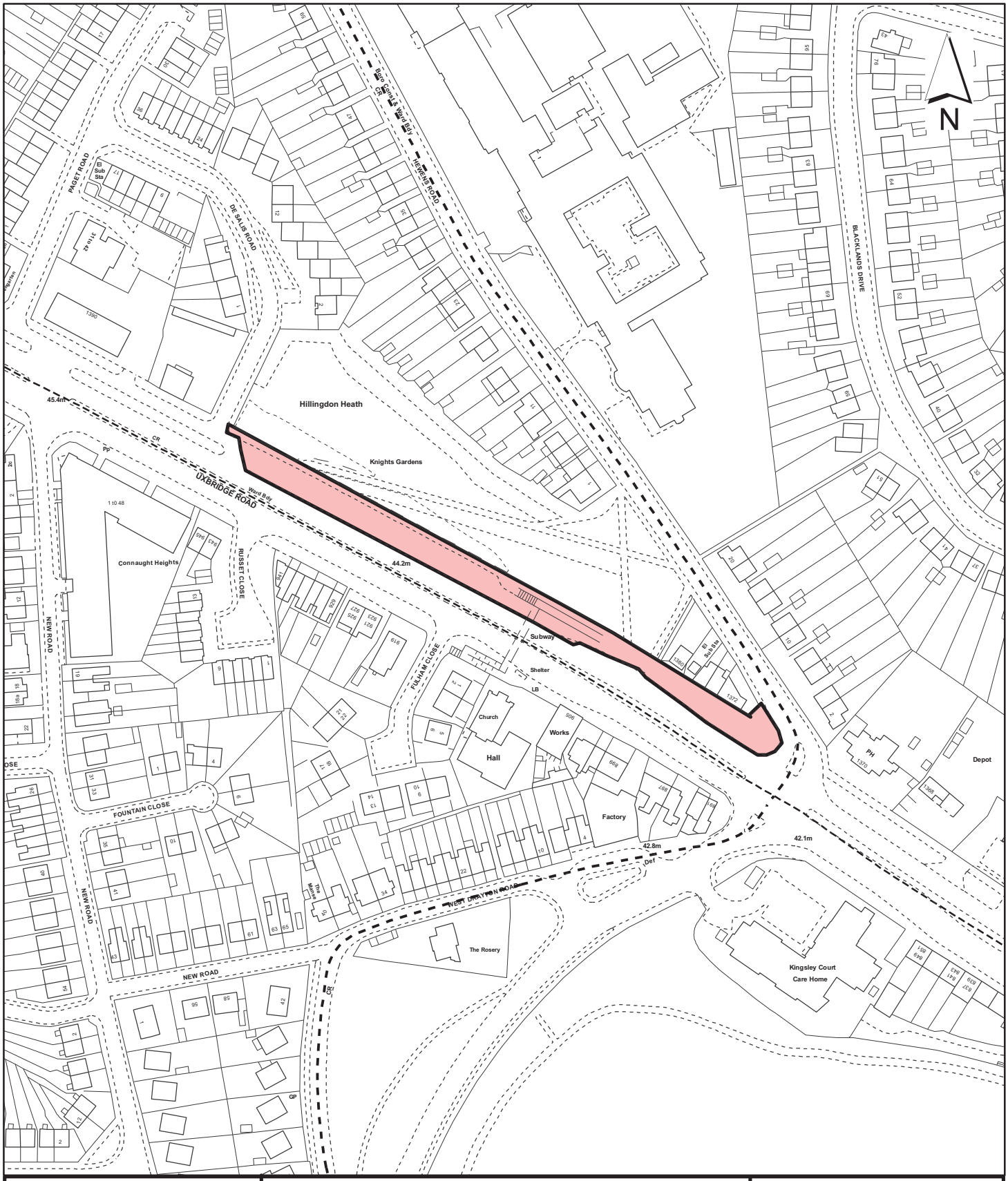
BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE27 Advertisements requiring express consent - size, design and location

BE29 Advertisement displays on business premises

BE30 Advertisement hoardings enclosing sites under construction

Contact Officer: Warren Pierson **Telephone No:** 01895 250230



Notes

Site boundary

For identification purposes only.

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Site Address

Land fronting Knoghts Gardens opposite 943 - 945 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:
67975/ADV/2011/60

Scale
1:2,000

Planning Committee
Central and South

Date
September 2011

Report of the Head of Planning & Enforcement Services

Address HOLLOWAY LANE QUARRY HOLLOWAY LANE HARMONDSWORTH

Development: Temporary wood recycling operation (Part retrospective application).

LBH Ref Nos: 43155/APP/2010/1417

Drawing Nos: Noise Impact Assessment
Hsp-COMSEC-0510-02
Hsp-Pln-1109-01
Hsp-COMSEC-0510-01
Hsp-WSLOC-0110-01
Design and Access Statement
Alternative Site Assessment
Supporting Statement

Date Plans Received: 16/06/2010 **Date(s) of Amendment(s):**

Date Application Valid: 24/06/2010

DEFERRED ON 19th April 2011 FOR FURTHER INFORMATION .

The application was deferred for further clarification in respect of the following issues:

ISSUE 1:
The contaminated status of the wood, whether treated by chemicals.

RESPONSE 1:
The wood is to be sourced from Municipal collections from Civic amenity sites, Industrial and commercial and construction waste. The wood is non-hazardous as classified by the European Waste Codes, in general terms simply pallets, construction timber (2by4 etc.) and chipboard and plywood. The wood mostly comes from furniture, doors and house building.

ISSUE 2:
Whether the shredded wood would be incinerated or used in landfill.

RESPONSE 2: No wood from the current operations will be sent or disposed in the landfill. When it is time to restore the sites any shredding requirements as per the approved restoration can utilise the on-site operations therefore reducing the carbon footprint for the transport of material. Any shredded wood used for the restoration of the site will be used as per the approved restoration plan for the sites.

ISSUE 3:
What quantities of shredded wood would be used on site and those taken off site and used in other processes and what proportion of the wood shredding is for commercial use.

RESPONSE 3: All wood currently processed is taken off site for use in chipboard manufacture and energy production. As restoration progresses incoming wood will be modified to meet the approved restoration requirements for the sites. The applicant is currently recovering and processing approximately 3,800 tonnes/month of wood waste at Holloway Lane.

The wood waste comprises of mixed wood i.e.: chipboard (up to 70-80% or approx 2400

tonnes/month), clean wood i.e.: pallets (up to 20-30% of inputs) and reject <1% of which are plastic and metals.

The waste wood is recovered from the existing landfill operations at Harmondsworth and Ivor recycling and skip hire operations, both of which are relocated at the Holloway Lane / Harmondsworth site. The applicant currently recovers up to 300 tonnes/month from both the landfill and recycling operations at the site which would of otherwise have been landfilled. Each tonne of wood waste diverted from landfill and reprocessed into a useable resource or product represents a 0.54 tonne saving of CO2 emissions. The remaining 3,200 tonnes/month of wood waste is sourced from commercial and industrial customers in the surrounding area. The shredded product can be re-used for example as a biofuel or animal bedding product.

Harmondsworth is in the final phase of landfilling and the applicant has recently submitted scoping for a 5 year time extension to enable completion in line with the approved restoration contours for the site. Once operations are complete the landfill will be restored to an arable land comprising of 700mm of subsoil and 300mm of topsoil. There is currently a remaining requirement of 41,500 m3 of topsoil for restoration of Harmmondsworth. As part of this requirement and material balance for site operations, the applicant is assessing the availability of site derived topsoil to blend with the 0-10mm fines produced from the clean wood product to enable bulking of the available stockpiled soil on site so as to limit vehicle movements for the additional soil importation which would be required during the restoration phase if wood operation was not located or available for site use.

In addition to the restoration of Harmondsworth there will also be a need to restore the site entrance area at Holloway Lane which has an approximate area of 3 ha. There would also be a soil blending/bulking requirement, as described above, to restore this area which will need to be accounted for as part of the material balance for Holloway Lane.

As part of the restoration for the site there is a requirement for the reinstatement of hedgerows. This reinstatement will require mulch for weed and moisture control as the hedgerows become established. The use of the shredder and screener one site will enable a suitable sourced material to be processed to achieve the required end product which will deliver the approved after-care plan for the site.

ISSUE 4:
Clarify the routes, numbers and times for HGV vehicles.

RESPONSE 4: There will be 25 vehicles bringing wood to the site (25 arrivals and 25 departues, 50 movements total) and 10 vehicles taking wood away from the site (10 arrivals and 10 departures, 20 movements total) thus there would be a total of 70 vehicle movements for the operation.

The 25 vehicles for inputs comprise of 17 roll on/ roll off and 8 articulated lorries.
The outputs would be 10 articulated lorries. The articulated vehicles come late morning/ early afternoon. The vehicles coming into the site are coming from in and around the London, Surrey and surrounding boroughs.

ISSUE 5:
Whether working on the site is wood shredding or chipping.

RESPONSE 5: In practice both, but these are almost one of the same. Breaking wood into smaller pieces for use in energy or chipboard manufacture depending on the demand for the

output product.

1. SUMMARY

This application seeks planning permission for a temporary wood recycling operation on the above site.

The site is located within the Green Belt.

Based on further information supplied by the applicant on the nature of the operation, which clearly involves imporation of a substantive proportion of the wood waste, the development is considered to be inappropriate development in the Green Belt. Accordingly it is recommended that planning permission be refused for this reason.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Inappropriate development in the Green Belt**

The proposal represents inappropriate development within the Green Belt and no very special circumstances to justify the development have been demonstrated which would outweigh the harm that would be caused to the Green Belt as a result of the development. The proposal is therefore contrary to policy OL1 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007), Policy 7.16 of the London Plan (2011) and PPG2 Green Belts.

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 (July 2011) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OE1	Protection of the character and amenities of surrounding properties and the local area
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
MIN17	Proposals for concrete crushing/soil screening plants

AM7	Consideration of traffic generated by proposed developments.
LPP 7.16	(2011) Green Belt

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of approximately 0.74 ha and forms part of Holloway Lane Quarry and Landfill site located to the north of Heathrow Airport and south of the M4. The site is accessed off Holloway Lane (A3044).

The wider site comprises a partially restored quarry, landfill and materials recycling facility. Approximately 19 ha of the site has been restored to agriculture. The site contains a plant area and access road which also serves the adjoining landfill site to the south of Harmondsworth Lane. There are a number of operations carried out on the site including a material recovery facility and landfill operations. A concrete batching plant has recently ceased and the facility removed from the site. The application site comprises an existing hardstanding area within the confines of the plant area and entrance area of the site.

3.2 Proposed Scheme

Planning permission is sought for a temporary wood recycling operation on the site. It is proposed that operations would take place daily from 0700 to 1800 Monday to Friday and 0700 to 1600 Saturday. It is anticipated that the wood shredding operation would result in up to 25 vehicles per day for inputs and 10 vehicles for outputs. This would translate into up to 8 articulated vehicles and 17 roll-on roll-off vehicles for inputs and 10 articulated vehicles for outputs. The proposed operation would enable waste wood to be processed into products which can be utilised by industry. It would also supply restoration material which would expedite restoration of the existing landfill sites.

No more than 1,000 tonnes of waste wood would be stored within the application site at any one time, and this would be shredded using mobile pre-shedding and shredding plant on an ongoing basis. The waste wood would be deposited in a reception area and then placed into the pre-shedder by a back acting excavator equipped with a hydraulic grab. Any material identified as unsuitable for shredding would be placed in a scrap area along with that ejected from the shredding process, expected to be largely ferrous metal removed by the plant's on-board magnetic separator. The shredder would produce one product, shredded timber, which would be stored on site. It would also produce a fines material (a by-product which does not meet minimum size specification) which would be stored in a fines area. Product and fines would be carried to storage areas by wheeled front end loader. The shredded wood would then be loaded into bulk transporters for export off site or off-road dumper if the material is to be used within the wider landfill site. Fines would be hauled in the same manner either for further use or on or off site disposal. The mobile shredding plant would not exceed 6 metres in height, whilst raw and shredded wood stockpiles would vary in height, but not exceed 10 metres.

3.3 Relevant Planning History

43155/89/0520 South Side Of Harmondsworth Lane Harmondsworth

Extraction of sand and gravel and refilling with inert material and restoration to agriculture

Decision: 16-09-1991 Approved

43155/H/99/0326 South Side Of Harmondsworth Lane Harmondsworth

Variation of conditions 7,12 and 13 (to vary the waste types and amendments to phasing and restoration plans) of planning permission ref.43155/89/520 dated 16/09/91; Extraction of sand and gravel and refilling with inert material and restoration to agriculture

Decision: 20-10-1999 Approved

Comment on Relevant Planning History

Planning permission was granted on 3 September 1979 by the Department of Environment following a High Court appeal for the extraction of sand and gravel and refilling with waste materials on the Holloway Lane site (Ref. 1354/A/73/316). Mineral workings commenced shortly after and continued until the early 1990's. The minerals processing plant with associated silt ponds were located within the centre of the site. Permission was subsequently granted for additional related development within this area. By the mid 1990's mineral extraction, landfilling and restoration had been completed at the site except for the plant area and access road. These areas were retained because waste materials for infilling the adjoining landfill site to the south of Harmondsworth Lane have to cross the Holloway Lane site using the existing access and weighbridge facilities.

Planning permission was granted on 16 September 1991 for the extraction of sand and gravel and refilling with inert material and restoration to agriculture on land on the south side of Harmondsworth Lane (Ref. 43155/89/520). A further planning permission was granted on 20 October 1999 for the variation of conditions 7, 12 and 13 of the permission to vary the waste types and amendments to phasing and restoration plans (Ref. 43155/H/99/0326). Workings on this site are currently permitted until 2011.

Planning permission was granted on 13 October 2001 for the extraction of sand and gravel beneath the plant area and access road on the Holloway Lane site and completion of the restoration by infilling with inert waste (ref. 1354/APP/2001/1583). This permission requires the extraction of minerals, landfilling and restoration of the site to be undertaken in a four year period following completion and restoration of the landfill site on the south side of Harmondsworth Lane (Ref. 1354/APP/2001/1583).

4. Planning Policies and Standards

Planning Policy Statement 1 (Delivering Sustainable Development) (January 2005)
Planning Policy Guidance Note 2 (Green Belts) (January 1995)
Planning Policy Statement 10 (Planning for Sustainable Waste Management) (July 2005)
Planning Policy Statement 23 (Planning and Pollution Control) (November 2004)
The London Plan (February 2008)
Hillingdon Unitary Development Plan Saved Policies (September 2007)

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) are referenced in the relevant section below.

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.
PT1.29	To seek, in conjunction with other London boroughs, to contribute a proportion of the regional sand and gravel requirement and London-wide landbank, and to protect the amenities of those living, working and recreating in and travelling through that part of the Borough south of the M4 motorway from an over-concentration of aggregate working.

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OE1	Protection of the character and amenities of surrounding properties and the local area
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
MIN17	Proposals for concrete crushing/soil screening plants
AM7	Consideration of traffic generated by proposed developments.
LPP 7.16	(2011) Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th October 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

100 neighbouring occupiers including the Harmondsworth and Sipson Residents Association were notified of the application and 2 notices were posted on site. 1 reply has been received from the Harmondsworth and Sipson Residents Association expressing concern that it was a requirement that when the extraction of gravel had been completed all plant should be removed from the site and this has already been reneged upon to allow gravel to be processed south of Harmondsworth Lane. The Association asks when the recommendations on the original plans are going to be adhered to. The connection between a wood recycling operation and the extraction and processing of gravel is also questioned. Finally it notes that the wood recycling plant is already partly in place and has recently caused a fire.

ENVIRONMENT AGENCY

Planning permission should only be granted for the proposed development if the following planning condition is imposed as set out below. Without this condition, the proposed development poses an unacceptable risk to the environment and the Environment Agency would wish to object to the application.

Condition
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 approved details.

Reason
To ensure protection of controlled waters.

BAA AIRPORTS

No objection to the proposal from an aerodrome safeguarding perspective. However advises that the proposed development is likely to be within the future airport boundary required to facilitate the development of a future runway as outlined in the Government White Paper 'The Future of Air Transport' and hence is likely to be subject to a Compulsory Purchase Order prior to the runway becoming operational.

Internal Consultees

TREES AND LANDSCAPE OFFICER

I refer to the above application, Suez/SITA's Supporting Statement, the Design and Access Statement, drawing Nos. Hsp-WSLOC-0110-01, 0510-01, 02, 1109-01

THE SITE
The site is a former mineral working within the Green Belt, which currently accommodates a waste transfer and ancillary buildings. The site is remote from residential properties and is accessed from Holloway Lane to the north and Harmondsworth Lane to the south. The operational yard, which services ongoing quarrying / landfill operations is situated at a lower level than the surrounding fields and is not visible from these public places. Furthermore, the site is partly screened by trees and hedgerows, notably from the Holloway Lane.

THE PROPOSAL
The proposal is part-retrospective to carry out temporary wood re-cycling operations, linked to the extant landfill and land restoration programme. The wood-shredding facility will be sited upon the existing hardstanding within the Holloway Lane operational area. The Design & Access Statement confirms (2.10) that the mobile shredding plant 'will not exceed 6 metres in height, whilst raw and shredded wood stockpiles will vary in height, but not exceed 10 metres'.

In the course of the recent site inspection, it was estimated that both piles are currently at, or close to, 10 metres in height. Due to the lower ground level on which the piles are based, and assisted by the road side vegetation, the stockpiles were not visible from Holloway Lane. However, there are distant views of the stockpiles from Harmondsworth Lane to the south - which does not benefit from road-side screening.

LANDSCAPE CONSIDERATIONS
In view of the temporary nature of the stockpiles and the context of the quarrying operations, the visual impact of the peaks of the stockpiles on the landscape is not considered to be significant or permanent. The closure of the wood re-cycling operation should be linked to the completion of the quarrying and landscape restoration programme.
Attempts to visually screen the stockpiles, for example with planting, would be unlikely to achieve sufficient height or visual screening within the life of the project.

RECOMMENDATION
No objection subject to the above comments.

ENVIRONMENTAL PROTECTION UNIT

The details submitted in respect of this application have been considered in relation to noise and dust generation. The Environmental Protection Unit sees no reason to raise any objection in this instance.

HIGNWAY ENGINEER

No objection on traffic generation grounds subject to a condition restricting the maximum number of traffic movements in and out of the site per day in connection with the proposed use to no more than 35.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The main policy issue is the suitability of the proposed development within the Metropolitan Green Belt. Policies OL1 and OL2 of the Hillingdon Unitary Development Plan Saved Policies aim to ensure that the Green Belt is protected and is primarily retained and used for agriculture, horticulture, forestry, nature conservation, open air recreational facilities and cemeteries.

The proposed development constitues a commercial wood recycling operation and is considered to be inappropriate development in the Green Belt. In support of the application the applicant has commented as follows:

'...As you are aware we undertook an Alternative Site Assessment as part of our application of which concluded there is no reasonably suitable or available alternative sites for the wood recycling operation in the service area. A review of available sources as detailed in the report provided numerous sites, however many were considered unsuitable based on either one or more of the following criteria:

· There was insufficient space available at the site.
· The proposed land use was considered incompatible with other facilities already present on adjacent land.
· Use of the site would result of HGV s passing through residential areas.
· Sites were located within areas of flooding.
· Sites were not available.

The Assessment identified that there are no suitable alternative sites for the wood recovery and recycling operation other then the site at Holloway Lane. The wood recovery and recycling operation also would not be sustainable as a stand alone operation if it were not for shared resources (offices, security, welfare facilities etc) that exist for the permitted landfill and associated auxiliary operations carried out at Holloway Lane...'

Whilst the development would be located on and adjacent to existing landfill sites which have been worked for minerals and are now in the process of being restored, the applicant has advised that no wood will be used for landfill restoration at this time. Whilst Planning Policy Guidance Note 2 (Green Belts) states that mineral extraction need not be inappropriate development in the Green Belt as it need not conflict with the purposes of including land in the Green Belt provided that high environmental standards are maintained and the that the site is well restored, the current application for a wood recycling operation has no direct link to the existing mineral extraction operation. Accordingly the development is considered to be inappropriate development in The Green Belt and it is recommended that planning permission be refused for this reason.

7.02 Density of the proposed development

Not applicable to the application.

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

No Archaeological Priority Areas, Conservation Areas, Listed Buildings or Areas of Special Character are affected by this development.

7.04 Airport safeguarding

BAA Airports raises no objection to the proposal from an airport safeguarding perspective.

7.05 Impact on the green belt

Policy OL2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) states that within the Green Belt, where development proposals are acceptable in principle in accordance with Policy OL1, the Local Planning Authority will where appropriate seek comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives.

The site is situated at a lower level than the surrounding fields and is partially screened by trees and hedgerows, particularly from Holloway Lane. Consequently, the proposed plant and stockpiles would not be easily visible from Holloway Lane. Whilst there would be distant views of the stockpiles from Harmondsworth Lane to the south, which does not benefit from road-side screening, in view of their temporary nature and in the context of the quarrying operations, the visual impact of the peaks of the stockpiles on the Green Belt is not considered to be significant or permanent.

The Trees and Landscape Officer is of the view that attempts to visually screen the stockpiles, for example with planting, would be unlikely to achieve sufficient height or visual screening within the life of the project. However, in the event of planning permission being granted it is considered necessary to impose a condition limiting the overall height of the stockpiles to no more than 10 metres from ground level in the interests of the visual amenity of the Green Belt. As such, it is not considered that the scheme would have a harmful visual impact, however this does not override the fact that the scheme represents inappropriate development and is unacceptable in principle.

7.07 Impact on the character & appearance of the area

Dealt with in Section 7.05 of the report.

7.08 Impact on neighbours

The nearest residential property to the site is approximately 220 metres away in Harmondsworth Lane. This is sufficient distance to avoid any loss of amenity to the occupiers as a result of visual intrusion, dust or noise.

7.09 Living conditions for future occupiers

Not applicable to the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Highway Engineer raises no objection to the proposed operation on traffic generation grounds subject to a condition restricting the maximum number of traffic movements in and out of the site per day in connection with the proposed use to no more than 35.

7.11 Urban design, access and security

No further issues indentified.

7.12 Disabled access

Not applicable to the application.

7.13 Provision of affordable & special needs housing

Not applicable to the application.

7.14 Trees, landscaping and Ecology

Trees and landscaping issues are dealt with in Section 7.05 of the report. The site is not of any particular ecological interest.

7.15 Sustainable waste management

The proposed woodshredding facility would be a sustainable operation enabling wood waste to be diverted from landfill whilst providing a product which can be utilised both on the landfill as part of restoration and for use in the wider commmunity.

7.16 Renewable energy / Sustainability

Not applicable to the application.

7.17 Flooding or Drainage Issues

The Environment Agency has raised no objection on flooding or drainage grounds subject to a condition prohibiting any infiltration of surface water drainage into the ground without the express written consent of the Local Planning Authority in the event of planning permission being granted.

7.18 Noise or Air Quality Issues

The Environmental Protection Unit raises no objection to the proposal on noise and dust generation grounds.

7.19 Comments on Public Consultations

With regard to the concerns raised by the Harmondsworth and Sipson Residents Association, the concern regarding the lack of a link between the proposed wood recycling operation and the existing gravel extraction operation is supported. With respect to the issue of fire risk the nearest residential curtilage is a distance of 220m away. The proposals are also covered by Environment Agency Waste Management Regulations.

7.20 Planning obligations

Not applicable to the 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

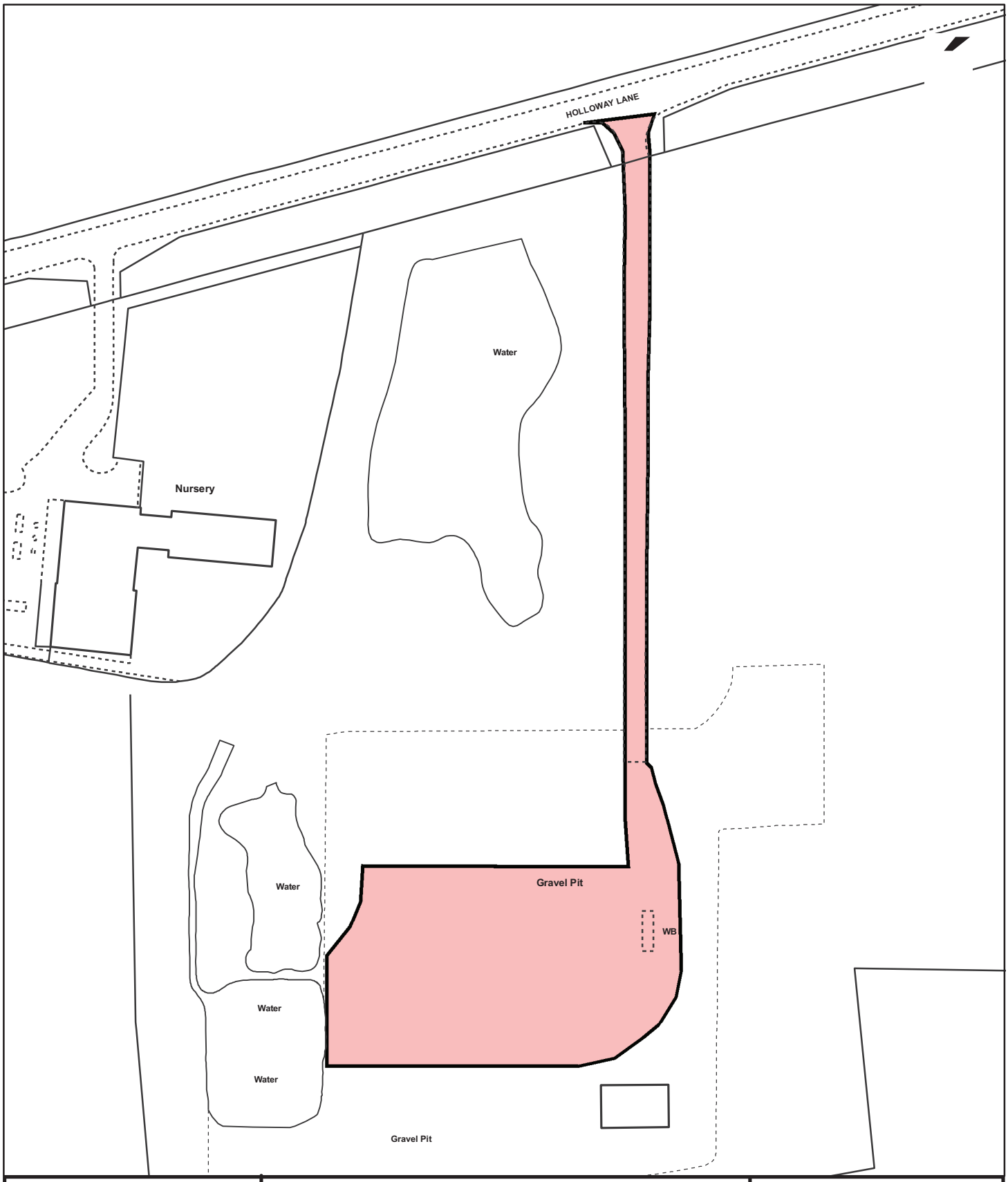
10. CONCLUSION

This application seeks planning permission for a temporary wood recycling operation on the above site. The site is located within the Green Belt. Based on further information supplied by the applicant on the nature of the operation, the development is considered to be inappropriate development in the Green Belt. Accordingly it is recommended that planning permission be refused for this reason.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development) (January 2005)
Planning Policy Guidance Note 2 (Green Belts) (January 1995)
Planning Policy Statement 10 (Planning for Sustainable Waste Management) (July 2005)
Planning Policy Statement 23 (Planning and Pollution Control) (November 2004)
The London Plan (July 2011)
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

Holloway Lane Quarry, Holloway Lane, Harmondsworth

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

Planning Application Ref: **43155/APP/2010/1417**

Scale **1:1,500**

Planning Committee **Central & South**

Date **April 2011**

HILLINGDON LONDON

Report of the Head of Planning & Enforcement Services

Address 1 WESTFIELD COTTAGES SIPSON LANE HARLINGTON

Development: Two storey side extension, involving raising the ridge height of the existing barn/store roof and conversion of attached barns/stores to habitable accommodation (works involve demolition of unauthorised single storey side extension and external alteration works).

LBH Ref Nos: 67100/APP/2011/367

Drawing Nos: 1:1250 Location Plan
WestfieldCottages-1-05
WestfieldCottages-1-11
WestfieldCottages-1-11a
WestfieldCottages-13
WestfieldCottages-1-13a

Date Plans Received: 16/02/2011 **Date(s) of Amendment(s):**

Date Application Valid: 01/06/2011

1. SUMMARY

Members may recall unauthorised work that was being carried out to this building, converting the vacant barns/stores to residential use, that was the subject of a committee report seeking the authorisation of enforcement action which was presented to the Central and South Planning Committee meeting on the 12th October 2010. Enforcement and Stop Notices were served on 21st October 2010 and no further work has been carried out to the building.

This application seeks permission for a two storey side extension and conversion of the three attached two-storey barns/stores to provide an extension to the existing two storey cottage. The building would form a six-bedroomed property.

Although the site forms part of the Green Belt, the proposed extension and conversion of the existing barns/stores to provide a residential extension is considered to represent appropriate development. The two storey extension is a modest addition to the existing cottage and no objections were previously raised to its siting, size and bulk, including the small increase in the height of the building's ridged roof and the alterations that have now been made to the windows and the specification of matching materials are considered to have improved the appearance of the proposal. As part of these works, the unauthorised single storey side extension to the second and third barn would be demolished and the use of inappropriate materials remedied.

Surrounding properties would not be affected by the proposal and the scheme would provide suitable residential accommodation. However, previous experience with the site owners suggests that it would be expedient to closely monitor the site to ensure that the scheme was implemented in accordance with the approved plans and that the accommodation was not subdivided. The application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC **Time Limit**

The development hereby permitted shall be begun within 6 months of the date of this permission and completed within 12 months of the date of this permission.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990 and to ensure the site complies with Policies OL1, OL4, OL14, BE13, BE15, BE19 , BE21, BE23, BE24 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan Policy 7.16 and PPG2.

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 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 Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 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).

5 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 safeguard the traditional rural character of the building and to prevent overlooking to adjoining properties in accordance with policies BE15 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 RPD2 **Obscured Glazing and Non-Opening Windows (a)**

The ground floor bedroom and first floor bedroom and corridor windows facing No. 2 Westfield Cottages 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).

7 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 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 character and appearance of the building and to ensure that any such development would not result in harm to the openness of the Green Belt, in accordance with policies OL4 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 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 any dwellinghouse shall be constructed.

REASON

To preserve the character and appearance of the development and protect the visual amenity of the area and to ensure that any additions to the roof are in accordance with policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 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.

10 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).

11 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).

12 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).

13 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).

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 (July 2011) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL14	Change of use or conversion of redundant agricultural buildings
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.14	(2011) Existing Housing - Efficient use of stock
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.13	(2011) Sustainable drainage
LPP 7.6	(2011) Architecture
LPP 7.16	(2011) Green Belt

3

You are advised that nothing in this permission overrides the need to comply with the requirements of Enforcement Notice Reference ENF/53160/152/SQ/2 served on 21st October 2010.

4 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.

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

The Council is aware of the presence of land with the potential to exude gas within 250 metres of the site but the risk of gas migration is considered minimal due to the age, nature and/or location of the fill. However, it is recommended that the extension and barn conversion are designed and constructed to prevent/minimise the possible entry of

any migrating landfill gas. Please contact the Building Control Inspector and/or the Environmental Protection Unit on 01895 250155 if you require any further advice.

9

Please be advised that Drw. No. WestfieldCottages-1-11 which claims to show the building prior to work commencing on 23-05-2010 shows a first floor bedroom within the first barn/store which is disputed by the Local Planning Authority.

10

The applicant is advised that the hardstanding recently installed on site, and does not form part of this application, would appear to require the benefit of planning permission.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north side of Sipson Lane, some 45m to the west of its junction with Hudson Road, to the east of which lies the built-up edge of Harlington village, within an area known as Sipson Meadow. The site comprises a two storey semi-detached house with attached two storey barns/stores to the rear of this and the adjoining property, No. 2 Westfield Cottages. The cottages are surrounded by their garden curtilages. These properties were originally two farmer's cottages and both, together with the attached barns/stores are vacant, although work had commenced on the refurbishment of the application property and conversion of the attached barns/stores.

The pair of semi-detached properties are surrounded by open land. To the north, east and west, the site is immediately adjoined by the Sipson Meadow Recreation Ground. Beyond this to the north, is the William Byrd Primary School and beyond the recreation ground to the west are sports fields. To the south, on the opposite side of the road are open agricultural fields.

The application site does not form part of an agricultural holding. It and the surrounding land does form part of the Green Belt as identified in the Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

3.2 Proposed Scheme

Planning permission is sought for the erection of a two storey side extension within the recessed area to the rear of the cottage along the east side of the building, to the front of the first barn/store.

The proposed extension would align with the rear wall of the first section of the barn and the eastern flank wall of the cottage. It would measure 1.9m wide, 8.8m deep at ground floor level and 6.7m deep at first floor level, incorporating an existing flat roofed supported first floor addition. The ridge of the existing barn would be raised by 0.4m and moved slightly to the east to cover the increased depth of the barn/store.

The extension would be constructed of reclaimed London stock bricks and slate tiles to match the existing building. Windows would follow the existing number and pattern of openings and be timber sash windows with a soldier course above to match the proportion

and design of the existing windows on the cottage. On the ground floor, a door would be replaced with a window and full height folding doors serving the dining room would be positioned in a similar position to the existing barn doors. A new rooflight window would also be installed on the west facing roofslope of the barn.

On the second/third section of the barn, the single storey side extension would be demolished and the poorly matched bricks on the frontage would be mainly replaced with reclaimed matching London stocks, the only exception being the first floor of the second barn/store which would be faced with treated feather edge timber boarding to reflect the original traditional facing material on this part of the barn. Two ground floor windows would be installed, matching the proportions and soldier coursing of the windows in the extension, with first floor windows being smaller timber casement windows, positioned under the eaves of the building.

Internally, the extended cottage would provide a six-bedroomed dwelling. On the ground floor, there would be a reception room, hall, kitchen, dining room, living room and bedroom with en-suite shower room and a small w.c. The main access would be through the existing front door to the reception room. The folding doors to the dining room would provide the only other means of access/exit. The first floor would be accessed by a single staircase in the hall/landing giving access to five bedrooms and three bathrooms on the first floor, served by a long corridor.

It is also noted that the submitted existing plans appear to show part of the unauthorised conversion as the first section of the barn immediately adjacent to the cottage on the first floor is shown as a bedroom. From initial site inspections, this part of the first floor appears to have been part of the barn with a loading hatch to the front that has now been covered up. An advisory informative has been added.

3.3 Relevant Planning History

Comment on Relevant Planning History

A previous application (67100/APP/2010/1475), submitted on 28th June 2010 proposed the conversion of the first bay of the barn to residential use, with a similar two storey extension to the front of the first bay, leaving the two rear bays vacant. That extension only differs from the current proposal in that the fenestration has been altered so that it now has a more traditional vertical emphasis and soldier courses have been added to reflect the detail on the original cottage. Internally, the only change from the current application within the first bay is that on the ground floor, the currently proposed kitchen was previously sub-divided to provide a separate bathroom and on the first floor, a front and a rear bedroom have now been incorporated into a single bedroom. This application was refused on 23/08/10 for the following reason:

'The proposed two storey side extension would result in the proposed first floor bedroom being internalised with no outlook or natural lighting to this room. Therefore, the proposal fails to afford an acceptable standard of residential amenity to future occupiers who would be reliant on artificial means to light this room during the day. The proposal is contrary to London Plan policy 4A.3 and policies BE19 and BE20 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).'

In the meantime, it was first brought to the attention of the LPA that unauthorised work was being carried out on site on 11th August 2010. The site was investigated and it was established that i) the internal wall between the original cottage and the first adjoining barn/store had been removed on the ground and first floors, and the barn/store was in the process of being converted into habitable rooms, and ii) the principle elevation of the

second/third barn/store had been altered and replaced with bricks not matching the original cottage and barns/stores. An internal stairway had also been installed and the barns/stores appeared to be in the process of conversion into four residential rooms, two on the ground floor and two on the first floor. Four window openings had been constructed on the first floor with a single opening spanning the width of the ground floor. Subsequently, Planning Contravention Notices were served on 17th August 2010. Despite repeated requests made to stop work, conversion and extension work on the barn continued with additional internal division with the installation of stud walls, plastering/plaster boarding and a single storey extension across the entire principle elevation of the second/third barn store. On 2nd September 2010, a further site visit revealed a permanent roof had been installed on the extension and an internal ceiling installed, together with further plaster boarding of stud walls and plastering. A further site visit on 15th September 2010 established that work was continuing so Temporary Stop Notices were served on 19th September 2010. Following a report seeking authorisation which was presented to the Central and South Planning Committee meeting on the 12th October 2010, Enforcement and Stop Notices were served on the 21st October 2010. The Enforcement Notices gave 4 calendar months from the date of service for compliance.

On 4 September 2010 a further planning application (67100/APP/2010/2079) was submitted for the two storey extension and conversion of the first barn/store to habitable use. On 4 October 2010, a planning application (67100/APP/2010/2324) was also submitted which sought to regularise the breaches of planning control. This proposed the residential conversion of the first barn but without the two storey side extension and the further residential conversion of the second and third barns/stores and retention of its single storey side extension (Part retrospective application). Although all the residential accommodation within the cottage and barns/stores was linked, the second/third barns/stores were shown with a separate staircase. Both applications were withdrawn in December 2010.

A new drive has also recently been laid along the eastern side of the cottage and barns/stores.

4. Planning Policies and Standards

PPG2: Green Belts
London Plan (July 2011)

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.

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OL14	Change of use or conversion of redundant agricultural buildings
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.14	(2011) Existing Housing - Efficient use of stock
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.13	(2011) Sustainable drainage
LPP 7.6	(2011) Architecture
LPP 7.16	(2011) Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

10 neighbouring properties and the Harlington Village Residents' Association have been consulted. No responses have been received.

MOD Safeguarding - RAF Northolt: Confirm that the MOD has no safeguarding objections to this proposal.

B.A.A. Aerodrome Safeguarding - No response

MOD Defence Estate Safeguarding - No response

NATS - No response.

Internal Consultees

Tree Officer:

BACKGROUND:
The site is a semi-detached house with a barn and store to the rear, situated within a hedged and

fenced enclosure on the edge of Sipson Meadows.
While there are trees and hedges around the perimeter of the property, there are no significant landscape features close enough to the proposed development to pose a constraint on development.
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 to build a side extension and convert the attached barns for habitable accommodation. There are no proposals to change the external garden space.

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 siting of the development. The new building and proposed use should have little impact on views into the site, or the landscape setting.
* However, space will be required to facilitate any building operations and it is likely that changes will be required to accommodate off-street parking and provide private amenity/garden space. Tree protection and related landscaping should be conditioned.
* Where parking layouts are altered a part of an extension to a property, at least 25% of the front garden may be required to be maintained for planting and soft landscaping. Given the size of the plot, it should be possible to maintain a reasonable balance of hard and soft landscaping on the site.
* DCLG / EA guidance requires new driveways to be permeable, to meet SUDS requirements.

RECOMMENDATIONS:
No objection, subject to the above considerations and conditions TL2, TL3, TL5, TL6 and TL7.

Environmental Protection Officer:

No objections, subject to Construction Informative I15 being attached.

Environmental Protection Officer (Land Contamination):

The application site is within 250 metres of two landfill sites (Elder Farm - 13 metres away to the south and Imperial College Playing Field 124 metres to the west). Both sites were licensed to accept inert wastes, therefore the risk of gas production and migration appears to be low.

Due to the proximity of the site, the following gas informative is advised as a precaution. A condition could have been applied however since the development is part retrospective the developer may not be able to comply with the condition by back fitting a gas membrane to the floor.

GAS INFORMATIVE ONLY (This is NOT a planning condition)

Building Techniques - It is recommended that the extension and barn conversion are designed and constructed to prevent/minimise the possible entry of any migrating landfill gas. Please contact the Building Control Inspector and/or the Environmental Protection Unit on 01895 250155 if you require any advise.

REASON
The Council is aware of the presence of land with the potential to exude gas within 250 metres of the site but the risk of gas migration is considered minimal due to the age, nature and/or location of the fill.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy OL1 of the saved UDP states that planning permission for new building or for changes of use of existing land and buildings will only be granted if it is for agriculture, horticulture, forestry, nature conservation, open air recreation facilities or cemetery uses. However, this guidance is not in accordance with national policy contained within PPG2. This states that there is a presumption against inappropriate development within the Green Belt and that by definition, such development is harmful to the Green Belt, but at paragraph 3.7, confirms that with suitable safeguards, the re-use of buildings should not prejudice the openness of Green Belts, since the building is already there. Paragraph 3.8 makes clear that the re-use of buildings inside a Green Belt is not inappropriate development, providing that:

a) The proposed use 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;
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

The guidance also advises that providing works do not result in disproportionate additions over and above the size of the original building, the extension or alteration of dwellings is not inappropriate in Green Belts.

Where there is conflict, providing there are no other factors to suggest otherwise, national policy should take precedence over local policy guidance. It is therefore considered that the conversion of the attached barn/store building to allow the extension of the adjoining dwelling, together with its limited alteration and extension does not represent inappropriate development and is acceptable in principle, subject to other policy considerations in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.02 Density of the proposed development

Not applicable to this application for the conversion of an attached barn/store to provide a residential extension for an existing property.

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

Not applicable to this application.

7.04 Airport safeguarding

No airport safeguarding objections have been raised to this application.

7.05 Impact on the green belt

PPG2 and policy OL4 of the saved UDP advise that extensions to buildings within the Green Belt should not result in disproportionate change to the bulk and character of the original building. As a general guide, disproportionate increase is commonly held to be where the floor area of a building increases by more than 50%. In this instance, the proposed extension would result in an increase in floor area of the original building by 10%. Furthermore, the extension would be to the recessed part of the building and it would not project beyond the existing side elevation of the cottage. As such, the extension will be viewed against the bulk of the existing buildings and not increase the built up appearance of the site.

The proposal, including the conversion of the barn/store would extend the existing

residential property on site, so that there would be no significant change in the overall use of the site.

The proposal would therefore not harm the openness of the surrounding Green Belt, in accordance with PPG2 and Policy OL4 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.07 Impact on the character & appearance of the area

The proposed two storey side extension, by reason of its overall size, siting and design, would harmonise with the character and proportions of the original property. The proposed extension, with the only exceptions of window detail and internal layout, is identical to the extension proposed within the previous application, ref. 67100/APP/2010/1475. Although this application was refused, it was not on design grounds, with the only reason for refusal being the internalisation and lack of outlook to a bedroom.

Detailed design has been the subject of discussion with planning and design officers. Materials have been specified on the plans, namely matching reclaimed London stock bricks and matching slate tiles. Samples have been conditioned. The design of the currently proposed windows in the two storey side extension would be a better match for those on the main cottage, being timber sash windows with a strong vertical emphasis and matching soldier course detailing. The ground floor sliding doors would replicate the large opening of the original barn doors, assisting with retaining the rural character of the building. Towards the rear of the building on the second/third barn/store, the single storey side extension would be removed and the inappropriate bricks used in its construction and that of the first floor wall above would be replaced with the London stocks. The extent of glazing has been kept to a minimum at the rear, with the use of smaller timber framed casement windows on the first floor which would help to maintain the appearance of the barn. The re-use of feather edge timber boarding, which formed part of the original cladding of this part of the building will also assist to retain the rural character.

Overall, it is considered that the proposed extension would harmonise with the character and appearance of the original building and the proposed works to the second/third barn would rectify the harm caused to the building by the unauthorised works. The scheme complies with Policies BE13 and BE15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and section 5.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

7.08 Impact on neighbours

There are no residential properties to the east that would be materially affected by the proposed development.

The adjoining property, No. 2 Westfield Cottages would not be adversely affected by the small increase in the ridge height of the barn/store, with the bulk of the work being on the opposite side of the application property. There are three existing windows on the ground and first floors of the second and third barn/store that face onto the rear garden of this property. Although these are existing windows, this proposal would result in an intensification of their use and therefore a condition is recommended, requiring them to be obscure glazed and non-opening below a height of 1.8m. Also proposed is a new rooflight in the roofslope fronting this property but the internal floor height would not permit any overlooking.

As such, the proposal would comply with Policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.09 Living conditions for future occupiers

With regards to the internal layout, the rear bedroom previously proposed as part of application ref. 67100/APP/2010/1465 has been omitted and the space incorporated into the front bedroom served by a front window. A rear rooflight has also been added that although it will not provide any outlook, will increase natural light to the rear of the room. No objections are raised to the obscure glazing of the existing windows to the rear that overlook No. 2 Westfield Cottages as these are either secondary or serve the first floor corridor. All other habitable rooms would have adequate sunlight and natural lighting to provide a satisfactory environment for future occupiers.

The existing garden curtilage of the application site provides over 350m² of private amenity space, greatly in excess of the minimum 100m² area required by design guidance.

As such, it is considered that although the scheme has altered in terms of the extent of the attached barn/store proposed for conversion, it does overcome the only reason for reason for refusal of application 67100/APP/2010/1465. The proposal would comply with policies BE20 and BE24 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 5.3 of the London Plan (July 2011).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The conversion of the barn to provide additional residential accommodation for the existing cottage would not result in any significant additional traffic generation. A driveway immediately to the east of the building has recently been re-laid and extended which would provide ample off-street car parking. As such, the development complies with Policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

This is dealt with in Sections 7.03 and 7.05 above.

7.12 Disabled access

Not applicable to this development.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

The Council's Tree Officer advises that although there are trees on the periphery of the site, there are no significant trees sufficiently close to constrain the proposed development. No objections are raised, subject to suitable tree protection and a landscaping scheme. As such, the scheme complies with Policy BE38 of the adopted Hilllingdon Unitary Development Plan Saved Policies (September 2007).

7.15 Sustainable waste management

Not applicable to this development which involves a single dwellinghouse.

7.16 Renewable energy / Sustainability

Not applicable to this development.

7.17 Flooding or Drainage Issues

Not applicable to this development.

7.18 Noise or Air Quality Issues

Not applicable to this development.

7.19 Comments on Public Consultations

No public comments have been received on this application.

7.20 Planning obligations

The scale and scope of this development does not raise any S106 considerations.

7.21 Expediency of enforcement action

The implementation of this scheme will remedy a number of breaches of development control previously brought to the attention of this committee. No other enforcement issues are raised by this application.

7.22 Other Issues

There are no other relevant planning issues raised by this application.

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

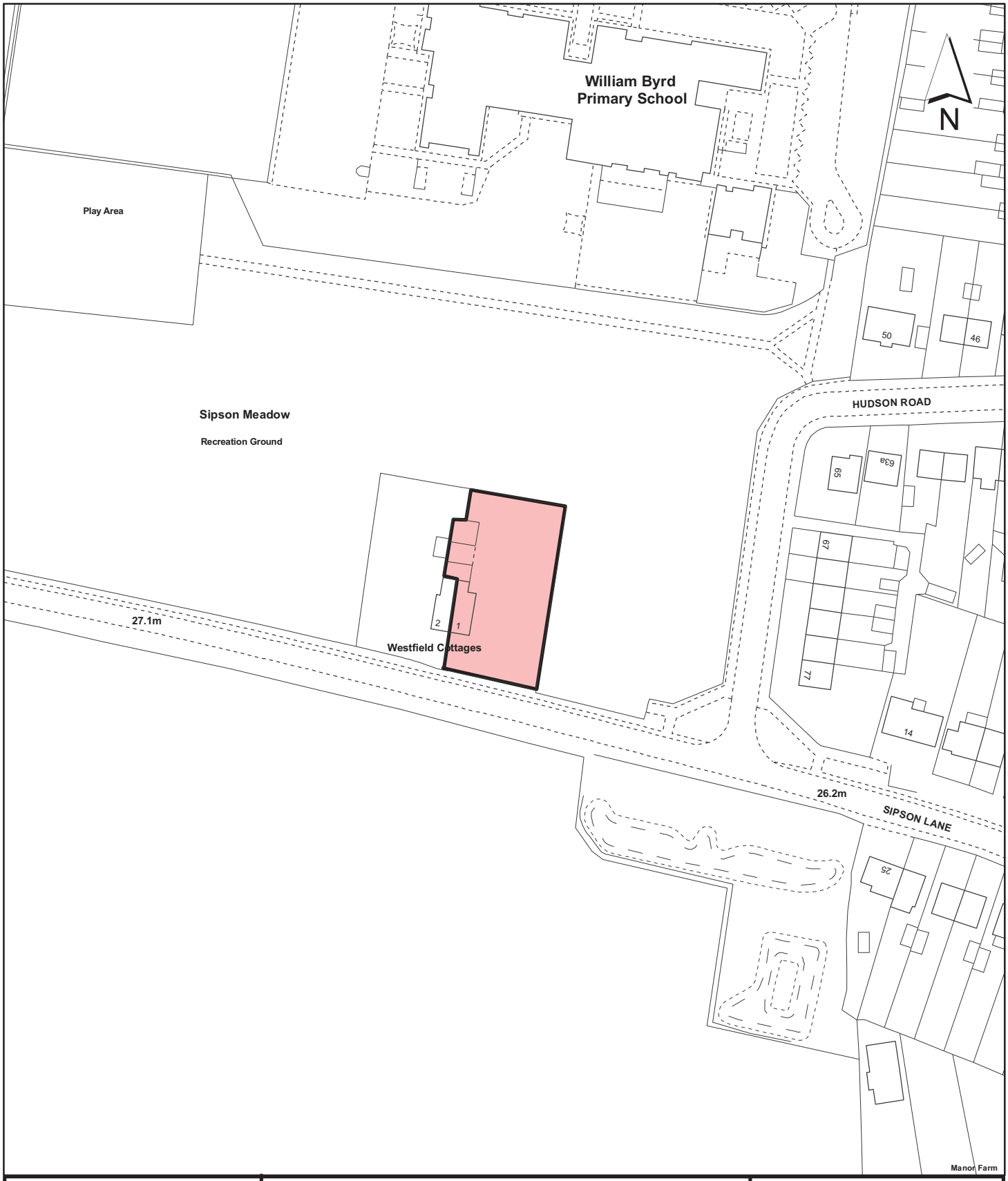
10. CONCLUSION

PPG2 makes clear that the re-use of buildings within the Green Belt is not inappropriate development. Furthermore, as the new residential accommodation would extend the existing cottage, retaining a single family dwelling on site, no objections are raised to the proposed use. The proposed extension is a small scale addition to the property. No adjoining residential properties would be affected by the proposed works and the scheme would make good the harm inflicted upon the building of previous unauthorised works. The scheme would provide suitable residential accommodation. It is recommended for approval.

11. Reference Documents

PPG2: Green Belts
London Plan (July 2011)
Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)
HDAS: Residential Extensions
Consultation Responses

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



Notes

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Site Address

1 Westerfield Cottages
Sipson Lane
Harlington

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

Planning Application Ref:
67100/APP/2011/367

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 18 FRAYS AVENUE WEST DRAYTON MIDDX

Development: Erection of a single storey rear extension and single storey side extension involving alterations to side (Part-Retrospective)

LBH Ref Nos: **67620/APP/2011/877**

Drawing Nos: LP/01
P/375/04 Rev. A
P/375/01
P/375/02 Rev. A
P/375/03 Rev. A

Date Plans Received: 08/04/2011 **Date(s) of Amendment(s):** 08/04/2011
26/09/2011

Date Application Valid: 14/04/2011

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the west side of Frays Avenue and comprises a detached bungalow with a part single storey side and rear extension, the subject of this application. To the north lies Frays Avenue and to the south lies 20 Frays Avenue, both detached bungalows. To the rear lies the Frays River. The street scene is residential in character and appearance, comprising detached bungalows of varying designs, and the application site lies within the Garden City, West Drayton Area of Special Local Character, as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

1.2 Proposed Scheme

Originally, the property had a part single storey rear extension that projected some 1.2m beyond the southern flank wall of the application property. It measured 4.3m wide and 5m deep. At this point it stepped back 3.3m to be 1.5m deep and 6m wide, extending to the northern flank wall.

The new side extension is set flush with the front wall of the application property. It measures 1.2m wide, 8.9m deep, set flush with the flank wall of the original part single storey rear extension, and finished with a flat roof 2.8m high. The new part single storey rear extension is located within the recessed area of the original rear extension. It measures 6m wide and 3.3m deep, matching the rear wall of the original rear extension. The resultant rear extension is finished with a flat roof 2.8m high.

1.3 Relevant Planning History
Comment on Planning History

There is no relevant planning history.

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

6 adjoining owner/occupiers have been consulted. No comments have been received.

Environment Agency: The development is not within 20m of the River Frays. Therefore, no need to consult.

West Drayton Conservation Area Advisory Panel

"I am writing on behalf of West Drayton Conservation Area Advisory Panel. In principle we have no objection to the appearance of the proposed extension, which may indeed be a visual improvement, benefitting the street scene. However, we feel the adjoining property (No 20) may feel the proposed enlarged sitting room window overlooks them as it is closer to the boundary than the existing window. We are also concerned at the proposed internal layout as there is no toilet available for visitors to use without going into one of the bedrooms. This feature makes us worry that the alterations to the building may be intended to enable it to be let out as a multiple-occupancy house which would be inappropriate in this area."

Officer comments: The internal alterations are not a material planning consideration. The location of the new side window is addressed in the report.

Urban Design/Conservation:

PROPOSAL:
Single storey rear extension and single storey side extension involving alterations to side (Part-Retrospective)

BACKGROUND: The site falls within the Garden City Area of Special Local Character. It currently includes a very modest bungalow of an ordinary design, possibly dating from the late 1950s.

COMMENTS: The scheme proposes to build a small side extension and a rear extension to square off the footprint of the property. This is not ideal, and the side extension should be set back from the main elevation. However, given its width, it would not be considered intrusive to the street scene of the area and would be acceptable in this instance. To the rear, the scheme generally accords with the guidance in the HDAS and would not be considered detrimental to the character and appearance of the area. It is, therefore, acceptable.

CONCLUSION: Acceptable in this instance.

Trees/Landscape:

TPO / Conservation Area: This site is not covered by a TPO, nor within a Conservation Area, however it is within Garden City Area of Special Local Character.

Significant trees / other vegetation of merit in terms of Saved Policy BE38 (on-site): There is a belt of trees between the house and the Fray's River (to the rear). None of the trees appear to have been affected.

Significant trees / other vegetation of merit in terms of Saved Policy BE38 (off-site): None

Scope for new planting: A new tree (medium to large species such as a Wild Cherry or Silver Birch) should be planted in the north-eastern corner of the front garden to mitigate the visual impact of the extensions and to enhance the visual amenity of the Area of Special Local Character.

Conclusion (in terms of Saved Policy BE38): Acceptable, subject to the amendment of the plans and condition TL6.

Cllr 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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the proposal on the character and appearance of the original bungalow, on the street scene and surrounding area, on the character and visual amenities of the Garden City Area of Special Local Character, and on residential amenity.

The part single storey side and rear extensions, by reason of their overall size, siting, design and appearance, are considered to harmonise with the character, proportions and appearance of the original bungalow. They appear subordinate, as they are do not extend significantly above the eaves of the original roof. Taking account of the existing structures the proposal would act to infill portions between existing extensions rather than extending

beyond them. Therefore, the proposal does not detract from the character and appearance of the street scene and surrounding area generally, and does not harm the character and visual amenities of the Garden City 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 sections 3.0 and 4.0 of the Hillingdon Design & Accessibility Statement: Residential Extensions.

There are no residential properties to the north that will be adversely affected by the proposed development. The original part single storey rear extension screens the impact of the new part single storey rear extension from 20 Frays Avenue. The part single storey side extension is not more than 3.4m high, in accordance with paragraph 4.2 of the Hillingdon Design & Accessibility Statement: Residential Extensions and the 1.8m high boundary wall between the application property and 20 Frays Avenue prevents overlooking from the new side living room window.

Therefore, the proposal does not harm the residential amenities of the occupiers of 20 Frays Avenue and as such complies 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 and private amenity space are not be affected by the proposed development. Furthermore, the proposal does not harm the character and visual amenities of the Garden City Area of Special Local Character, and therefore, a new tree in the north-eastern corner of the front garden is not merited.

This application is recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 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 20 Frays Avenue.

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

2 HH-RPD4 Prevention of Balconies / Roof Gardens

The roof area of the extensions hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

REASON
To prevent overlooking to adjoining properties in accordance with policy BE24 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 BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 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).

INFORMATIVES

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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.

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.

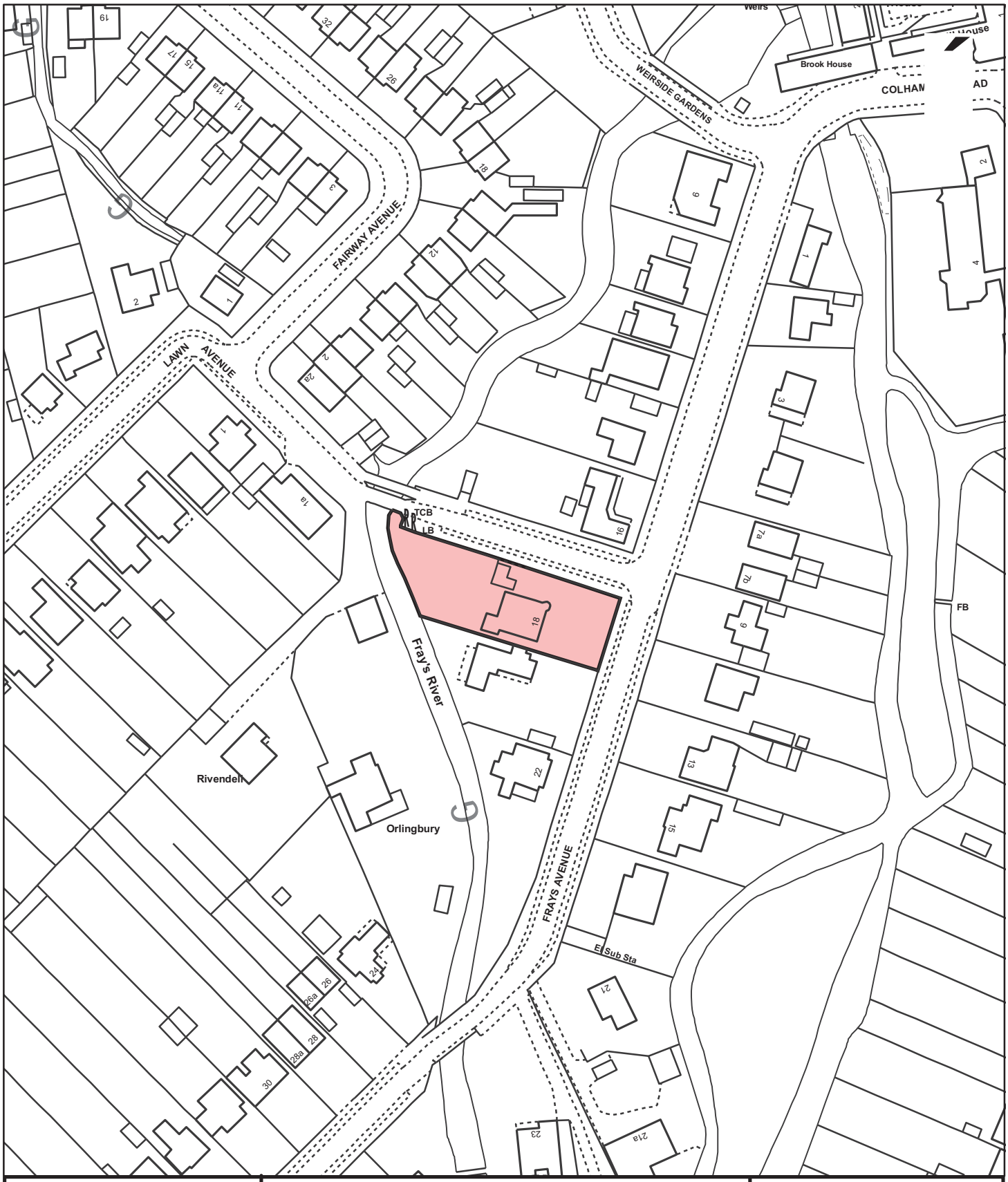
10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result 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

18 Frays 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:
67620/APP/2011/877

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

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Report of the Head of Planning and Enforcement Services

CONTACT OFFICER: Nikki Wyatt
EXTENSION: 8145

S.106/278 PLANNING AGREEMENTS QUARTERLY FINANCIAL MONITORING REPORT

SUMMARY

This report provides financial information on s106 and s278 agreements in the Central & South Planning Committee area up to 30 June 2011, where the Council has received and holds funds.

RECOMMENDATION

That Members note the contents of this report.

INFORMATION

1. Circular 05/05 and the accompanying best practice guidance requires local planning authorities to consider how they can inform members and the public of progress in the allocation, provision and implementation of obligations whether they are provided by the developer in kind or through a financial contribution.

2. The information contained in this report was reported to Cabinet on 29 September 2011 and updates the information received by Cabinet in June 2011. The attached Appendix 1 provides updated financial information on s106 and s278 agreements in the Central & South Planning Committee area up to 30 June 2011, where the Council has received and holds funds.

3. Appendix 1 shows the movement of income and expenditure taking place during the financial year. The agreements are listed under Cabinet portfolio headings. Text that is highlighted in bold indicates key changes since the previous report of July 2011 to the Planning Committee. Figures shown in bold under the column headed 'Total income as at 30/06/11' indicate new income received. Agreements asterisked under the column headed 'case ref' are those where the Council holds funds but is unable to spend for a number of reasons. These include cases where the funds are held as a returnable security deposit for works to be undertaken by the developer and those where the expenditure is dependant on other bodies such as transport operators. In cases where schemes have been completed and residual balances refunded, the refund amount is either the amount listed in the "Balance of Funds" column or where the amount listed in this column is zero the difference between the amounts listed in

the columns titled “Total Income as at 31/03/11” and “Total Income as at 30/06/11”.

4. Members should note that in the Appendix, the ‘balances of funds’ held include funds that may already be committed for projects such as affordable housing and school expansion projects. Expenditure must be in accordance with the legal parameters of the individual agreements and must also serve a planning purpose and operate in accordance with legislation and Government guidance in the form of Circular 05/2005. The Council has adopted Supplementary Planning Guidance for Planning Obligations that provides the framework in which the Council will operate.

5. Members should also note that the listed “balances of funds”, i.e. the difference between income received and expenditure, is not a surplus. As explained in a previous report, a majority of the funds is linked to projects that are already underway or programmed but have not been drawn down against the relevant s106 (or s.278) cost centre. The column labelled “balance spendable not allocated” shows the residual balance of funds after taking into account funds that the Council is unable to spend and those that it has allocated to projects.

Financial implications

6. This report provides information on the financial status on s106 and s278 agreements up to 30 June 2011. The recommendation to note has no financial implications.

CORPORATE CONSULTATIONS CARRIED OUT

Legal

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

EXTERNAL CONSULTATIONS CARRIED OUT

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

BACKGROUND DOCUMENTS

ODPM Circular 05/2005 ‘Planning Obligations’
District Auditor’s “The Management of Planning Obligations” Action Plan May 1999
Monitoring Officers Report January 2001
Cabinet Report December 2002 / March 2003 / October 2003 / January 2004 / June 2004 / September 2004 / November 2004 / March 2005 / July 2005 / October 2005 / December 2005 / March 2006 / July 2006 / August 2006 / September 2006 / November 2006 / March 2007 / July 2007 / September 2007 / December 2007 / March 2008 / June 2008 / September 2008 / December 2008/ March 2009/ June 2009/ September

2009/.December 2009./ March 2010/ June 2010/ September 2010 / December 2010 / March 2011 / June 2011 / September 2011.
Planning Obligations Supplementary Planning Documents Adopted July 2008.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
		SECTION 278							
PORTFOLIO: PLANNING TRANSPORTATION AND RECYCLING									
PT278/27/09 (Includes Former PT/29) *16	Botwell	Stockley Park Phase 3 "Trident Site" 37977/W/96/1447	610,612.72	610,612.72	14,500.00	14,500.00	596,112.72	0.00	Spend is engineering fees. Development not yet implemented and highways works not started. Funds currently held are for security deposit and fully refundable subject to the due and proper implementation of the Highway works. £2,500 engineering fees transferred from PT278/27. A further £12,500 of Engineering fees needs to be claimed from developer should works commence.
PT278/30/115 *22	Heathrow Villages	Terminal 5, Land at Longford Roundabout, Heathrow s278 10 Jan 02 47853/93/246	10,500.00	10,500.00	0.00	0.00	10,500.00	0.00	Fees & security (£5,000) associated with Highway Works to be undertaken by developer. Works consisted of temporary access works from Longford Roundabout to Western Perimeter Road. Access installed & will be removed following completion of Terminal 5. Security to be retained pending outcome of BAA proposals to make this access two-way and permanent for buses and emergency services vehicles as well as cyclists. Two way access implemented. Officers investigating whether all required works have been completed. Works completed, security to be refunded after maintenance period
PT278/34/86A *18	Brunel	Brunel site3 532/SPP/2001/1858 - Highways Works at Junction Hillingdon Hill / Kingston Lane & Pelican Crossing on Kingston Lane	392,358.87	392,358.87	197,448.22	197,448.22	194,910.65	0.00	Highway Works - £150k refundable security, £124,637.12 received for highway works at junction of Hillingdon Hill and Kingston Lane, £65,271.32 · received for Kingston Lane Pedestrian Crossing, £20,500 supervision fees. If the supervision fee following final completion exceeds 10% of the costs of the works plus statutory undertakers costs and TTS payment then the excess is to be refunded. Works complete and signals switched on. Officers continue to chase Brunel to perform remedial works to grass verges and are investigating options for the use of some of the security for the Council to perform the remedial works if necessary. Final certificate sent 30/4/09.
PT278/44/87A *20	Brunel	Brunel s278 16 April 04 532/SPP/2002/2237 - Traffic Calming on Cleveland Road & New Entrance on Kingston Lane	102,018.78	102,018.78	81,080.74	81,080.74	20,938.04	0.00	Traffic Calming on Cleveland Road & roundabout on Kingston Lane. £30,900 spent on engineering fees. £150k Refundable security deposit. £3,200 for Traffic DC project management costs. £58,962.38 TTS estimate for Pedestrian Crossing on Cleveland Road. Further payments received following receipt of estimate of works to cover security/costs. £10,000 received for improvements to a footpath on the site to be retained a security for Brunel to implement the works and to be transferred to PT84/87B-D. Traffic Calming on Cleveland Road (including new signalised crossing) & roundabout on Kingston Lane at new entrance to Brunel University now complete. TfL invoice paid. Residual on TfL payment due to VAT not claimed - funds to be held on as contingency for extra TfL costs. Interest Accrued. Remedial work completed and signed off in December 2007.
PT278/49/117 *23	Yeading	Grand Union Village Southall 327/APP/2000/2106	77,331.55	77,331.55	**55,222.89**	**11,447.00**	22,108.66	0.00	Security deposit (£5K + interest) for highways works involving traffic calming to the junction with Glencoe Rd and a cycleway/footway on Broadmead Rd to Hayes Bypass. £52,363.10 for TfL costs for Broadmead Road Toucan Crossing proposed as part of works. Additional income is £1K of engineering fees. Detailed plans of works and design agreed. Consultation undertaken during February 2007 for traffic calming and toucan crossing. Officers chasing TfL for implementation. Following consultation Cabinet Member agreed to works to be carried out. Works completed Aug 09. Further £11,447 received for LBH fees. **£43,775.89 paid towards TfL signal costs.**

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PT278/55/10A *14 (Formerly PT/31)	Uxbridge North	Land at Sanderson Site and Braybourn / 35347/APP/2000/1294 & 1296	166,491.05	166,491.05	463.10	463.10	166,027.95	0.00	Funds held (£140,070 plus interest) as a deposit sum - fully refundable subject to the due and proper execution of the Highways Works by developer (road widening, the provision of a mini-roundabout, two new bus stops, extension of a right hand turn lane on Oxford Rd into Sanderson Road, and removal of existing parking bays). Engineering fees were paid direct to HEC and did not pass through s106/278 accounts. Works complete. Some outstanding remedial items, which are subject of on-going discussions with the developer. Funds to be returned following issue of final certificate. £463.10 additional engineering fees received - claimed by HEC. Interest accrued.
PT278/57/140 A	Pinkwell	MOD Records Office Stockley Road Hayes 18399/APP/2004/2284	419,128.68	419,128.68	325,719.61	325,719.61	93,409.07	0.00	£188,737.70 (including £170,027.34 for Transport For London signals unit) for installation of two sets of traffic signals, one at the entrance to the site the other at Lavender Rise on Stockley Road and £190,686.91 received in respect of the Council's costs for supervision of the works (to be carried out by the owner). Works complete. Stage 3 road safety audit now agreed await completion of remedial works. Remedial works completed. Additional item of works being sought by officers who are chasing the developer for this. Council's costs of £205,686.71 claimed, TTS invoice for signals at Lavender Rise paid. Funding for additional items of works (removal of right turn lane) and BT cabling received. Design work and public consultation completed. Removal of right turn lane completed Sept 09. Scheme in maintenance period awaiting financial completion.
PT278/60/147A *42	West Drayon	Former DERA site, Kingston Lane West Drayton 45658/APP/2002/3012	1,568.98	1,568.98	0.00	0.00	1,568.98	0.00	£1,500 The Council's costs for the design, administration and supervision of the works to the public highways surrounding the site to be performed by the developer. £15,000 held as security for the due and proper execution of the works. Await progress on site before commencement of these off-site highways works. Highway works started on site and were due to be substantially complete in September 2007. Maintenance period complete. Bond plus interest returned. Remaining balance LBH fees due.
PT278/60/147B	West Drayon	DERA Site, Kingston Lane, West Drayton - Highways 45658/APP/2002/3012	56,816.26	56,816.26	0.00	0.00	56,816.26	0.00	£55,000 was received towards the total cost of highway works for the purchase and installation of traffic signals at Station Road/ Porters Way Junction and any such other incidental work as identified by the Council to support the development. Funds not spent by 19 February 2014 are to be refunded together with interest accrued. £125.85 interest accrued. These works to be performed by developer of RAF Porters Way (see PT278/62/148A). Funds to be retained as a contingency for these works.
PT278/62/149A *51	Botwell	Hayes Goods Yard 10057/APP/2004/2996&2999	7,000.00	7,000.00	0.00	0.00	7,000.00	0.00	The Council's costs due upon lodgement of documents by the developer for the design, administration and supervision of the works to the public highways surrounding the site to be performed by the developer. £5,000 received as a security deposit for the due and proper execution of the highways works by the developer.
PT/278/65/182 *52	Heathrow Villages	Longford Roundabout - Fifth Arm, 63369/APP/2007/2294	9,521.00	9,521.00	4,521.00	4,521.00	5,000.00	0.00	Remaining balance is a security deposit for developer implementation of bus only access to Terminal 5 Heathrow. Spend on supervision costs.Works complete, security to be refunded following maintenance period.
PT/278/66/183	Pinkwell	Shepiston Lane - Petrol Station Development	32,000.00	32,000.00	16,000.00	16,000.00	16,000.00	0.00	Funds received as security for highways improvements being performed by the developer in lieu of a banker's bond. Works completed and part of the monies has been refunded. Remaining balance to be refunded following satisfactory completion of the maintenance period. Further £16,000 security returned to developer. Remaining balance to be returned following final completion of works.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PT/278/74/209C	Yiewsley	Proposed Tesco development, Trout Road, Yiewsley 609/APP/2007/3744	120,300.26	120,300.26	117,300.26	117,300.26	3,000.00	0.00	Fees received for design checks for proposed junctionworks and carriageway widening at Trout Road. S278 agreement and technical approval pending. Further fees received & claimed for inspection works.
PT/278/76/198A *60	Uxbridge	Former Gas Works site (Kier Park), Cowley Mill Road, Uxbridge 3114/APP/2008/2497	5,000.00	5,000.00	0.00	0.00	5,000.00	0.00	Funds received as a security deposit for due and proper execution of highways improvements.S278 agreement.
		SECTION 278 SUB - TOTAL	**2,010,648.15**	**2,010,648.15**	**812,255.82**	**768,479.93**	**1,198,392.33**	**0.00**	
		SECTION 106							
PORTFOLIO: PLANNING TRANSPORTATION AND RECYCLING									
PT/05/04a *2	Heathrow Villages	BA World Cargo / 50045A/95/1043	339,111.08	339,111.08	70,084.00	70,084.00	269,027.08	0.00	The balance is for improvements to public transport serving the south side of London Heathrow. Any scheme supported by these funds should provide a significant benefit to BA employees in the vicinity of Heathrow and the views of the Heathrow Transport Forum sought in determining any scheme. No time limits. BAA led proposal for upgrade of bus services serving the south side of Heathrow being discussed. S106 funding (from this case and PT/05/4b) would be used to 'pump prime' these services with TfL taking on the costs once the available funding has been used. £210,000 allocated to enhancements to 350 and 423 bus services (Cabinet Member decision 21/10/09). Enhanced services commenced December 09. £70,084 payment to London Buses (bus service agreement 09/10).
PT/05/04b *2	Heathrow Villages	BA World Cargo / 50045A/95/1043	406,331.57	406,331.57	173,645.35	173,645.35	232,686.22	0.00	The balance is for improvements to public transport serving London Heathrow. Any scheme supported by these funds should provide a significant benefit to BA employees in the vicinity of Heathrow and the views of the Heathrow Transport Forum are to be sought in determining any scheme to be funded. See update to PT/05/04a above regarding the remainder of the balance. No time limits.
PT/24/55 (see E/08) *28	Pinkwell	Former Arlington Hotel, Shepiston Lane, Harlington - Highway Works 382/BH/97/0714	23,639.34	23,639.34	**2,409.96**	**0.00**	21,229.38	0.00	Highway Improvement Works according to the 3rd Schedule of the agreement (13.141K). Excess funds are to be refunded to the developer following the date of the Final Account. Conflict between works specified in agreement and works required in association with application for Harlington Community School Sports Centre (see PT278/51). Works (to right hand turn lane) have been carried out as part of the Harlington Community School development. Reasonable time for spend has elapsed. Owners permission obtained to complete any outstanding works as required under the agreement. Funds allocated (Cabinet Member decision 5/01/2011). **External highway works completed 31/3/11.**
PT/37/40B-C *53 (see: PPR/29)	Botwell	Land at Thorn EMI Complex - Highways Works & Environmental Improvements 51588/APP/2000/366&1418	559,443.43	559,443.43	372,015.36	372,015.36	187,428.07	0.00	Project 40B- Environmental improvements in Blyth Road. Funds committed to highways works on Blyth Road and subway CCTV. Unspent funds at 6 months of occupation to be refunded. Ongoing discussions with developers. Project 40C- Council's costs in the implementation, and supervision & administration fees related to the highway works. Unspent funds following final account to be refunded. Awaiting developer regarding implementation of phase 3 highways works.
PT37/40E *47	Botwell	Land at Thorn EMI Complex - Parking 51588/APP/2000/366&1418	32,805.42	32,805.42	0.00	0.00	32,805.42	0.00	Project 40E - £30,000 received for controlled parking in Blyth Road area. There are no immediate plans to consult with the residents of the area around Blyth Road on the introduction of a residents parking scheme. These funds may be required to address additional parking pressure on the surrounding residential roads once the development has been completed and is fully occupied. Officers continue to monitor the parking situation. Unspent to be refunded 5 years following implementation (date yet to be confirmed).

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			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PT/37/40F	Botwell	Land at Thorn EMI Complex. 51588/APP/2000/366&1418	100,000.00	100,000.00	**94,803.84**	**98,253.84**	5,196.16	0.00	Funds received towards the funding of environmental improvements in Dawley Road (to include pedestrian safety). Unspent funds to be returned within 5 years of implementation (Jan 2013). Funds allocated towards scheme of improvements (Cabinet Member decision 19/2/10).**Scheme completed Sept 2010. Awaiting finanal invoices.**
PT/42/41	Heathrow Villages	Temp Stockpiling at Bedfont Court. 47853/SPP/2003/113	50,000.00	50,000.00	0.00	0.00	50,000.00	0.00	£50,000 for landscape enhancement on specified land around the development. Unexpended funds at 19 June 2006 were to be repaid to the developer. Following consultations with BAA it has been agreed to spend the funds as part of the Colne Valley project. Deed of variation has been secured to remove time limits.
PT/54/21C	Botwell	Former EMI Site, Dawley Road - Landscaping 6198/BS/98/1343	57,000.00	57,000.00	0.00	0.00	57,000.00	0.00	£50,000 for Landscaping on adjacent land and £7,000 for maintenance of the landscaping works. Funds to be held for landscaping in accordance with the agreement subject to Crossrail. No time constraints.
PT/54/21D	Botwell	Former EMI Site, Dawley Road - HGV Signage 6198/BS/98/1343	39,738.91	39,738.91	35,931.70	35,931.70	3,807.21	0.00	£15,000 for HGV signage in the area - officers working towards developing a scheme. Officers have carried out a Freight Audit of the area and secured funding from TfL for HGV route signs. Subject to Cabinet Member approval, the £ 15,000 to be pooled with TfL funding to implement a comprehensive HGV route signage scheme. Directional signage scheme approved and officers implementing the scheme in accordance with the £15k allocation. No time constraints. Scheme implemented Jan 09. Spend towards design and implementation of new signage.
PT/61/89B (see: E/35)	West Drayton	LHR Training Centre, Stockley Close / 51458/97/1537	25,000.00	25,000.00	0.00	0.00	25,000.00	0.00	£25,000 for improvements at the junction of Stockley Road & Stockley Close / Lavender Rise, West Drayton. Scheme provided using TfL funding. Further improvements to area have been implemented as part of the MOD development. Funds to be held as contingency for any works required to the junction arising out of the MOD development. No time constraints.
PT/65/74A (see EYL/40, E/20 & E/21)	Uxbridge North	Land at Johnson's Yard (former garage site), Redford Way, Uxbridge - Street Lighting 53936/APP/2002/1357	18,893.88	18,893.88	17,871.38	17,871.38	1,022.50	0.00	Street lighting according to the agreement drawing. No time constraints. Expenditure due to commencement of project for street lighting on Redford Way at Johnson's Yard. Columns & lanterns installed and working. Unable to install column in footpath leading to the high Street. Last column installed, Connection by Southern Electric were programmed for July 07. Columns all connected but require painting. Officers chasing painting contractor to progress. Painting completed - final invoices paid. Final balance to be confirmed after closure of 08/09 financial year accounts.
PT/71/99	Uxbridge South	UB1 Vine Street Uxbridge 11005/AG/97/360	250,000.00	250,000.00	248,521.47	248,521.47	1,478.53	0.00	To facilitate enhancements of the Old Uxbridge Conservation Area and the Town Centre - committed to Windsor Street scheme. Consultations undertaken. High St works programmed to be implemented late 2006 - complete. Further consultations for Windsor Street, Granges Yard and Market Square completed and Cabinet Member approval received for scheme to include resurfacing, plaques, signage and parking. -Works programmed for summer 09/10 financial year to spend this balance and the balance at PT/96/164. No time constraints. Scheme in progress: phase 1 completed November 09. Phase 2 completed March 2010. Minor works outstanding.
PT/80/112 (formerly PT278/05)	Uxbridge South	Grand Union Park, Packet Boat Lane, site ref: 1197 (various applications)	47,774.85	47,774.85	2,228.56	2,228.56	45,546.29	0.00	No time constraints. Officers looking into project for spend of balance at junction of Packet Boat Lane & Cowley High Street. Cabinet Member for P&T concerned with affect of proposal and blind road bend heading towards Uxbridge. Funds to be held until sight lines are resolved.

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			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PT/82/114 (formerly PT278/23)	Uxbridge South	Waterloo Road, Uxbridge - Highway Works / 332BD/99/2069	13,169.44	13,169.44	11,577.00	11,577.00	1,592.44	0.00	Highway Works for alternative traffic management on Waterloo Road. No time limits. Cabinet Member for Planning & Transportation has approved use of funds to extend the Uxbridge South Parking Management Scheme approved. Implementation occurred in the Autumn. £11k spend on Waterloo Road from the Parking Revenue Account to be recharged to this case for next quarter. Recharcharge completed.
PT84/87B-D (Formerly part of PT278/44)	Brunel	Brunel s106 16 April 04 532/SPP/2002/2237	27,596.36	27,596.36	2,345.30	2,345.30	25,251.06	0.00	£3,000 + interest for monitoring of landscape management plan (87B), £10,000 + interest for monitoring of green travel and public transport obligations (87D), and £200 + interest initial payment associated with footpath works to be undertaken by Council (87C). Engineers inspected site to ascertain whether works are required & whether further payments are due late Jan 2006. Officers chasing Brunel to provide a disabled ramp from the back of the privately owned footway at Hillingdon Hill. Interest accrued. £10k plus interest received for improvements (including lighting) to the footpath alongside the River Pinn linking 'Site 2' to Uxbridge Road transferred from PT278/44 and held as security for Brunel to implement the footpath works as above. Spend towards monitoring Landscape management Plan.
PT/88/140 B	Pinkwell	MOD Records Office, Stockley Road, Hayes - Offsite Footpath 18399/APP/2004/2284	3,207.23	3,207.23	**3,207.23**	**409.50**	0.00	0.00	£3,000 is the of-site public footpath contribution for the provision of a footpath in the location specified in the legal agreement. Work to commence following completion of construction phase of the development which is underway. Unspent funds to be repaid following 7 years of receipt (i.e. 14 October 2012). Funds allocated to appropriate scheme (Cabinet Member decision 5/01/2011). **Scheme complete 31/3/2011,** ~~awaiting invoices.~~
PT/88/140C *38	Pinkwell	MOD Records Office, Stockley Road, Hayes - Public Transport 18399/APP/2004/2284	754,743.82	754,743.82	3,049.77	3,049.77	751,694.05	0.00	Funds received as first, second and third instalments (plus indexation payment) of the public transport contribution to enhance the level of public transport to and from the area of the development site. TfL has been approached with regard to extending the U4 bus route. TfL has advised that if feasible a scheme could be implemented once development of the housing units are complete and estate roads are adopted expected in 9 months time. Double yellow lines required for bus route through site. TMO approved.TfL in consultation with developer regarding location of bus shelter. Unspent funds to be repaid following 7 years of receipt (I.e. 14 October 2012 for 1st instalment,19 March 2014 for the 2nd instalment and 30 April 2015 for the 3rd instalment). All funds now received. Spend towards implementation of yellow lines to allow bus to run.
PT/88/140F *46	Pinkwell	MOD Records Office, Stockley Road, Hayes - Parking 18399/APP/2004/2284	73,774.40	73,774.40	0.00	0.00	73,774.40	0.00	Funds received for parking management system in Bourne Avenue and surrounding streets of the new and existing estate roads utilised within the residential part of the development. There are currently no plans to consult with residents of the area on a Parking Management Scheme. However, any resident objections to increases in commuter parking on residential roads generated by the MOD development may give reason to spend these funds. Officers continue to monitor the parking situation. Funds must be spent within 7 years following date of receipt i.e. 11/12/2013.
PT/92/154	Pinkwell	5, 7, 7a & 10 Westlands Industrial Estate 1902/APP/2005/2370	41,527.00	41,527.00	0.00	0.00	41,527.00	41,527.00	Funds received for cycle network improvements. Cycleway and local safety scheme identified for the junction of Station Road and North Hyde Road. Entire scheme now to be funded TfL. Officers looking into alternative options. Interest bearing account, funds must be spent within 7 years following date of receipt i.e. 06/12/2013.

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			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PT/93/147C	West Drayton	DERA Site, Kingston Lane, West Drayton - Traffic Calming 45658/APP/2002/3012	20,660.46	20,660.46	0.00	0.00	20,660.46	0.00	To be applied towards traffic calming measures in Kingston Lane. Traffic calming measures are already in place in Kingston Lane. Officers are investigating options for spend within the terms of the legal agreement in combination with funds at PT/93/147D. Funds not spent by 19 February 2014 are to be refunded.
PT/93/147D	West Drayton	DERA Site, Kingston Lane, West Drayton - Cycle Network 45658/APP/2002/3012	33,056.72	33,056.72	0.00	0.00	33,056.72	0.00	To be applied towards the cycle improvements for the London Cycle Network including such works for the Heathrow to Hillingdon Hill cycle way adjacent to the Land. Officers are investigating options for spend within the terms of the legal agreement in combination with funds at PT/93/147C. Funds not spent by 19 February 2014 are to be refunded.
PT/95/161A	West Drayton	Former Honeywell Site, Trout Road, West Drayton - Footpath 335/APP/2002/2754	18,155.95	18,155.95	0.00	0.00	18,155.95	0.00	To be applied towards the provision of a footpath from the site crossing over the Grand Union Canal along Trout Road to the High Street. Unexpended funds after 7 years of receipt (31 January 2014) are to be refunded including interest. Funds to be held until outcome of Tesco site determined.
PT/96/164	Uxbridge South	36-38 Windsor Street (Westcombe House), Uxbridge 13544/APP/2005/31	10,516.65	10,516.65	4,422.38	4,422.38	6,094.27	0.00	For environmental enhancement on Windsor Street and the surrounding area. Funds not spent by 1 April 2014 are to be refunded. See updates on PT/71/99. Spend towards purchase of benches and information boards. Further spend towards installation of historic plaques.
PT/100/169D	Uxbridge South	Colham House Side Alley Re-surfacing 27298/APP/2006/875	10,000.00	10,000.00	0.00	0.00	10,000.00	0.00	Funds received for the resurfacing of the side alley located immediately adjoining the site. Funds not spent by July 2012 are to be returned. Officers looking to include funding as part of a scheme of improvements for Bakers Yard.
PT/101/170A	Botwell	11 - 21 Clayton Road, Hayes 56840/APP/2004/630	30,527.21	30,527.21	0.00	0.00	30,527.21	0.00	Funds received for parking management in the area. Funds held to be used in combination with those at case ref. PT/37/40E should any scheme be required. Funds not spent by 31 August 2014 are to be refunded.
PT/102/161D	Yiewsley	Honeywell Site, Trout Road Yiewsley 335/APP/2002/2754	77,151.50	77,151.50	0.00	0.00	77,151.50	77,151.50	Funds received towards public transport and community facilities initiatives. Funds not spent by 20 September 2014 are to be repaid.
PT/103/174A	Heathrow Villages	Terminal 2, Heathrow 62360/APP/2006/2942	100,000.00	100,000.00	0.00	0.00	100,000.00	0.00	Funds received for the West Drayton to Heathrow Cycle Scheme. Funds not spent by 16 November 2015 are to be repaid.
PT/104/147H	West Drayton	DERA Site, Kingston Lane, West Drayton 45658/APP/2002/3012	10,000.00	10,000.00	0.00	0.00	10,000.00	0.00	Funds received for the installation and maintenance of CCTV cameras on the site as specified in the relevant planning permission. Cameras to be installed by the developer. Funds to be retained as security. No time constraints.
PT/106/149E	Pinkwell	Hayes Goods Yard 10057/APP/2005/2996 & 2999	119,402.15	119,402.15	0.00	0.00	119,402.15	94,402.15	Funds received towards enhancements to the London Cycle Network, route 88A or any other cycle route that is likely to be used by the occupiers of the development. Funds to be spent by Oct 2015. **£25k ~~earmarked~~ allocated for cycle access improvements at Hayes Town Centre as part of canalside improvement scheme (Cabinet Member decision 22/7/2011). See PPR/52/149G**.
PT/108/155E	West Drayton	Former RAF Porters, West Drayton. 5107/APP/2005/2082	1,000.00	1,000.00	0.00	0.00	1,000.00	0.00	Funds received to provide a local walking bus scheme. Funds to be spent within 3 years of receipt (Jan 2012). Funds allocated towards the development of a walking bus scheme in association with West Drayton Primary school (Cabinet Member decision 5/01/2011)
PT/109/194A	Uxbridge	Frays Adult Education Centre, Harefield Road, Uxbridge. 18732/APP/2006/1217	10,000.00	10,000.00	**2,586.48**	**0.00**	7,413.52	0.00	Funds received towards street lighting in the vicinity of the site. No time limits. Funds earmarked towards a lighting scheme for the public footpath which runs adjacent to the site. £5,300 allocated towards footpath scheme (Cabinet Member decision 5/01/2011). **Scheme implemented 31/3/2011.**

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			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PT/110/198B *61	Uxbridge	Former Gas Works Site (Kier Park) at Cowley Mill Road, Uxbridge 3114/APP/2008/2497	14,240.00	14,240.00	0.00	0.00	14,240.00	0.00	Travel Plan Bond received to ensure compliance by the owner for monitoring and reporting in accordance with the travel plan. To be refunded after 10 years. ~~Spend showing against wrong scheme to be transferred to PT/109/194A for next quarter.~~
PT/111/204A *63	Uxbridge	106, Oxford Road, Uxbridge. 26198/APP/2008/2338	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00	Travel Plan Bond received to ensure compliance by the tennant of its monitoring and reporting obligations in accordance with the travel plan. Returnable.
PT/113/198C	Uxbridge	Former Gas Works Site (Kier Park) at Cowley Mill Road, Uxbridge 3114/APP/2008/2497	24,410.43	24,410.43	0.00	0.00	24,410.43	24,410.43	Contribution towards the provision of public transport improvements in the vicinity of the land. Funds to be spent within 7 years of receipt (Nov 2016).
PT/114/209A *67	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	25,000.00	25,000.00	0.00	0.00	25,000.00	0.00	Travel Plan Bond received to ensure compliance by the owner for monitoring and reporting in accordance with the Travel Plan. To be refunded five years following first occupation.
PT/115/209B	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	4,850.00	4,850.00	0.00	0.00	4,850.00	4,850.00	Contribution received for the purpose of the purpose of setting up a car club. Funds to be spent within 5 years of receipt (March 2013).
PT/116/210A	Botwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/3561	30,000.00	30,000.00	0.00	0.00	30,000.00	0.00	Contribution received towards the cost of upgrading two bus shelters in the vicinity of the development. Funds to be spent witihn 5 years of receipt (March 2015).
PT/119/209D	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	30,000.00	30,000.00	0.00	0.00	30,000.00	0.00	Funds received for the purpose of the provision of 3 upgraded or replacement bus shelters within the vicinity of the site. Funds to be spent within 5 years of receipt (March 2016).
PT/121/242A	**West Drayton**	**Drayton Garden Village (fmr NATS site), Porters Way, West Drayton. 5107/APP/2009/2348**	**34,000.00**	**0.00**	**0.00**	**0.00**	**34,000.00**	**0.00**	**Funds received towards the cost of providing new and improved bus stops/shelters in the vicinity of the development. No time limit on spend.**
		PLANNING TRANSPORTATION & RECYCLING SUB - TOTAL	**3,486,727.80**	**3,452,727.80**	**1,044,699.78**	**1,040,355.61**	**2,442,028.02**	**242,341.08**	
		PLANNING TRANSPORTATION & RECYCLING TOTAL	**5,497,375.95**	**5,463,375.95**	**1,856,955.60**	**1,808,835.54**	**3,640,420.35**	**242,341.08**	
PORTFOLIO: CULTURE, SPORT AND LEISURE									
CSL/1/13 (formerly EYL/15/13)	Townfield	Sainsbury-Minet D. / 40601H/91/1970	1,433,000.00	1,433,000.00	1,432,700.15	1,432,700.15	299.85	0.00	The balance is committed to providing secure parking and perimeter fencing at Minet Country Park in accordance with the agreement. Work undertaken in parallel with Goals 5 a side development. Work complete. Funds allocated to gating on perimeter fencing. There are no time constraints for expenditure. Remaining funds spent towards movable barriers. **Project complete, remaining balance to be tranferred to PT/44 for next quarter.**
CSL/2/147E	West Drayton	DERA Site, Kingston Lane, West Drayton - Community Facility 45658/APP/2002/3012	94,015.15	94,015.15	53,830.08	53,830.08	40,185.07	0.00	To be applied towards communal facility improvements in the West Drayton area and which will benefit the occupiers of the Development. £151,786.77 transferred to EYL/77/147F as they were received for school places and were originally allocated to this case reference erroneously. Funds not spent by 19 February 2014 are to be refunded. Officers looking to commit these funds to the West Drayton Youth Centre expansion. Funds allocated to the "Skidz " project at West Drayton Young People's Centre (Cabinet Member decision 21/10/09). Phase 1 complete. Phases 2 & 3 deferred to 2011/12.
CSL/13/219A	Yeading	Rear of Syney Court,Perth Avenue, Hayes. 65936/APP/2010/883	414.00	414.00	0.00	0.00	414.00	414.00	Funds received towards the provision or improvement to library facilities and or library books within the Borough. No time limits.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
CSL/14/220	Townfield	Trescott House, Hayes . 36261/APP/2010/215	1,599.00	1,599.00	0.00	0.00	1,599.00	1,599.00	Funds received towards additional or improved library facilities in the vicinity of the site. No time limits.
CSL/16/161F	Yiewsley	Honeywell Site, Trout Road, Yiewsley. 335/APP/2002/2754	77,151.49	77,151.49	0.00	0.00	77,151.49	77,151.49	Funds received towards the provision of community facilities. Funds not spent by 20 september 2014 are to be repaid. Community facilities contribution transferred from PT/102 this quarter.
CSL/21/209F	Yiewsley	Tesco, Trout Road, Yiewsley, 60929/APP/2007/3744	63,050.00	63,050.00	0.00	0.00	63,050.00	63,050.00	Funds received for the purpose of improving existing community facilities within the Yiewsley area. Funds to be spent by March 2016.
CSL/24/244A	**Town field**	**505 to 509 Uxbridge Road, Hayes. 9912/APP/2009/1907**	**2,150.96**	**0.00**	**0.00**	**0.00**	**2,150.96**	**2,150.96**	**Funds received towards the provision of or improvement to library facilities and/or library books within LBH. Funds to be spent by June 2018.**
		CULTURE, SPORT AND LEISURE SUB - TOTAL	**1,671,380.60**	**1,669,229.64**	**1,486,530.23**	**1,486,530.23**	**184,850.37**	**144,365.45**	
PORTFOLIO: EDUCATION AND CHILDREN'S SERVICES									
EYL/30/30	Yiewsley	Former Bridge Works, Bentinck Road W/D/ 20610/APP/2002/2407	161,898.00	161,898.00	0.00	0.00	161,898.00	0.00	161,898.00 contribution for the provision of secondary school places in the West Drayton/Yiewsley area. No LEA Secondary school in West Drayton. Now allocated to primary school expansion in West Drayton by way of re-imbursement - i.e. it can be demonstrated that equivalent funding from the Council had been spent to provide sufficient secondary school places at Stockley Academy (the nearest secondary school). Time constraint no longer applicable. **Funds earmarked towards Colham Manor primary school expansion, subject to formal approval (Part of phase 1of the school expansion programme).**
EYL/38/104 see: PT278/22	West Drayton	Defence Research Agency, West Drayton - New Nursery & W Drayton Primary School Improvements / 49542F/98/1509	394,890.45	394,890.45	389,607.96	389,607.96	5,282.49	0.00	Nursery construction and school improvements at West Drayton Primary School. Earmarked for West Drayton area primary expansion. No time constraints.
EYL/67/145	West Drayton	6A Swan Road West Drayton 9037/APP/2005/2945	21,928.87	21,928.87	0.00	0.00	21,928.87	0.00	Towards the costs of providing primary and secondary school places in the Borough. Earmarked for West Drayton area primary expansion. No time constraints.
EYL/76/163	West Drayton	18a Colham Ave, West Drayton 29679/APP/2006/1048	18,939.00	18,939.00	8,826.00	8,826.00	10,113.00	0.00	To be applied towards primary and secondary school places within 3 miles of the development. £10,113.43 is earmarked for West Drayton area primary expansion. No time limits. Remainder to be used at Uxbridge High School modernisation. £8,826 spent towards Uxbridge High School construction project. **Balance earmarked towards Colham Manor school expansion, subject to formal approval (part of phase 1 of the school expansion programme**.
EYL/78/161B (see also: EYL/86/161B)	West Drayton	Former Honeywell Site, Trout Road, West Drayton 335/APP/2002/2754	243,320.37	243,320.37	186,447.40	186,447.40	56,872.97	0.00	25% of the total education contribution to be applied towards the provision of new school places and the improvement of existing education facilities at all primary schools within the Yiewsley, West Drayton and Cowley area and secondary schools within 3 miles of the site. Funds earmarked for West Drayton area primary expansion. Unexpended funds after 7 years of receipt are to be refunded (31 January 2014) including interest. £186,447.40 spent towards Longmead Primary School expansion.
EYL/79/140G	Pinkwell	MOD Records Office Stockley Road/Bourne Avenue, Hayes (Kings Oak)18399/APP/2004/2284	791,811.37	791,811.37	0.00	0.00	791,811.37	0.00	To be applied towards the costs of providing educational places at any local educational facilities within a 2 mile radius of the development for primary and a 3 mile radius in relation to secondary. **Funds earmarked towards primary school expansions at Williaim Byrd (£592k)and Pinkwell schools (£200k), subject to formal approval (part of phase 1 of the school expansion programme).** Funds not spent by 1 February 2014 are to be repaid.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
EYL/80/165	Yiewsley	Land Rear of 4-20 Acacia Avenue, Yiewsley 39054/APP/2004/2894	78,701.05	78,701.05	39,350.50	39,350.50	39,350.55	0.00	To be applied to the provision of additional and improved educational facilities within a three mile radius of the Land to accommodate the child yield arising from the Development. Earmarked for West Drayton area primary expansion. Funds not spent by 1 May 2014 are to be repaid. £39,350.50 spent towards Longmead Primary School expansion project.
EYL/84/149B	Botwell	Hayes Goods Yard 10057/APP/2005/2996 & 2999	550,559.37	550,559.37	192,000.00	192,000.00	358,559.37	0.00	First contribution (£252,605.55) received for the provision of educational places in the Borough as necessitated by the development. Funds not spent by 1 August 2012 are to be repaid. Second contribution (£240,000) and additional contribution (£44,314) received towards the same purpose. Second contribution to be spent by June 2016. £192,000 from the first contribution allocated and spent towards Pinkwell school expansion (Cabinet Member decision 18/4/2011). **Further £205,500 earmarked towards Cranford Park primary school expansion, subject to formal approval (part of phase 1 of the school expansion programme).**
EYL/85/170B	Botwell	11-21, Clayton Rd, Hayes 56840/APP/2004/630	100,370.26	100,370.26	0.00	0.00	100,370.26	0.00	For the provision of educational places within the area. Funds not spent by 31 August 2014 are to be repaid. Earmarked for Hayes area Primary School expansions.
EYL/90/178A	Botwell	89-95, Botwell Crescent, planning ref. 33623/APP/2004/2343	26,294.63	26,294.63	0.00	0.00	26,294.63	0.00	Monies received for works at Rosedale College, Hayes. For the provision of additional and improved education facilities to accommodate child yield arising from the development. No time limit on spend. **Funds earmarked towards expansion of Rosedale College, subject to formal allocation (part of phase 1A of the school expansion programme).**
EYL/91/179A	Botwell	555-559 & r/o 51-553 Uxbridge Road, Hayes planning ref. 41390/APP/2006/1346	77,928.00	77,928.00	0.00	0.00	77,928.00	0.00	Funds received towards the costs of providing educational places within the borough. To be used for primary school expansions in the Hayes area. No time limit. **Earmarked for Hayes area primary school expansions at Grange Park School, subject to formal allocation (part of phase 1 of the school expansion programme).**
EYL/94/186A	Yiewsley	92-104, High St., Yiewsley 59189/APP/2005/3476	79,722.27	79,722.27	0.00	0.00	79,722.27	0.00	Funds received towards the cost of providing additional education facilities within the borough. Funds not spent by 20/04/2015 must be returned. **earmarked towards ~~Longmead~~ Colham Manor Primary School expansion, subject to formal allocation approval (part of phase 1 of the school expansion programme).**
EYL/100/191	Uxbridge	15, Fairfield Road, Uxbridge 59469/APP/2007/1756	7,721.62	7,721.62	3,559.06	3,559.06	4,162.56	0.00	Towards the provision of primary school places (£4,122.56) and secondary school places (£3,559.06)in the borough. No time limits. £3,559.06 spent towards Uxbridge High School construction project. **Balance earmarked towards phase 1 of the primary school expansion programme at Whitehall School, subject to formal allocation.**
EYL/104/194C	Uxbridge	Frays Adult Education Centre, Harefield Road, Uxbridge. 18732/APP/2006/1217	146,131.00	146,131.00	52,190.00	52,190.00	93,941.00	0.00	Funds received towards the cost of providing nursery school place (£34,160), Primary school places (£59,781), Secondary school places (£52,190) in the Borough of Hillingdon. No time limits. Secondary school contribution (£52,190) allocated towards Abbotsfield School. (Cabinet Member decision 14/10/2010). £52,190.00 spent towards Abbotsfield School. **Balance earmarked towards phase 1 of the primary expansion at Whitehall school, subject to formal**
EYL/107/201A	Hayes	360, Uxbridge Road, Hayes. 7517/APP/2007/188	77,414.00	77,414.00	0.00	0.00	77,414.00	35,015.00	Funds received towards nursery places (£2,291),primary school places (£40,108), and secondary school places (£35,015) within a 3 mile radius of the development. Funds not spent by June 2016 must be returned.**Primary and nursery contributions earmarked towards Grange Park primary expansion, subject to formal allocation (part of phase 1 of the primary expansion programme).**

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
EYL/109/206A	Yiewsley	111-117, High St, Yiewsley. 6948/APP/2007/1326	25,000.00	25,000.00	12,810.00	12,810.00	12,190.00	0.00	Funds received for primary and secondary education facilities within the London Borough of Hillingdon in order to meet increased demand as a result of the development. Funds to be spent within 5 years of receipt (August 2014). £12,810 allocated towards Abbotsfield School (Cabinet Member decision 14/10/2010). £12,810 spent towards Abbotsfield School. **Balance earmarked towards primary expansion at Colham Manor school, subject to formal allocation (part of the phase 1 of the school expansion programme).**
EYL/111/207	Brunel	100-104, Harlington Road, Uxbridge. 33663/APP/2007/3721	5,247.60	5,247.60	0.00	0.00	5,247.60	0.00	Funds received towards additional or improved education facilities within a 3 mile radius of the site. No time limits. **Funds earmarked towards primary expansion programme at Colham Manor School, subject to formal allocation (part of phase 1 of the school expansion**
EYL/116/210B	Botwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/3561	270,000.00	270,000.00	0.00	0.00	270,000.00	0.00	Funds received as first instalment towards the provision of education facilities and places within a 2 mile radius of the development (details of parameters for spend are set out in the legal agreement). Funds to be spent within 5 years of receipt (March 2015).Second contribution of £135,000 received towards the same purpose. Funds to be spent by March 2017. **Funds earmarked towards primary expansion programme at Rosedale College, subject to formal allocation (part of phase 1A of the school**
EYL/118/214B	Uxbridge	Hillingdon House Farm. 2543/APP/2005/870	256,399.34	256,399.34	0.00	0.00	256,399.34	135,321.00	Funds received as first instalment towards the cost of providing nursery (£59,351), primary (£102,085) and secondary (£75,970) school places within the London Borough of Hillingdon. First contribution to be spent before April 2014. **Primary contribution earmarked towards expansion at Whitehall School, subject to formal allocation (part of phase 1 of the school expansion**
EYL/119/216	Hillingdon	119 to 137 Charville Lane, Hayes. 38290/APP/2006/2501	56,316.00	56,316.00	0.00	0.00	56,316.00	0.00	Funds received towards additional or improved education facilities within a 3 mile radius of the site to accommodate nursery,primary and secondary child yield arising from the development. No time limits. **Funds earmarked towards primary school expansion at Grange Park School, subject to formal allocation (part of phase 1 of the school expansion programme).**
EYL/122/222	West Drayton	Land adjacent to 125, Mulberry Crescent, West Drayton. 66012/APP/2010/676	11,653.00	11,653.00	0.00	0.00	11,653.00	0.00	Funds received towards additional or improved educational facilities within a 3 mile radius of the site. No time limits. **Funds earmarked towards primary expansion programme at Colham Manor School, subject to formal allocation (part of phase 1 of the school expansion**
EYL/123/223	Botwell	Land rear of 1&2 Voltaire Way, Hayes. 66046/APP/2009/1095	11,760.00	11,760.00	0.00	0.00	11,760.00	0.00	Funds received towards additional or improved education facilities within a 3 mile radius of the site. No time limits. **Funds earmarked towards primary expansion programme at Rosedale School, subject to formal allocation (part of phase 1A of the school expansion**
EYL/124/224	West Drayton	Land behind 65 Mulberry Crescent, West Drayton. 65172/APP/2009/696	17,400.00	17,400.00	0.00	0.00	17,400.00	0.00	Funds received towards additional or improved education facilities within a 3 mile radius of the site. No time limits. **Funds earmarked towards primary expansion programme at Colham Manor School, subject to formal allocation (part of phase 1 of the school expansion**
EYL/125/225	Yeading	Land adjacent to 20, Norwood Gardens, Hayes. 65925/APP/2009/687	37,522.00	37,522.00	0.00	0.00	37,522.00	0.00	Funds received towards improvements to educational faclities in the vicinity of the site. No time limit on spend. **Funds earmarked towards primary school expansion at Brookside School, subject to formal allocation (part of phase 1 of the school expansion programme).**
EYL/126/226	Botwell	Site rear of 29-43 Sycamore Avenue, Hayes. 66048/APP/2009/1097	17,462.00	17,462.00	0.00	0.00	17,462.00	0.00	Funds received towards additional or improved education facilities within a 3 mile radius of the site. No time limits. **Funds earmarked towards primary expansion at Rosedale College, subject to formal allocation (part of phase 1A of the school expansion programme).**

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
EYL/127/227	Barnhill	Land adjacent to 1-6 Devonshire Way, Hayes. 66009/APP/2010/32	20,955.00	20,955.00	0.00	0.00	20,955.00	0.00	Funds received towards improvements to education facilities in the vicinity of the site. No time limits. **Funds earmarked towards primary expansion programme at Grange Park School, subject to formal allocation part of phase 1 of the school expansion programme).**
EYL/128/228	Barnhill	Adjacent to 19 & 20 Burns Close, Hayes. 66006/APP/2009/970	19,469.00	19,469.00	0.00	0.00	19,469.00	0.00	Funds received towards improvements to education facilities in the vicinity of the site. No time limits. **Funds earmarked towards primary expansion programme at Grange Park School, subject to formal allocation (part of phase 1 of the school expansion programme).**
EYL/129/229	Yiewsley	91 Pinewood & 52, Beechwood Avenue, Hillingdon. 66014/APP/2009/983	11,653.00	11,653.00	0.00	0.00	11,653.00	0.00	Funds received towards capacity enhancements and local education facilites in the Authority Area. No time limits. **Funds earmarked towards primary expansion programme at Colham Manor School, subject to formal allocation (part of phase 1A of the school expansion programme).**
EYL/130/230	Pinkwell	Moston Close, Harlington. 66007/APP/2009/972	24,447.00	24,447.00	0.00	0.00	24,447.00	0.00	Funds received towards the cost of additional or improved education facilities within the Borough of Hillingdon. **Funds earmarked towards primary expansion programme at William Byrd School, subject to formal allocation (part of phase 1 of the school expansion programme).**
EYL/131/219B	Yeading	Land rear of 1-6 Sydney Court, Perth Avenue, Hayes. 6593/APP/2010/883	41,020.00	41,020.00	0.00	0.00	41,020.00	41,020.00	Funds received towards the cost of providing education or educational improvements or facilities in the Authority Area. No time limits. **Contribution received in error towards education. Funds intended for traffic calming measures at Brookside School. Funds to be transferred to P&T Portfolio (PT/123/219B) for next quarter.**
EYL/132/232	Hillingdon	23, Sweetcroft Lane, Hillingdon. 8816/APP/2004/3045	42,280.88	42,280.88	0.00	0.00	42,280.88	42,280.88	Funds to be used towards the costs of providing additional primary school facilities (£22,573) & secondary school facilities (£19,707) relating to the development. Funds to be spent within 7 years of receipt (October 2017).
EYL/140/209G	Yiewsley	Tesco. Trout Road, Yiewsley 60929/APP/2007/3744	107,367.71	107,367.71	0.00	0.00	107,367.71	107,367.71	Funds received as 50% of the education contribution towards the cost of providing secondary school places and improvement of exisitng facilities witihn a 3 mile radius of the site and primary school places and improvement of exisiting facilities within 2 miles of the site (see legal agreement for details of funding split). Funds to be spent within 5 years of the final instalment (yet to be received).
EYL/141/240	Uxbridge North	92-96, Keith Park Road, Hillingdon. 43000/APP/2010/1779	73,067.00	73,067.00	0.00	0.00	73,067.00	73,067.00	Funds received towards the provision of additional or improved educational facilities within a 3 mile radius of the site to accommodate the child yield arising from the development. Funds to be spent within 5 years of receipt (March 2016).
EYL/142/245	**Brunel**	**Redmead House, Uxbridge Road, Hillingdon. 46403/APP/2009/2353**	**11,566.00**	**0.00**	**0.00**	**0.00**	**11,566.00**	**11,566.00**	**Funds received towards improvements to education facilities in the vicinity of the site arising from the needs of the development. Funds to be spent within 5 years of receipt (April 2016).**
EYL/144/246A	**Botwell**	**561 & 563 Uxbridge Road, Hayes. 63060/APP/2007/1385**	**49,993.74**	**0.00**	**0.00**	**0.00**	**49,993.74**	**49,993.74**	**Funds received towards the cost of providing educational places within LBH. No time limit on spend.**
EYL/146/244B	**Townfield**	**505 to 509 Uxbridge Road, Hayes. 9912/APP/2009/1907**	**76,596.32**	**0.00**	**0.00**	**0.00**	**76,596.32**	**76,596.32**	**Funds received towards the costs of providing educational improvements in the Authority's area (see legal agreement for details). Funds to be spent within 7 years of receipt (June 2018).**
		EDUCATION, YOUTH AND LEISURE SUB - TOTAL	**3,964,805.85**	**3,826,649.79**	**884,790.92**	**884,790.92**	**3,080,014.93**	**572,227.65**	
PORTFOLIO: FINANCE AND CORPORATE SERVICES									

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
		FINANCE & CORPORATE SERVICES SUB - TOTAL	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	
PORTFOLIO: IMPROVEMENT, PARTNERSHIPS AND COMMUNITY SAFETY									
PPR/09/42	Townfield	Abbess Warehouse, Hayes / 49614B/96/110	30,000.00	30,000.00	0.00	0.00	30,000.00	0.00	Employment training support associated with the Hayes Opportunity Centre. No time limit. Balance allocated for Hayes Partnership but not committed to a specific project. Officers looking into potential schemes. The Hayes Opportunity Centre did not materialise. A deed of variation required following agreement from owner before funds can be committed. A deed of variation is being sought with the view to allocating the funds to construction training. Awaiting confirmation from developer. No time constraints.
PPR/36/153A	Heathrow Villages	Polar Park, Bath Road, Harmondsworth 2964/APP/2002/1436 &1437	26,750.00	26,750.00	3,250.00	3,250.00	23,500.00	0.00	For local employment training initiatives in the vicinity of the property. There are no time constraints upon the expenditure of the monies. £3,250 spent towards a Brunel run training course at Hayes titled 'Business skills for self employed Women'. Second and final instalment (£13,500) received 21/10/08.Balance of £23,500 allocated towards the Council's Construction and Apprenticeship Training Programme. (Cabinet Member decision 27/10/2010)
PPR/42/149C	Botwell	Hayes Goods Yard 10057/APP/2004/2996 & 2999	**94,162.75**	**80,162.75**	**64,128.87**	**52,763.83**	30,033.88	0.00	Funds received for Construction Training in relation to the development. Funds allocated to a Junior Construction programme running from April 2008 to Sept 09. The Learning Skills Council-have confirmed their match funding. Balance of £28,939.20 earmarked to pump-prime Construction Workplace Co-ordinator post (further funding for this post from PPR/43/169E £10K). Funds not spent by 1 August 2012 are to be repaid. **Spend towards Tfl Apprenticeship**
PPR/47/26A (formerly PT/56/26A)	Botwell	Trident Site, Phase 3 Stockley Park - Hayes Hub/H50 & Botwell Common Road Zebra Crossing 37977/P/94/335	2,601,600.00	2,601,600.00	1,808,071.42	1,808,071.42	793,528.58	0.00	See Cabinet report 18 December 2003. Balance allocated to Hayes & Harlington Station Improvements and associated interchange initiatives. Project on-hold due to design issues. Officers investigating alternative improvements to area around the station. No time limits.
PPR/49/174C	Heathrow Villages	Terminal 2, Heathrow 62360/APP/2006/2942	**286,000.00**	**200,000.00**	109,100.00	109,100.00	176,900.00	0.00	Contribution towards the Local Labour Strategy, as defined in the agreement. No time limits. Second instalment £100,000 received 1/12/09. Balance allocated to the delivery of the Heathrow Local Labour Strategy as outlined in Allocation report. (Cabinet Member decision 27/10/2010).£14,000 spent towards accelerate 50% match funding to support long term unemployed into work**. Third instalment of £100,000 recieved towards same purpose 31/3/2011.**
PPR/50/193	Heathrow Villages	Harmondsworth Detention Centre 8190/APP/2008/1050	39,375.00	39,375.00	0.00	0.00	39,375.00	0.00	Towards construction training initiatives in the Borough. No time limits. Funds allocated towards the Council's Construction Training and Apprenticeship Programme.(Cabinet Member decision 27/10/2010)
PPR/51/194F	Uxbridge	Frays Adult Education Centre, Harefield Road, Uxbridge. 18752/APP/2006/1217	5,000.00	5,000.00	0.00	0.00	5,000.00	0.00	Funds received towards the cost of providing construction training in the Borough. No time limits. Funds allocated towards the Council's Construction Training and Apprenticeship Programme.(Cabinet Member decision 27/10/2010).
PPR/52/149G	Botwell	Former Hayes Goodsyard site. 10057/APP/2005/2996&299	75,360.00	75,360.00	0.00	0.00	75,360.00	0.00	Funds received towards improvements to open space to the canal towpath opposite the site. Any remainder to be expended towards purchasing new equipment for the YMCA Youth Centre as necessitated as a result of the development. Funds not spent witihn 7 years (May 2016) to be returned. **Funds allocated towards Western View canal side improvement scheme (Cabinet Member decision**

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PPR/53/149H	Botwell	Former Hayes Goodsyard site. 10057/APP/2005/2996&299	**6,000.00**	**2,000.00**	2,000.00	2,000.00	**4,000.00**	0.00	£2,000 received towards the maintenance and operation by the Council of the station approach cameras. Funds spent towards operation of station cameras 09/10. **Further £4,000 received as 2nd & 3rd annual instalments.**
PPR/54/204B	Uxbridge	106, Oxford Road, Uxbridge. 26198/APP/2008/2339	50,000.00	50,000.00	0.00	0.00	50,000.00	50,000.00	Funds received towards street scene improvements within the vicinity of the site. Funds to be spent by July 2014
PPR/55/206B	Yiewsley	111-117 High St, Yiewsley. 6948/APP/2007/1326	10,713.00	10,713.00	0.00	0.00	10,713.00	0.00	Funds received for the provision of economic development training and employment facilities within London Borough of Hillingdon. Funds to be spent by August 2014. Funds allocated to the Council's Construction Training and Apprenticeship Programme. (Cabinet Member decision 27/10/2010)
PPR/56/198D	Uxbridge	Former Gas Works site (Kier Park), Cowley Mill Road, Uxbridge 3114/APP/2008/2497	12,205.22	12,205.22	0.00	0.00	12,205.22	12,205.22	Contribution towards the employment training initiatives promoted by the Council to encourage employment in the vicinity of the land. Funds to be spent within 7 years of receipt (Nov 2016).
PPR/59/209J	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	50,000.00	50,000.00	0.00	0.00	50,000.00	0.00	Contribution received towards improvements of the public realm in Yiewsley and West Drayton Town Centres. Funds to be spent within 5 years of receipt (2016).
PPR/60/209E	Yiewsley	Tesco, Trout Road Yiewsley. 60929/APP/2007/3744	35,000.00	35,000.00	0.00	0.00	35,000.00	**0.00**	Contribution received for the purposes of providing additional CCTV facilities and/or additional safety measures witihn the vicinity of the site.. Funds to be spent witihn 5 years of receipt (March 2016).
PPR/61/247	**Townfield**	**Former Hayes Sports and Social Club, 143 Church Road, Hayes. 65797/APP/2010/1176**	**7,663.99**	**0.00**	**0.00**	**0.00**	**7,663.99**	**7,663.99**	**Contribution received towards the cost of providing construction training courses delivered by the provision of a construction work place co-ordinator witihn the Authority's Area. Funds to be spent within 10 years of receipt (June 2021).**
		PERFORMANCE, PARTNERSHIPS & REGENERATION SUB - TOTAL	**3,329,829.96**	**3,218,165.97**	**1,986,550.29**	**1,975,185.25**	**1,343,279.67**	**69,869.21**	
PORTFOLIO: FINANCE PROPERTY & BUSINESS SERVICES									
E/02/18	West Drayton	Old Mill House, Thorney Mill Road, West Drayton 41706C/91/1904	59,556.42	59,556.42	52,577.45	52,577.45	6,978.97	0.00	Revenue cost (12K) spent. The balance is required for the establishment and management of a nature reserve on nearby land. Works identified and now awaiting quotations from contractors. Officers have liaised with London Wildlife Trust and contractors with regards to phasing of the works (access and conservation improvements) required to improve the nature reserve. Works have now been scheduled by the area officer. Spend towards tree and footpath works. Further spend towards maintenance works. There are no time constraints upon the expenditure of the funds.
E/10/85 (see: PT/36)	Heathrow Villages	A4 Heathrow Corridor scheme - Match Funding for Heathrow Villages Chrysalis Projects	25,000.00	25,000.00	3,017.00	3,017.00	21,983.00	0.00	For Environmental Improvements on A4/M4 corridor. Balance allocated to improvements scheme at Berkeley Meadows also using funds at E/26/93. Trees are being scheduled for planting during the upcoming planting season. Officers chasing prices for other works. Spend reduced due to rectification of miscoding. No time constraints. A programme of works has been drawn up for this site. Formal allocation of funds to be sought.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
E/17/26D (see: PT/56 & PPR/18)	Botwell	Trident Site, Phase 3 Stockley Park - Lake Farm & Botwell Green Play Area 37977/P/94/335	1,323,400.00	1,323,400.00	1,187,301.83	1,187,301.83	136,098.17	0.00	Balance for Lake Farm. Friends of Lake Farm now agreed scope of works. Engineering Consultancy have been commissioned to commence works to enhancing slope of BMX track. Botwell Green Play area complete. See Cabinet report 18 December 2003. Spend due to engineering consultancy fees and drawings. Planning permission for skate park granted. Spend for consultancy fees preparing the tender document and CDM (Construction and demolition management preparation). No time limits.
E/21/74C (see: PT/65, EYL/40 & E/20)	Uxbridge North	Land at Johnson's Yard - Uxbridge TC CCTV 53936/APP/2002/1357	5,389.15	5,389.15	5,180.57	5,180.57	208.58	0.00	Funds received for the Uxbridge Town Centre CCTV Initiative. No time constraints. Improvement works completed April 2005. No additional works have been identified to date that would be in accordance with the terms of the legal agreement. Interest accrued.
E/22/97B (see: PT/69)	Botwell	Land at West Drayton Depot Stockley Road West Drayton - Monitoring of Noise & Dust Emissions 2760/APP/2003/2816	5,622.02	5,622.02	4,841.41	4,841.41	780.61	0.00	Monitoring of Noise and Dust emissions. Interest accrued. Funds spent towards noise and dust emissions monitoring. Unspent funds at 4 May 2011 to be refunded.
E/24/62 (See also PT/60 & PPR/23)	Brunel	Land at Lyon Industrial Estate, High Rd, Cowley - Uxbridge Cowley Initiative (Employment Training, Air Quality & Highway Works) 51095/APP/2000/1004	14,368.39	14,368.39	**12,752.79**	**12,331.47**	1,615.60	0.00	Towards Uxbridge/Cowley Initiative. Allocated to Air Quality Action Plan projects. This is a portion of a £30k contribution to be applied towards all or some of 4 different project areas. £1K income transferred to PPR/23. Interest accrued. No time constraints. **Spend towards operation of air quality monitoring stations in the borough.**
E/26/93 (Formerly PT/33)	Heathrow Villages	H.S.A Land, Bath Road 41687S/98/16	12,396.46	12,396.46	8,441.07	8,441.07	3,955.39	0.00	Available for Environmental Improvements in Bath Rd area. Balance allocated to improvements scheme at Berkeley Meadows also using funds at E/10/85. See update at E/10/85. Interest accrued. No time constraints. Spend towards tree planting**.**
E/28/71 (Formerly PT/40)	Botwell	Land at Hendrick Lovell, S.W of Dawley Road, Hayes 43554/C/92/787	12,692.00	12,692.00	267.81	267.81	12,424.19	0.00	Landscaping works (12.69K). Limited to specific area of land. Delays caused by land being in Stockley Park Consortium ownership. Green Spaces team is looking into the potential for a scheme within the parameters of the legal agreement. Site overgrown preventing planting trees in preferred location. The trees officer has suggested two locations on the site where they could be planted instead. Officers currently considering feasibility. No time constraints. Spend showing against wrong cost centre. To be transferred for next quarter.
E/32/01 (Formerly PT/43/01)	Townfield	Sainsbury Minet Site - Grapes Junction / 40601/H/91/1970	1,008,500.00	1,008,500.00	1,005,951.10	1,005,951.10	2,548.90	0.00	The balance has been included in s106 dated 10 May 2004 for Lombardy Retail Park, Coldharbour Lane for the Council to use the funds for the following specified improvements: (i) provision of CCTV coverage on the land (ii) provision of safety enhancements (iii) provision of environmental improvements to Uxbridge Rd (iv) provision of either CCTV within the wider area of the land, junction improvements at Springfield Road/Uxbridge Road, or installation of bollards and lighting along Springfield Road, or other similar schemes in the vicinity of the site to be agreed in writing by the developer. Sainsbury has given approval for a scheme in Lombardy Park. Playground works are complete. Spend towards design works to install lighting along main footpath . Unspent funds to be repaid by 12 January 2011. Scheme complete.
E/38/153B	Heathrow Villages	Polar Park, Bath Road, Harmondsworth 2964/APP/2002/1436 &1437	10,000.00	10,000.00	7,764.09	7,764.09	2,235.91	0.00	Funds received towards Air Quality initiatives within the vicinity of the site. No time constraints. Funds allocated towards two monitoring stations in vicinity of the site. (Cabinet Member Decision 22/6/2010). £7,764.09 spent towards air quality monitoring.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
E/42/140J	Pinkwell	MOD Records Office Stockley Road/Bourne Avenue, Hayes 18399/APP/2004/2284	104,308.09	104,308.09	25,156.76	25,156.76	79,151.33	0.00	To be applied towards the provision and maintenance of open space and recreational facilities within the area of the site. £25,000 allocated to Bourne Park Playing Fields. Balance allocated to Pinkwell Park. Drainage works to the Bourne Park Playing Fields are now complete.Funds not spent including interest within 7 years of receipt (i.e. 3 January 2014) are to be repaid. A programme of works is being drawn up by the area officer, including path works and play equipment. £1,996 spend towards play equipment transferred to E/45 due to miscoding.
E/44/174B	Heathrow Villages	Terminal 2, Heathrow 62360/APP/2006/2942	25,000.00	25,000.00	23,928.55	23,928.55	1,071.45	0.00	Funds received towards the implementation and monitoring of the Council's Air Quality Action Plan. Funds not spent by 16 November 2015 are to be repaid. Spend towards operation of air quality monitoring stations in the borough.Funds allocated towards two monitoring stations in the vicinity of the site. (Cabinet Member Decision 22/6/2010).
E/49/179B	Botwell	555-559 & r/o 51-553 Uxbridge Road, Hayes planning ref. 41390/APP/2006/1346	33,912.00	33,912.00	17,755.00	17,755.00	16,157.00	0.00	Funds received towards improvement to the open space facilities at Rosedale Park adjoining the land. No time limits. Spend towards improvements to Park Pavilion.
E/51/186C	Yiewsley	92-104, High St., Yiewsley 59189/APP/2005/3476	60,616.20	60,616.20	38,061.21	38,061.21	22,554.99	0.00	Funds received towards open space improvements at Yiewsley Recreation Ground. Funds unspent at 20/04/2015 to be returned. Spend towards footpath works completed Dec 09. Remaining funds to be spent towards play builder scheme. Completed June 2010.
E/52/190B	Uxbridge	Armstrong House & The Pavilions 43742/APP/2006/252	104,000.00	104,000.00	**37,858.71**	**34,155.61**	66,141.29	0.00	Funds received towards improvements to open space /recreation facilities at Fassnidge Park and/or cycle links to the park. Funds unspent as at 29/7/2015 must be returned. Funds allocated towards a scheme of improvements at Fassnidge Park (Cabinet Member decision 21/10/09). Spend towards improvements to bowling green. **Spend towards provision of the Adizone (£14,989 total), opened March 2011**
E/53/192B	Uxbridge	126/127, Waterloo Road Uxbridge 2325/APP/2006/3452	20,913.64	20,913.64	11,271.70	11,271.70	9,641.94	0.00	Funds received towards provision of public open space in the locality of the site. Officers lookng at a programme of improvements to Rockingham Recreation Ground. No time limits. Funds to be spent towards playbuilder scheme, due to commence spring 2010. Playbuilder scheme completed August 2010. Awaiting invoices.
E/54/194D	Uxbridge	Frays Adult Education Centre, Harefield Road, Uxbridge. 18732/APP/2006/1217	44,509.05	44,509.05	41,536.22	41,536.22	2,972.83	0.00	Funds received towards the provision of open space facilities witihn the Borough of Hillingdon. No time limits. Funds allocated to Hillingdon Court Park (reconstruction of the bowling green). Cabinet Member decision 20/7/09. Scheme completed October 09, awaiting financial completion.
E/55/203	Townfield	Tarmac Site, Pump Lane Hayes. 19377/APP/2007/3089 & 2008/893	30,000.00	30,000.00	0.00	0.00	30,000.00	0.00	Funds received towards an air quality management study in the surrounding land (to be conducted only after the planning premission has been implemented). Funds allocated towards air quality study. (Cabinet Member Decision 22/6/2010).
E/59/155F	West Drayton	Former RAF - Porters Way, West Drayton 5107/APP/2005/2082	20,000.00	20,000.00	0.00	0.00	20,000.00	0.00	Funds received towards the maintenance of play facilities at Stockley Recration Ground (Mulberry Parade). Funds to be spent by Dec 2012.
E/67/209H	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	33,640.70	33,640.70	0.00	0.00	33,640.70	0.00	Contribution received for the purposes of expanding the exisiting facilities at Yiewsley Recreation Ground. Funds to be spent by March 2016.
E/69/246B	**Botwell**	**561& 563 Uxbridge Road, Hayes. 63060/APP/2007/1385**	**20,175.83**	**0.00**	**0.00**	**0.00**	**20,175.83**	**0.00**	**Contribution received towards the cost of improving Rosedale Park which adjoins the land. No time limit on spend.**
		FINANCE PROPERTY & BUSINESS SERVICES SUB -	**2,973,999.95**	**2,953,824.12**	**2,483,663.27**	**2,479,538.85**	**490,336.68**	**0.00**	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
PORTFOLIO: SOCIAL SERVICES, HEALTH AND HOUSING									
H/1/152C *40	Brunel	Middlesex Lodge, 189 Harlington Road, Hillingdon 12484/APP/2005/1791	8,903.60	8,903.60	0.00	0.00	8,903.60	0.00	Funds received to provide for healthcare facilities and places. The PCT has started work on moving a GP to a new site that will allow them to increase the provision of services. PCT to send details to allow a decision to be made as to whether allocation of these s106 funds is appropriate. No time limit on expenditure.
H/3/155A *41	West Drayton	Fmr RAF West Drayton, Porters Way, West Drayton 5107/APP/2005/2082	149,904.56	149,904.56	76,404.56	76,404.56	73,500.00	0.00	Funds received as half of the contribution. To be used solely for the provision of general practitioner services within a 2 mile radius of the Site. The PCT has identified potential use of the funds to expand an existing GP surgery within walking distance of Porters Way. PCT to send details to allow a decision to be made as to whether allocation of these s106 funds is appropriate. Time limit on expenditure 3 years following receipt i.e. 05/12/2009. Second half of contribution received 9/12/08. Funds to be spent by Dec 2011. £76,404.56 (1st half of contribution), transferred to PCT to cover costs towards expansion of GP services in the local
H/4/140H *43	Pinkwell	MOD Records Office Stockley Road/Bourne Avenue, Hayes 18399/APP/2004/2284	53,495.95	53,495.95	0.00	0.00	53,495.95	0.00	To be applied towards the costs of providing primary health care facilities within the Borough. Funds not spent including interest within 7 years of receipt (3 January 2014) are to be repaid. Funds allocated towards the expansion of HESA health Centre (Cabinet Member Decision 6/4/2011).
H/5/161C *44	West Drayton	Former Honeywell Site, Trout Road, West Drayton 335/APP/2002/2754	51,117.73	51,117.73	0.00	0.00	51,117.73	0.00	To be applied only towards the provision of new health care facilities within premises to be constructed at the corner of High Street and St Stephens Road, Yiewsley. The PCT is working on a project to re-house 3 GP practices in the Yiewsley High Street area to allow for additional GP services to be provided and capacity expanded. New community nursing services will also be available. PCT to send details to allow a decision to be made as to whether allocation of these s106 funds is appropriate. Unexpended funds after 7 years of receipt (7 March 2014) are to be refunded including interest.
H/6/170C *48	Botwell	11-21, Clayton Rd., Hayes 56840/APP2004/630	30,527.21	30,527.21	0.00	0.00	30,527.21	0.00	To be applied towards the costs of providing primary health care facilities within the Borough. Funds not spent by 31 August 2012 are to be repaid.**F**unds allocated towards the expansion of the HESA Health Centre (Cabinet Member Decision 6/4/2011).
H/7/149D *50	Botwell	Hayes Goods Yard 10057/APP/2004/2996 & 2999	180,795.00	180,795.00	0.00	0.00	180,795.00	0.00	£2,953.08 received for primary health care facilities in the Borough as necessitated by the development. Unspent funds at 29 November 2014 are to be repaid. Further £156,801.92 received (Oct 08) towards same purpose. Unspent funds as at Oct 2015 are to be repaid. Further additional funds received (Jun 09) towards the same purpose (£21,040). Unspent funds as at Jun 2016 are to be repaid. Funds allocated towards the expansion of the HESA Health Centre (Cabinet Member Decision 4/6/2011).
H/8/186D *54	Yiewsley	92-105, High St., Yiewsley 59189/APP/2005/3476	15,549.05	15,549.05	0.00	0.00	15,549.05	0.00	Funds received towards the cost of providing additional primary heath facilities in the Borough. Funds not spent by 20/04/2015 must be returned.
H/10/190D *56	Uxbridge	Armstrong House & The Pavilions. 43742/APP/2006/252	43,395.00	43,395.00	0.00	0.00	43,395.00	0.00	Funds received towards primary health care facilities in the borough. Funds not spent by 29/7/2015 are to be returned to the developer.
H13/194E *59	Uxbridge	Frays Adult Education Centre, Harefield Road, Uxbridge. 18732/APP/2006/1217	12,426.75	12,426.75	0.00	0.00	12,426.75	0.00	Funds received towards the provision of healthcare facilities in the Borough. No time limits.
H/14/206C *64	Yiewsley	111 to 117 High St, Yiewsley. 6948/APP/2007/1326.	10,651.50	10,651.50	0.00	0.00	10,651.50	0.00	Funds received towards the provision of health care facilities in the borough. Funds to be spent by 2014.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
H/16/210C *68	Botwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/3561	49,759.00	49,759.00	0.00	0.00	49,759.00	0.00	Funds received as the first instalment of the healthcare contribution towards the cost of providing additional facilites to meet increased patient numbers in the local area. Funds to be spent by March 2015.
H/17/214C *69	Uxbridge	Hillingdon House Farm. 2543/APP/2005/870	74,276.46	74,276.46	0.00	0.00	74,276.46	0.00	contribution received towards the provision of primary healthcare facilities in the Uxbridge area. Funds to be spent within 7 years of receipt (April 2017). Contribution (£74,276.46) allocated towards proposed new Park Way Medical Centre (Cabinet Member Decision 6/4/2011).
H/18/219C *70	Yeading	Land rear of Sydney Court, Perth Avenue, Hayes. 6593/APP/2010/883	3,902.00	3,902.00	0.00	0.00	3,902.00	0.00	Funds received towards the cost of providing health facilites in the Authorities Area. No time limits.
H/23/209K *75	Yiewsley	Tesco, Trout Road,Yiewsley. 60929/APP/2007/3744	35,505.00	35,505.00	0.00	0.00	35,505.00	0.00	Contribution receivd towards the provision of local health service infrastructure in the Yiewsley, West Drayton, Cowley area. Funds to be spent by March 2016.
H/25/244C *77	**Townfield**	**505-509 Uxbridge Road, Hayes. 9912/APP/2009/1907**	**20,269.97**	**0.00**	**0.00**	**0.00**	**20,269.97**	**0.00**	**Funds received towards the cost of providing health facilities in the Authority's area (see legal agreement for details). Funds to be spent within 7 years of receipt (June 2018).**
		SOCIAL SERVICES HEALTH & HOUSING SUB-TOTAL	**740,478.78**	**720,208.81**	**76,404.56**	**76,404.56**	**664,074.22**	**0.00**	
		SECTION 106 SUB - TOTAL	**16,167,222.94**	**15,840,806.13**	**7,962,639.05**	**7,942,805.42**	**8,204,583.89**	**1,028,803.39**	
		GRAND TOTAL ALL SCHEMES	**18,177,871.09**	**17,851,454.28**	**8,774,894.87**	**8,711,285.35**	**9,402,976.22**	**1,028,803.39**	

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NOTES

The balance of funds remaining must be spent on works as set out in each individual agreement.
Bold and strike-through text indicates key changes since the Cabinet report for the previous quarter's figures.
Bold figures indicate changes in income and expenditure
Income figures for schemes within shaded cells indicate where funds are held in interest bearing accounts.
* Denotes funds the Council is unable to spend currently (totals £3,172,140.86)

*2: PT/05 £361,797.30 is restricted to public transport serving London Heathrow and subject to approval from BAA and bus operators.
*14: PT278/55 £166,027.95 is to be held as a returnable security deposit for the highway works (to be later refunded)
*16: PT278/27 £596,112.72 is to be held as a returnable security deposit for the highways works (to be later refunded).
*18: PT278/34 £194,910.65 includes a returnable security deposit for the highway works (to be later refunded) plus interest.
*20: PT278/44 £20,938.04 includes a returnable security deposit for the highway works (to be later refunded) plus interest.
*22: PT278/30 £5,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded)
*23: PT278/49 £22,108.66 includes a returnable security deposit for the highway works (to be later refunded) plus interest and funds for TfL costs.
*28: PT/24 £21,229.38 reasonable period' for spend has elapsedAgreement with developer being sought
*38:PT/88/140C £751,694.05 funds have been received to provide a specific bus service through TfL, therefore implementation is not within control of the Council.
*40:H/1 £8,903.60 funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.
*41:H/3 £73,500.00 funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.
*43:H/4 £53,495.95 funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.
*44:H/5 £51,117.73 funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.
*46:PT/88/140F £73,774.40 there has not been any petitions for parking schemes in the area.
*47:PT37/40E £32,805.42 there has not been any petitions for parking schemes in the area.
*48:H6 £30,527.21 funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.
*50:H/7/149D £180,795.00 funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.
*51:PT278/62/149A £5,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded).
*52:PT/278/65 £5,000.00 is to be held as a returnable security deposit for the highway works (to be later refunded).
*53:PT/37/40B-C £187,428.07 for highways improvements awaiting implementation of third phase of planning permission.
*54:H/8/186D 15,549.05 funds have been received to provide heath care facilities in the borough therefore are for the Hillingdon PCT to spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid August 2011)
			AS At 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 31/3/11	AS AT 30/6/11	AS AT 30/6/11	
*56:H/10/190D	£43,395.00	funds have been received to provide health care services in the borough therefore are for the Hillingdon PCT to spend.							
*59:H13/194E	£12,426.75	funds have been received to provide health care services in the borough therefore are for the Hillingdon PCT to spend.							
*60:PT/278/76	£5,000.00	is to be held as a returnable security deposit for highway works (to be later refunded)							
*61:PT/110/198B	£14,240.00	is to be held has a returnable deposit for the implementation of the travel plan (to be later refunded)							
*63:PT/111/205A	£20,000.00	is to be held as a returnable deposit for the implementation of the travel plan (later to be refunded)							
*64: H14/206C	£10,651.50	funds have been received to provide health care services in the borough therefore are for the Hillingdon PCT to spend.							
*67 PT/114/209A	£25,000.00	funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded)							
*68 H16/210C	£49,759.00	funds have been received to provide health care services in the borough therefore are for the Hillingdon PCT to spend.							
*69 H/17/214C	£74,276.46	funds have been received to provide health care services in the borough therefore are for the Hillingdon PCT to spend.							
*70:H/18/219C	£3,902.00	funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.							
*75 H/23/209K	£35,505.00	funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.							
*77:H/25/244C	£20,269.97	funds have been received to provide Health Care services in the borough therefore are for the Hillingdon PCT to spend.							
	£3,172,140.86								

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of the Local Government (Access to Information) Act 1985 as amended.

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Plans for Central & South Planning Committee

11th October 2011

HILLINGDON
LONDON

INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning & Enforcement Services

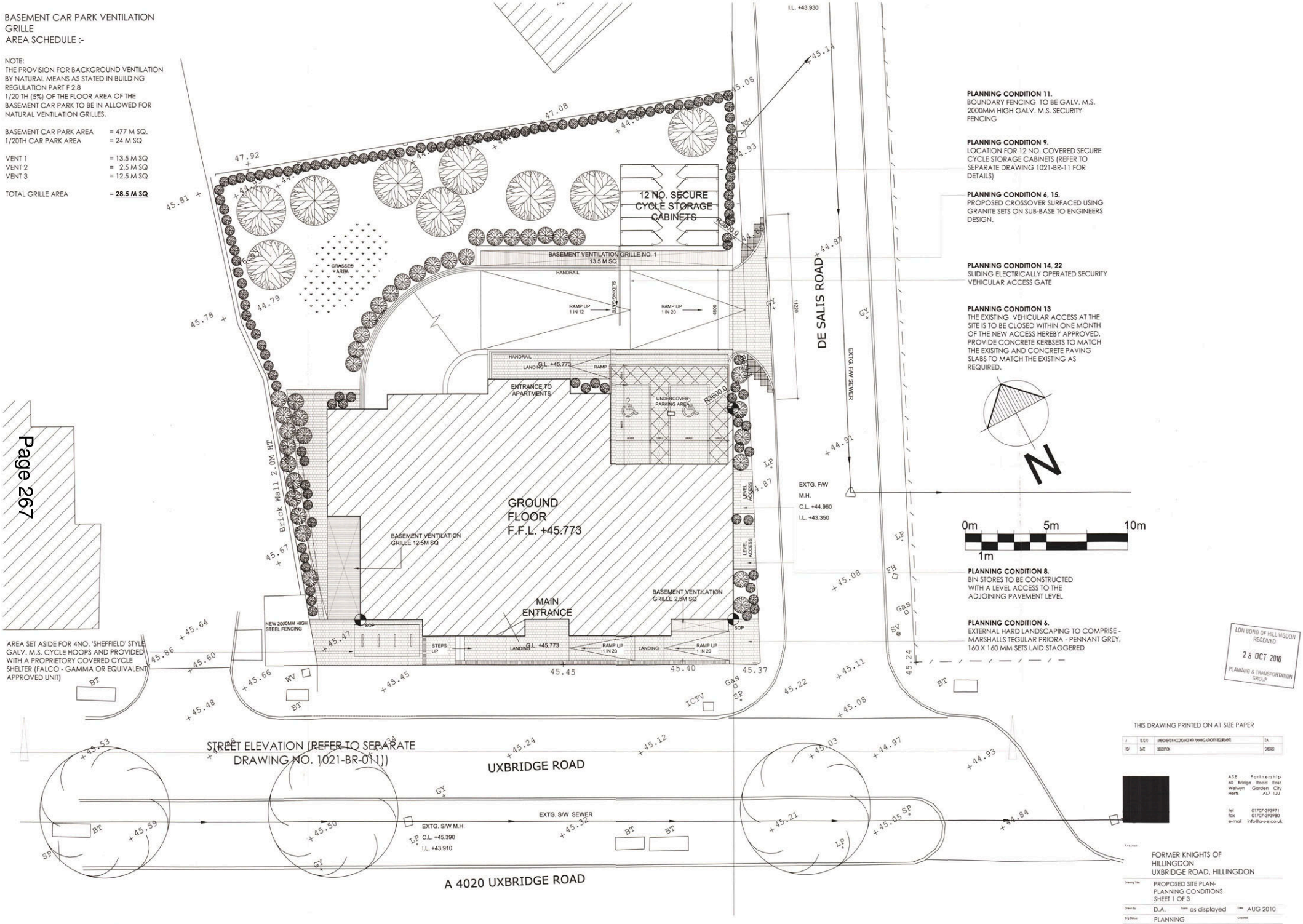
Address	KNIGHTS OF HILLINGDON FLORISTS UXBRIDGE ROAD HILLINGDON
Development:	Reserved matters (landscaping) in compliance with condition 2 of the Secretary of State's Appeal Decision ref:APP/R5510/A/09/2119085 dated 17/06/2010 (LBH ref:15407/APP/2009/1838): Erection of new health centre and 12 residential units with ancillary car parking and landscaped amenity space (involving demolition of existing building).
LBH Ref Nos:	15407/APP/2010/2209

Date Plans Received:	16/09/2010	**Date(s) of Amendment(s):**	
Date Application Valid:	13/05/2011		

BASEMENT CAR PARK VENTILATION GRILLE
AREA SCHEDULE :-

NOTE:
THE PROVISION FOR BACKGROUND VENTILATION BY NATURAL MEANS AS STATED IN BUILDING REGULATION PART F 2.8
1/20 TH (5%) OF THE FLOOR AREA OF THE BASEMENT CAR PARK TO BE IN ALLOWED FOR NATURAL VENTILATION GRILLES.

BASEMENT CAR PARK AREA	= 477 M SQ.
1/20TH CAR PARK AREA	= 24 M SQ
VENT 1	= 13.5 M SQ
VENT 2	= 2.5 M SQ
VENT 3	= 12.5 M SQ
TOTAL GRILLE AREA	= **28.5 M SQ**



PLANNING CONDITION 11.
BOUNDARY FENCING TO BE GALV. M.S. 2000MM HIGH GALV. M.S. SECURITY FENCING

PLANNING CONDITION 9.
LOCATION FOR 12 NO. COVERED SECURE CYCLE STORAGE CABINETS (REFER TO SEPARATE DRAWING 1021-BR-11 FOR DETAILS)

PLANNING CONDITION 6, 15.
PROPOSED CROSSOVER SURFACED USING GRANITE SETS ON SUB-BASE TO ENGINEERS DESIGN.

PLANNING CONDITION 14, 22
SLIDING ELECTRICALLY OPERATED SECURITY VEHICULAR ACCESS GATE

PLANNING CONDITION 13
THE EXISTING VEHICULAR ACCESS AT THE SITE IS TO BE CLOSED WITHIN ONE MONTH OF THE NEW ACCESS HEREBY APPROVED. PROVIDE CONCRETE KERBSETS TO MATCH THE EXISITNG AND CONCRETE PAVING SLABS TO MATCH THE EXISTING AS REQUIRED.

PLANNING CONDITION 8.
BIN STORES TO BE CONSTRUCTED WITH A LEVEL ACCESS TO THE ADJOINING PAVEMENT LEVEL

PLANNING CONDITION 6.
EXTERNAL HARD LANDSCAPING TO COMPRISE - MARSHALLS TEGULAR PRIORA - PENNANT GREY, 160 X 160 MM SETS LAID STAGGERED

LON BORO OF HILLINGDON
RECEIVED
28 OCT 2010
PLANNING & TRANSPORTATION GROUP

THIS DRAWING PRINTED ON A1 SIZE PAPER

REV	DATE	DESCRIPTION	CHKD
A	12.10.10	AMENDMENTS IN ACCORDANCE WITH PLANNING AUTHORITY REQUIREMENTS	DA

ASE Partnership
60 Bridge Road East
Welwyn Garden City
Herts AL7 1JU
tel 01707-393971
fax 01707-393980
e-mail info@a-s-e.co.uk

Project
FORMER KNIGHTS OF HILLINGDON
UXBRIDGE ROAD, HILLINGDON

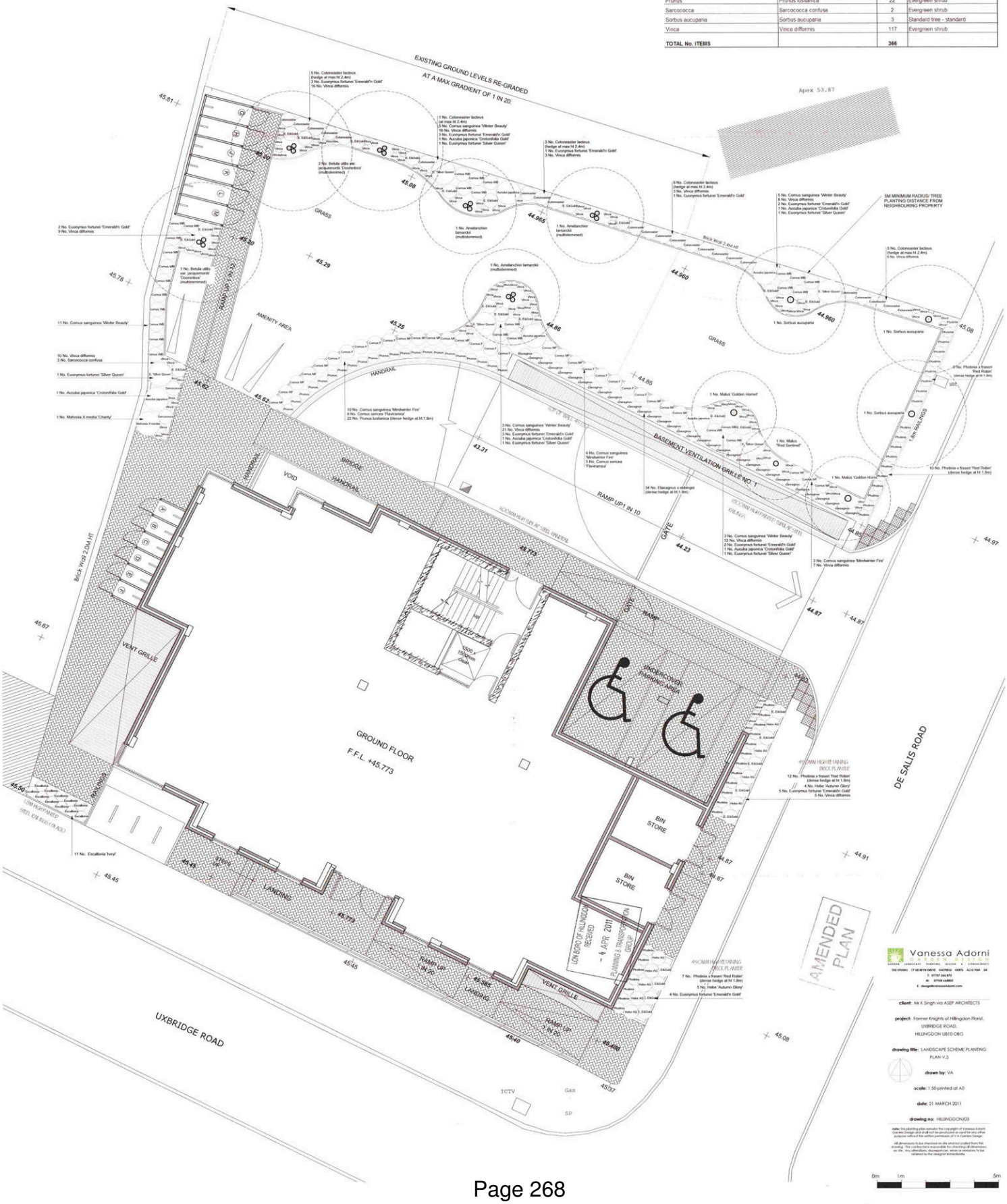
Drawing Title
PROPOSED SITE PLAN-
PLANNING CONDITIONS
SHEET 1 OF 3

Drawn By	D.A.	Scale as displayed	Date AUG 2010
Drg Status	PLANNING		Checked
Drawing No	1021-BR-010		Revision A

SITE PLAN AS PROPOSED (1:100)

PLANT KEY:

ABBREVIATED NAME	HORTICULTURAL NAME	No. to supply	PLANT TYPE
Amelanchier lamarckii	Amelanchier lamarckii	3	Deciduous tree - multistemmed
Aucuba japonica	Aucuba japonica 'Crotonifolia Gold'	5	Evergreen shrub
Betula utilis var.jacquemontii 'Doorenbos'	Betula utilis var.jacquemontii 'Doorenbos'	3	Deciduous tree - multistemmed
Cornus F	Cornus sericea 'Flaviramea'	13	Deciduous shrub
Cornus MF	Cornus sanguinea 'Mindwinter Fire'	19	Deciduous shrub
Cornus WB	Cornus sanguinea 'Winter Beauty'	27	Deciduous shrub
Cotoneaster	Cotoneaster lacteus	23	Evergreen shrub
E. E&Gold	Euonymus fortunei 'Emerald'n Gold'	27	Evergreen shrub
E. 'Silver Queen'	Euonymus fortunei 'Silver Queen'	5	Evergreen shrub
Elaeagnus	Elaeagnus x ebbingei	34	Evergreen shrub
Escallonia	Escallonia 'Ivey'	11	Evergreen shrub
Hebe AG	Hebe 'Autumn Glory'	9	Evergreen shrub
Mahonia X media	Mahonia X media 'Charity'	1	Evergreen shrub
Malus "Golden Hornet"	Malus "Golden Hornet"	2	Deciduous tree - standard
Malus "Red Sentinel"	Malus "Red Sentinel"	1	Deciduous tree - standard
Photinia	Photinia x fraseri 'Red Robin'	39	Evergreen shrub
Prunus	Prunus lusitanica	22	Evergreen shrub
Sarcococca	Sarcococca confusa	2	Evergreen shrub
Sorbus aucuparia	Sorbus aucuparia	3	Standard tree - standard
Vinca	Vinca difformis	117	Evergreen shrub
TOTAL No. ITEMS		**366**	



Vanessa Adorni

client: Mr K Singh via ASEP ARCHITECTS

project: Former Knights of Hillingdon Florist, UXBRIDGE ROAD, HILLINGDON UB10 0BG

drawing title: LANDSCAPE SCHEME PLANTING PLAN V.3

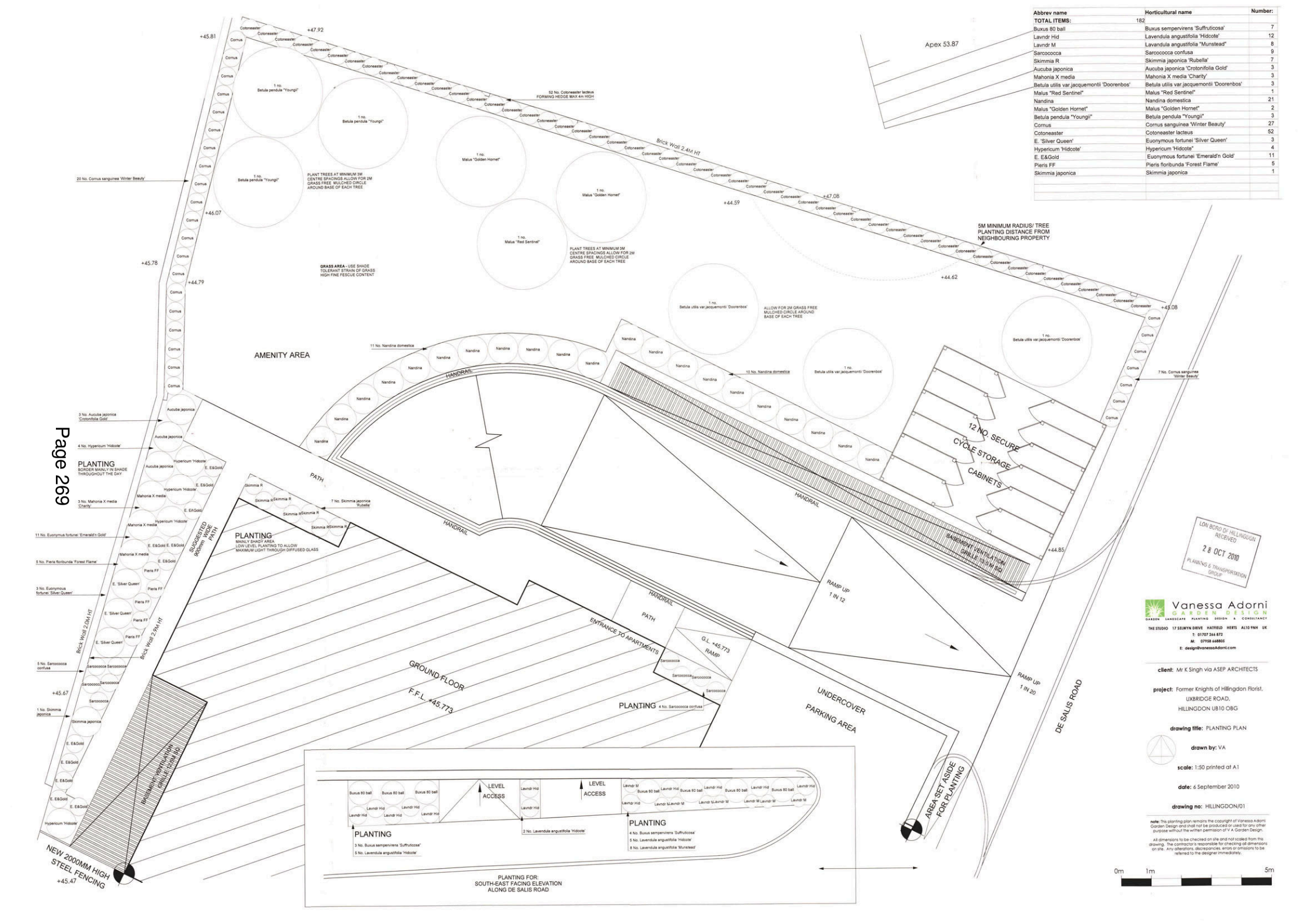
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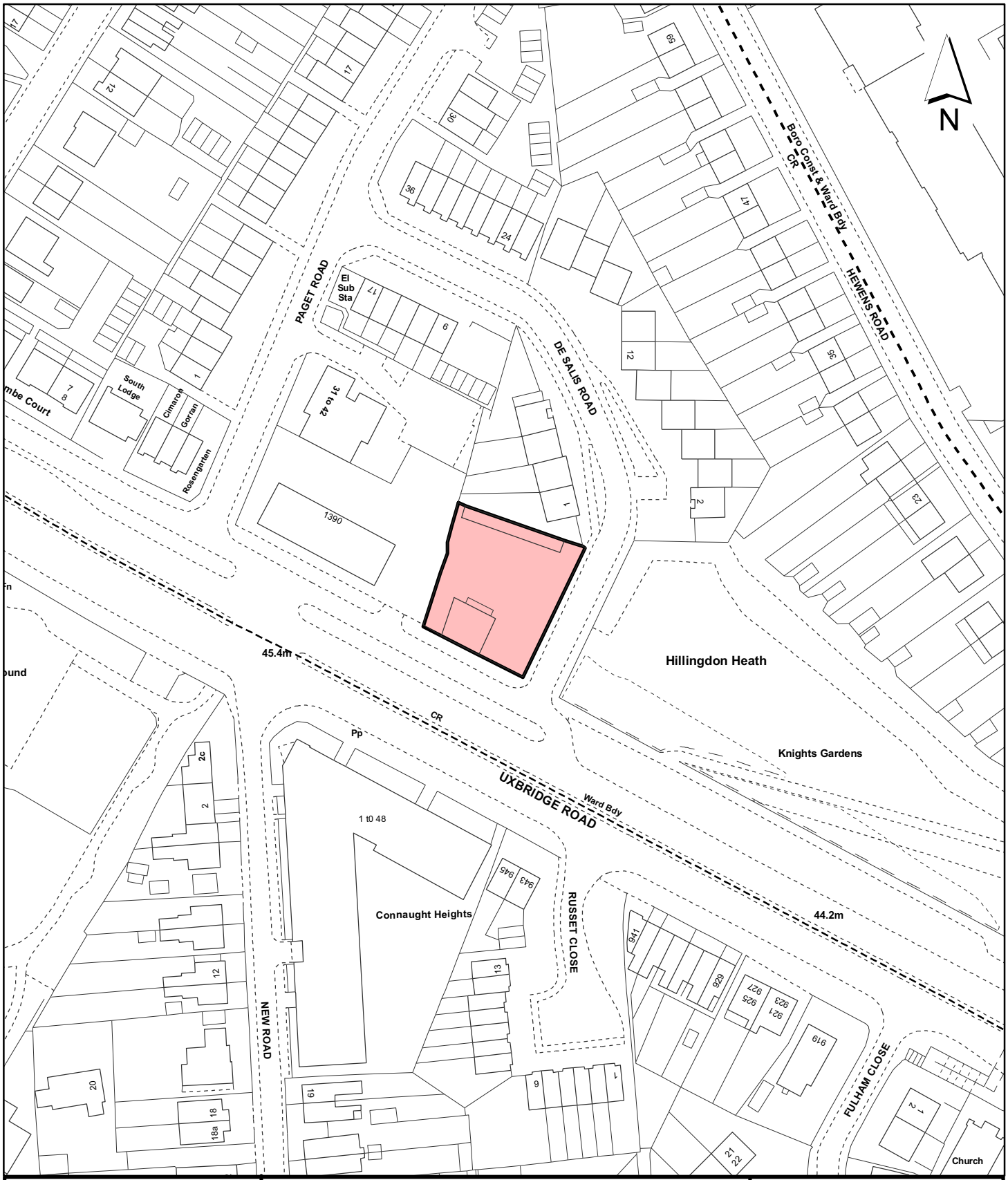
scale: 1:50 printed at A0

date: 21 MARCH 2011

drawing no: HILLINGDON/03

0m 1m 5m


Abbrev name | Horticultural name | Number:
TOTAL ITEMS: 182
Buxus 80 ball | Buxus sempervirens 'Suffruticosa' | 7
Lavndr Hid | Lavendula angustifolia 'Hidcote' | 12
Lavndr M | Lavandula angustifolia "Munstead" | 8
Sarcococca | Sarcococca confusa | 9
Skimmia R | Skimmia japonica 'Rubella' | 7
Aucuba japonica | Aucuba japonica 'Crotonifolia Gold' | 3
Mahonia X media | Mahonia X media 'Charity' | 3
Betula utilis var.jacquemontii 'Doorenbos' | Betula utilis var.jacquemontii 'Doorenbos' | 3
Malus "Red Sentinel" | Malus "Red Sentinel" | 1
Nandina | Nandina domestica | 21
Malus "Golden Hornet" | Malus "Golden Hornet" | 2
Betula pendula "Youngii" | Betula pendula "Youngii" | 3
Cornus | Cornus sanguinea 'Winter Beauty' | 27
Cotoneaster | Cotoneaster lacteus | 52
E. 'Silver Queen' | Euonymous fortunei 'Silver Queen' | 3
Hypericum 'Hidcote' | Hypericum 'Hidcote' | 4
E. E&Gold | Euonymous fortunei 'Emerald'n Gold' | 11
Pieris FF | Pieris floribunda 'Forest Flame' | 5
Skimmia japonica | Skimmia japonica | 1
Apex 53.87
+47.92
+45.81
+47.08
+44.59
+46.07
+45.78
+44.79
+44.62
+45.08
+44.85
+45.67
+45.47
1 no. Betula pendula "Youngii"
1 no. Betula pendula "Youngii"
1 no. Betula pendula "Youngii"
1 no. Malus "Golden Hornet"
1 no. Malus "Golden Hornet"
1 no. Malus "Red Sentinel"
1 no. Betula utilis var.jacquemontii 'Doorenbos'
1 no. Betula utilis var.jacquemontii 'Doorenbos'
1 no. Betula utilis var.jacquemontii 'Doorenbos'
52 No. Cotoneaster lacteus FORMING HEDGE MAX 4m HIGH
20 No. Cornus sanguinea 'Winter Beauty'
PLANT TREES AT MINIMUM 3M CENTRE SPACINGS ALLOW FOR 2M GRASS FREE MULCHED CIRCLE AROUND BASE OF EACH TREE
PLANT TREES AT MINIMUM 3M CENTRE SPACINGS ALLOW FOR 2M GRASS FREE MULCHED CIRCLE AROUND BASE OF EACH TREE
ALLOW FOR 2M GRASS FREE MULCHED CIRCLE AROUND BASE OF EACH TREE
GRASS AREA - USE SHADE TOLERANT STRAIN OF GRASS HIGH FINE FESCUE CONTENT
Brick Wall 2.4M HT
5M MINIMUM RADIUS/ TREE PLANTING DISTANCE FROM NEIGHBOURING PROPERTY
AMENITY AREA
11 No. Nandina domestica
10 No. Nandina domestica
7 No. Cornus sanguinea 'Winter Beauty'
HANDRAIL
HANDRAIL
HANDRAIL
HANDRAIL
12 NO. SECURE CYCLE STORAGE CABINETS
BASEMENT VENTILATION GRILLE 10.0 M SQ
RAMP UP 1 IN 12
RAMP UP 1 IN 20
3 No. Aucuba japonica 'Crotonifolia Gold'
4 No. Hypericum 'Hidcote'
PLANTING
BORDER MAINLY IN SHADE THROUGHOUT THE DAY
3 No. Mahonia X media 'Charity'
11 No. Euonymus fortunei 'Emerald'n Gold'
5 No. Pieris floribunda 'Forest Flame'
3 No. Euonymous fortunei 'Silver Queen'
5 No. Sarcococca confusa
1 No. Skimmia japonica
Brick Wall 2.0M HT
Brick Wall 2.9M HT
SUGGESTED 900mm WIDE PATH
PATH
7 No. Skimmia japonica 'Rubella'
PLANTING
MAINLY SHADY AREA
LOW LEVEL PLANTING TO ALLOW MAXIMUM LIGHT THROUGH DIFFUSED GLASS
BASEMENT VENTILATION GRILLE 6.0M SQ
NEW 2000MM HIGH STEEL FENCING
ENTRANCE TO APARTMENTS
GROUND FLOOR
F.F.L. +45.773
G.L. +45.773 RAMP
PLANTING 4 No. Sarcococca confusa
UNDERCOVER PARKING AREA
AREA SET ASIDE FOR PLANTING
DE SALIS ROAD
LEVEL ACCESS
LEVEL ACCESS
PLANTING
3 No. Buxus sempervirens 'Suffruticosa'
5 No. Lavendula angustifolia 'Hidcote'
2 No. Lavendula angustifolia 'Hidcote'
PLANTING
4 No. Buxus sempervirens 'Suffruticosa'
5 No. Lavendula angustifolia 'Hidcote'
8 No. Lavendula angustifolia 'Munstead'
PLANTING FOR: SOUTH-EAST FACING ELEVATION ALONG DE SALIS ROAD
LON BORO OF HILLINGDON RECEIVED 28 OCT 2010 PLANNING & TRANSPORTATION GROUP
Vanessa Adorni GARDEN DESIGN
GARDEN LANDSCAPE PLANTING DESIGN & CONSULTANCY
THE STUDIO 17 SELWYN DRIVE HATFIELD HERTS AL10 9NH UK
T: 01707 264 872
M: 07958 668805
E: design@vanessaAdorni.com
client: Mr K Singh via ASEP ARCHITECTS
project: Former Knights of Hillingdon Florist, UXBRIDGE ROAD, HILLINGDON UB10 0BG
drawing title: PLANTING PLAN
drawn by: VA
scale: 1:50 printed at A1
date: 6 September 2010
drawing no: HILLINGDON/01
note: This planting plan remains the copyright of Vanessa Adorni Garden Design and shall not be produced or used for any other purpose without the written permission of V A Garden Design.
All dimensions to be checked on site and not scaled from this drawing. The contractor is responsible for checking all dimensions on site. Any alterations, discrepancies, errors or omissions to be referred to the designer immediately.
0m 1m 5m



Notes

Site boundary

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Site Address

Knights of Hillingdon Florists
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:
15407/APP/2010/2209

Scale
1:1,250

Planning Committee
Central and South

Date
September 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):**	03/06/2011 22/07/2011 24/08/2011 28/09/2011
Date Application Valid:	03/06/2011		

NOTES:

SUBJECT TO STATUTORY CONSENTS

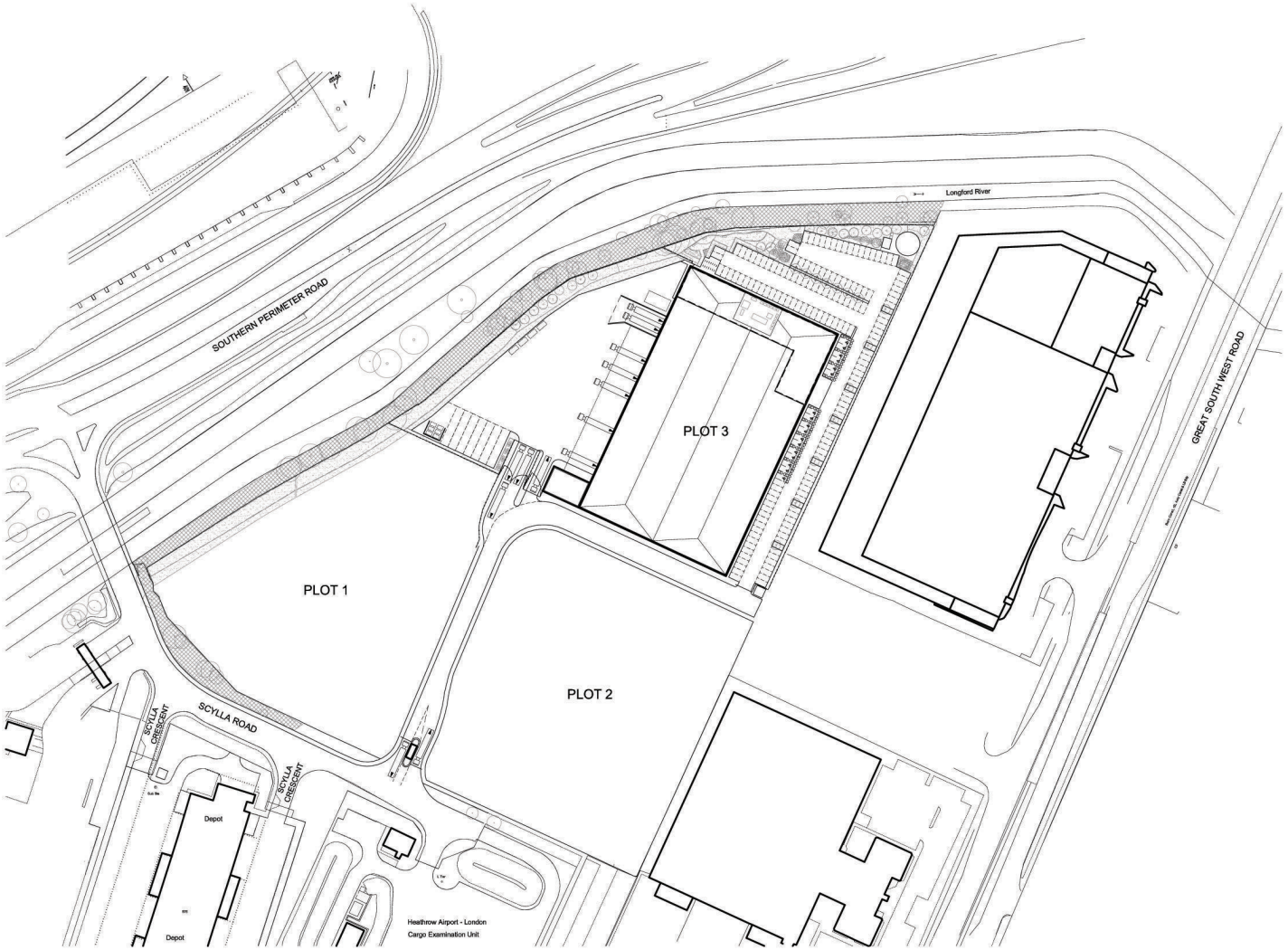
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N



01/101 SITE LAYOUT PLAN
1:1000

REV	DATE	NOTE	DRAW	CHCK
–	26/05/2011	First issue	PW	AC

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 PLATO PLACE
ST.DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 6182
FAX 020 7736 3898
www.msa-architects.co.uk

TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

DRAWING
SITE LAYOUT PLAN

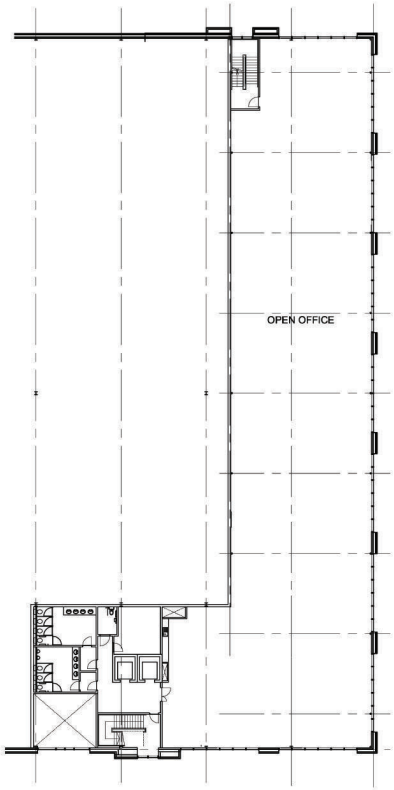
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	STATUS: FOR PLANNING	CHECKED: AC

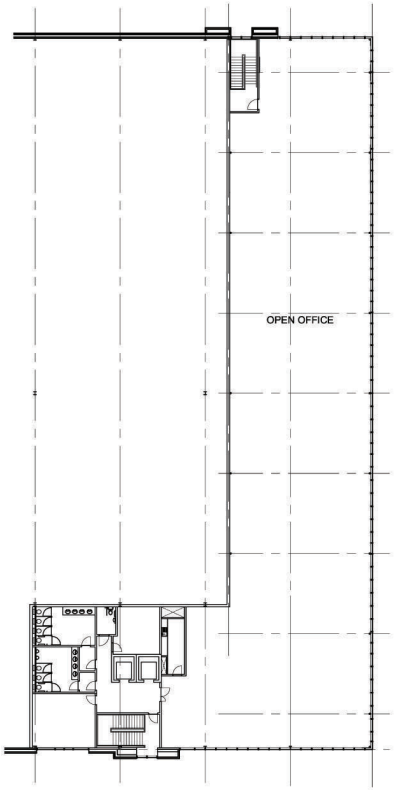
DRAWING NUMBER
30234 / PL / 101



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

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MICHAEL SPARKS ASSOCIATES
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11 PLATO PLACE
ST.DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 8182
FAX 020 7736 3896
www.msa-architects.co.uk

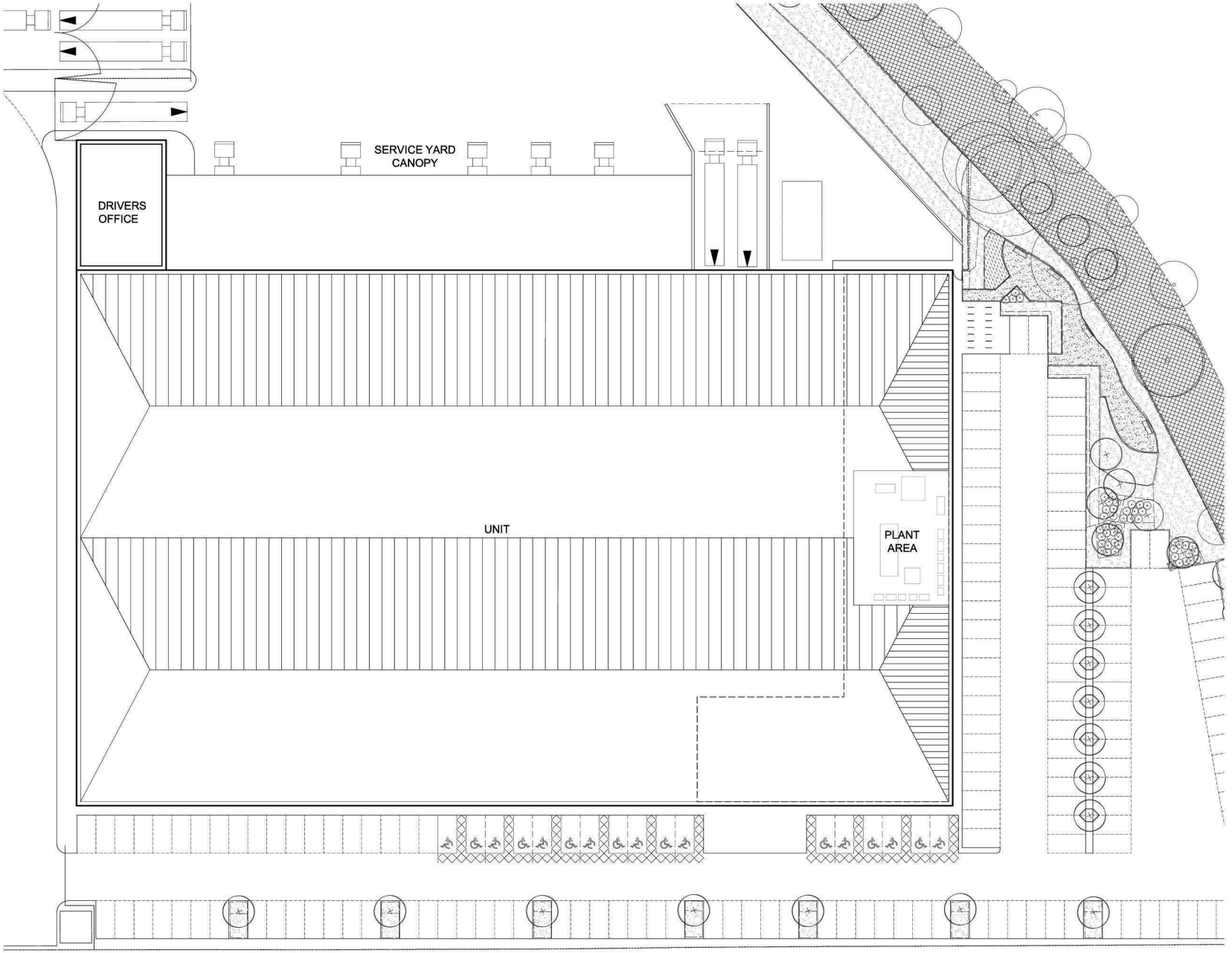
TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

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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TELEPHONE 020 7736 6162
FAX 020 7736 3896
www.msa-architects.co.uk

TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

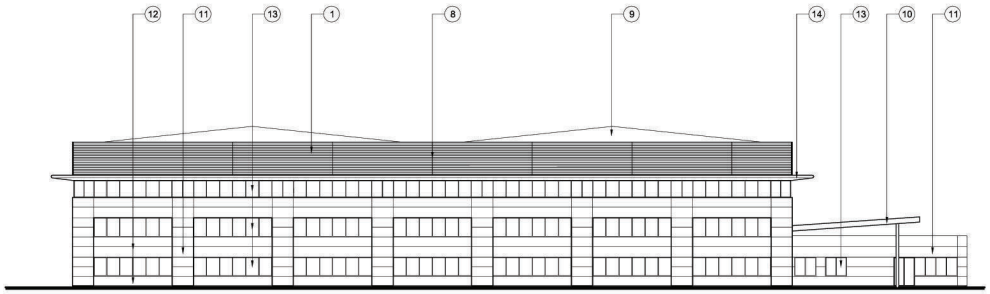
DRAWING
PROPOSED ROOF PLAN
UNIT 3

CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

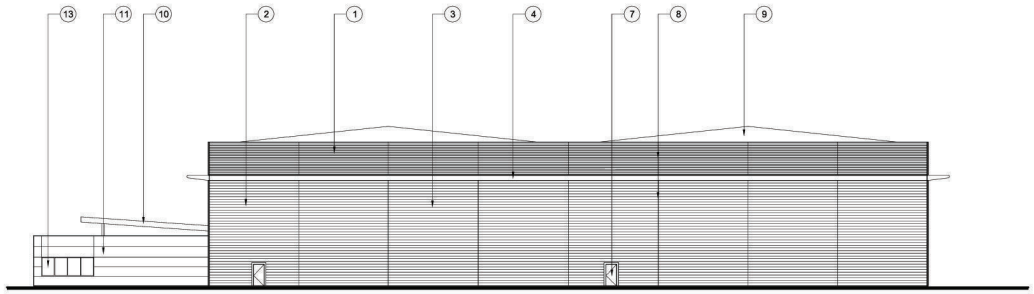
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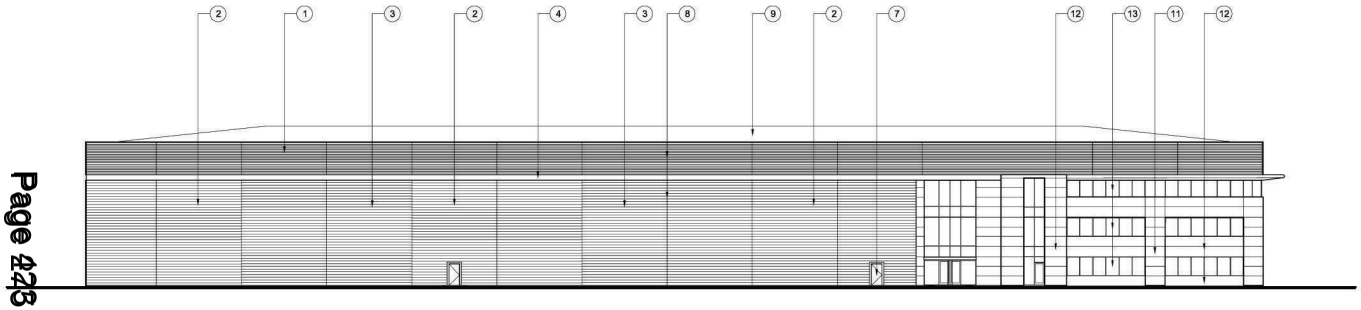
01/112 ROOF PLAN
1:250



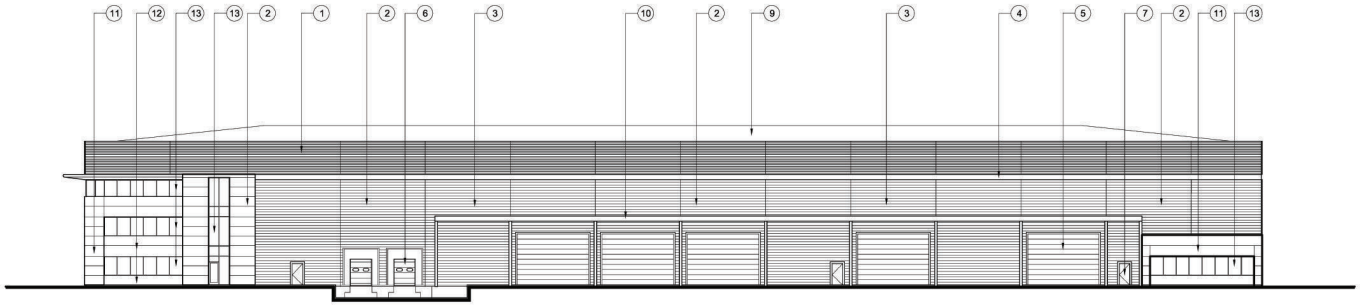
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1:250



02/108 SOUTH ELEVATION
1:250



03/108 EAST ELEVATION
1:250



04/108 WEST ELEVATION
1:250

NOTES:

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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 Horitzontal 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 "I" 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)

REV	DATE	NOTE	DRAW	CHCK
–	26/05/2011	First issue	PW	AC

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TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

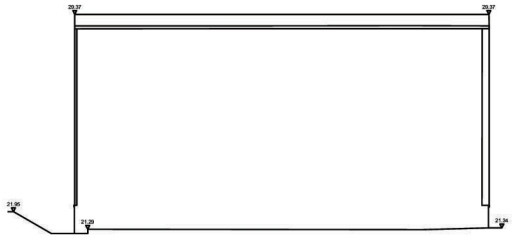
DRAWING
PROPOSED ELEVATIONS
UNIT 3

CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

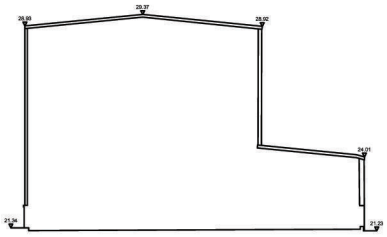
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MAY 2010	1:250@A1	PW
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DRAWING NUMBER
30234 / PL / 108

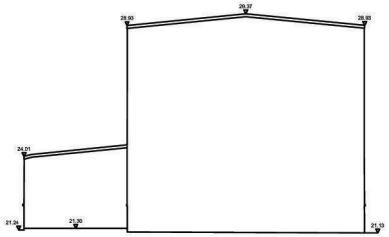
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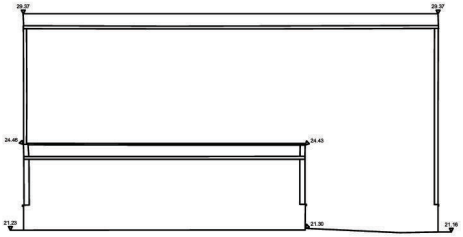
ELEVATION TWO



ELEVATION THREE



ELEVATION FOUR

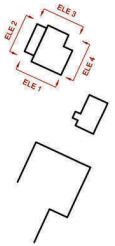


NOTES

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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MK43 0RN

JOB TITLE

SCYLLA ROAD
HEATHROW

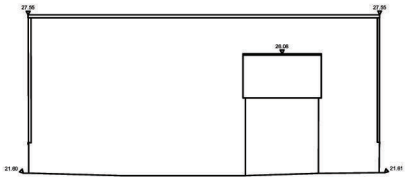
DRAWING TITLE

ELEVATIONS

DRAWING No.	DRAWN BY	DATE
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SURVEYED BY		SCALE
MSD		1:100

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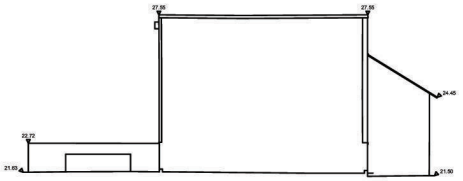
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15.000m A.O.D

ELEVATION SIX

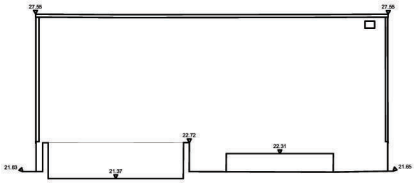
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15.000m A.O.D

ELEVATION SEVEN

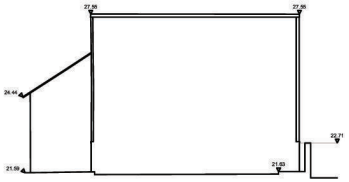
30.000m A.O.D



15.000m A.O.D

ELEVATION EIGHT

30.000m A.O.D



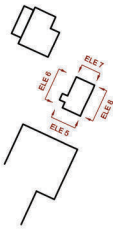
15.000m A.O.D

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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CLIENT

PACE PROJECT SERVICES LIMITED
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LIDLINGTON
BEDFORDSHIRE
MK43 0RN

JOB TITLE

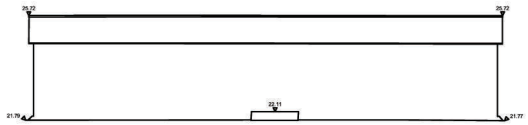
SCYLLA ROAD
HEATHROW

DRAWING TITLE

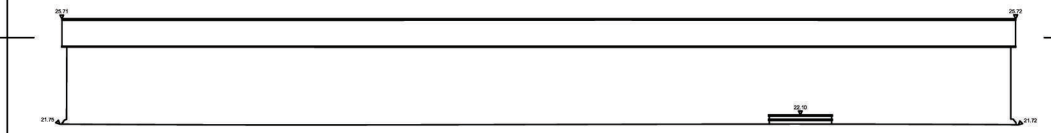
ELEVATIONS

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MSD		1:100

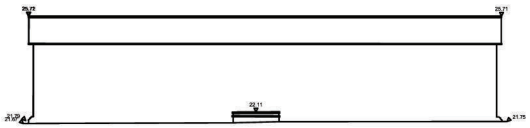
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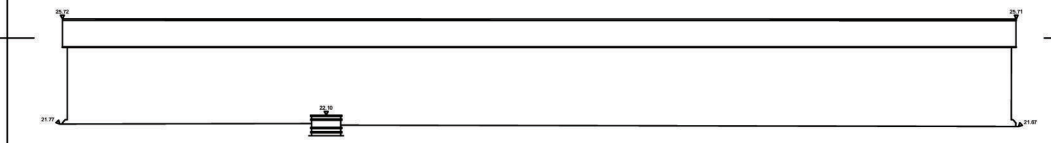
ELEVATION TEN



ELEVATION ELEVEN



ELEVATION TWELVE

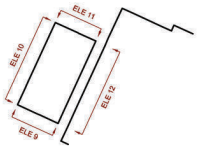


NOTES

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

KND SURVEYS Ltd
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CLIENT

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MK43 0RN

JOB TITLE

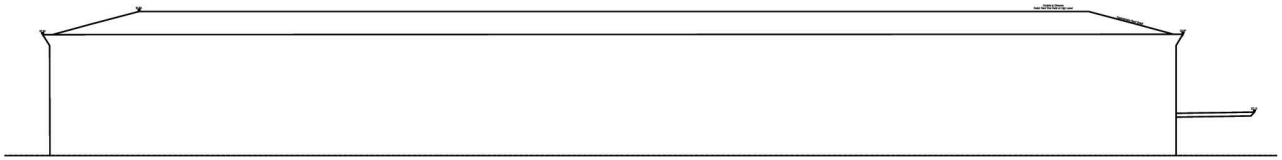
SCYLLA ROAD
HEATHROW

DRAWING TITLE

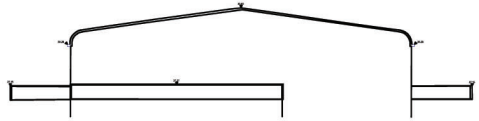
ELEVATIONS

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MSD		1:100

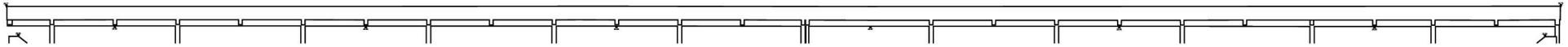
ADJACENT PROPERTY
PANALPINA WORLD TRANSPORT LTD



ADJACENT PROPERTY
SCYLLA ROAD



ADJACENT PROPERTY
SCHENKER LTD



NOTES

1 LEVELS ARE RELATED TO ORDNANCE SURVEY BY GPS OBSERVATION.

2 SURVEY HAS BEEN CARRIED OUT TO AN ACCURACY OF 50MM/300MM/RMTS WITH A 1:500 SCALE DRAWING.

NO	DATE	DETAILS

REVISIONS

KND SURVEYS LTD
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CLIENT

FACE PROJECT: BW HOPE LIMITED
CHURCH LANE COTTAGE
CHURCH LANE
DELIGHTON
BRIDPORDSHIRE
WA20 3BA

JOB TITLE

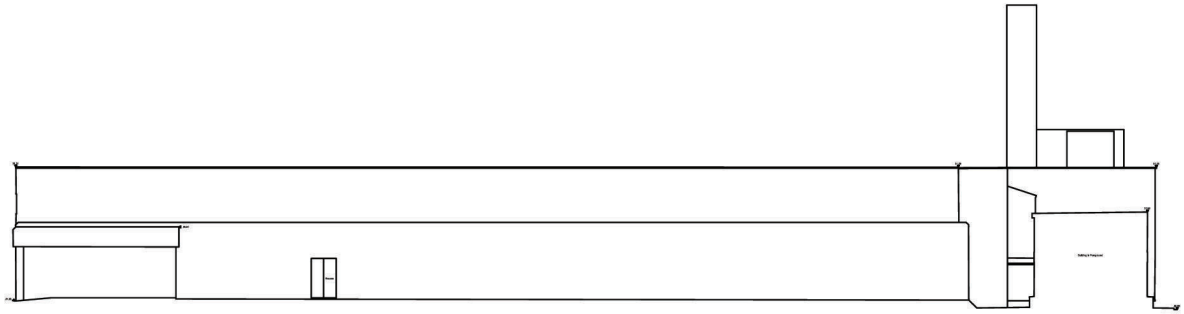
SCYLLA ROAD
HEATHROW

DRAWING TITLE

ELEVATIONS

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SURVEYED BY		SCALE
PBW / MSD		1:200

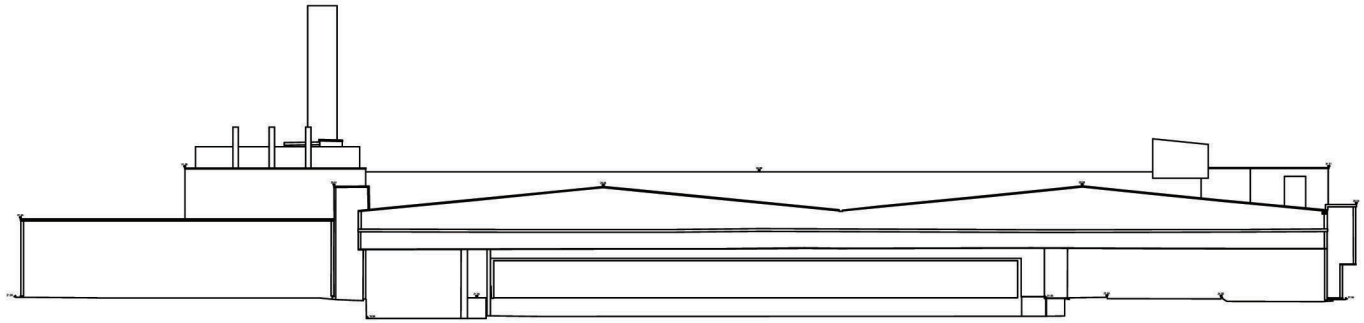
ELEVATION FIFTEEN



30.000m A.O.D

15.000m A.O.D

ELEVATION SIXTEEN



30.000m A.O.D

15.000m A.O.D

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

KND SURVEYS LTD
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CLIENT

PAGE PROJECT DEVELOPERS LIMITED
CHUDOX LANE COTTAGE
CHUDOX LANE
LEA ROUTON
HEREFORDSHIRE
HR2 0SN

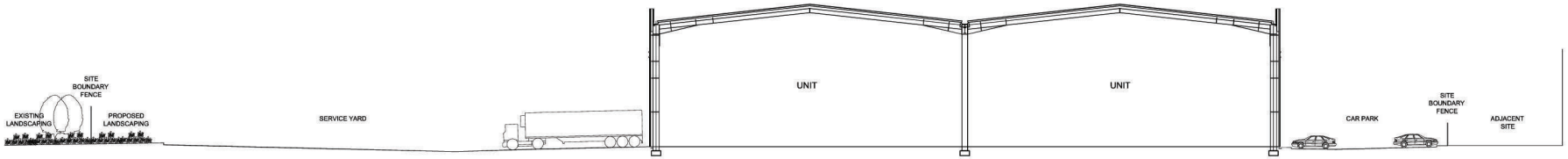
JOB TITLE

SCYLLA ROAD
HIGHTHORN

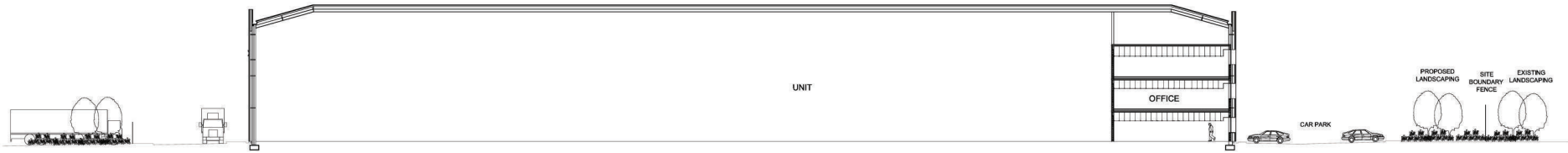
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ELEVATIONS

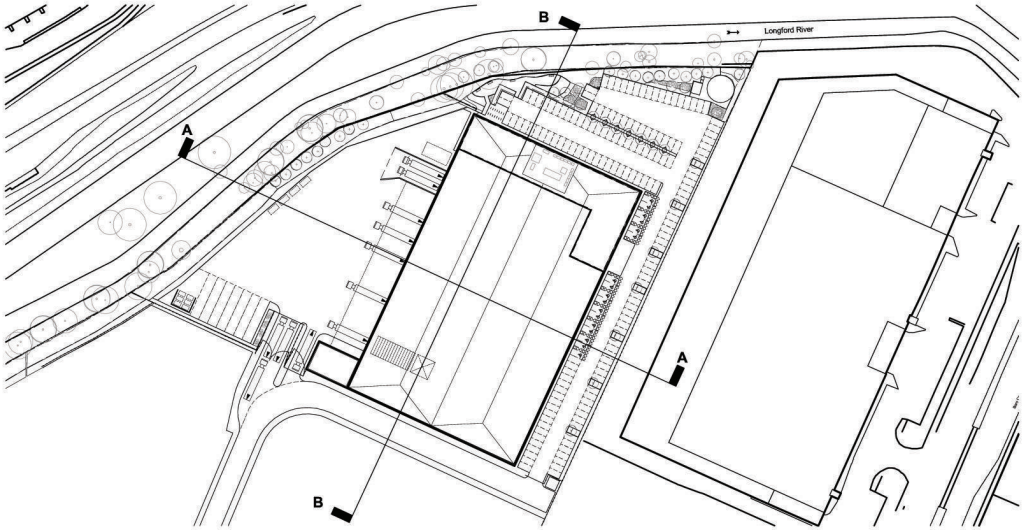
DRAWING No.	DRAWN BY	DATE
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CHECKED BY		SCALE
PBM / MBD		1:200



01 / 113 SITE SECTION A-A
1:250



02 / 113 SITE SECTION B-B
1:250



03 / 113 SITE PLAN

N

NOTES:

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REV	DATE	NOTE	DRAW	CHCK
–	26/05/2011	First issue	PW	AC

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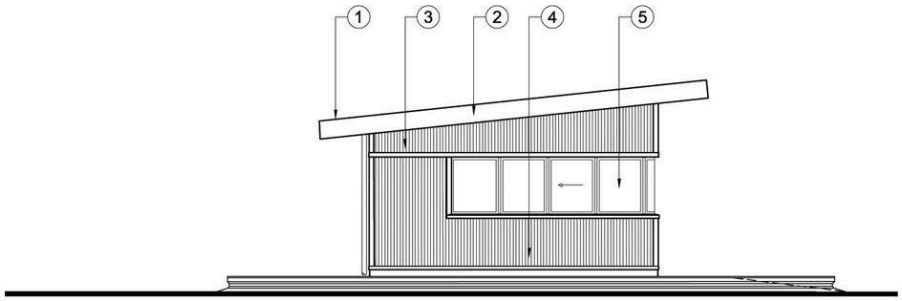
TITLE
PHASE 1 - SCYLLA ROAD, HEATHROW

DRAWING
PROPOSED SITE SECIONS
UNIT 3

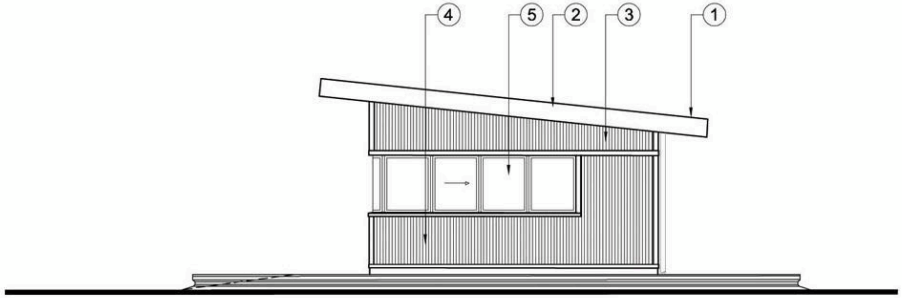
CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
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	STATUS: FOR PLANNING	CHECKED: AC

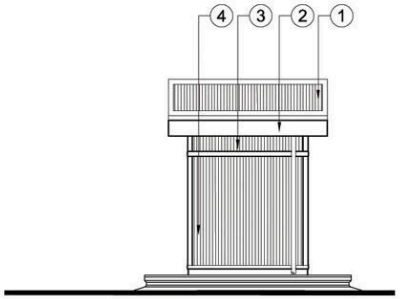
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30234 / PL / 113



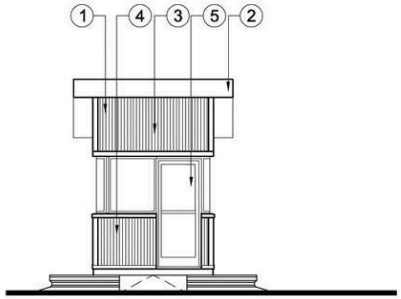
02/111 WEST ELEVATION
1:100



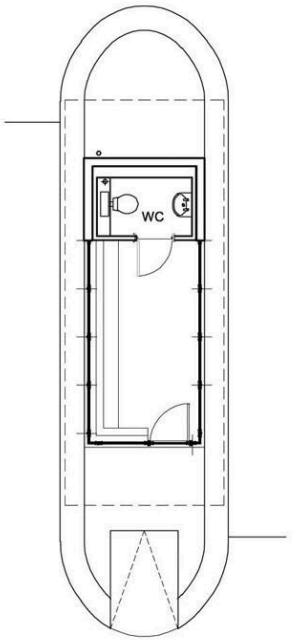
04/111 EAST ELEVATION
1:100



03/111 NORTH ELEVATION
1:100



05/111 SOUTH ELEVATION
1:100



01/111 GATEHOUSE FLOOR PLAN
1:100

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)

NOTES:

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Key Plan

REV	DATE	NOTE	DRAW	CHCK
-	25/05/11	First Issue	GZ	PW

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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

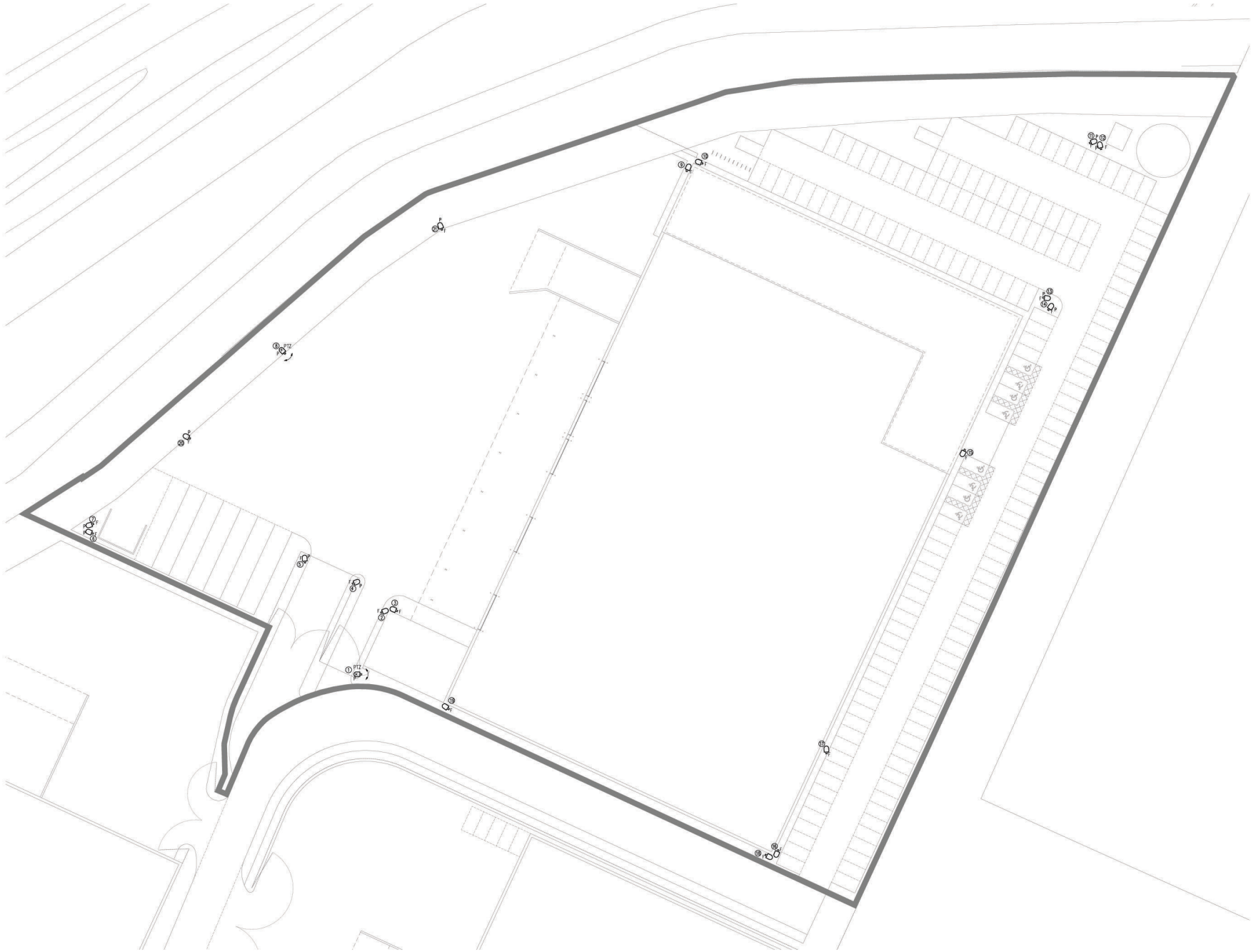
Balance of area not covered by buildings will contain:

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 – 5m
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	Rev'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 DRG No's
0001~110325 30234-FE-052C

PLANNING ISSUE

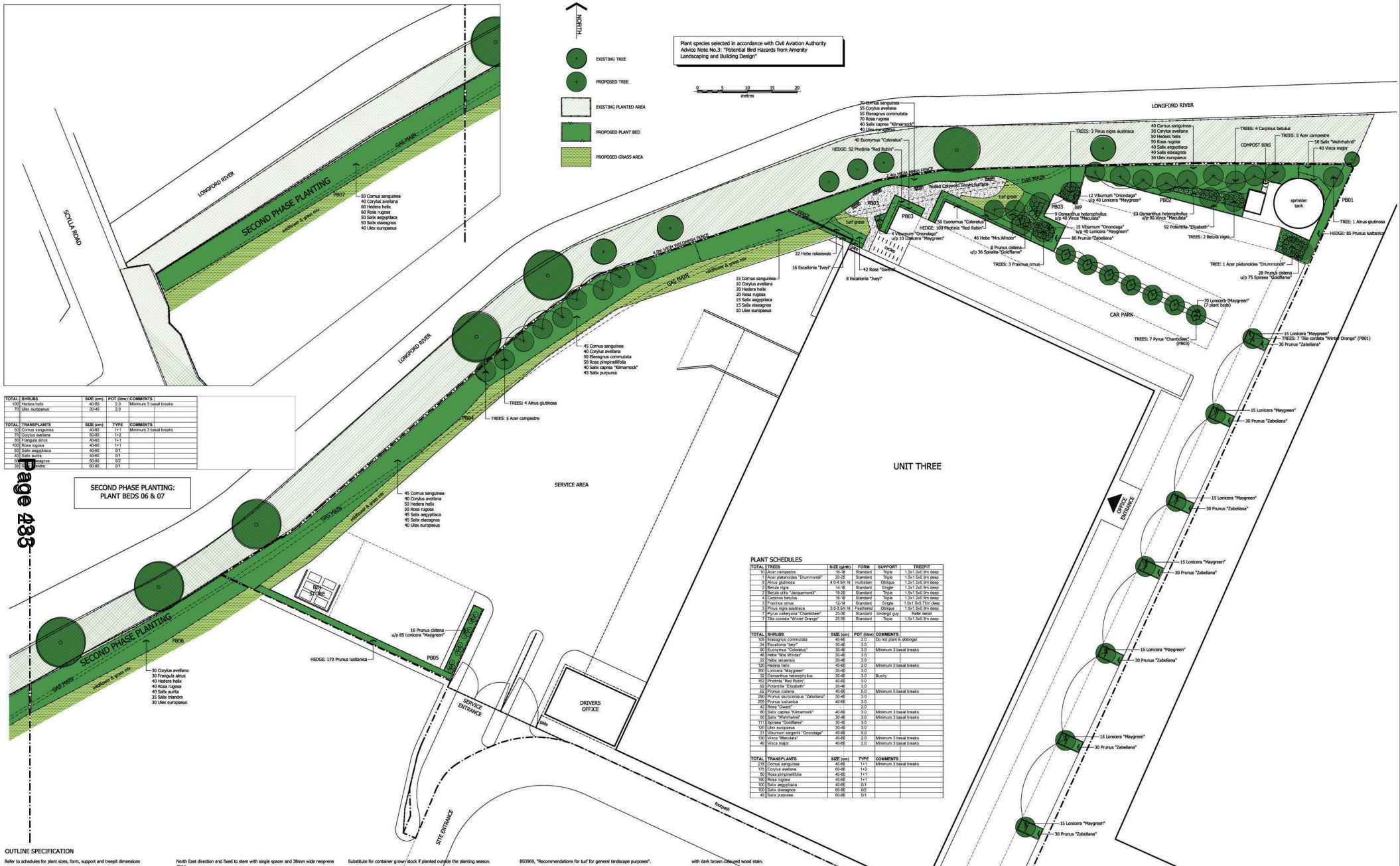
HOARE LEA
www.hoarelea.com
BIRMINGHAM
BRISTOL
CARDIFF
ISLE OF MAN
LEEDS
LONDON
MANCHESTER
OXFORD
PLYMOUTH
POOLE

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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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	
90	Salix elaeagnos	60-80	0/2	
35	Salix triandra	60-80	0/1	

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
1	Fraxinus ornus	10-14	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	Elaeagnus 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
280	Prunus laurocerasus "Zabeliana"	30-40	3.0	
255	Prunus lusitanica	40-60	3.0	
42	Rosa "Gwent"		2.0	
80	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 existing 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 Terravital-G 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: "EM11" "Cricklade Meadow" Grass Mixture sown at a rate of 5 grams per sq.m, as supplied by Emorgate 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 500mm 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

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

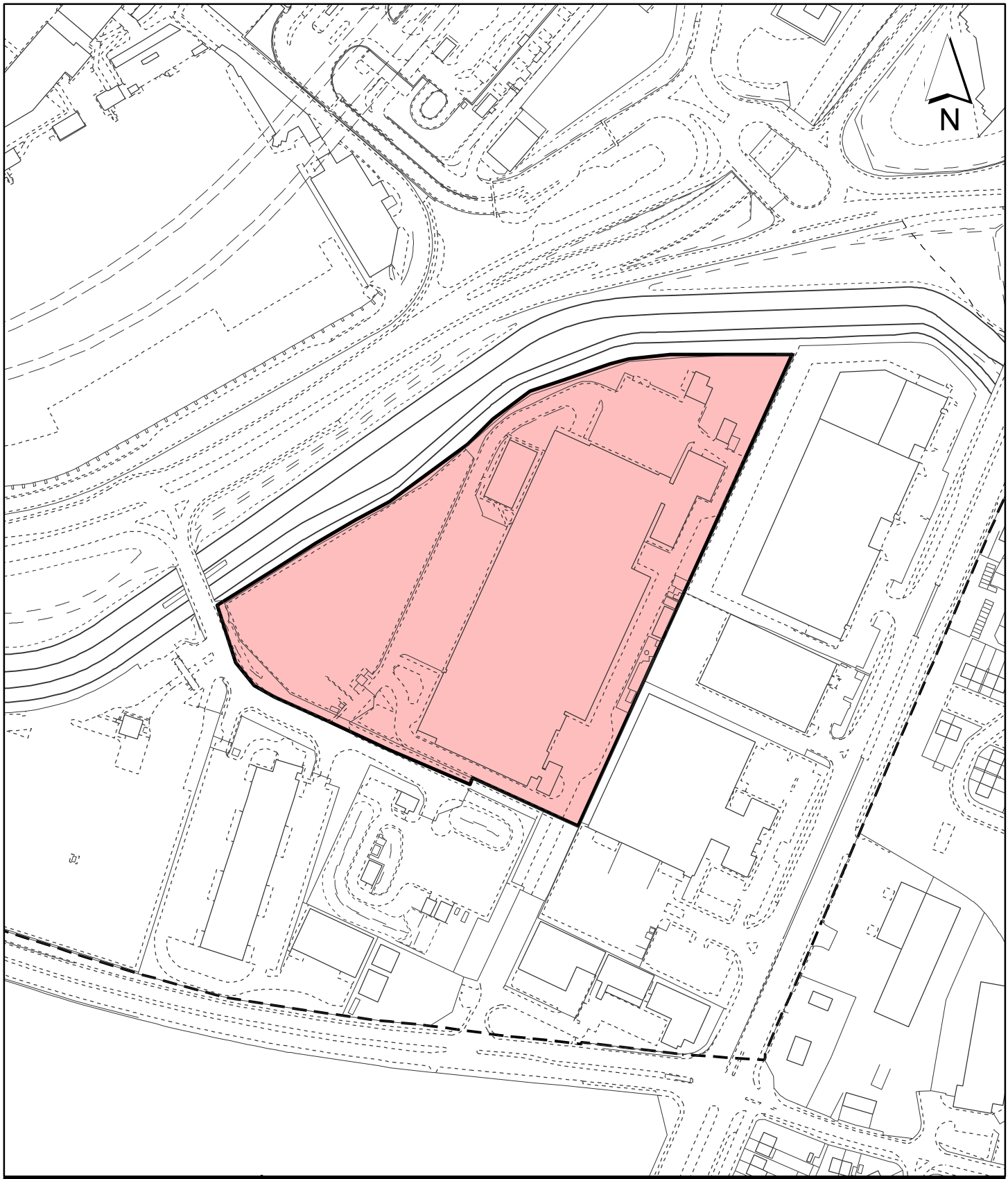
1 of 1

STATISTICS

Description	Symbol	Avg	Max	Min	Min/Max	Min/Avg
Gatehouse	+	20 lux	29 lux	8 lux	0.22	0.40
Roadway	+	22 lux	42 lux	9 lux	0.21	0.41

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description
	F	18	P1BG2T1LOW P1BG2T1LOW on 6m columns	250W HPS LOW PRESSURE SODIUM



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

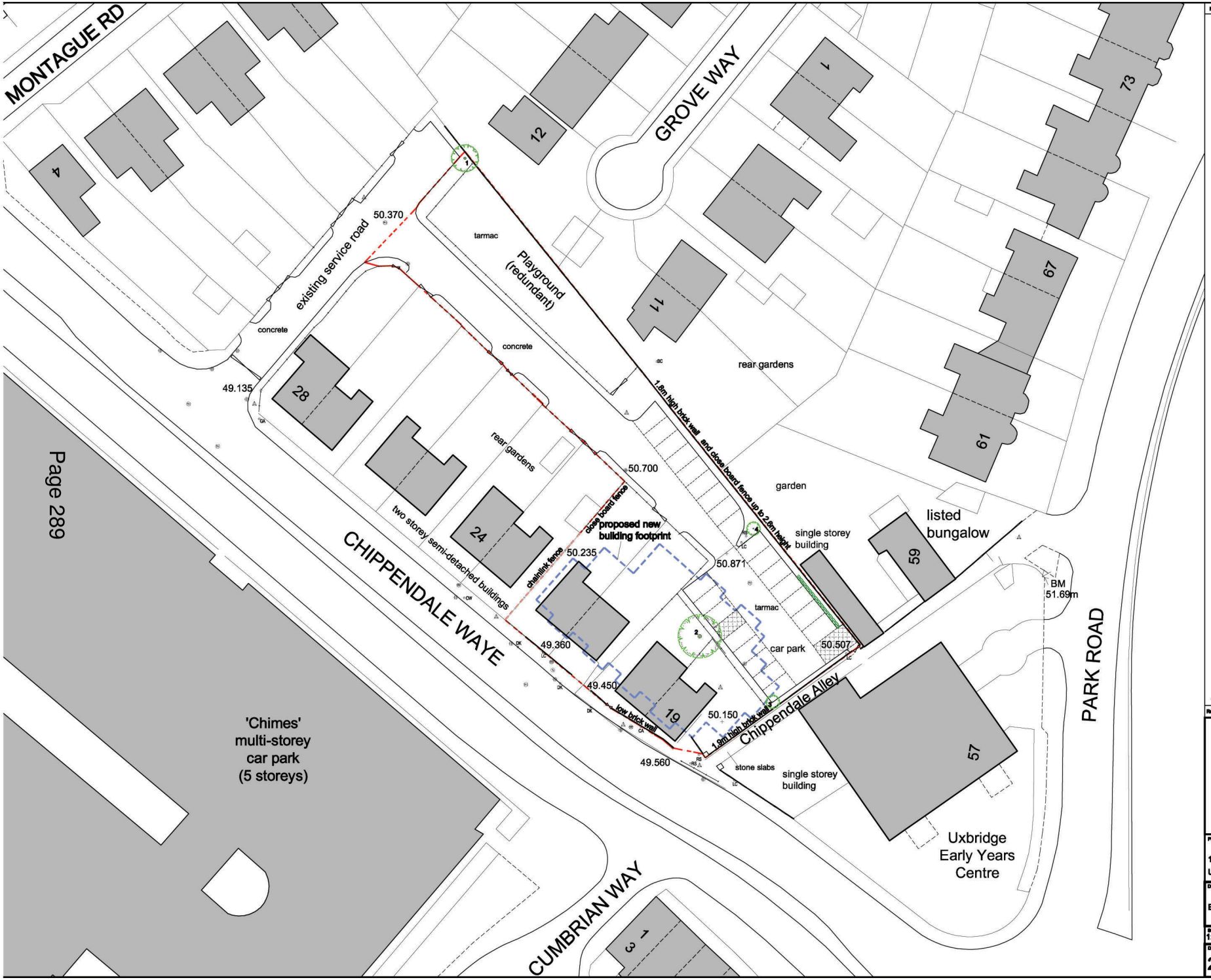
Planning Application Ref:	Scale
50270/APP/2011/1422	**1:3,000**
Planning Committee	Date
Central and South	**August 2011**

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	19-22 CHIPPENDALE WAYE & CAR PARK AREA TO REAR OF 23-28 CHIPPENDALE WAYE UXBRIDGE MIDDX
Development:	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). (Outline Application).
LBH Ref Nos:	67544/APP/2011/736

Date Plans Received:	21/03/2011	**Date(s) of Amendment(s):**	21/03/2011
Date Application Valid:	21/03/2011		



NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Council Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING

Rev	Revision notes	Initials	Date
-	-	-	-

HILLINGDON
LONDON

MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT

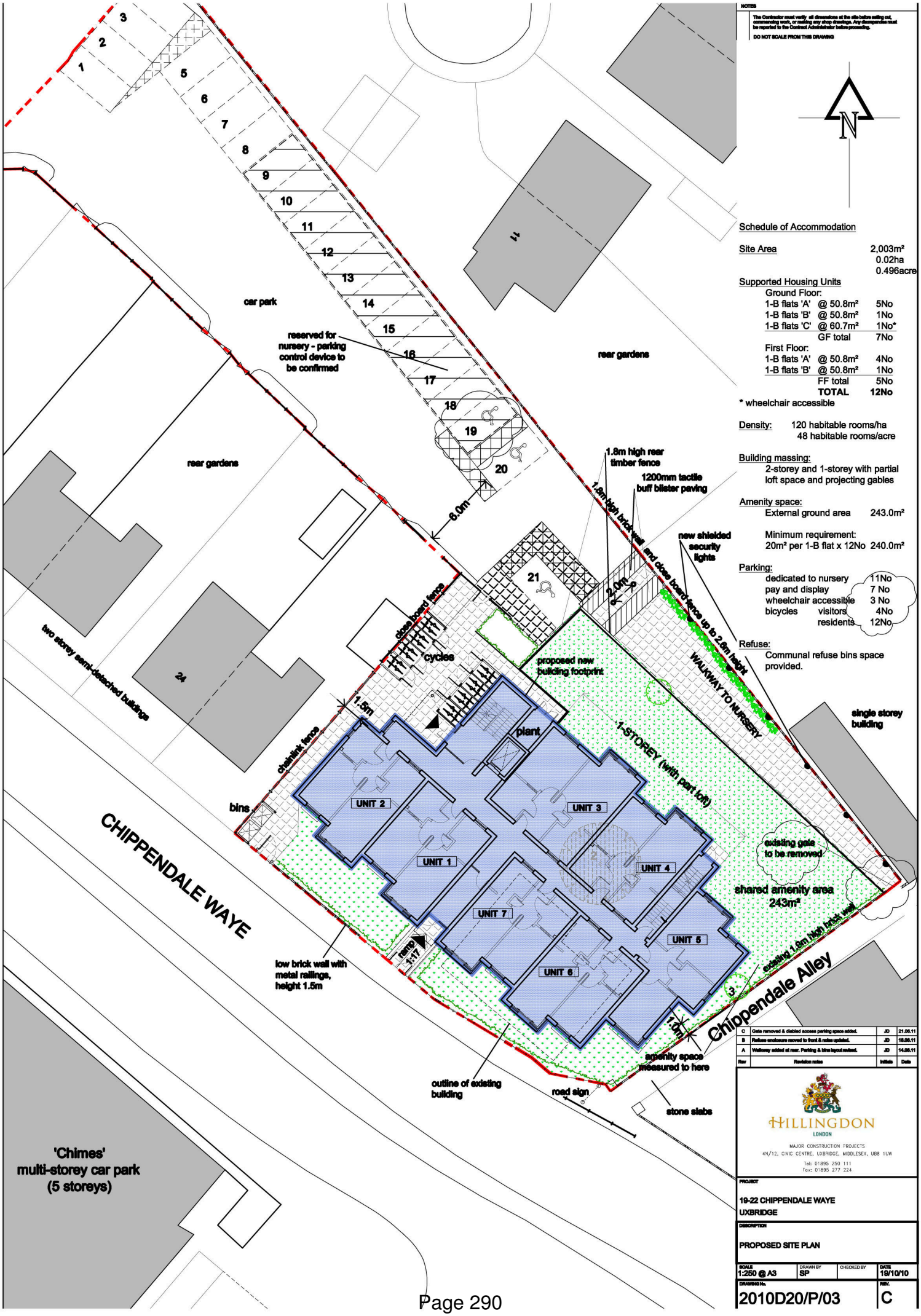
19-22 CHIPPENDALE WAYE
UXBRIDGE

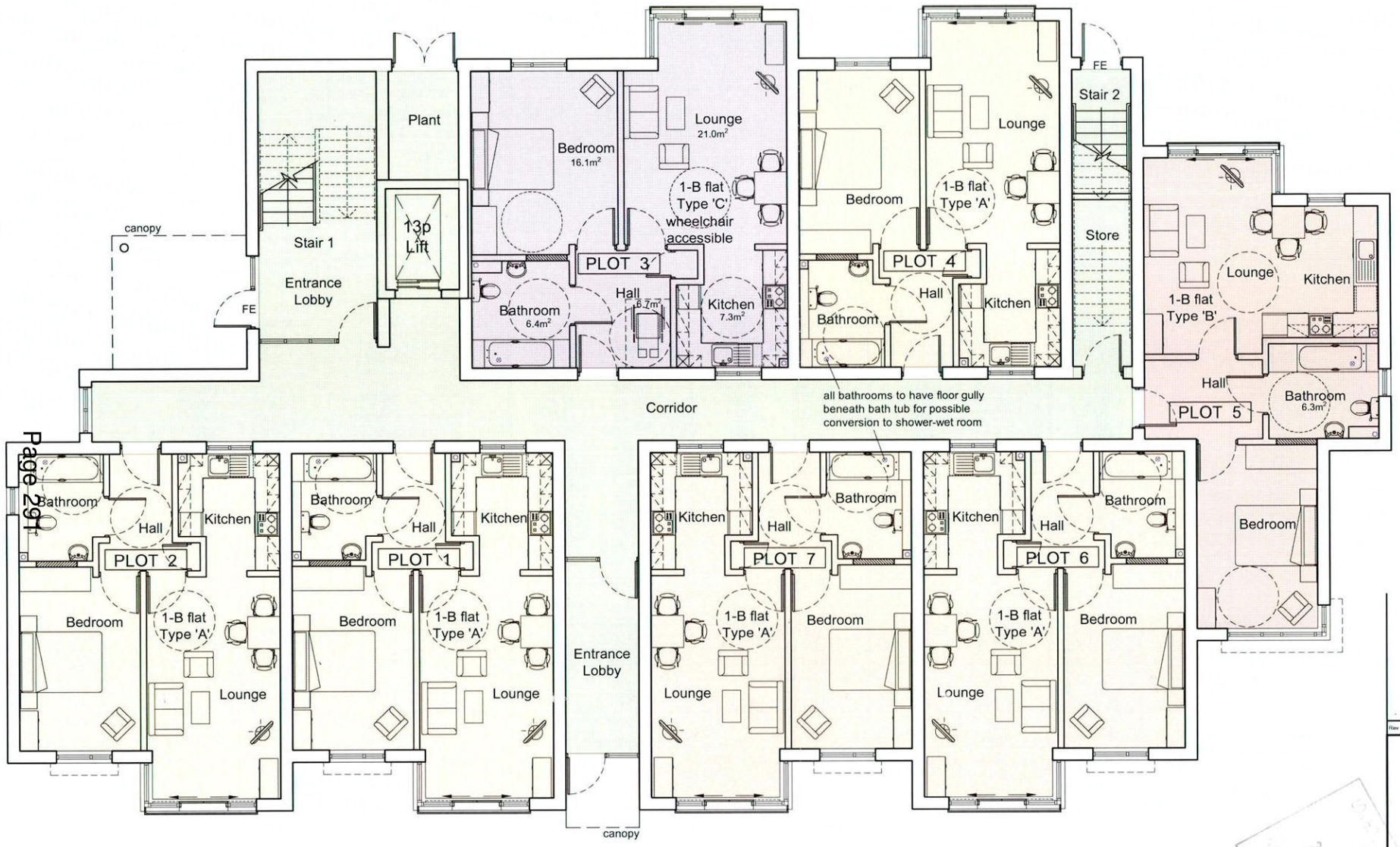
DESCRIPTION

EXISITNG SITE PLAN

SCALE	DRAWN BY	CHECKED BY	DATE
1:500 @ A3	SP		19/10/10

DRAWING No. **2010D20/P/02** REV.


NOTES
The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.
DO NOT SCALE FROM THIS DRAWING
N
Schedule of Accommodation
Site Area 2,003m²
0.02ha
0.496acre
Supported Housing Units
Ground Floor:
1-B flats 'A' @ 50.8m² 5No
1-B flats 'B' @ 50.8m² 1No
1-B flats 'C' @ 60.7m² 1No*
GF total 7No
First Floor:
1-B flats 'A' @ 50.8m² 4No
1-B flats 'B' @ 50.8m² 1No
FF total 5No
TOTAL 12No
* wheelchair accessible
Density: 120 habitable rooms/ha
48 habitable rooms/acre
Building massing:
2-storey and 1-storey with partial loft space and projecting gables
Amenity space:
External ground area 243.0m²
Minimum requirement:
20m² per 1-B flat x 12No 240.0m²
Parking:
dedicated to nursery 11No
pay and display 7 No
wheelchair accessible 3 No
bicycles visitors 4No
residents 12No
Refuse:
Communal refuse bins space provided.
CHIPPENDALE WAYE
Chippendale Alley
car park
reserved for nursery - parking control device to be confirmed
rear gardens
rear gardens
two storey semi-detached buildings
'Chimes' multi-storey car park (5 storeys)
single storey building
1.8m high rear timber fence
1200mm tactile buff blister paving
1.8m high brick wall and close board fence up to 2.8m height
new shielded security lights
6.0m
2.0m
close board fence
cycles
proposed new building footprint
WALKWAY TO NURSERY
1.5m
chainlink fence
plant
1-STOREY (with part loft)
bins
UNIT 1
UNIT 2
UNIT 3
UNIT 4
UNIT 5
UNIT 6
UNIT 7
existing gate to be removed
shared amenity area 243m²
existing 1.8m high brick wall
ramp 1:17
low brick wall with metal railings, height 1.5m
outline of existing building
road sign
amenity space measured to here
1.0m
stone slabs
C Gate removed & disabled access parking space added. JD 21.06.11
B Refuse enclosure moved to front & notes updated. JD 16.06.11
A Walkway added at rear. Parking & bins layout revised. JD 14.06.11
Rev Revision notes Initials Date
HILLINGDON
LONDON
MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224
PROJECT
19-22 CHIPPENDALE WAYE
UXBRIDGE
DESCRIPTION
PROPOSED SITE PLAN
SCALE 1:250 @ A3
DRAWN BY SP
CHECKED BY
DATE 19/10/10
DRAWING No. 2010D20/P/03
REV. C



NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING

ACCOMMODATION SCHEDULE:

1-B FLATS Type 'A'	5No	50.8m²	
1-B FLATS Type 'B'	1No	50.8m²	
1-B FLATS Type 'C'	1No	60.7m²	(wheelchair accessible)
GF TOTAL	7No		
GF GIFA	497.6m²		
Shared Spaces	101.0m²		

Rev	Revision notes	Initials	Date

HILLINGDON
LONDON

MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT
19-22 CHIPPENDALE WAYE
UXBRIDGE

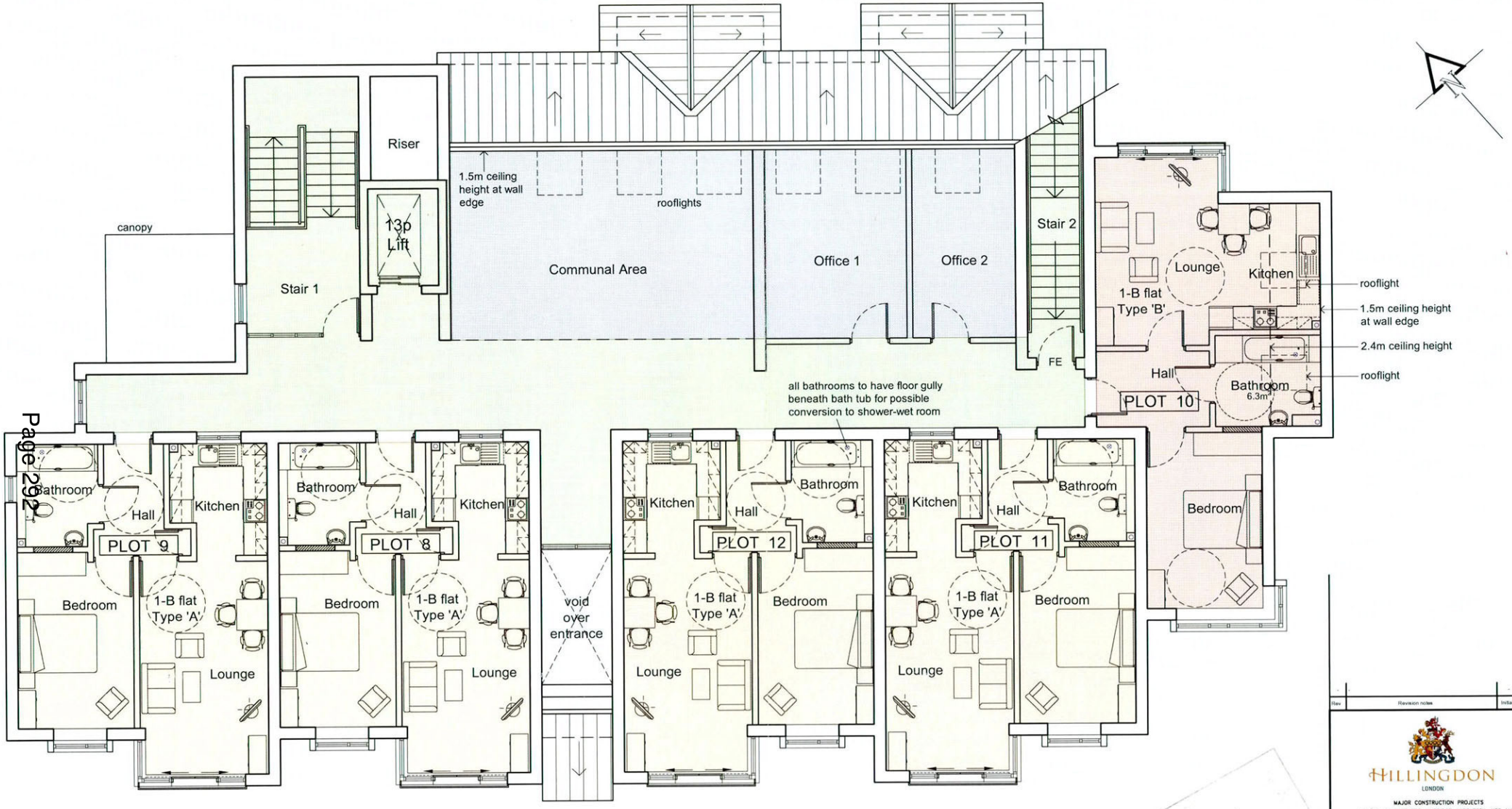
DESCRIPTION
PROPOSED GROUND FLOOR PLAN

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1:100 @ A3	SP		19/10/10

DRAWING No
2010D20/P/04

REV

NOTES
The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.
DO NOT SCALE FROM THIS DRAWING



ACCOMMODATION SCHEDULE:

1-B FLATS Type 'A'	4No	50.8m²
1-B FLATS Type 'B'	1No	50.8m²
FF TOTAL	5No	
FF GIFA	438.5m²	
Shared Spaces	99.0m²	
Communal Area	70.5m²	

Rev	Revision notes	Initials	Date

HILLINGDON
LONDON
MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT
19-22 CHIPPENDALE WAYE
UXBRIDGE

DESCRIPTION
PROPOSED FIRST FLOOR PLAN

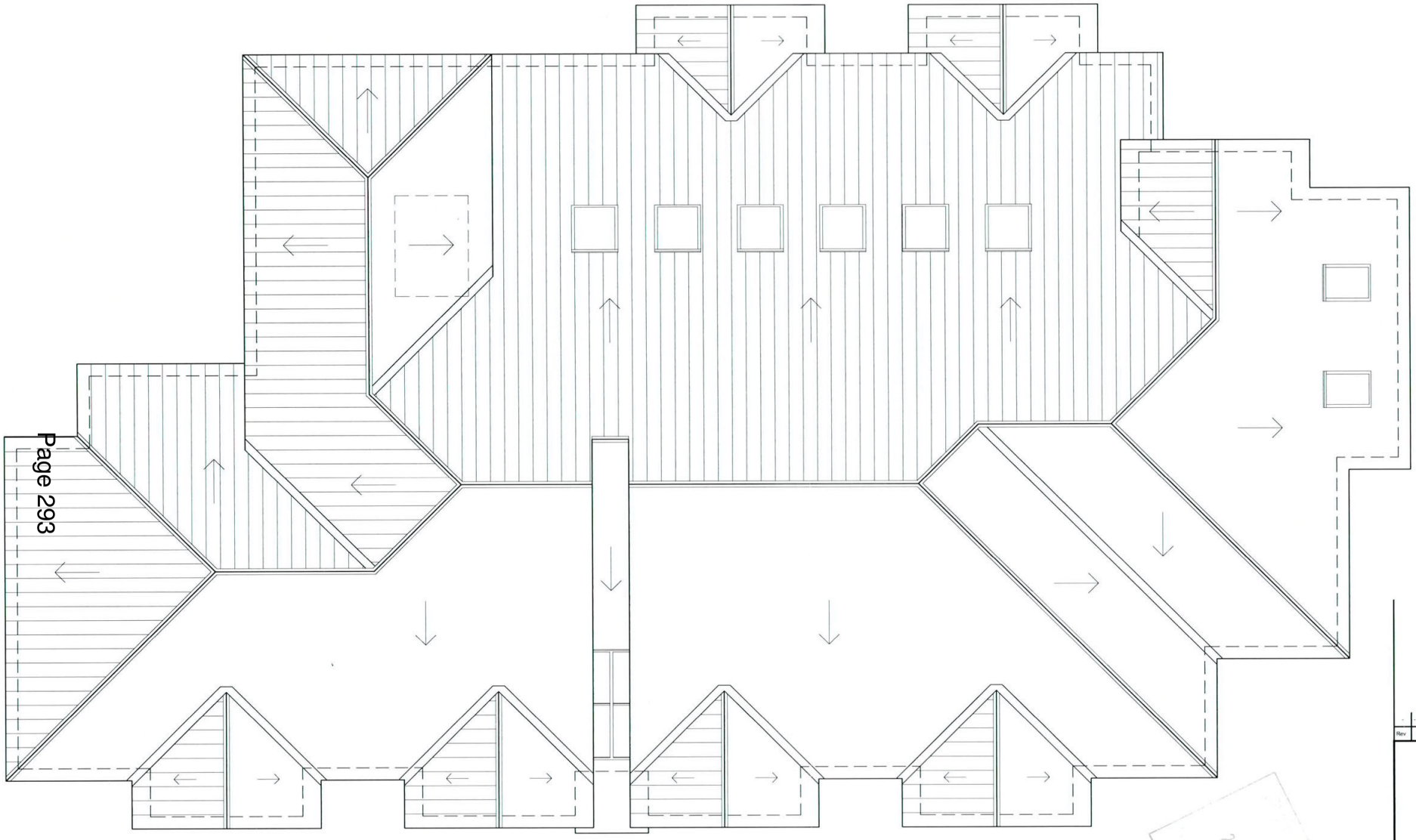
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DRAWING No: 2010D20/P/05 REV:

NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING



Rev	Revision notes	Initials	Date
-	-	-	-

HILLINGDON
LONDON
MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT

19-22 CHIPPENDALE WAYE
UXBRIDGE

DESCRIPTION

PROPOSED ROOF PLAN

SCALE	DRAWN BY	CHECKED BY	DATE
1:100 @ A3	SP		19/10/10

DRAWING No

2010D20/P/06

REV

NOTES

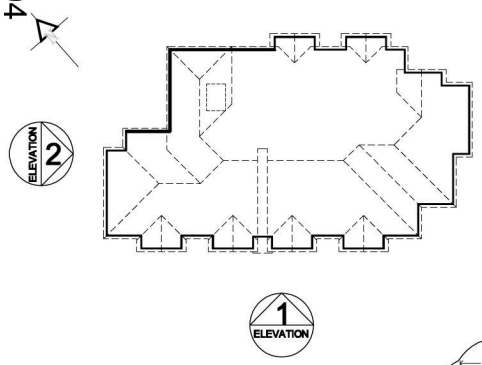
The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING



CHIPPENDALE WAYE
STREET ELEVATION (1)
SOUTH-WEST

KEY:





ELEVATION 2 - NORTH-WEST

Rev	Revision notes	Initials	Date
A	Walkway added at rear & parking revised	JD	13.05.11

HILLINGDON
LONDON
MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT
19-22 CHIPPENDALE WAYE
UXBRIDGE

DESCRIPTION
PROPOSED ELEVATIONS
SHEET1/2

SCALE	DRAWN BY	CHECKED BY	DATE
1:200 @ A3	SP		19/10/10

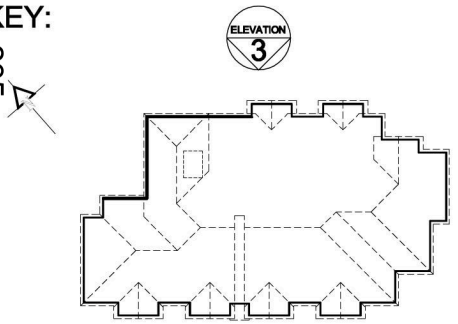
DRAWING No. 2010D20/P/07

REV. A



ELEVATION 3 - NORTH-EAST

KEY:



ELEVATION 4 - SOUTH-EAST

NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING

Rev	Revision notes	Initials	Date
A	Widened walkway to Nursery & fence shown	JD	24.08.11

HILLINGDON
LONDON
MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT

19-22 CHIPPENDALE WAYE
UXBRIDGE

DESCRIPTION

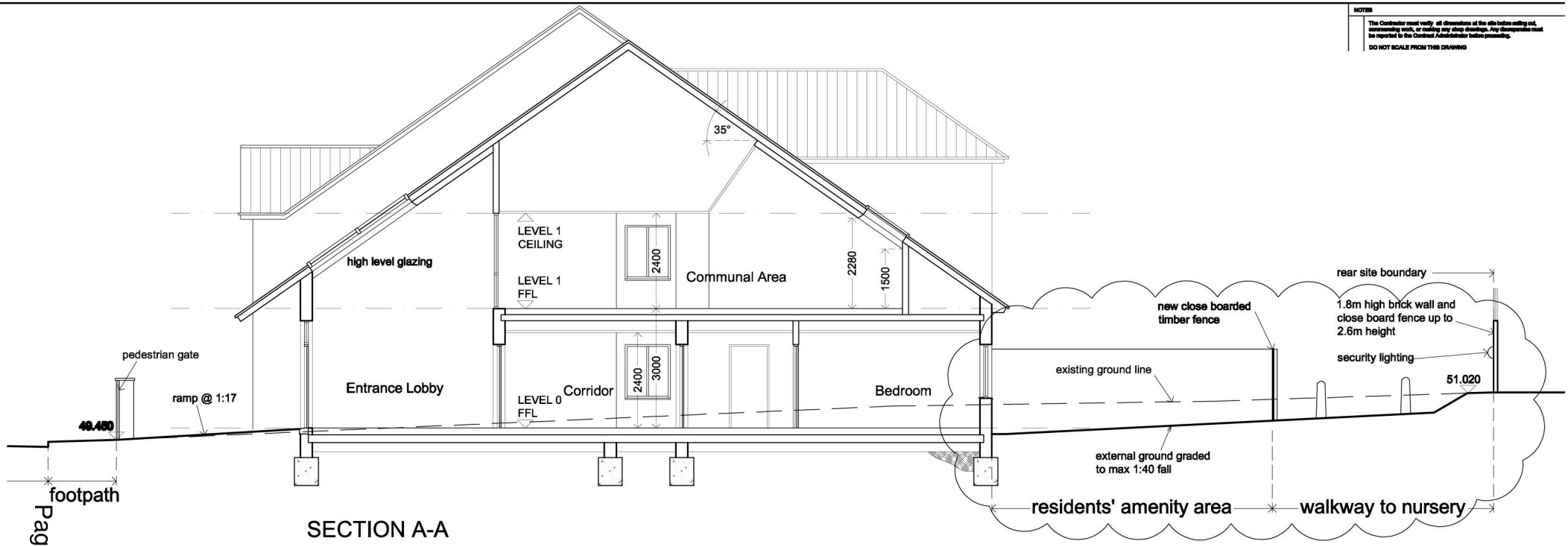
PROPOSED ELEVATIONS
SHEET2/2

SCALE	DRAWN BY	CHECKED BY	DATE
1:200 @ A3	SP		19/10/10

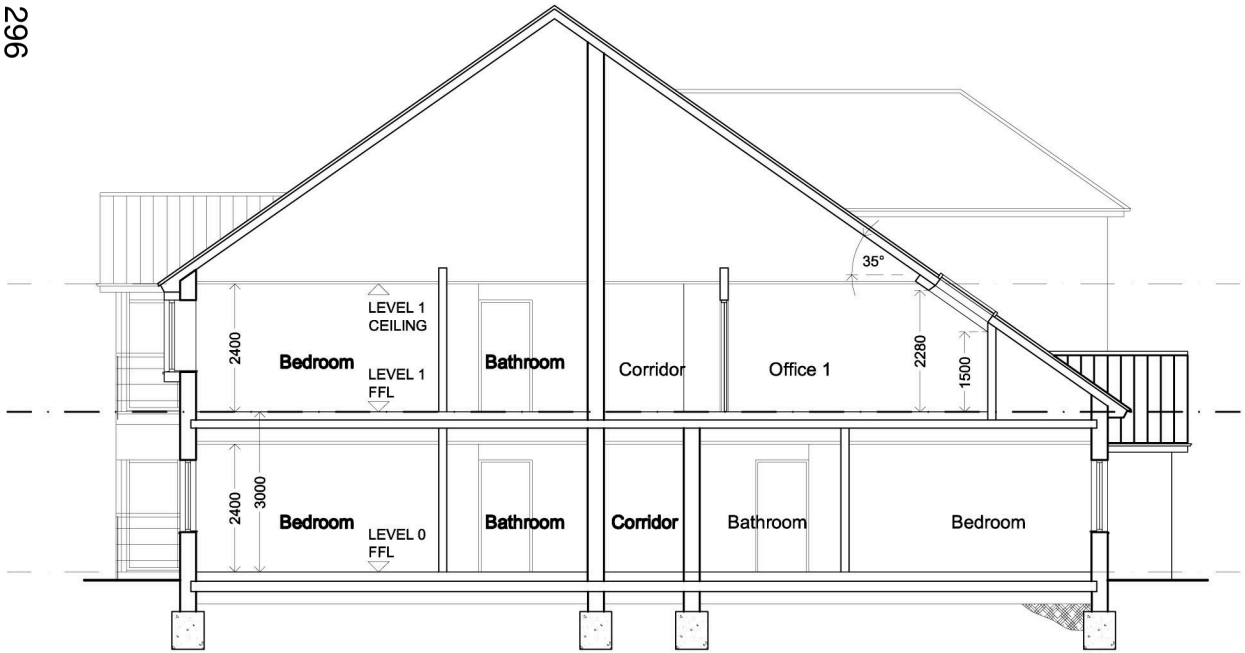
DRAWING No. 2010D20/P/08

REV. A

NOTES
The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.
DO NOT SCALE FROM THIS DRAWING

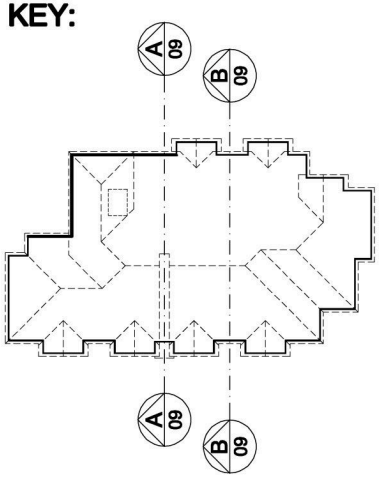


SECTION A-A



SECTION B-B

KEY:



Rev	Revision notes	Initials	Date
A	Widened walkway to Nursery & fence shown	JD	14.06.11

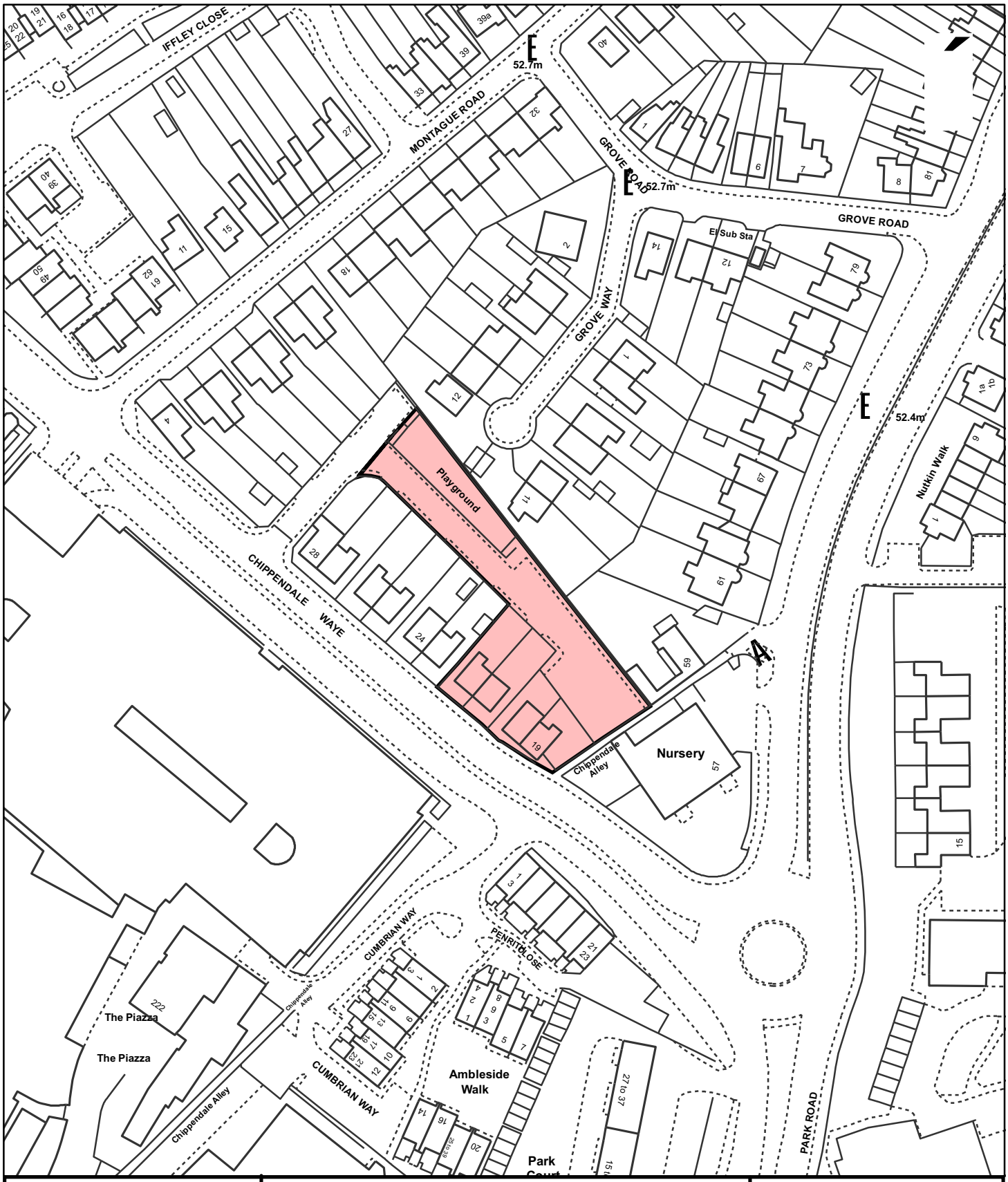
HILLINGDON
LONDON
MAJOR CONSTRUCTION PROJECTS
4N/12, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT
19-22 CHIPPENDALE WAYE
UXBRIDGE

DESCRIPTION
PROPOSED SECTIONS

SCALE	DRAWN BY	CHECKED BY	DATE
1:100 @ A3	SP		19/10/10

DRAWING No. 2010D20/P/09
REV. A



Notes

Site boundary

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Site Address

19 - 22 Chippendale Waye and Car Park area to rear of 23 - 28 Chippendale Waye, Uxbridge

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

Planning Application Ref:
67544/APP/2011/736

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON



Contextual Street elevation



Site Layout and Ground Floor Plan



Contextual Rear elevation

Winter garden balconies with clear and opaque glazing to provide effective privacy screening to neighbouring properties

Site Area 0.66 acres

Parking

44 Residential basement spaces

44 Secure cycle storage facilities

Amenity Space

Design Guide requirements

1 bed flat 20m2 x 15 = 300m2
2 bed flat 25m2 x 27 = 675m2
3 bed flat 30m2 x 2 = 60m2

Total minimum =1035m2

Scheme provides
946m2 quality usable space at ground level
142m2 amenity deck space

Total provided 1088m2

bbr architects
78 Bleehouse street
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telephone: 01462 420800
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e-mail: info@bbr-architects.co.uk
www.bbr-architects.co.uk

CONTRACT
Proposed Residential Development
Station Road, West Drayton
44 Flats with basement parking

DRAWING TITLE
Site Layout and Ground Floor Plan

SCALE 1:200 @ A1
DRAWING NUMBER
REVISION
DATE July 2011
DRAWN JBI
JOB NUMBER 11620
CHECKED BY
PO1

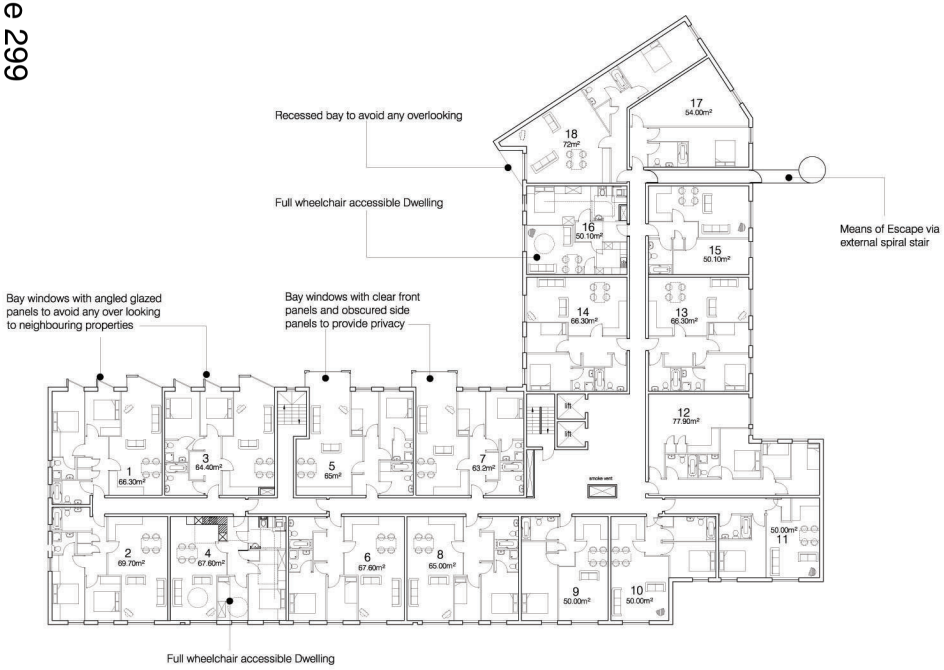


Basement Plan

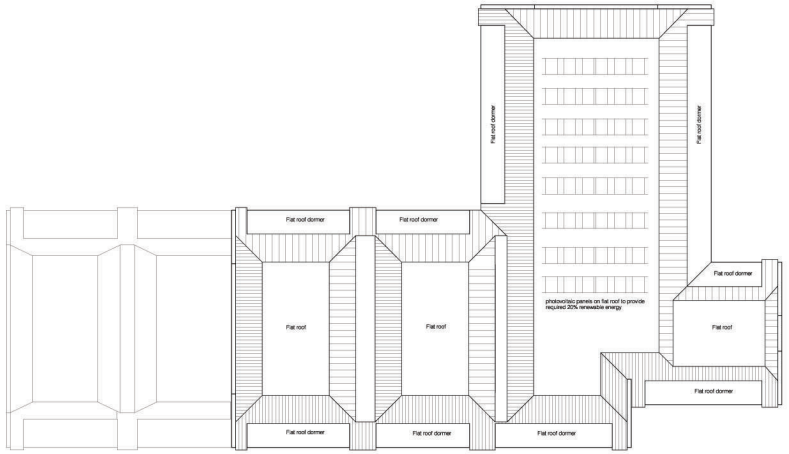


Second Floor Plan

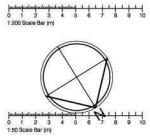
NOTE : For ground floor layout see Site Plan drawing No. 11620/P01



First Floor Plan



Roof Plan



Schedule of Accommodation

Site Area 0.267 Hactares

Ground Floor
- 11 x 2 bed units
- 3 x 1 bed units

First Floor
- 7 x 1 bed units
- 10 x 2 bed units
- 1 x 3 bed unit

Second Floor
- 5 x 1 bed units
- 6 x 2 bed units
- 1 x 3 bed unit

Total 44 Dwellings

Fully Wheelchair Accessible Units

4, 16, 22, 29

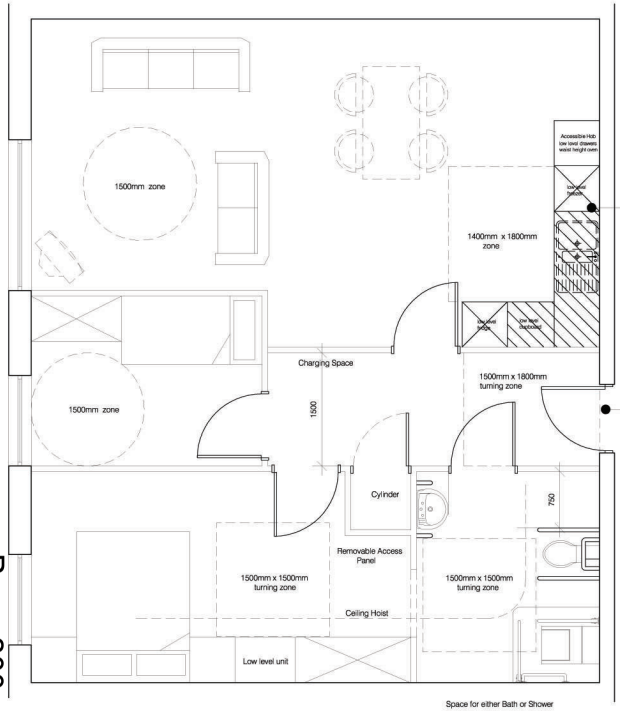
bbr architects
78 tilehouse street
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e-mail: info@bbr-architects.co.uk
www.bbr-architects.co.uk

CONTRACT
Proposed Residential Development
Station Road, West Drayton
44 no flats with basement parking

DRAWING TITLE
Proposed Floor Plans

SCALE	1:200 @A1	DRAWING NUMBER	REVISION
DATE	July 2011	PO2	
DRAWN	SPS		
JOB NUMBER	11620	CHECKED BY	

Windows to be fully operable with cills of 750mm from finished floor level



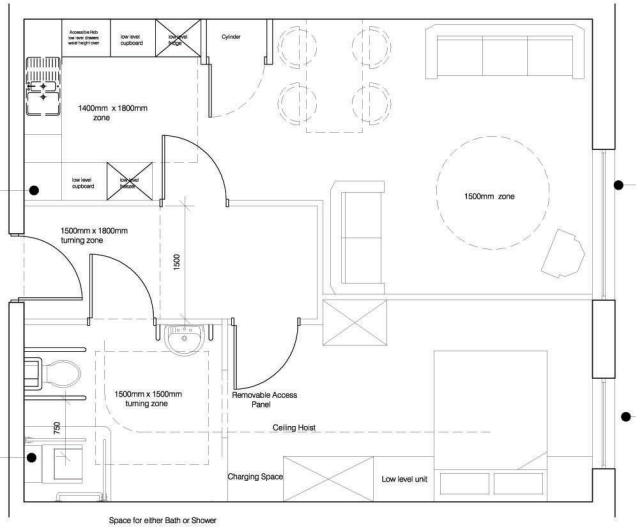
2 Bed Wheelchair Accessible Dwelling
Scale 1:50

Kitchens to provide sufficent storage at appropiate levels to be adjustable range to suite occupancy

All doors to provide 825mm clear opening with 300mm clearance from leading edge

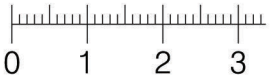
Fold up shower seat allowing min 750mm between WC pan for side access

Bathrooms configured to provide shower or bath and full height knock through access panel from master bedroom for instalation of ceiling hoists with wet room floor gulleys



1 Bed Wheelchair Accessible Dwelling
Scale 1:50

Windows to be fully operable with cills of 750mm from finished floor level



1:50 Scale Bar (m)

bbr architects
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fax: 01462 456955
e-mail: info@bbr-architects.co.uk
www.bbr-architects.co.uk

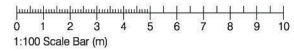
CONTRACT
Proposed Residential Retail Development
Station Road, West Drayton
44 Flats with basement parking

DRAWING TITLE
Full Wheelchair Accessible Dwelling Plans

SCALE	1:50 @A2	DRAWING NUMBER	REVISION
DATE	July 2011	PO5	
DRAWN	JEI		CHECKED BY
JOB NUMBER	11620		



North Elevation scale 1:100



Materials Palette





Site Location Plan scale 1:1250



East Elevation scale 1:100

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e-mail: info@bbr-architects.co.uk
www.bbr-architects.co.uk

CONTRACT
Proposed Residential Retail Development
70 Station Road, West Drayton
44 Flats and basement parking

DRAWING TITLE
Elevations 2 of 2

SCALE	1:100 @A1	DRAWING NUMBER	REVISION
DATE	July 2011	PO4	
DRAWN	JEI		CHECKED BY
JOB NUMBER	11620		



South Elevation

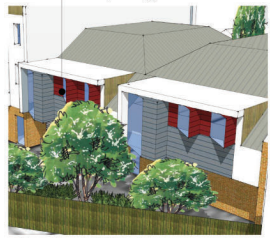
0 1 2 3 4 5 6 7 8 9 10
1:200 Scale Bar (m)



Winter Garden - Balcony

Materials Palette





Angled Windows



West Elevation

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CONTRACT
Proposed Residential Development
Station Road, West Drayton
44 Flats with basement parking

DRAWING TITLE
Elevations
Sheet 1 of 2

SCALE	1:100 @A1	DRAWING NUMBER	REVISION
DATE	July 2011	PO3	
DRAWN	JEI		CHECKED BY
JOB NUMBER	11620		



NOTES;

ISSUE	DATE	DESCRIPTION

ELECTRO-MAGNETIC AND/OR GROUND PENETRATING RADAR TECHNIQUES HAVE BEEN USED IN THE LOCATION OF UNDERGROUND SERVICES AND OTHER FEATURES. THE RESULTS ARE NOT INFALLIBLE AND TRIAL EXCAVATIONS MUST BE CARRIED OUT TO CONFIRM SERVICE IDENTIFICATION, POSITIONS AND PARTICULARLY DEPTHS,WHERE THESE ARE CRITICAL. ALTHOUGH ALL REASONABLE EFFORT HAS BEEN MADE IN SEARCHING AVAILABLE RECORD DRAWINGS,THE COMPLETENESS OF THE UNDERGROUND SERVICES INFORMATION CANNOT BE GUARANTEED.

WHERE QUOTED, DEPTH ESTIMATIONS ARE GENERALLY TO THE CENTRE OF THE SERVICE OR FEATURE. DEPTHS TO GRAVITY SEWERS AND DRAINS ARE GENERALLY TO INVERT LEVELS UNLESS OTHERWISE STATED.

PIPE SIZES WHICH CANNOT BE OBTAINED BY VISUAL SURVEY ARE TAKEN FROM RECORD DRAWINGS OR MARKER PLATES WHERE AVAILABLE.

ABBREVIATIONS

AR	ASSUMED ROUTE	PE	POLYETHALINE
BTIC	BRITISH TELECOM CHAMBER	PR	PIPE RISER
CI	CAST IRON	PVC	POLYVINYL CHLORIDE
CL	COVER LEVEL	RE	ROODING EYE
CO	CONCRETE	RWP	RAINWATER PIPE
CP	CABLE PIT	SI	SPUN IRON
CR	CABLE RISER	SV	STOP VALVE
EP	ELECTRICITY POLE	SVP	SOIL VENT PIPE
EoC	EDGE OF CANOPY	TCB	TELEPHONE CALL BOX
EOT	END OF TRACE	TFR	TAKEN FROM RECORDS
FH	FIRE HYDRANT	TP	TELEGRAPH POLE
G	GULLY	UTL	UNABLE TO LIFT
GPR	TRACED BY G.P.R.	UTS	UNABLE TO SURVEY
GV	GAS VALVE	WL	WATER LEVEL
IC	INSPECTION CHAMBER	VC	VITREOUS CLAY
IL	INVERT LEVEL	VP	VENT PIPE
LP	LAMP POST	VR	VAPOUR RECOVERY
MH	MANHOLE	WM	WATER METER
NL	NOT LOCATED	WO	WASH OUT VALVE
OSA	OUTSIDE SURVEY AREA	WWP	WASTE WATER PIPE

KEY

- RADAR AREA ANOMALY
- RADAR UTILITY TRACE
- SURVEY BOUNDARY
- TRAFFIC LIGHTS
- ELECTRIC CABLE
- TELECOM CABLE
- CCTV / CABLE TELEVISION
- COMMUNICATIONS CABLE
- DUCTING
- WATER PIPE
- GAS PIPE
- COMPRESSED AIR
- HEATING
- FOUL DRAINAGE
- SURFACE DRAINAGE
- COMBINED DRAINAGE
- PUMPING MAIN
- FUEL PIPE
- VENT PIPE
- OFFSET FILL PIPE
- GAUGE LINE
- VAPOUR RECOVERY
- UNIDENTIFIED
- END OF TRACE

STEPHEN HOWARD HOMES

TITLE	DWG No
LOCATION OF UNDERGROUND SERVICES	14272
VAUXHALL DEALERSHIP 70 STATION ROAD WEST DRAYTON MIDDLESEX	SCALE 1:200 @ A1 SURVEYED BH DRAWN GB DATE 27/02/2007

QUAY MANAGEMENT SERVICES LTD ACCREDITATION NO 8111 REGISTERED TO BS EN ISO 9001:2000

ASCE(E) Corporate Member Bodies

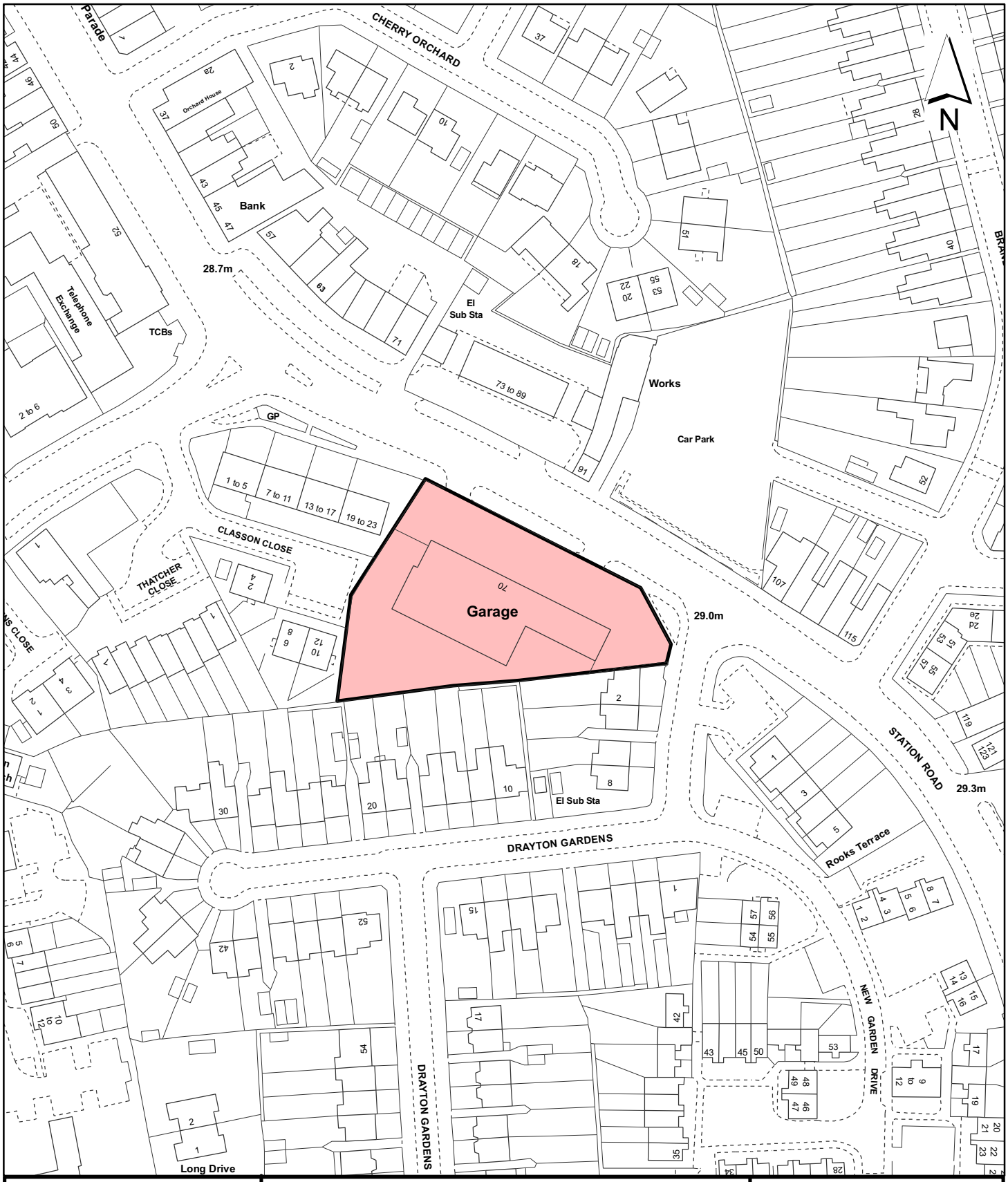
SURVEY ASSOCIATION

Underground Utilities Located By....

subscan technology ltd

9 Somers Road, Rugby, Warwickshire CV22 7DB
tel: 01788 550017 fax: 01788 551218
Email: enquiries@subscantech.com
Website: www.subscantech.com

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Site Address

70 Station Road
West Drayton

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

Planning Application Ref:	Scale
2954/APP/2011/1901	**1:1,250**
Planning Committee	Date
Central and South Page 204	**September 2011**

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

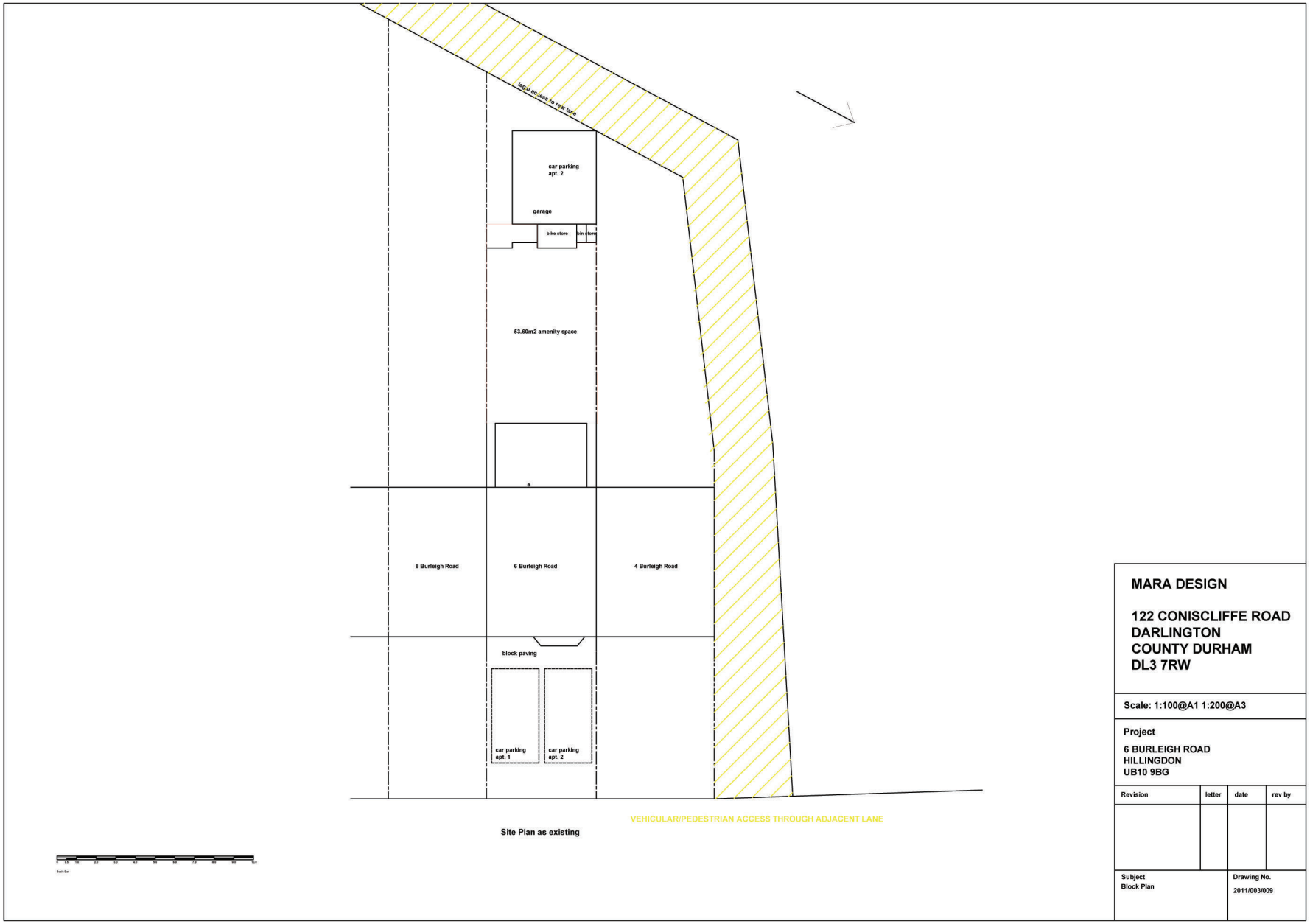
Address	70 STATION ROAD WEST DRAYTON
Development:	Demolition of existing buildings and erection of a residential building to accommodate 44 flats with associated landscaping and basement car park.
LBH Ref Nos:	2954/APP/2011/1901

Date Plans Received:	02/08/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	30/08/2011		

Report of the Head of Planning & Enforcement Services

Address	6 BURLEIGH ROAD HILLINGDON
Development:	Conversion of two storey mid-terraced house into 1 x one-bedroom self contained flat and 1 x two-bedroom self contained flat with associated amenity space and parking, first floor rear extension, alterations to rear and front porch (Resubmission).
LBH Ref Nos:	11057/APP/2011/2026

Date Plans Received:	17/08/2011	**Date(s) of Amendment(s):**	18/08/2011
Date Application Valid:	23/08/2011		



Site Plan as existing

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

Scale: 1:100@A1 1:200@A3

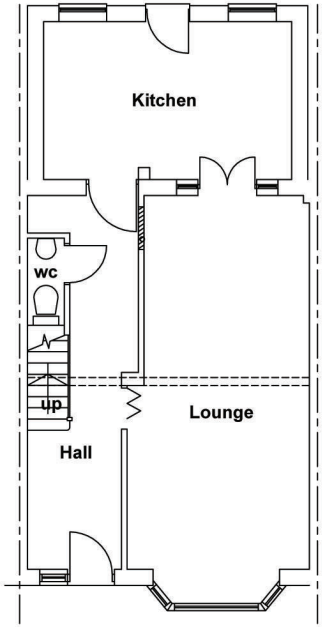
Project

6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

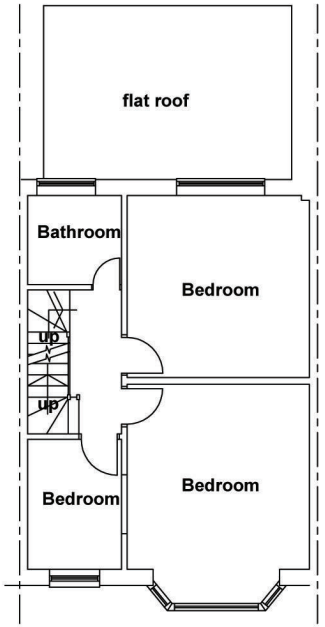
Revision	letter	date	rev by

Subject
Block Plan

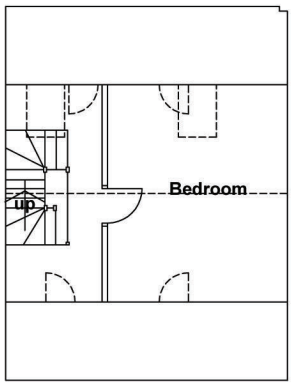
Drawing No.
2011/003/009



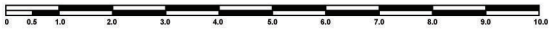
Ground Floor Plan
as Existing



First Floor Plan
as existing



Second Floor Plan
as existing



Scale Bar

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

Scale: 1:50@A1 1:100@A3

Project

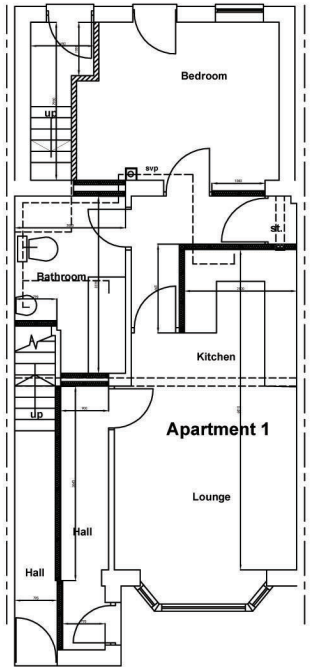
6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

Revision	letter	date	rev by

Subject
Plans as Existing

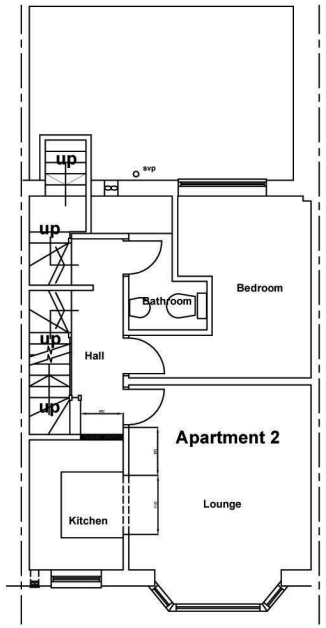
Drawing No.
2011/003/006

A1 version

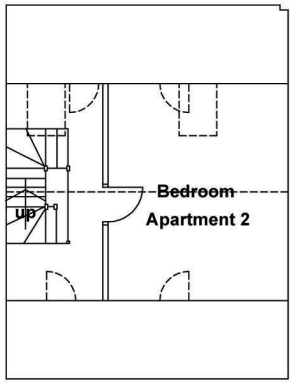


Ground Floor Plan
as proposed

Bathroom



First Floor Plan
as proposed



Second Floor Plan
as proposed

Notes:
Sound insulation between walls;
Construction to be in accordance with Approved Document E and as follows:
Wall Type A timber partitions, linings to be provided both sides of the frame each lining to consist of 2 layers of plasterboard, each sheet to have a mass per unit area of 10kg/m2 or more.
75x50mm sw frame with unfaced wool batts infill 50mm thick, this layer may be wire reinforced.
Sound insulation between floors:
Timber joists supporting timber boarding and plasterboard ceiling and absorbant material between the joists.
The timber or wood based boarding of the floor surface should have a mass per unit area of not less than 15kg/m2.
The ceiling should consist of a single layer of 12.5mm plasterboard. Mass per unit area of not less than 10kg/m2, nail fixing.
Mineral wool laid in between cavity of the joists, a thickness of not less than 100mm and a density of not less than 10kg/m2.
BRE BR 262 regarding heat emission from electrical cables which may be covered by any material, including the sound absorbing layer, which could act as thermal insulation.
Ventilation to bathrooms and kitchens:
Kitchens to have a minimum rate of 60l/s
Bathrooms to have a minimum rate of 15l/s
both to have a 15 minute over-run.
Mechanical extract terminals to be positioned as high as possible and preferably less than 400mm below the ceiling.
Drainage (pipe sizes and traps):
Whb to be 32mm dia. plastic branch with 75mm deep seal trap.
Baths to have 40mm dia. plastic branch with 50mm deep seal trap.
WC outlet to have 100mm dia. pipework with 50mm trap.
All wastes to be connected into the existing svp.



Scale Bar

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

Scale: 1:50@A1 1:100@A3

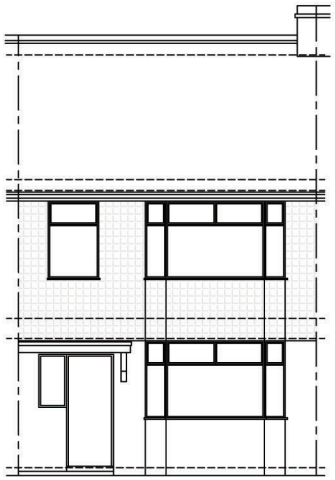
Project

6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

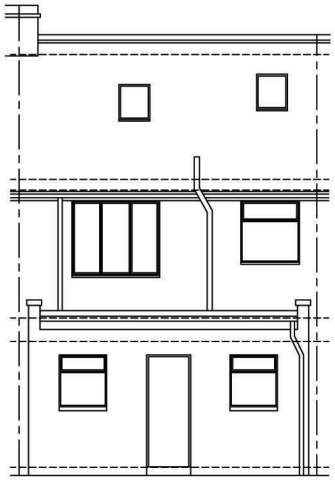
Revision	letter	date	rev by

Subject
Plans as Proposed

Drawing No.
2011/003/005



Front Elevation
as existing



Rear Elevation
as existing

0 0.5 1.0 2.0 3.0 4.0 5.0 6.0 7.0 8.0 9.0 10.0

Scale Bar

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

Scale: 1:50@A1 1:100@A3

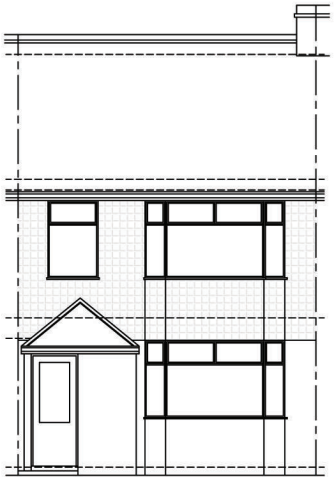
Project

6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

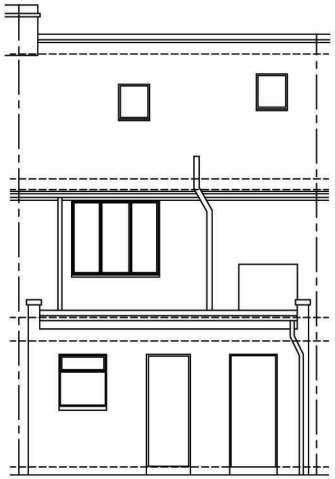
Revision	letter	date	rev by

Subject
Elevations as Existing

Drawing No.
2011/003/007



Front Elevation
as proposed



Rear Elevation
as proposed



Scale Bar

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

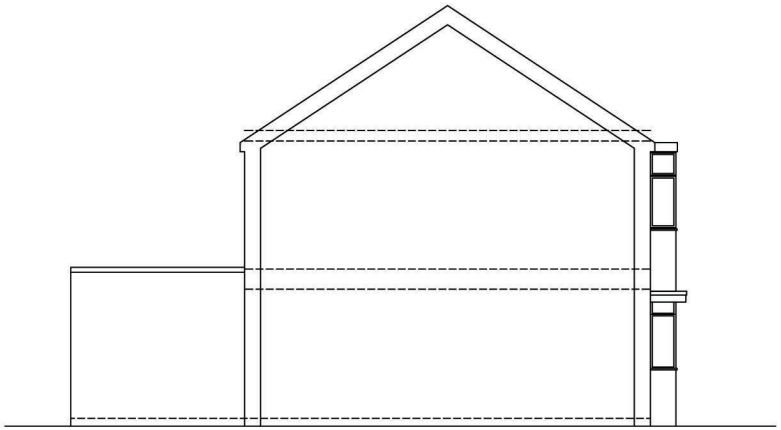
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Project

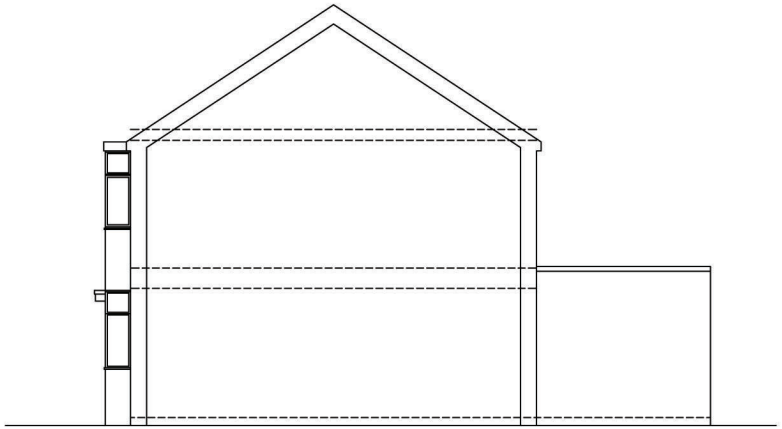
6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

Revision	letter	date	rev by

Subject	Drawing No.
Elevations as Proposed	2011/003/008



Gable Elevation



Gable Elevation

0 0.5 1.0 2.0 3.0 4.0 5.0 6.0 7.0 8.0 9.0 10.0

Scale Bar

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

Scale: 1:50@A1 1:100@A3

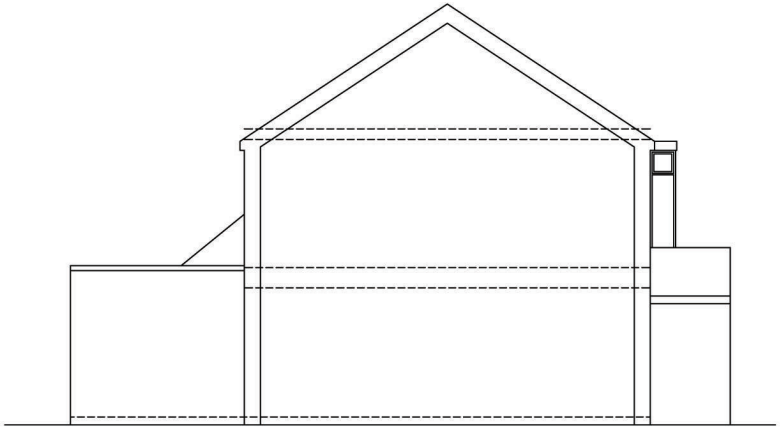
Project

6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

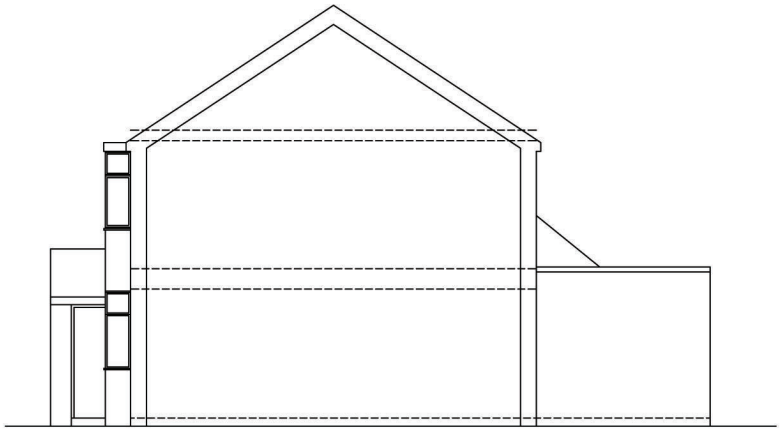
Revision	letter	date	rev by

Subject
Gable Elevations as Existing

Drawing No.
2011/003/011



Gable Elevation



Gable Elevation



Scale Bar

MARA DESIGN

122 CONISCLIFFE ROAD
DARLINGTON
COUNTY DURHAM
DL3 7RW

Scale: 1:50@A1 1:100@A3

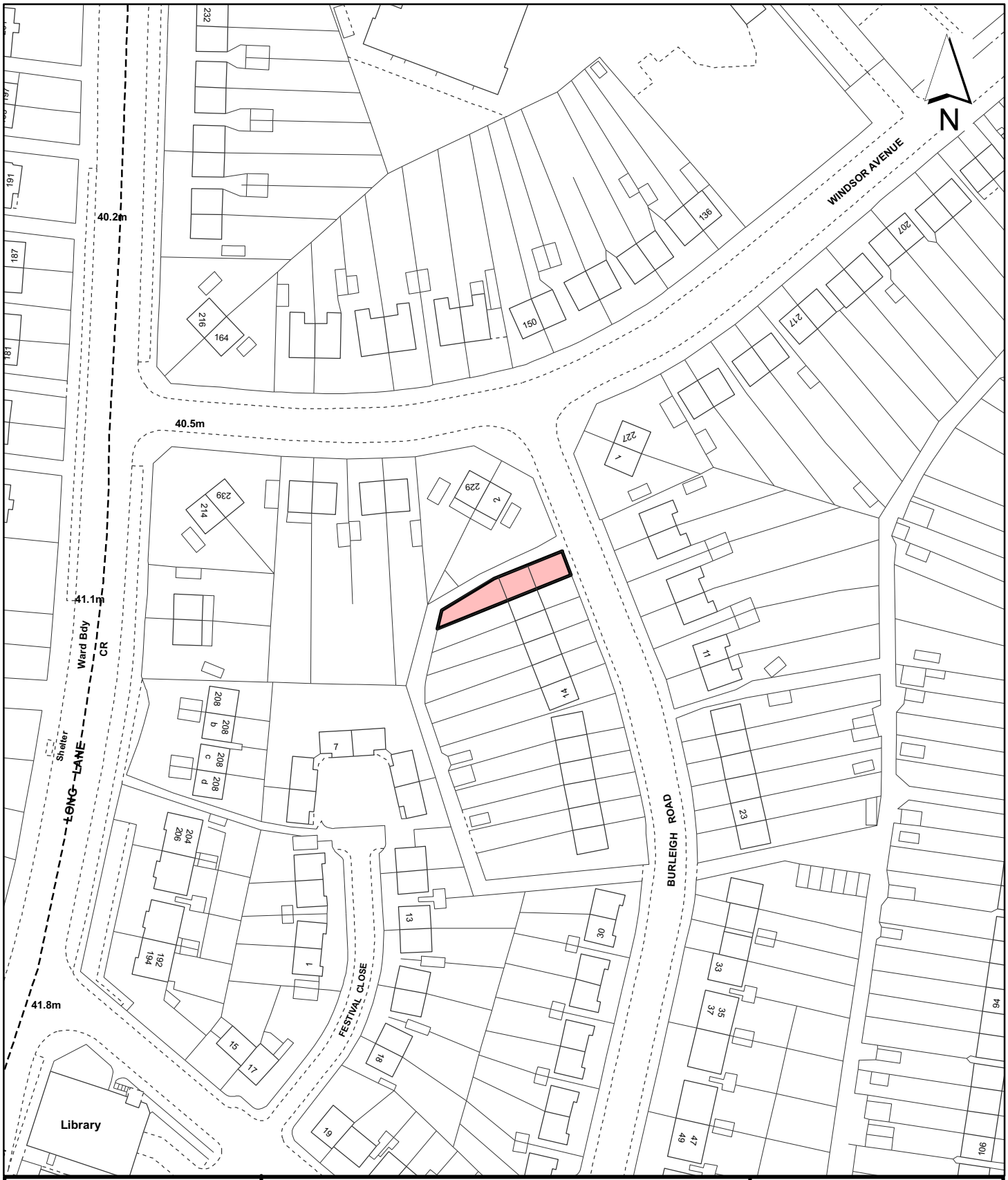
Project

6 BURLEIGH ROAD
HILLINGDON
UB10 9BG

Revision	letter	date	rev by

Subject
Gable Elevations as Proposed

Drawing No.
2011/003/010



Notes

Site boundary

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Site Address

6 Burleigh Road
Hillingdon

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

Planning Application Ref:
11057/APP/2011/2026

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address FORMER HILLINGDON IRISH CENTRE ROYAL LANE HILLINGDON

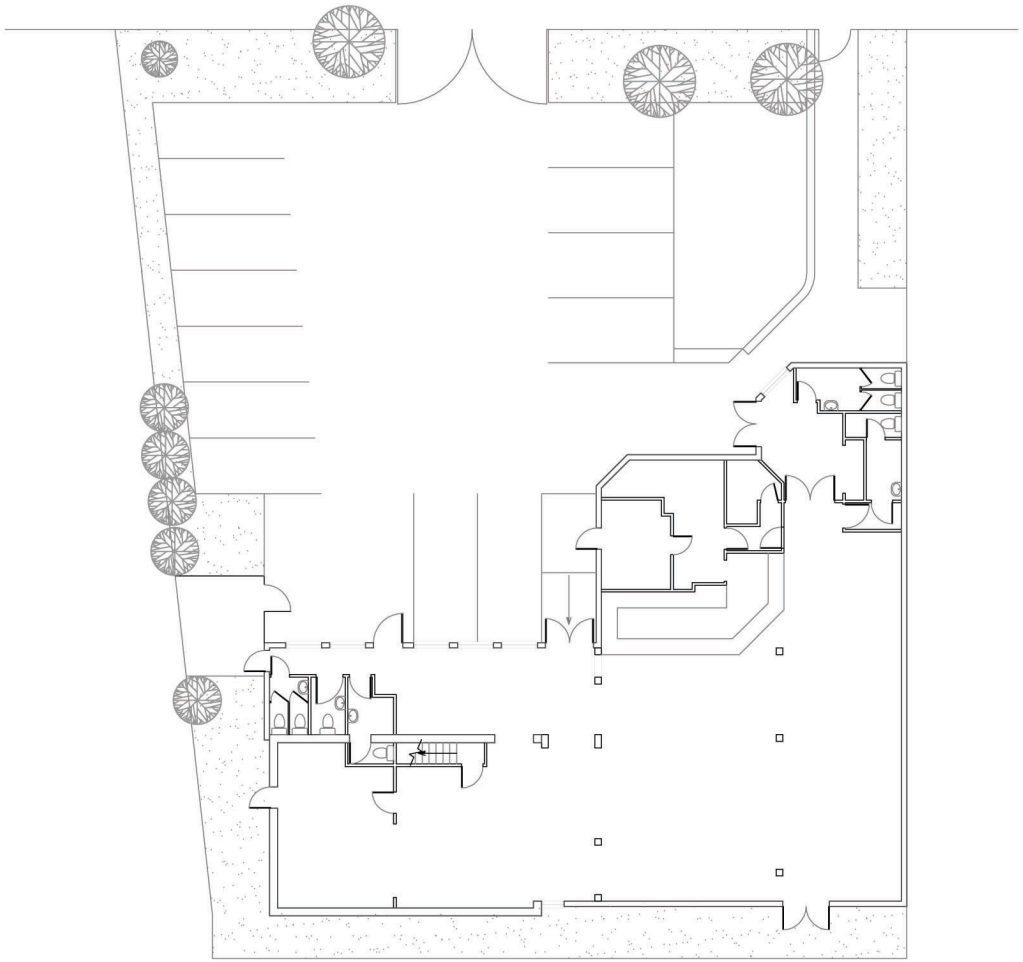
Development: Change of use of the site and building from former Hillingdon Irish Centre (Sui Generis) to Class D1 (non-residential institution) for use as a community centre and place of religious worship, with ancillary managers flat, including carrying out of external alterations to parking area and landscaping, existing facade and roof, alterations and additions to opening, ramp to main entrance and covered porch, internal alterations, including to layout, creation of kitchen at ground level, repositioning of stairs, and alterations to toilet areas.

LBH Ref Nos: 267/APP/2011/1383

Date Plans Received: 03/06/2011 **Date(s) of Amendment(s):**

Date Application Valid: 09/06/2011

ROYAL LANE



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

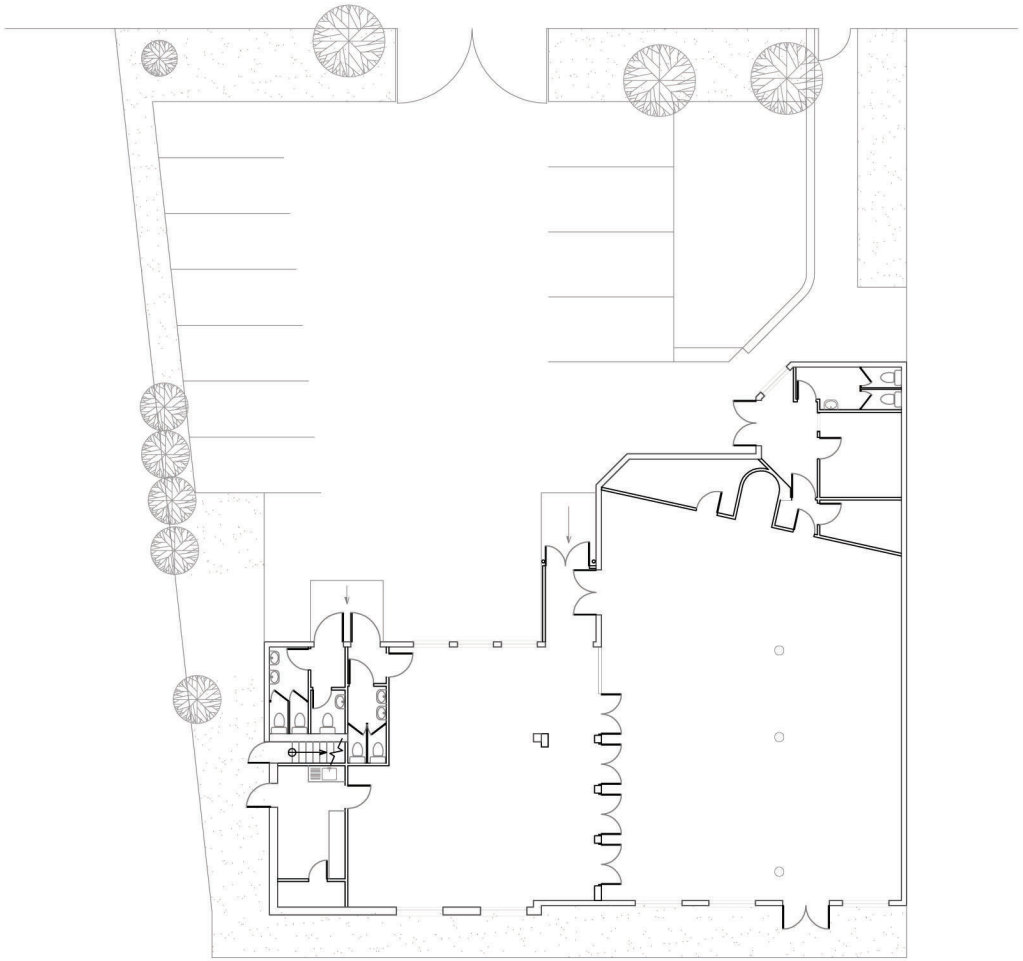
JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: PREVIOUS SITE

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-065 REVISION: -

ROYAL LANE



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

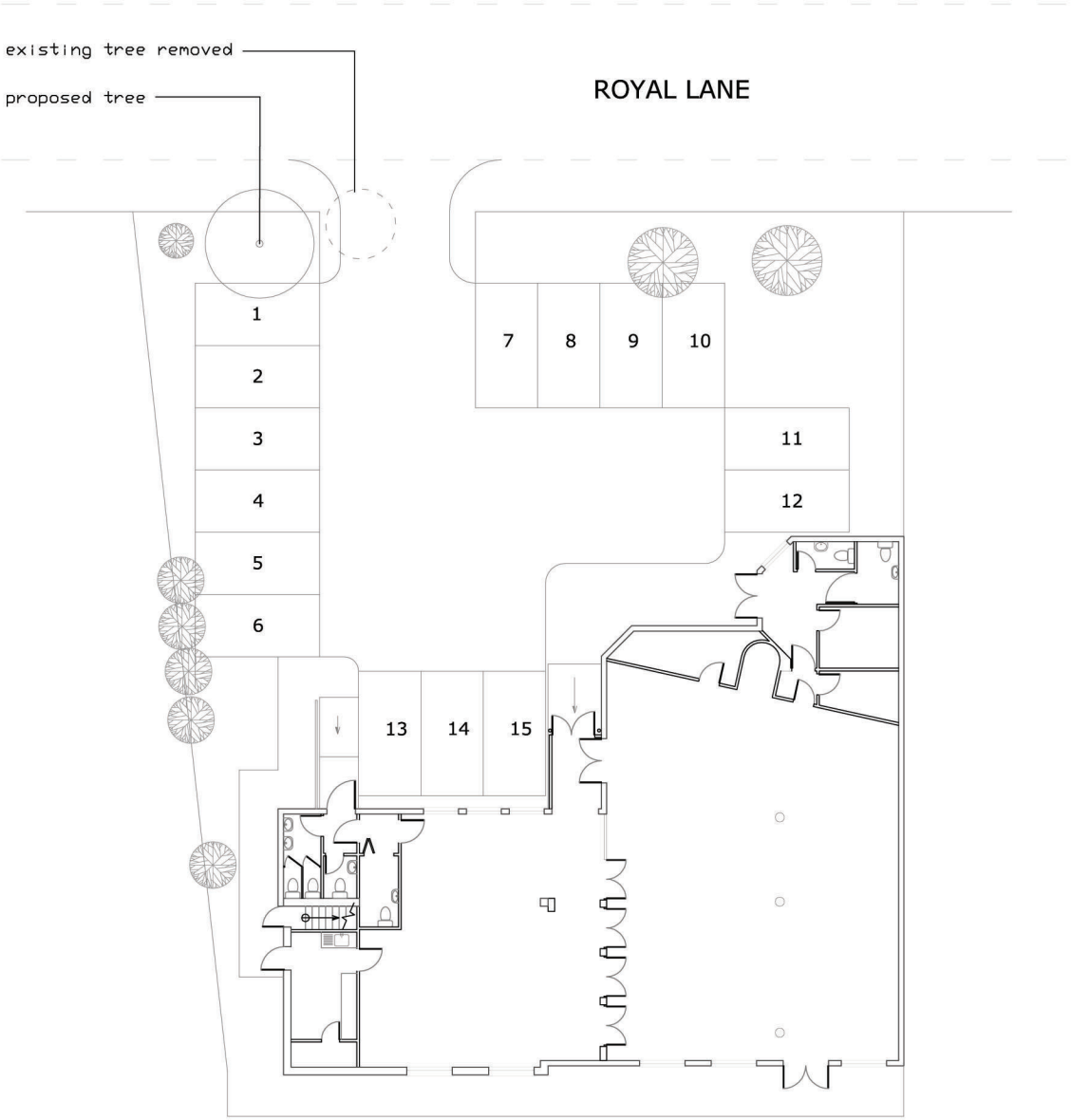
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: AS BUILT SITE PLAN

SCALE: 1/200 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-055 REVISION: -



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

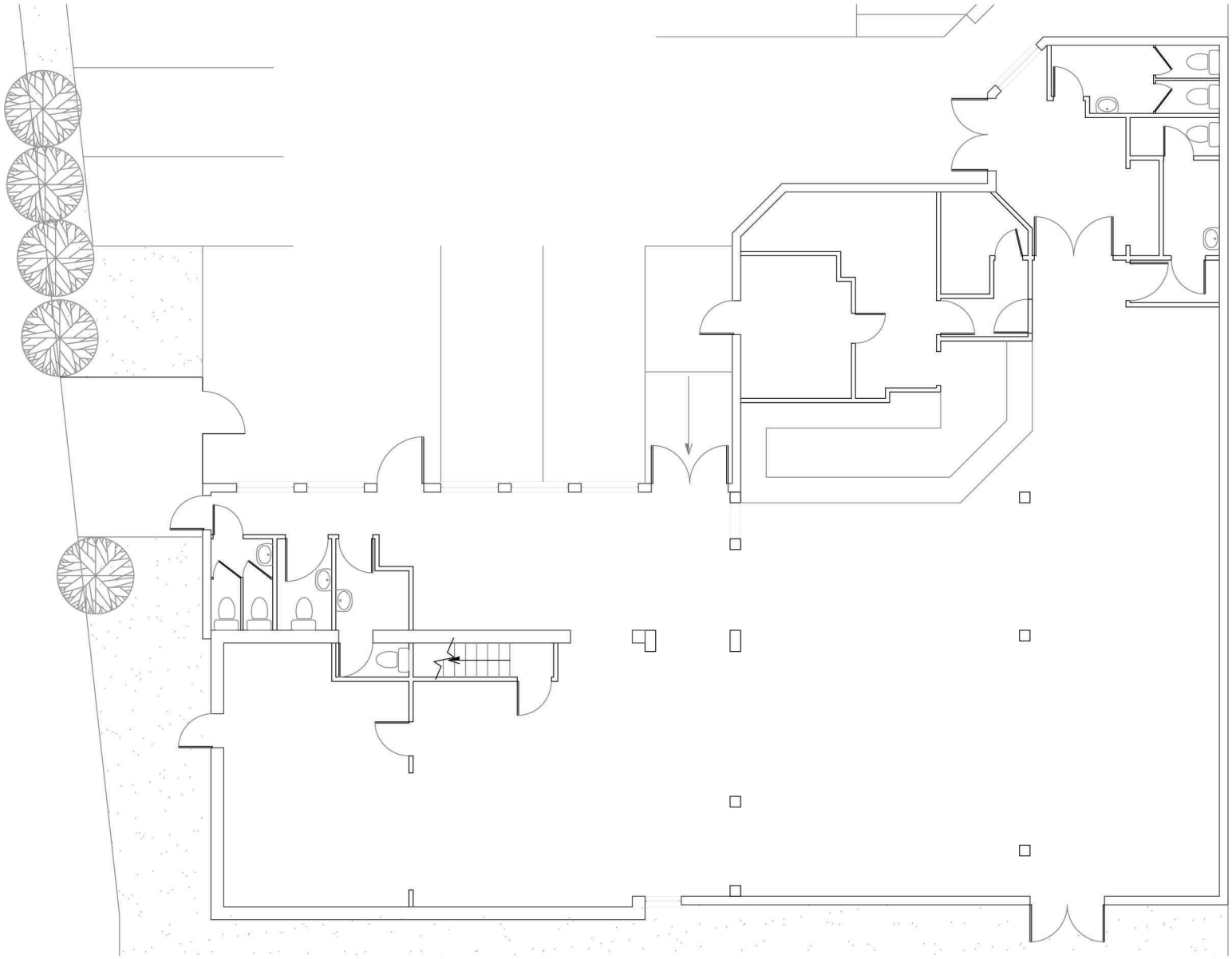
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: PROPOSED SITE PLAN

SCALE: 1/200 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-005 REVISION: -

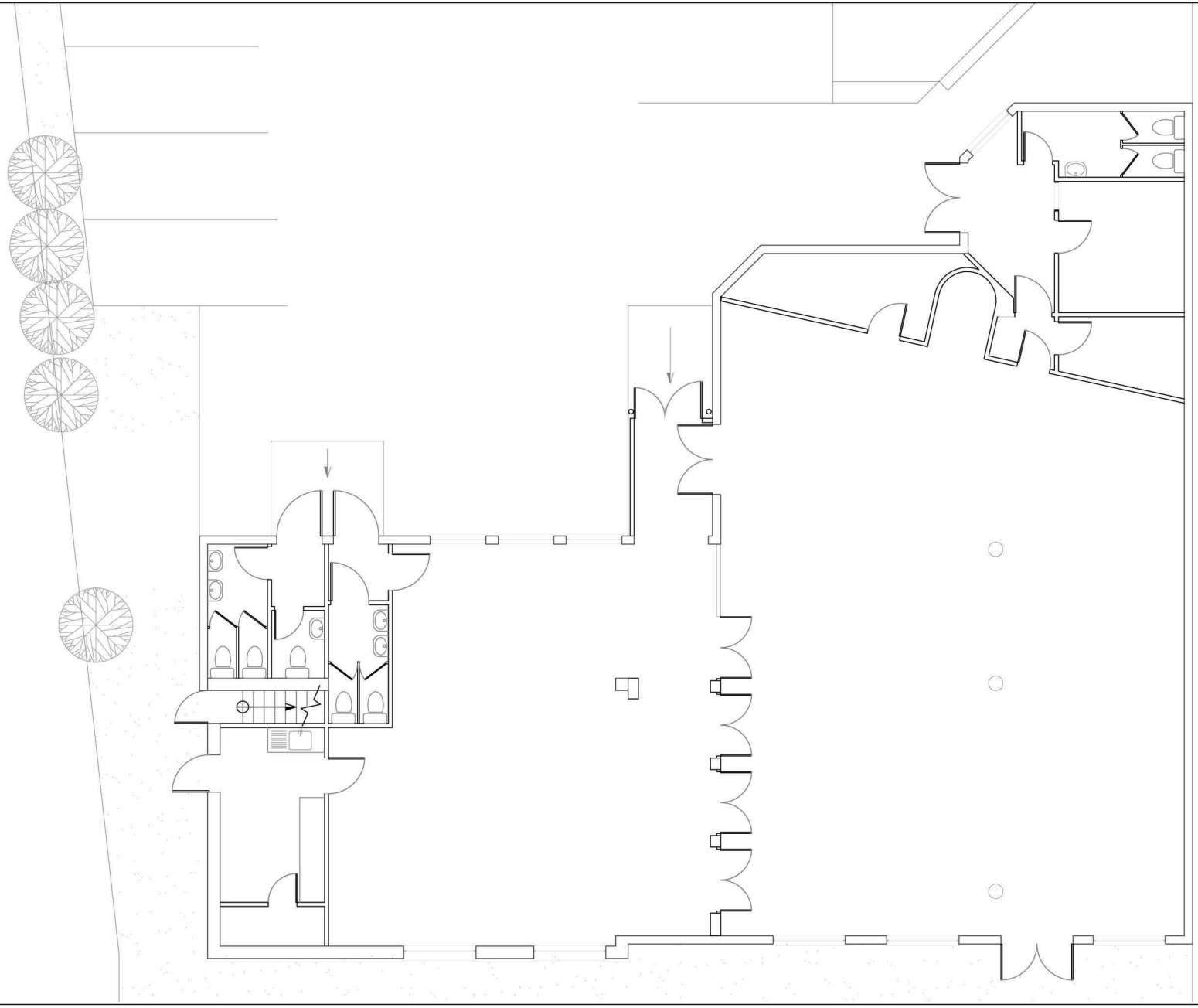


THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB	MUSLIM COMMUNITY CENTRE, HAYES
DRAWING	PREVIOUS GROUND FLOOR
SCALE	1/100 @ A3
DATE	04/03/10
DRAWING No.	AMA 03-P-070
REVISION	-



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

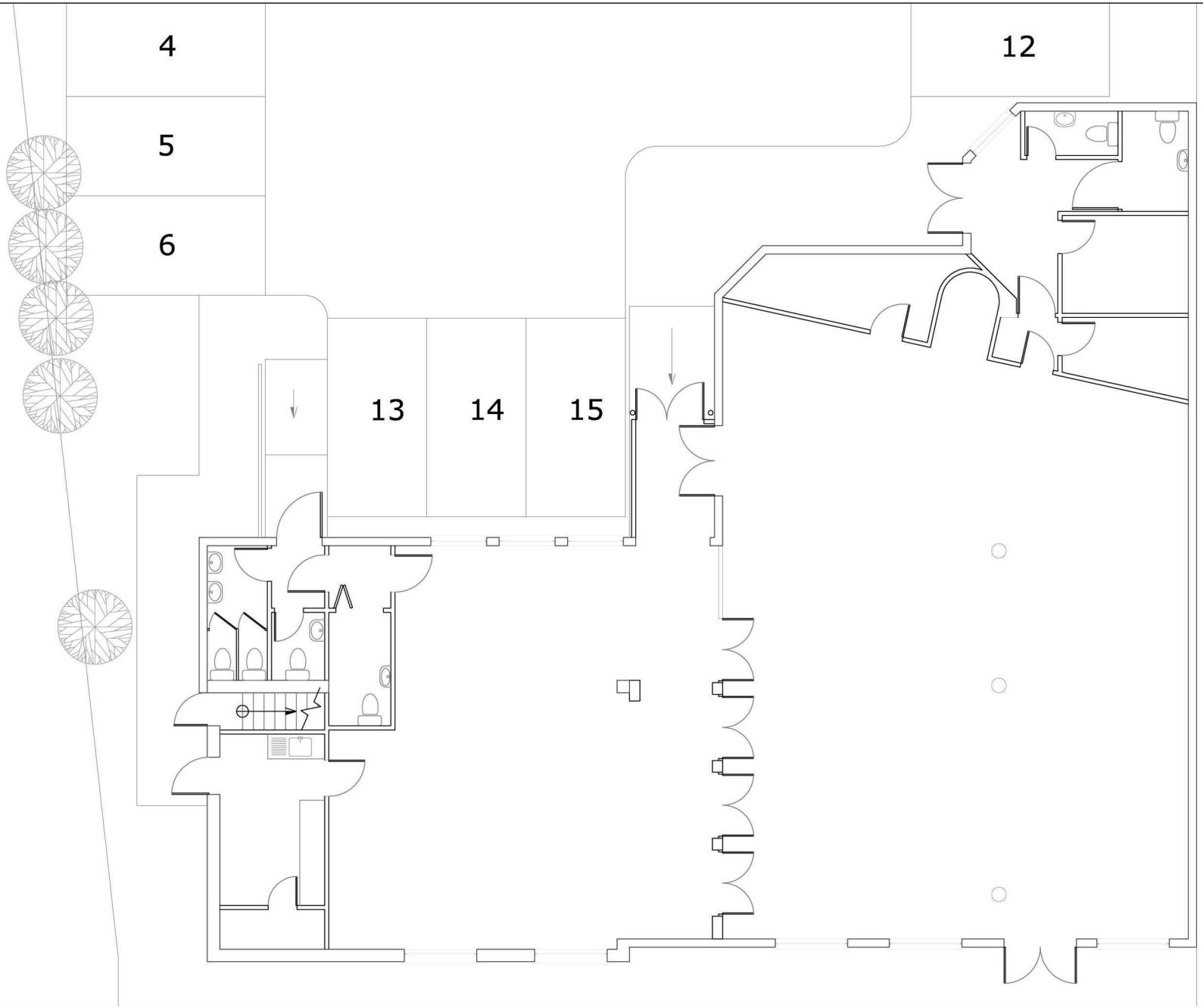
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: AS BUILT GROUND FLOOR

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-060 REVISION: -



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
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tel: 020 8973 0050
email: info@maa-architects.com

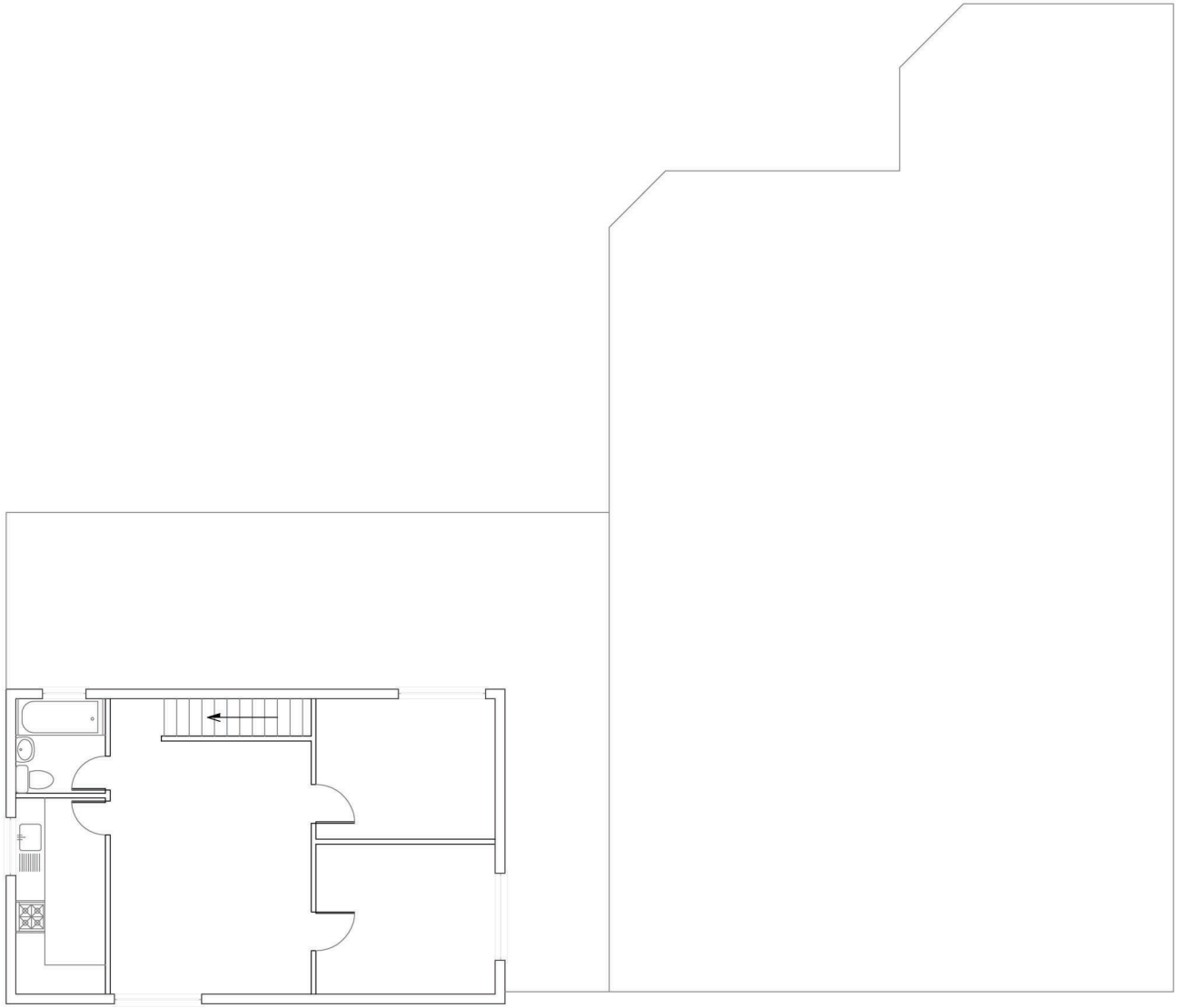
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: PROPOSED GROUND FLOOR

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-010 REVISION: -



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

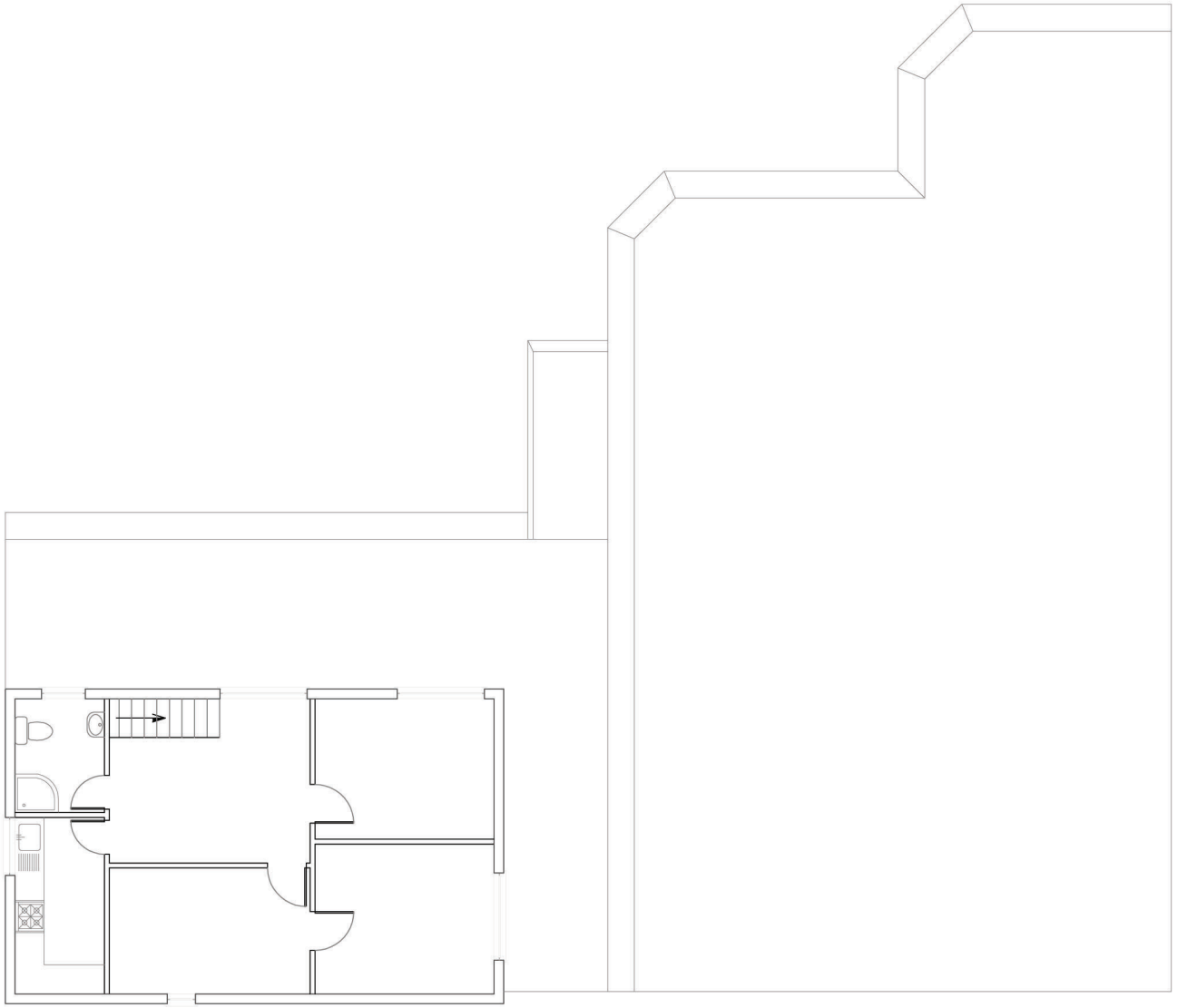
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: PREVIOUS FIRST FLOOR

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-071 REVISION: -



THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

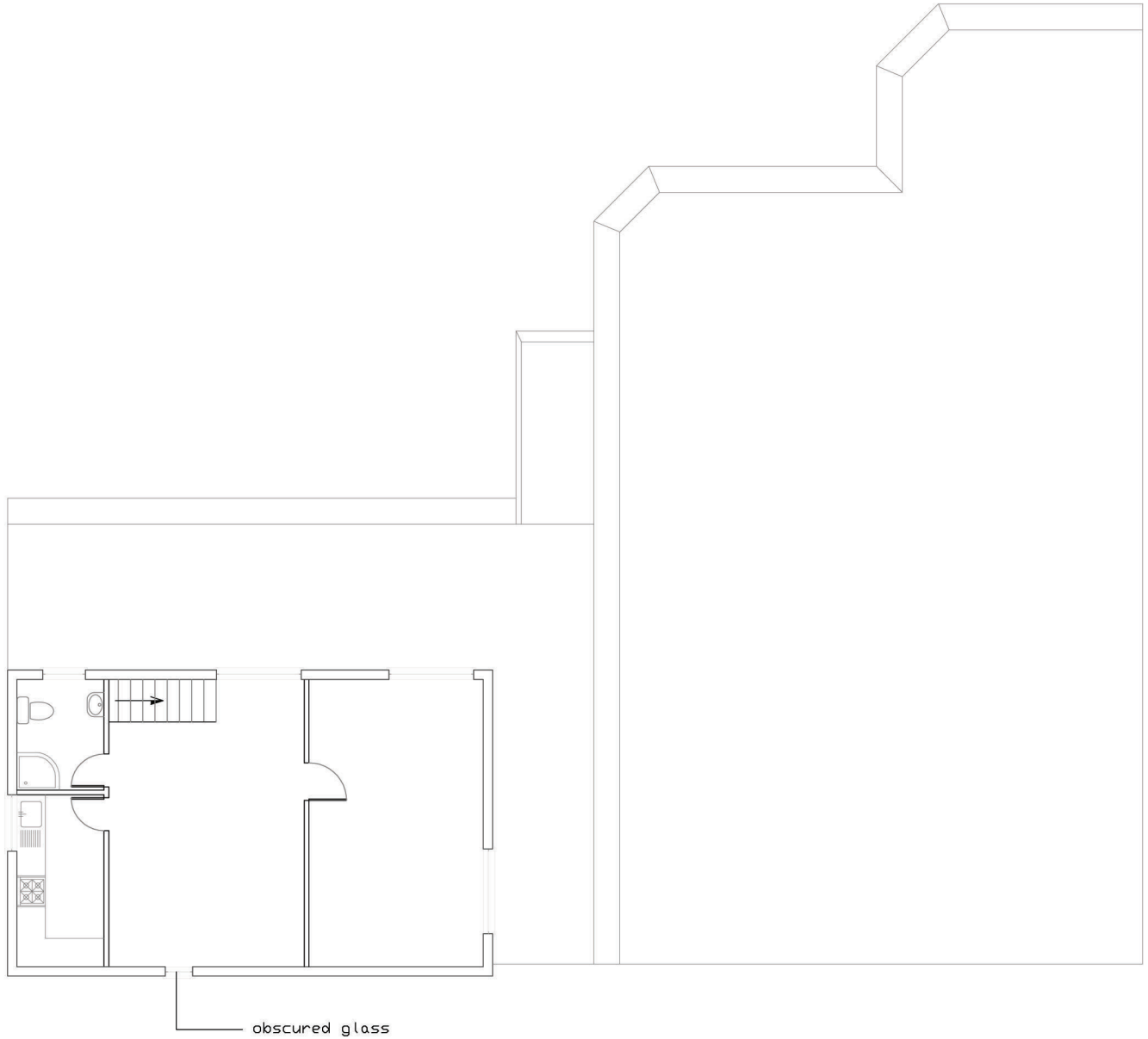
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: AS BUILT FIRST FLOOR

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-061 REVISION: -

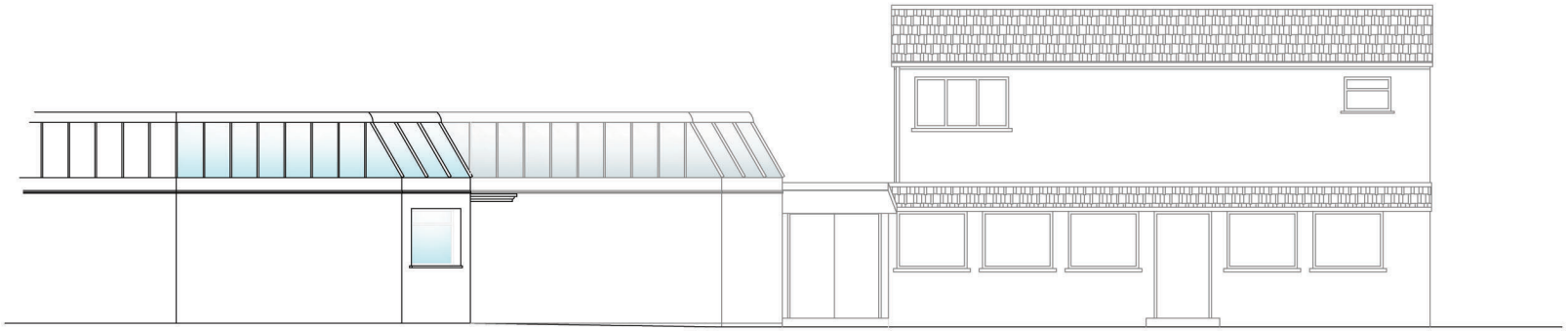


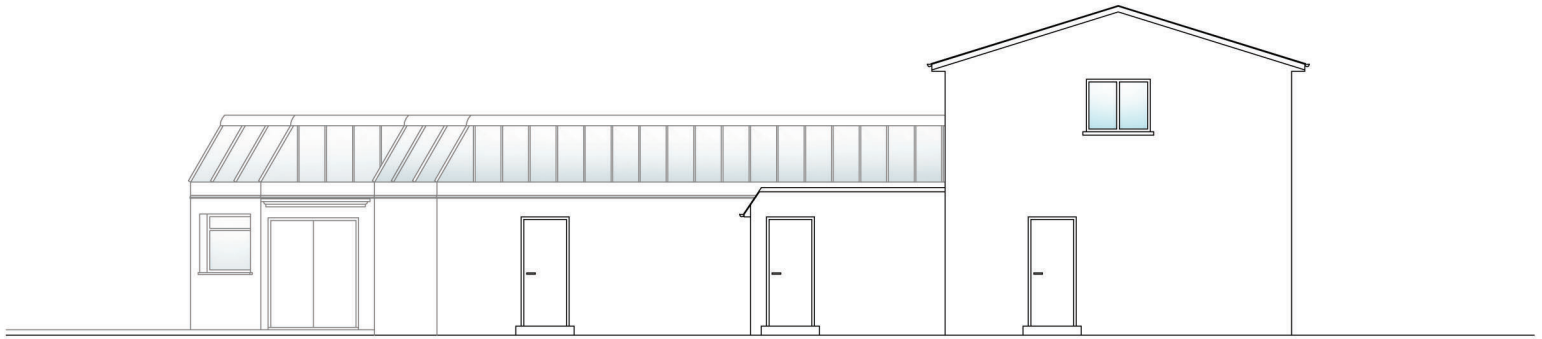
THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	15.09.10

JOB	MUSLIM COMMUNITY CENTRE, HAYES
DRAWING	PROPOSED FIRST FLOOR
SCALE	1/100 @ A3
DATE	04/03/10
DRAWING No.	AMA 03-P-011
REVISION	-



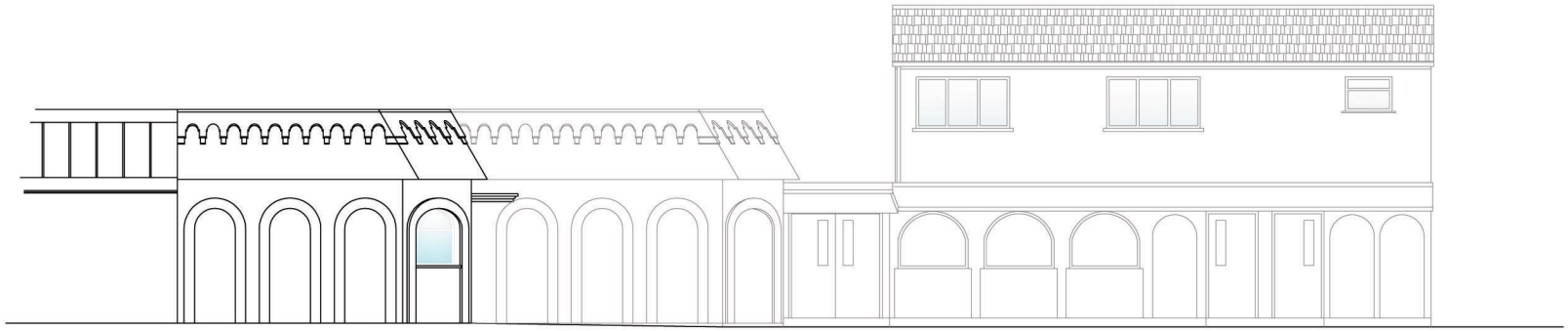


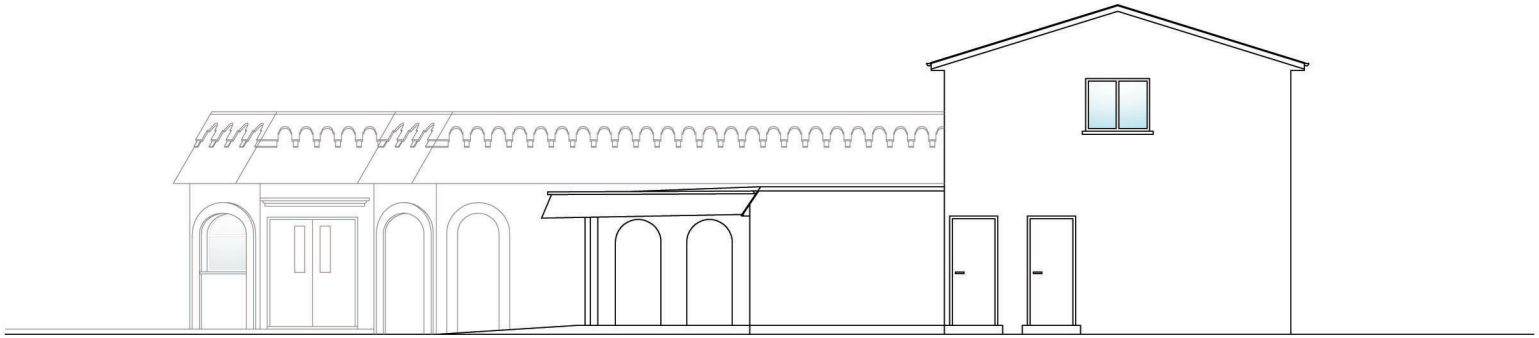
THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB	MUSLIM COMMUNITY CENTRE, HAYES
DRAWING	PREVIOUS ELEVATIONS
SCALE	1/100 @ A3
DATE	04/03/10
DRAWING No.	AMA 03-P-085
REVISION	-





THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

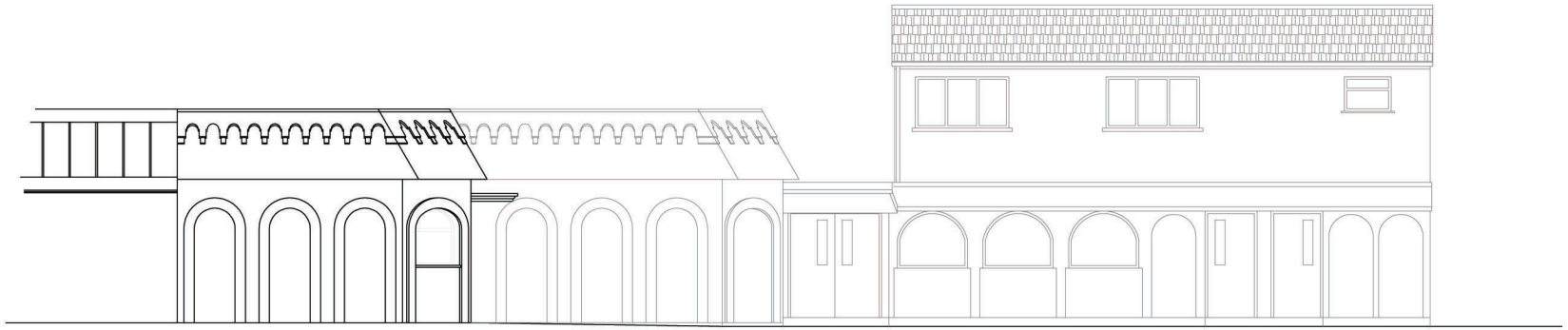
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-	ISSUED FOR PLANNING	07.02.11

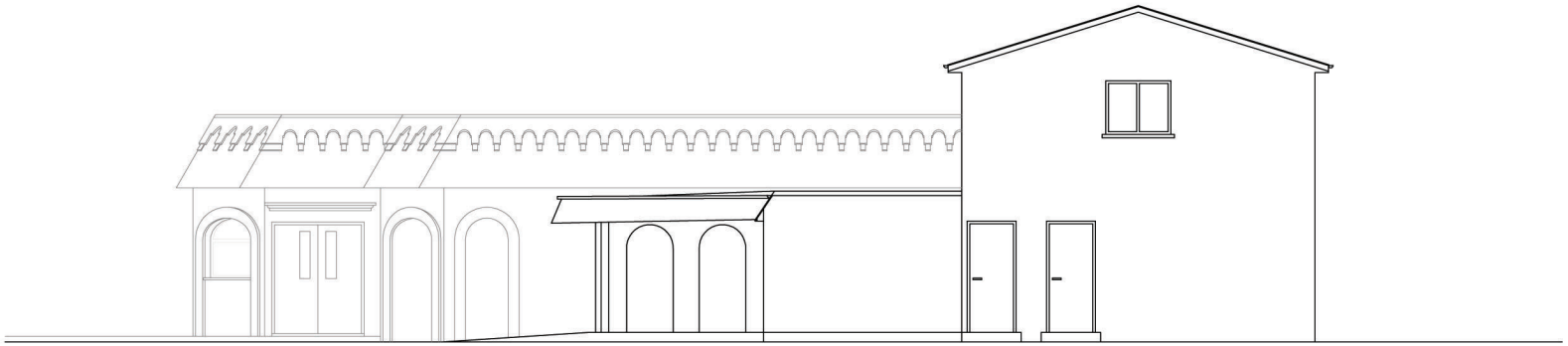
JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: AS BUILT ELEVATIONS

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-080 REVISION: -





THE BOATHOUSE
27 FERRY ROAD
TEDDINGTON
MIDDLESEX
TW11 9NN

tel: 020 8973 0050
email: info@maa-architects.com

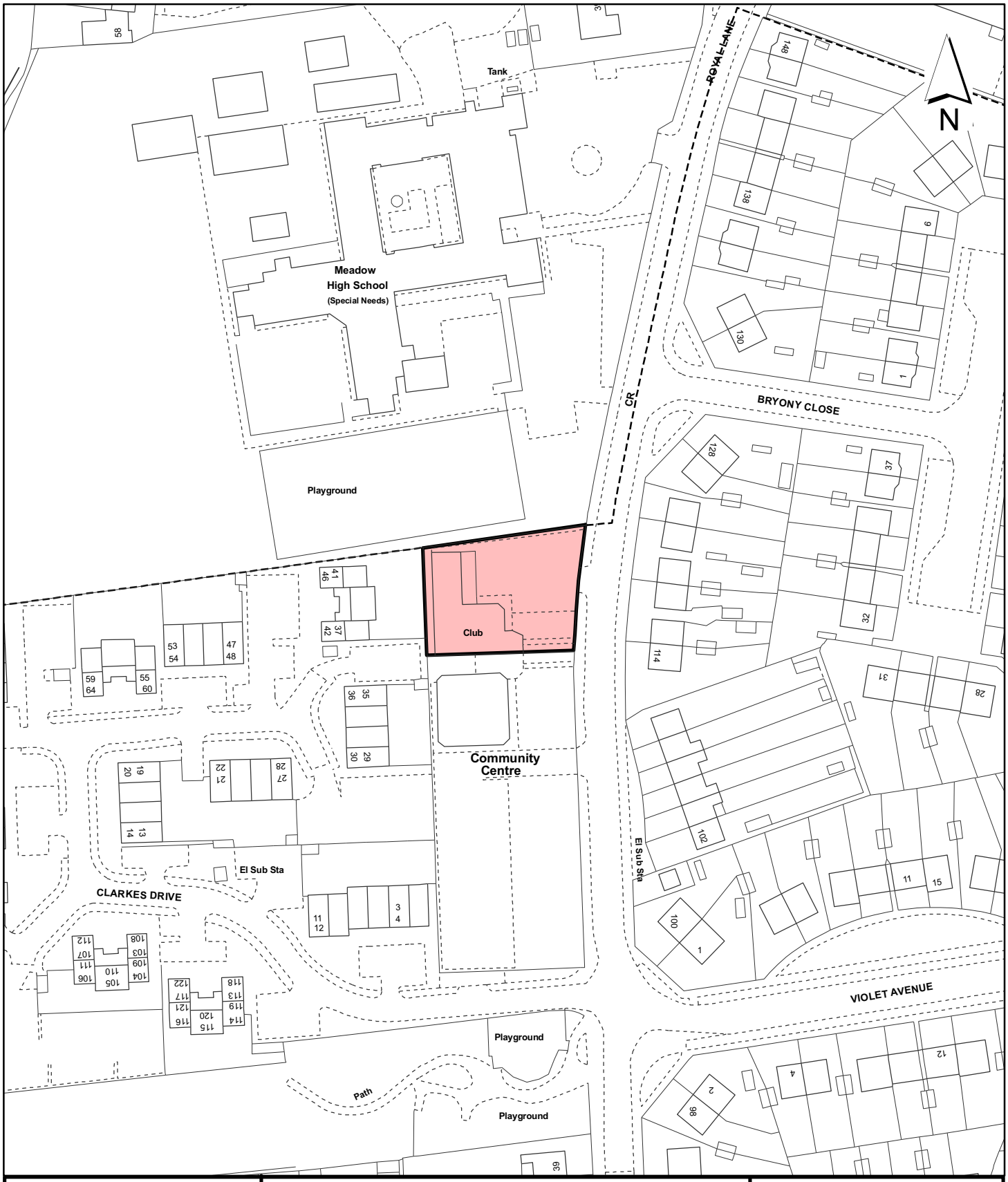
REV	DESCRIPTION	DATE
-	ISSUED FOR PLANNING	07.02.11

JOB: MUSLIM COMMUNITY CENTRE, HAYES

DRAWING: PROPOSED ELEVATIONS

SCALE: 1/100 @ A3 DATE: 04/03/10

DRAWING No.: AMA 03-P-030 REVISION: -



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Site Address

Former Hillingdon Irish Centre
Royal Lane
Hillingdon

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

Planning Application Ref:
267/APP/2011/1383

Scale
1:1,250

Planning Committee
Central and South

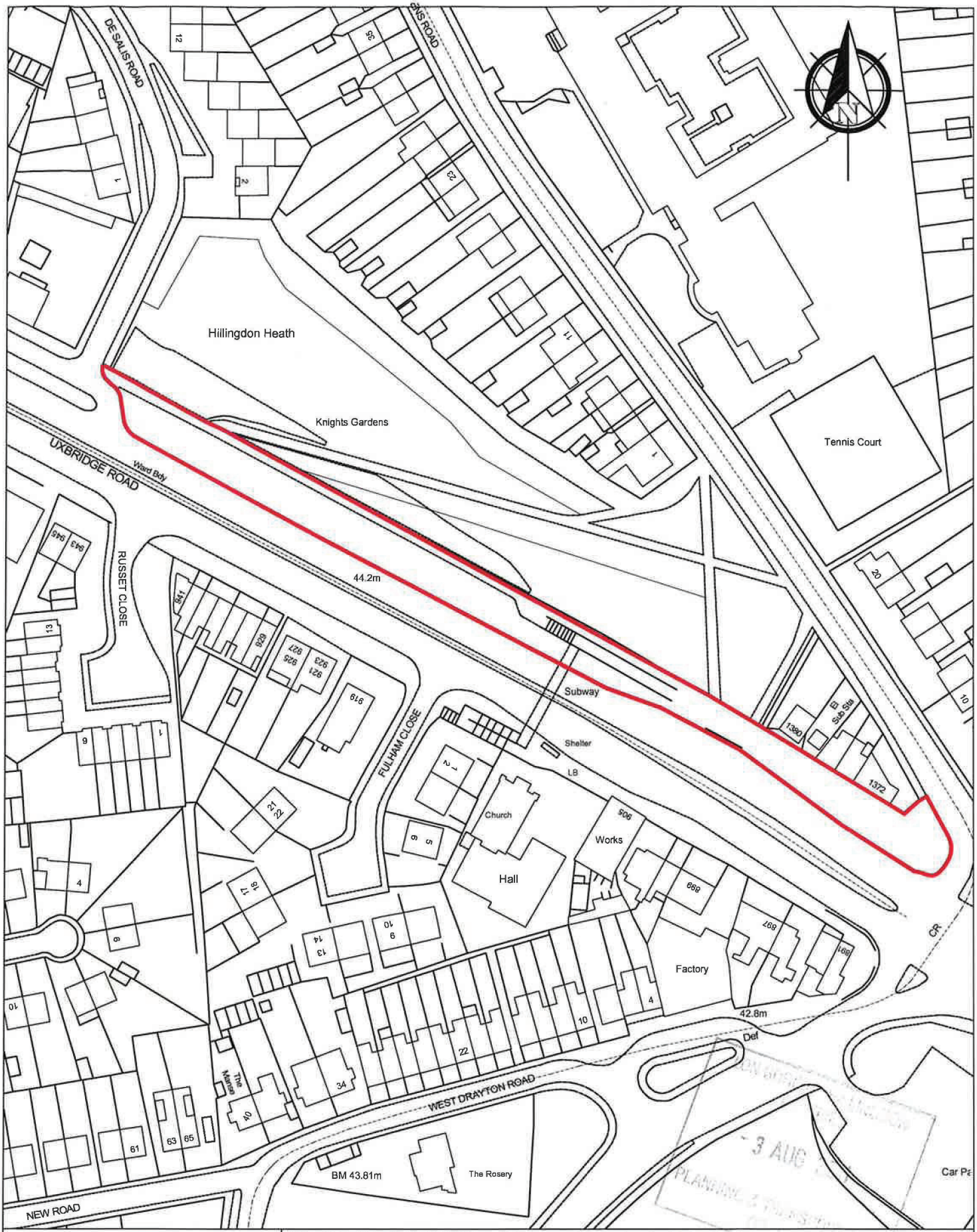
Date
September 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	LAND FRONTING KNIGHTS GARDENS OPPOSITE 943 - 945 UXBRIDGE ROAD HILLINGDON
Development:	Installation of 6m x 3m billboard on 1m high base.
LBH Ref Nos:	**67975/ADV/2011/60**

Date Plans Received:	03/08/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	03/08/2011		



CORPORATE LANDLORD GROUP
4N/11, CIVIC CENTRE, UXBRIDGE,MIDDLESEX, UB8 1UW
Tel: 01895 250111
Fax: 01895 277224

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding

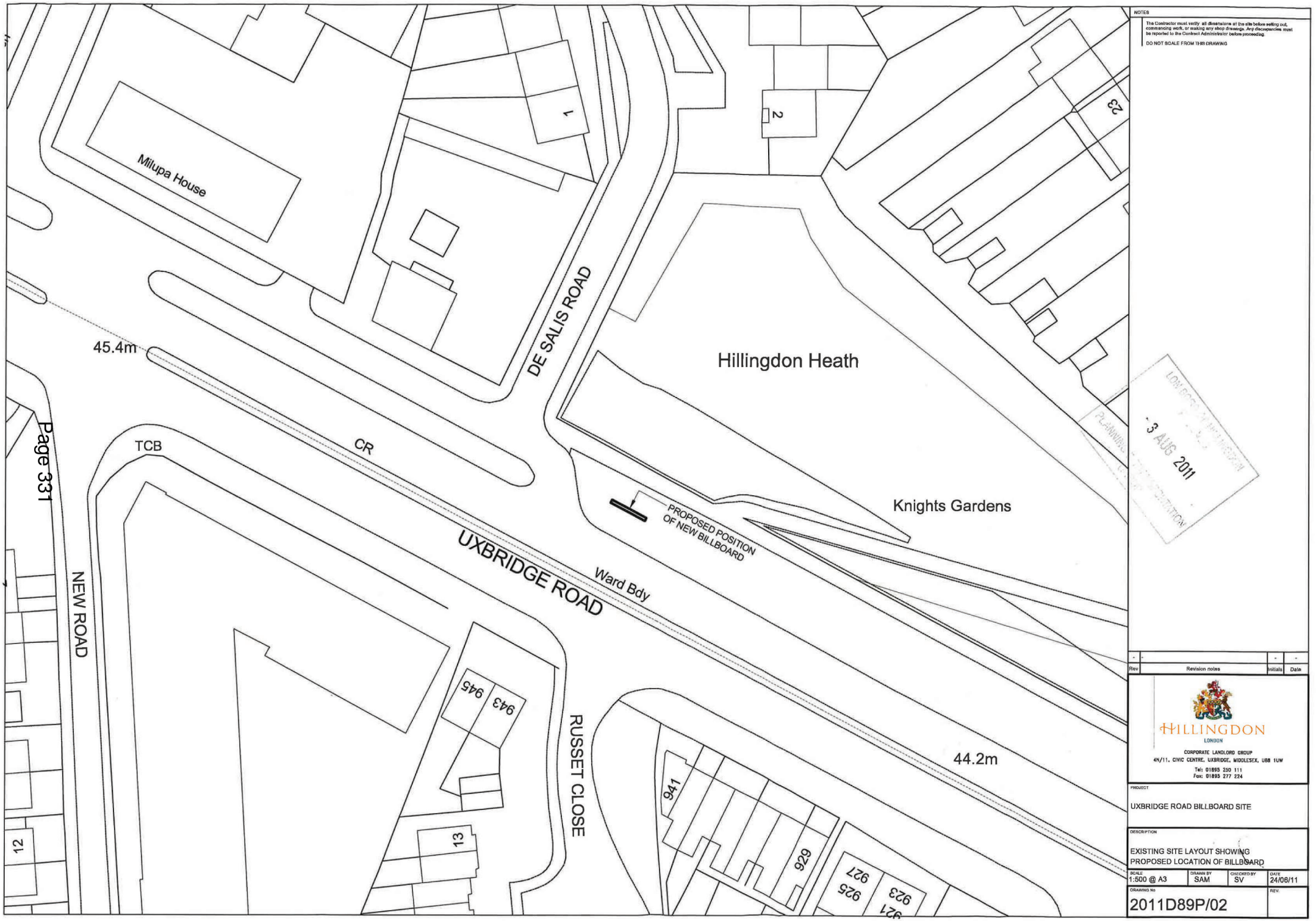
Rev	Revision notes	Initials	Date
-	-	-	-

HILLINGDON
LONDON

Project
UXBRIDGE ROAD BILLBOARD SITE

Description
SITE LOCATION PLAN

Scale	Drawn by
1:1250 @ A4	SAM
Date	Checked by
24/06/11	SV
Drawing No.	Rev.
2011D89P/01	



NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING

LDM BOROUGH PLANNING
-3 AUG 2011
PLANNING APPLICATION

Rev	Revision notes	Initials	Date
-	-	-	-

HILLINGDON
LONDON
CORPORATE LANDLORD GROUP
4N/11, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT

UXBRIDGE ROAD BILLBOARD SITE

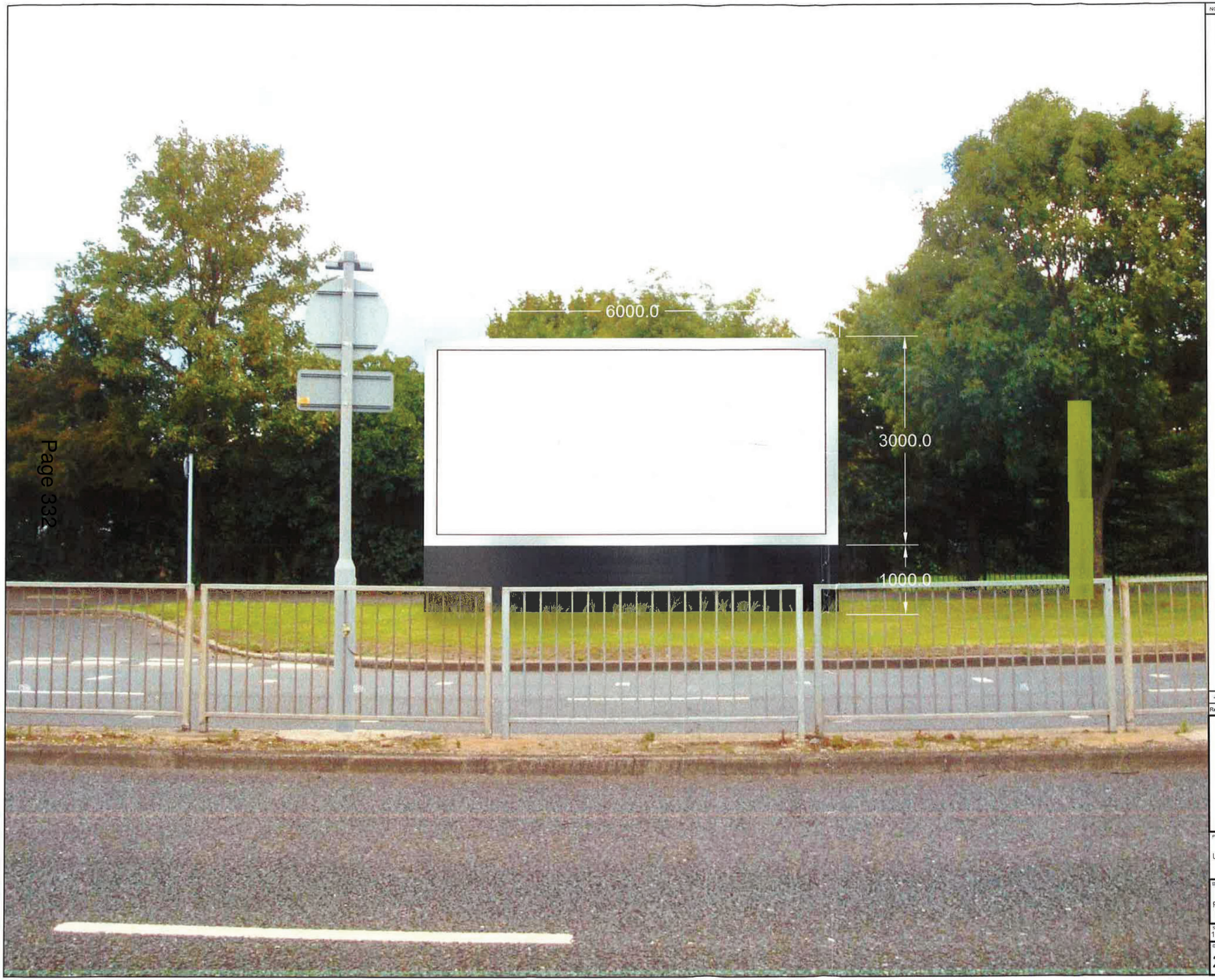
DESCRIPTION

EXISTING SITE LAYOUT SHOWING
PROPOSED LOCATION OF BILLBOARD

SCALE	DRAWN BY	CHECKED BY	DATE
1:500 @ A3	SAM	SV	24/06/11

DRAWING No: 2011D89P/02

REV:



NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

DO NOT SCALE FROM THIS DRAWING

LONDON BOROUGH OF HILLINGDON
PLANNING, TRANSPORTATION AND RECREATION
-3 AUG 2011

Rev	Revision notes	Initials	Date
-	-	-	-

HILLINGDON
LONDON
CORPORATE LANDLORD GROUP
4N/11, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT

UXBRIDGE ROAD, SOUTH RUISLIP

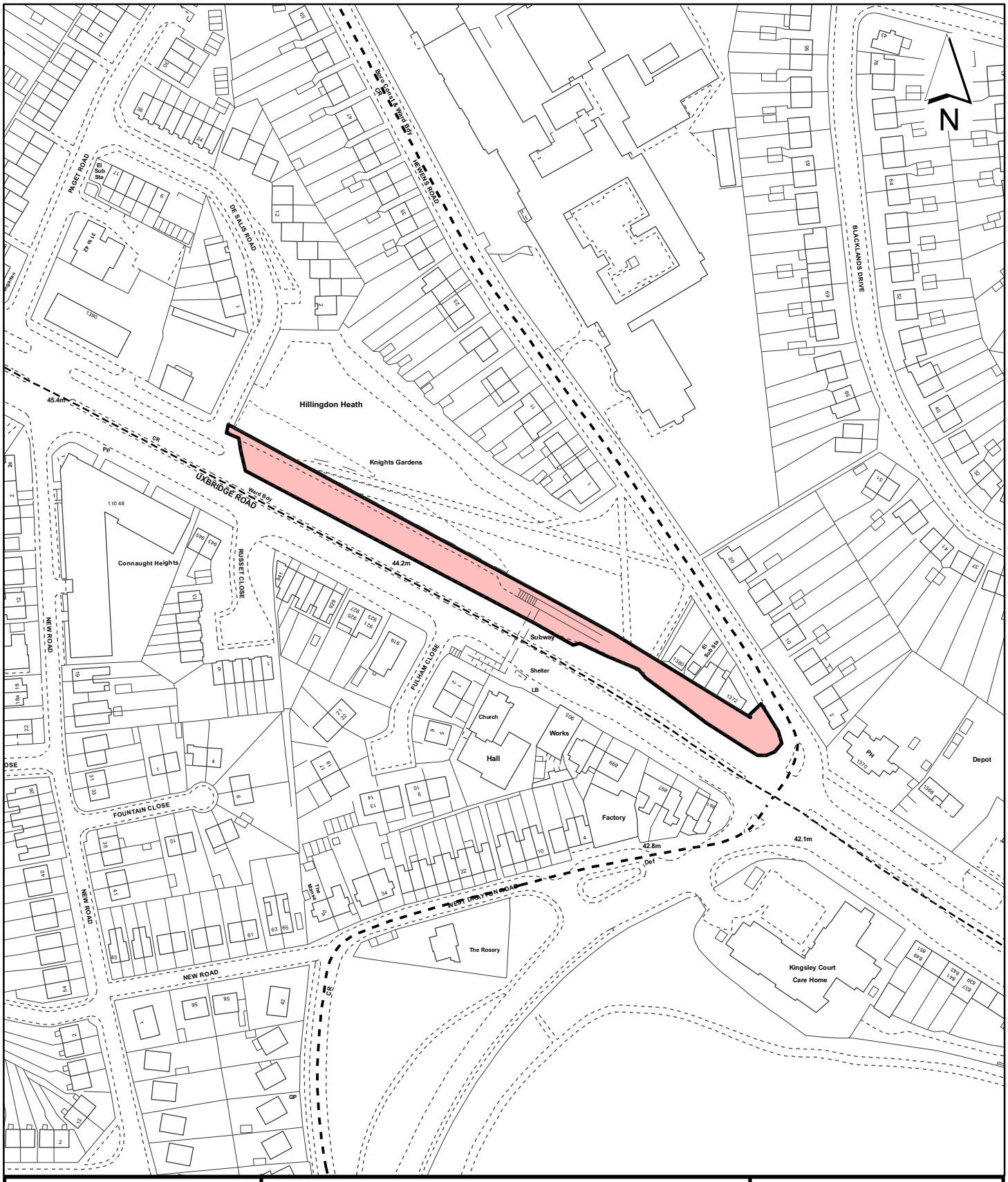
DESCRIPTION

PROPOSED ELEVATION OF BILLBOARD

SCALE	DRAWN BY	CHECKED BY	DATE
1:50 @ A3	db	SV	17/07/11

DRAWING No: 2011D89P/03

REV.



Notes

Site boundary

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Site Address

Land fronting Knoghts Gardens opposite 943 - 945 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:
67975/ADV/2011/60

Scale
1:2,000

Planning Committee
Central and South

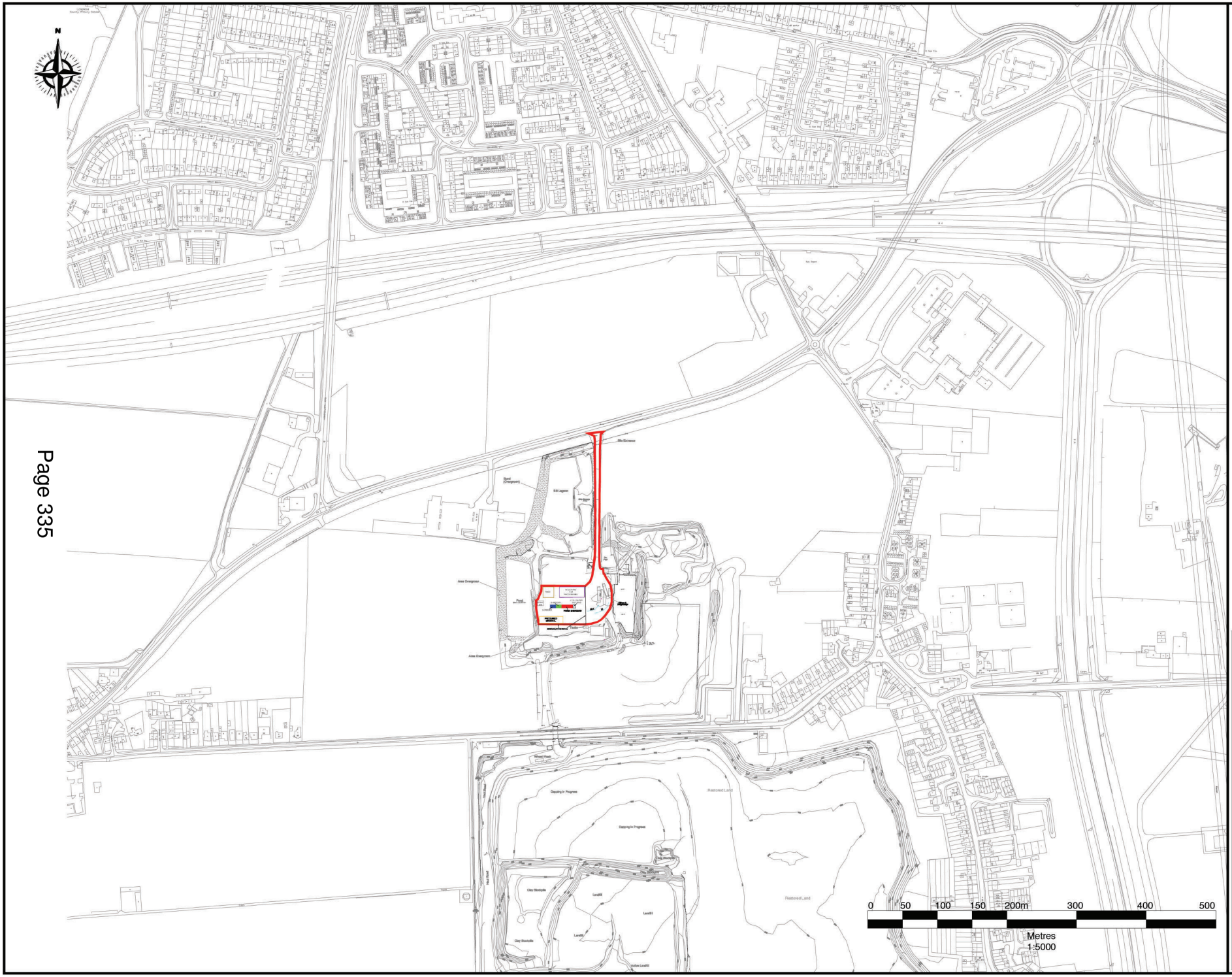
Date
September 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	HOLLOWAY LANE QUARRY HOLLOWAY LANE HARMONDSWORTH
Development:	Temporary wood recycling operation (Part retrospective application).
LBH Ref Nos:	43155/APP/2010/1417

Date Plans Received:	16/06/2010	**Date(s) of Amendment(s):**	
Date Application Valid:	24/06/2010		



Notes

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Application Boundary

Rev	subject	date

Tustin Court, Portway, Preston, PR2 2YQ
Tel:(01772)325500, Fax:(01772)325566, Email:

Site
Harmondsworth Landfill Site

Title
Proposed Location Of Wood Sheredding Area

Scale
1:5000 @ A3

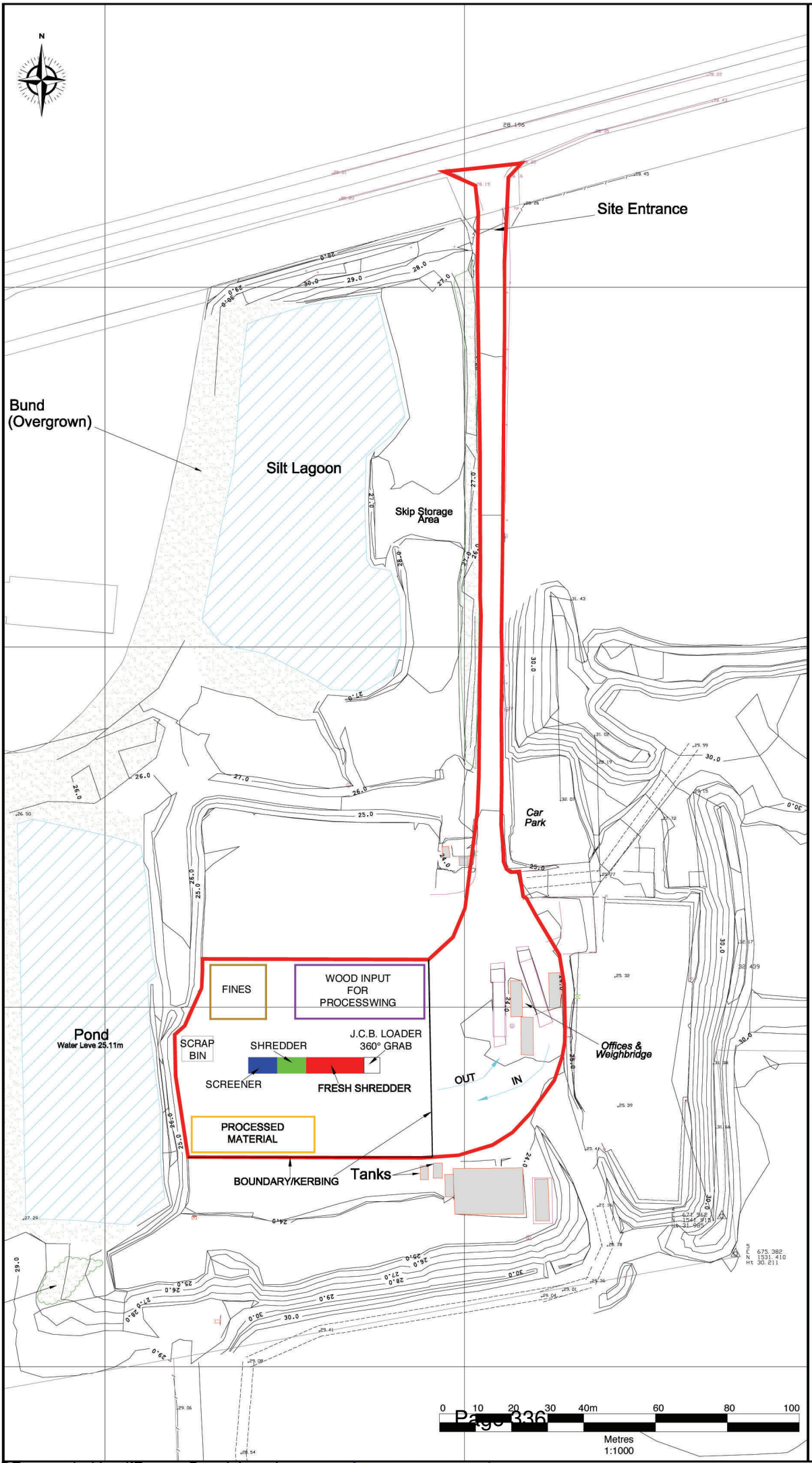
Date
January 2010

Drawing Ref
Hsp-WSLOC-0110-01

Drawn by
RB

Checked by
MS

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Planning Boundary

Rev	subject	date

Tustin Court, Portway, Preston, PR2 2YQ
Tel (01772)325500, Fax (01772)325566, Email grant.fleming@sita.co.uk

Site: Holloway Lane Landfill Site

Title: Processing Area

Scale: 1:1000 @ A3

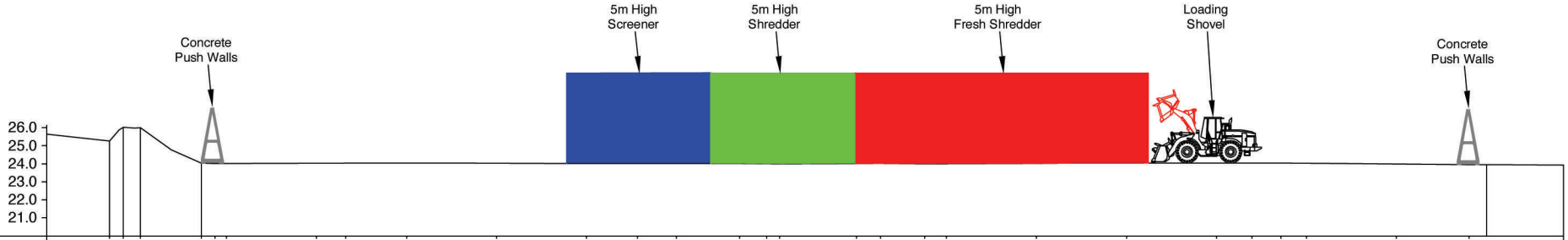
Date: November 2009

Drawing Ref: Hsp-Pln-1109-01

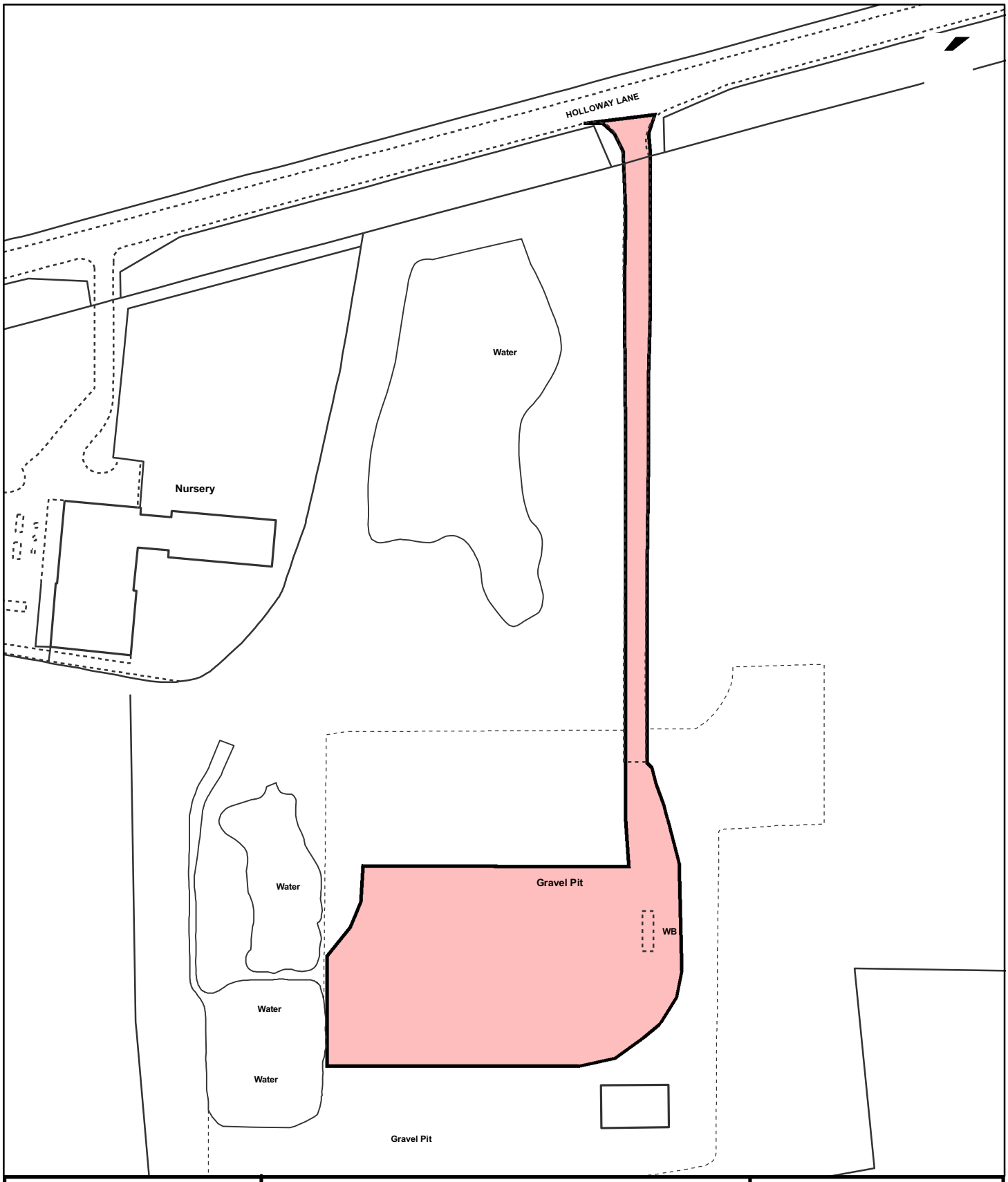
Drawn by: RB

Checked by: MS

PDF created with pdfFactory Pro trial version www.software-partners.co.uk


5m High Screener
5m High Shredder
5m High Fresh Shredder
Loading Shovel
Concrete Push Walls
Concrete Push Walls
26.0
25.0
24.0
23.0
22.0
21.0
Datum 20.0

| | | |



Notes

Site boundary

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London Borough of Hillingdon
100019283 2011

Site Address

**Holloway Lane Quarry,
Holloway Lane, Harmondsworth**

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

Planning Application Ref:
43155/APP/2010/1417

Scale
1:1,500

Planning Committee
Central & South

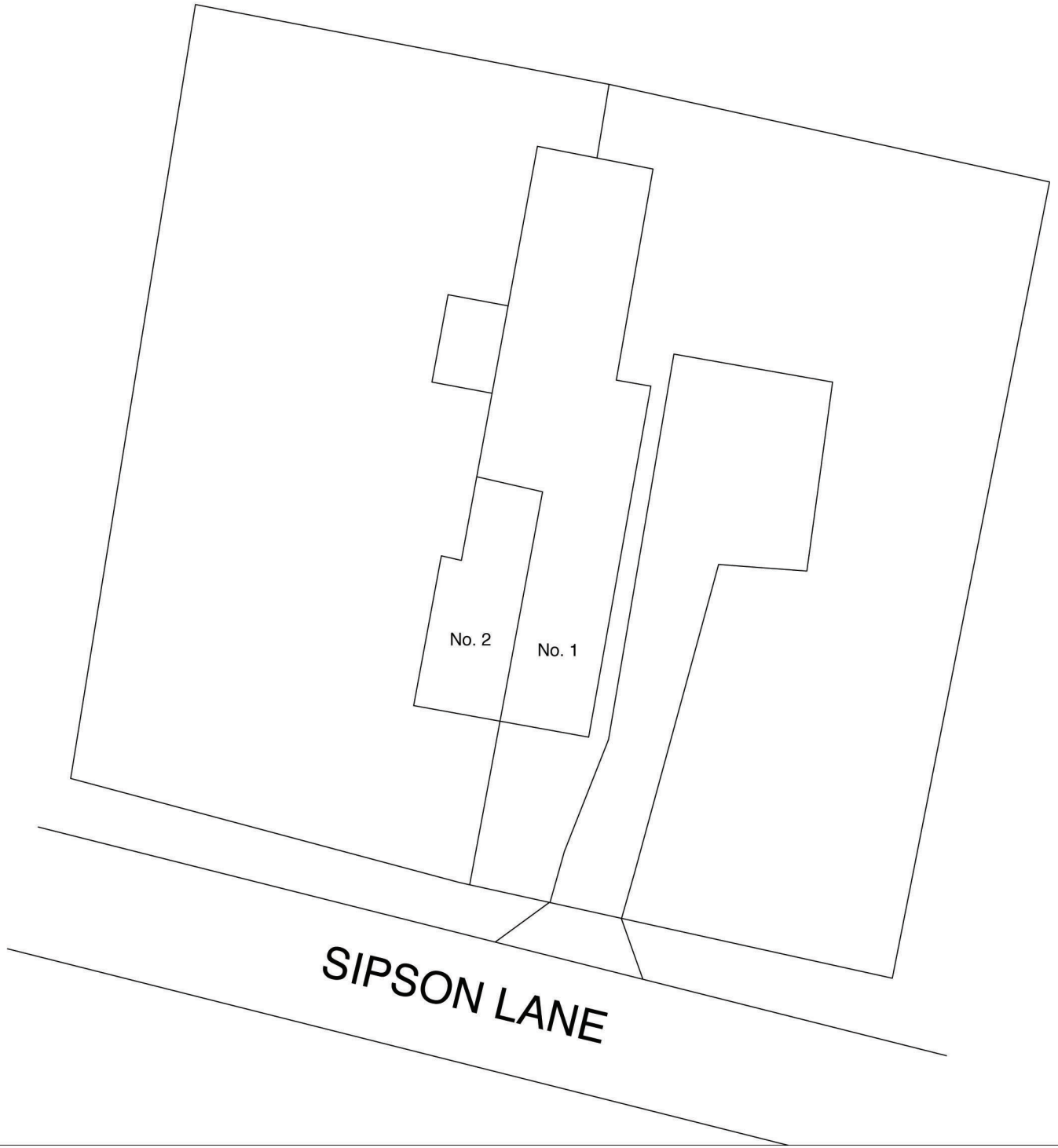
Date
April 2011

HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address	1 WESTFIELD COTTAGES SIPSON LANE HARLINGTON
Development:	Two storey side extension, involving raising the ridge height of the existing barn/store roof and conversion of attached barns/stores to habitable accommodation (works involve demolition of unauthorised single storey side extension and external alteration works).
LBH Ref Nos:	67100/APP/2011/367

Date Plans Received:	16/02/2011	**Date(s) of Amendment(s):**	
Date Application Valid:	01/06/2011		



N

Scale bar 0 - 10m

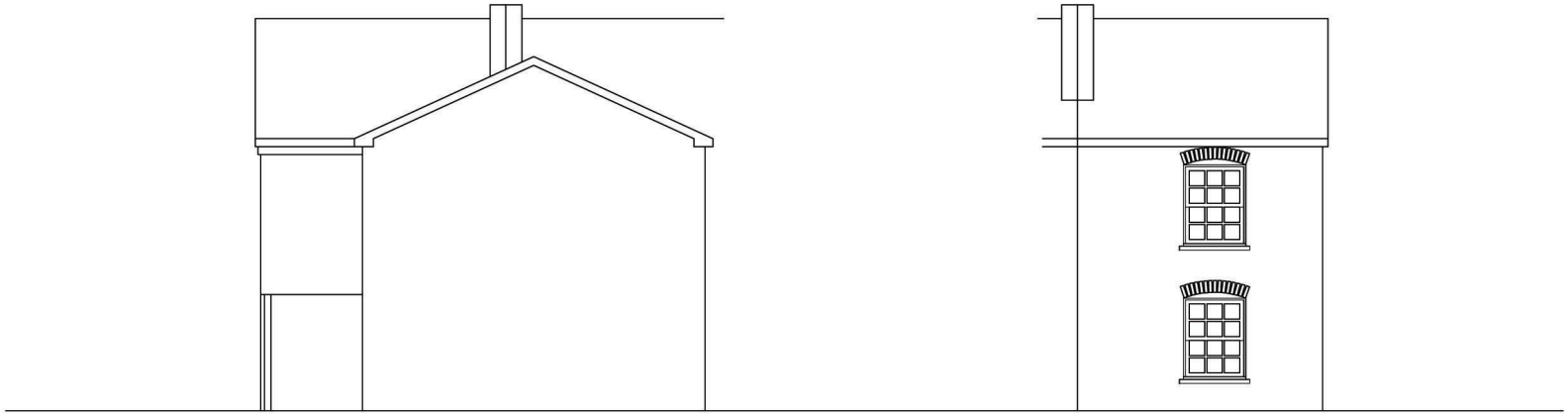
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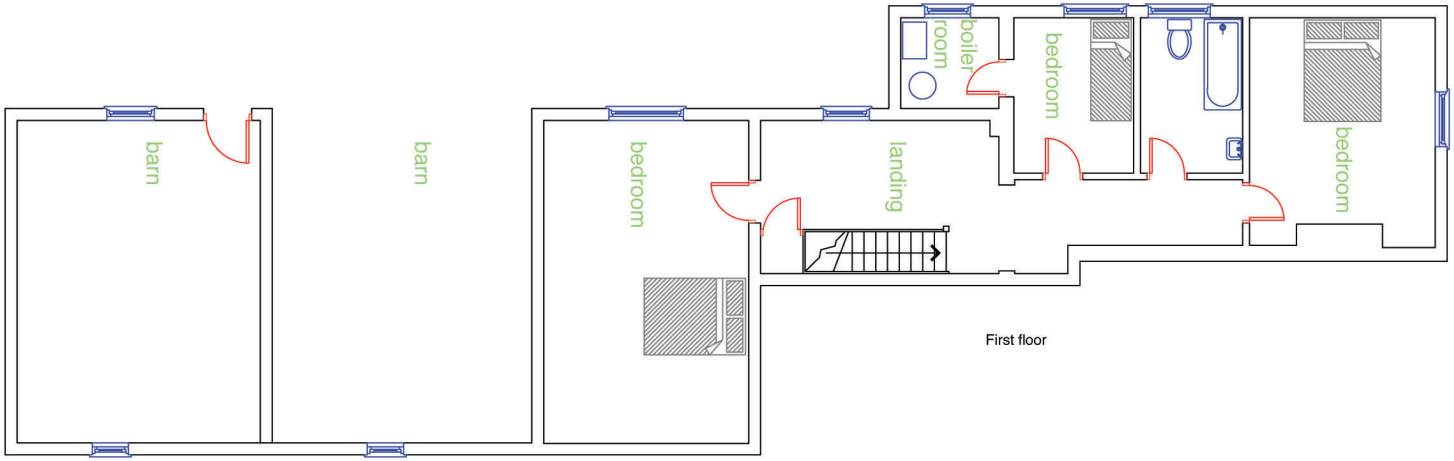
JAC Associates
Property Consultants
Tel: 020 8248 7695
Mob: 07702 542224
jacdesigns@aol.com

Project
1 Westfield Cottages Sipson Lane Harlington Hayes UB3 5EJ
Client
Waseem Raja
Drawing Title
Site Plan
Drawing Number
WestfieldCottages-1-05

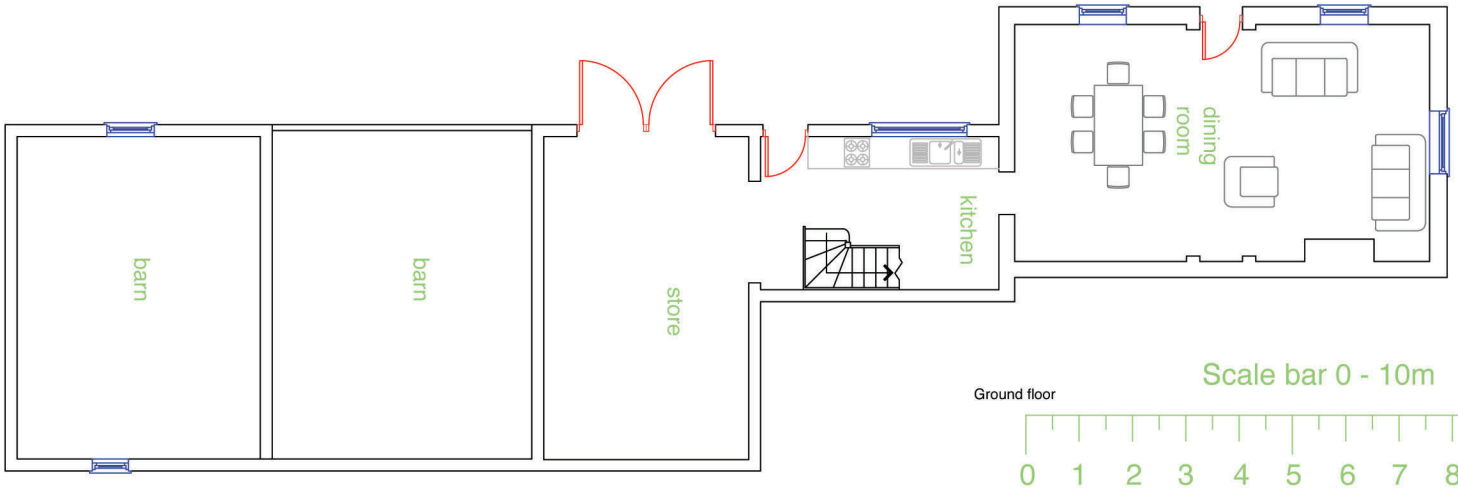
Scale printed on A3 at 1:1	Date
1 : 200	23-05-10

All dimensions and information contained in these plans should be checked on site and with the Local Authority prior to commencing any building works. The works may also be covered by the Town and Country Planning Acts, Building Acts and The Party Wall Act. No works should be commenced prior to obtaining all necessary concents.





First floor



Ground floor

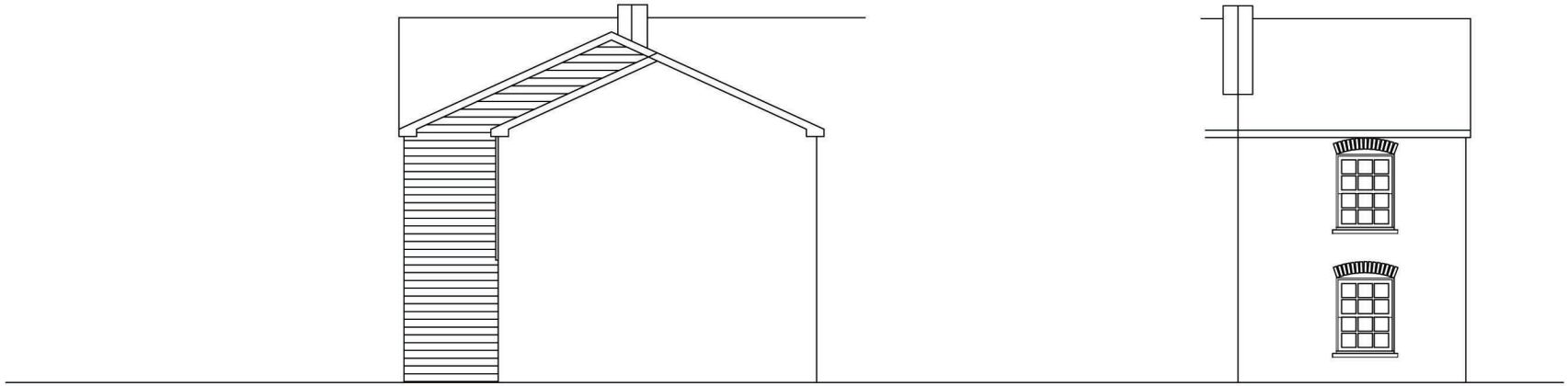
Scale bar 0 - 10m

0 1 2 3 4 5 6 7 8 9 10

JAC Associates
Property Consultants
Tel: 020 8248 7695
Mob: 07702 542224
jacdesigns@aol.com

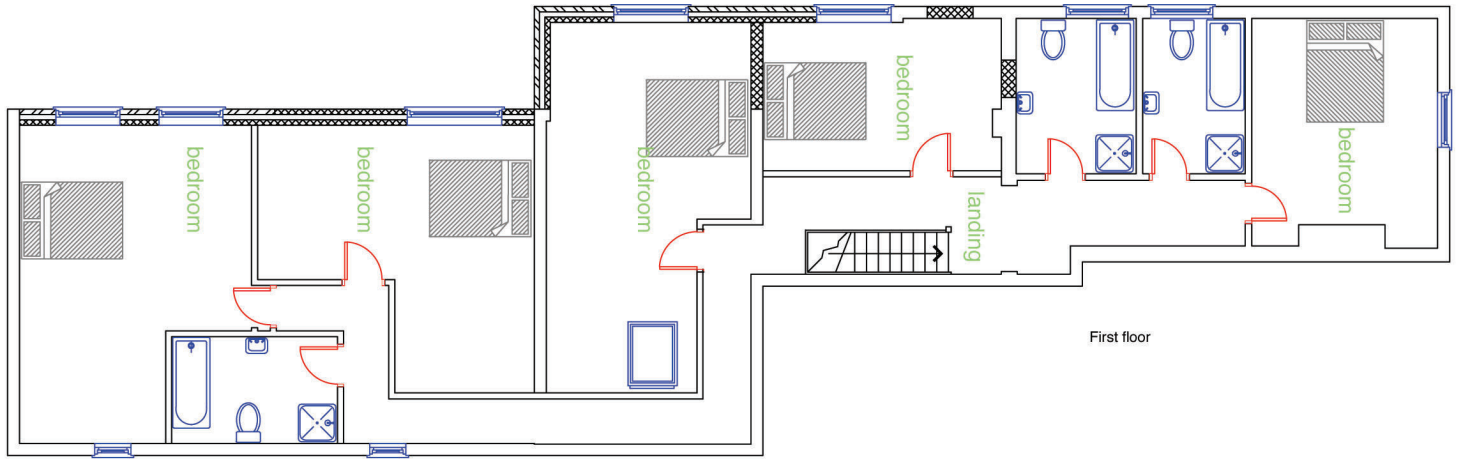
Project	1 Westfield Cottages Sipson Lane Harlington Hayes UB3 5EJ
Client	Waseem Raja
Drawing Title	Existing floor plans and front and rear elevations of the property prior to work commencing 23-05-2010
Drawing Number	WestfieldCottages-1-11
Scale printed on A3 at 1:1	1 : 100
Date	23-05-10

All dimensions and information contained in these plans should be checked on site and with the Local Authority prior to commencing any building works. The works may also be covered by the Town and Country Planning Acts, Building Acts and The Party Wall Act. No works should be commenced prior to obtaining all necessary concents.

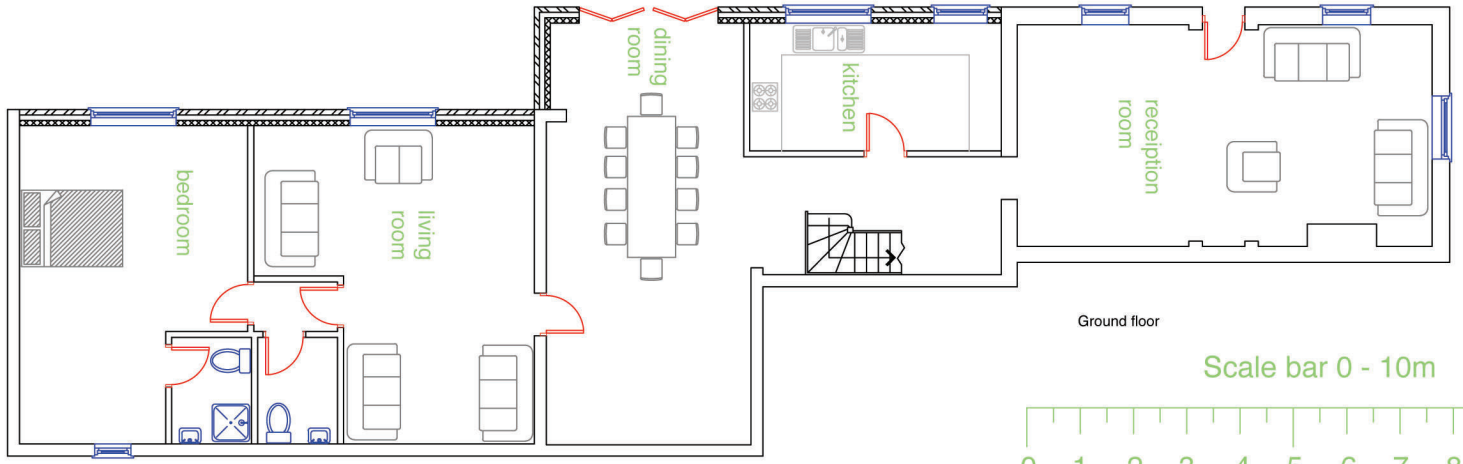


Rear

Front



First floor



Ground floor

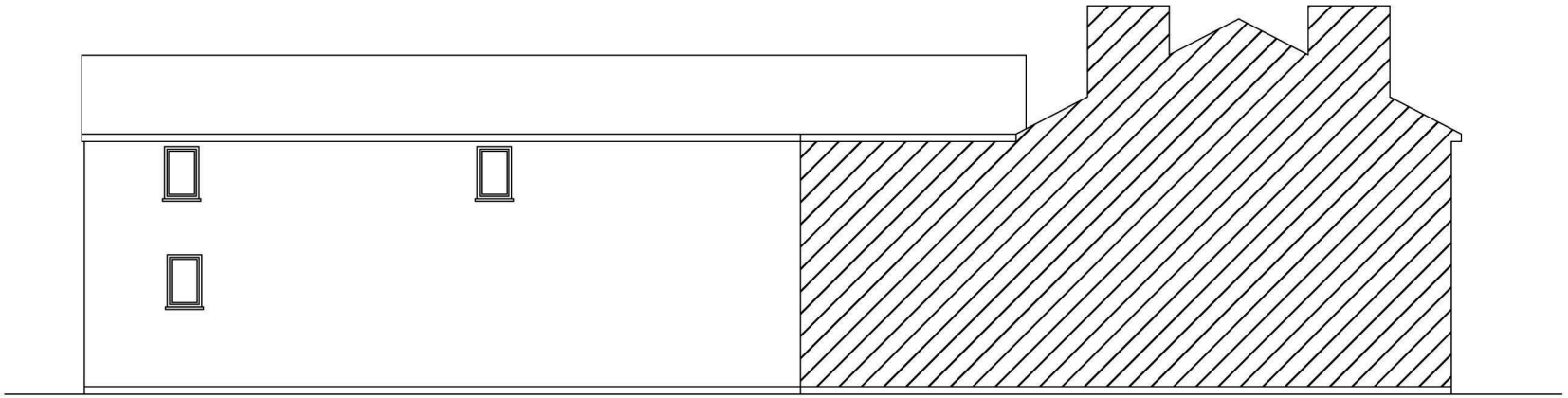
Scale bar 0 - 10m

0 1 2 3 4 5 6 7 8 9 10

JAC Associates
Property Consultants
Tel: 020 8248 7695
Mob: 07702 542224
jacdesigns@aol.com

Project	1 Westfield Cottages Sipson Lane Harlington Hayes UB3 5EJ
Client	Waseem Raja
Drawing Title	Proposed floor plans and front and rear elevations
Drawing Number	WestfieldCottages-13
Scale printed on A3 at 1:1	1 : 100
Date	25-01-11

All dimensions and information contained in these plans should be checked on site and with the Local Authority prior to commencing any building works. The works may also be covered by the Town and Country Planning Acts, Building Acts and The Party Wall Act. No works should be commenced prior to obtaining all necessary concents.



Side



Side

JAC Associates
Property Consultants
Tel: 020 8248 7695
Mob: 07702 542224
jacdesigns@aol.com

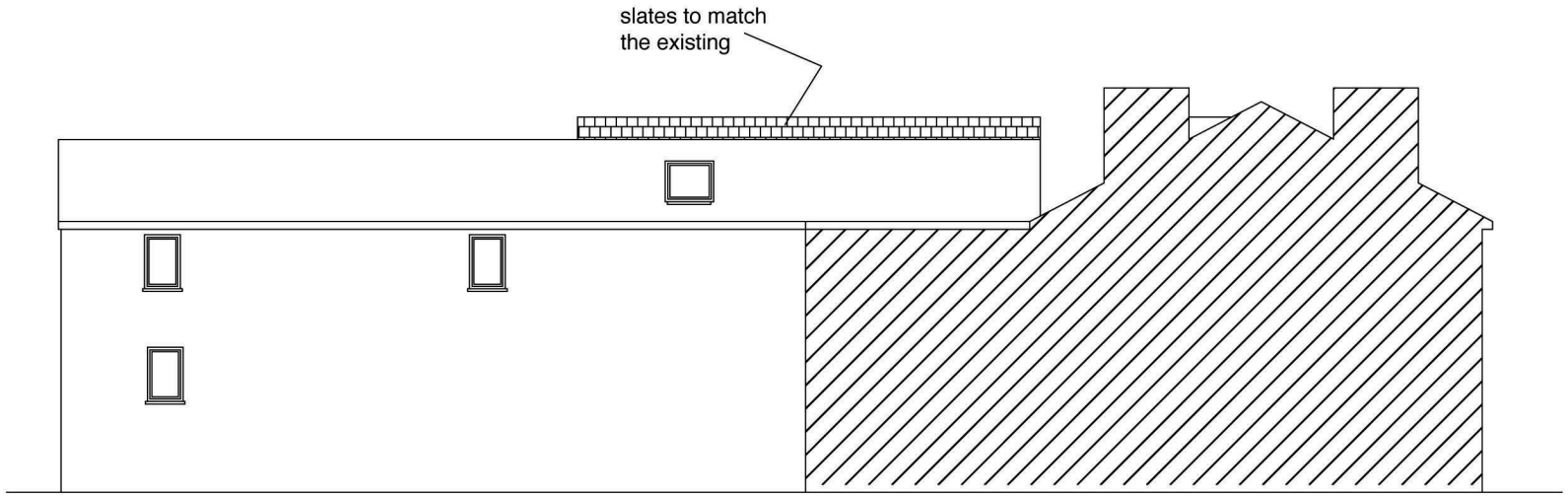
Project
1 Westfield Cottages Sipson Lane Harlington Hayes UB3 5EJ
Client
Waseem Raja
Drawing Title
Existing side elevations of the property prior to work commencing 23-05-2010
Drawing Number
WestfieldCottages-1-11a

Scale printed on A3 at 1:1	Date
1 : 100	23-05-10

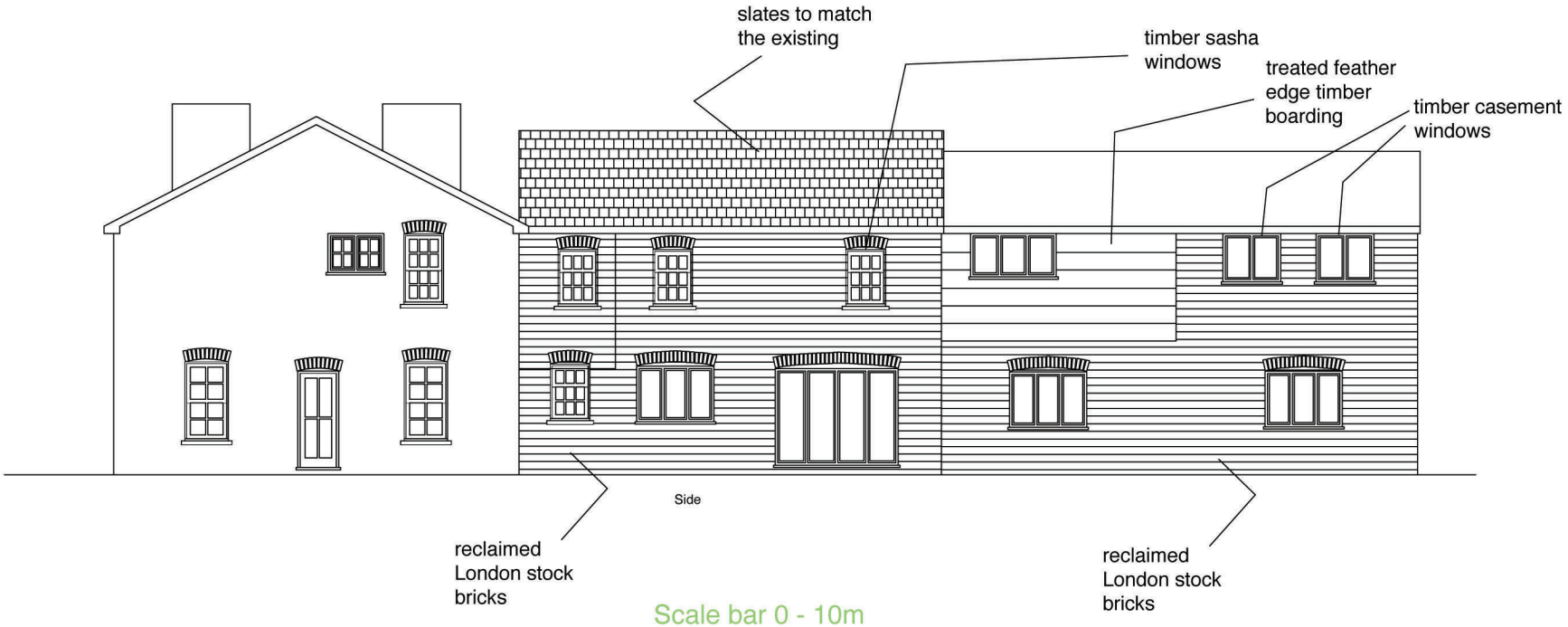
Scale bar 0 - 10m

0 1 2 3 4 5 6 7 8 9 10

All dimensions and information contained in these plans should be checked on site and with the Local Authority prior to commencing any building works. The works may also be covered by the Town and Country Planning Acts, Building Acts and The Party Wall Act. No works should be commenced prior to obtaining all necessary concents.



Side



Side

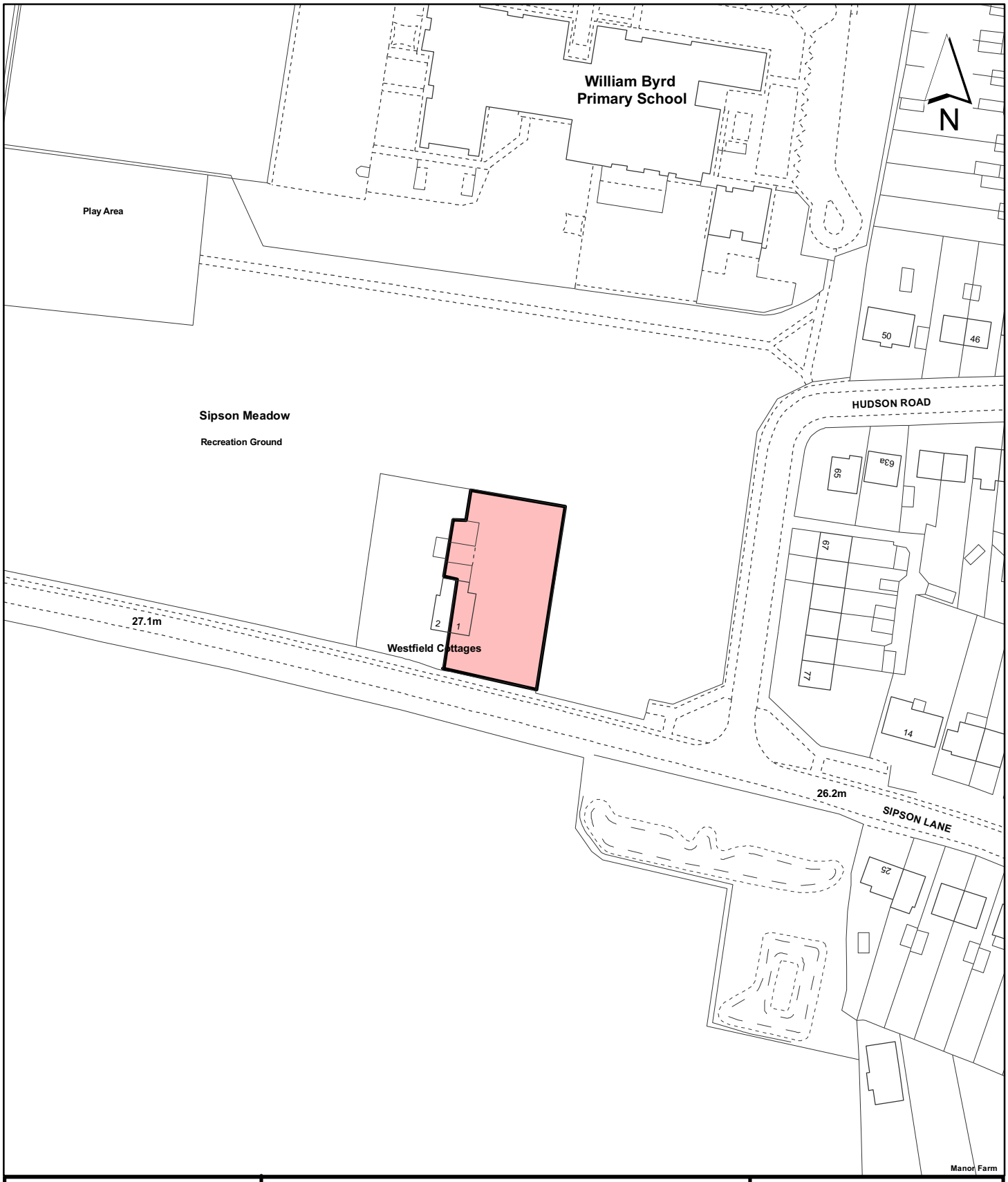
Scale bar 0 - 10m

0 1 2 3 4 5 6 7 8 9 10

JAC Associates
Property Consultants
Tel: 020 8248 7695
Mob: 07702 542224
jacdesigns@aol.com

Project	1 Westfield Cottages Sipson Lane Harlington Hayes UB3 5EJ
Client	Waseem Raja
Drawing Title	Proposed side elevations
Drawing Number	WestfieldCottages-1-13a
Scale printed on A3 at 1:1	1 : 100
Date	25-01-11

All dimensions and information contained in these plans should be checked on site and with the Local Authority prior to commencing any building works. The works may also be covered by the Town and Country Planning Acts, Building Acts and The Party Wall Act. No works should be commenced prior to obtaining all necessary concents.



Notes

Site boundary

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Site Address

1 Westerfield Cottages
Sipson Lane
Harlington

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

Planning Application Ref:
67100/APP/2011/367

Scale
1:1,250

Planning Committee
Central and South

Date
September 2011

HILLINGDON
LONDON

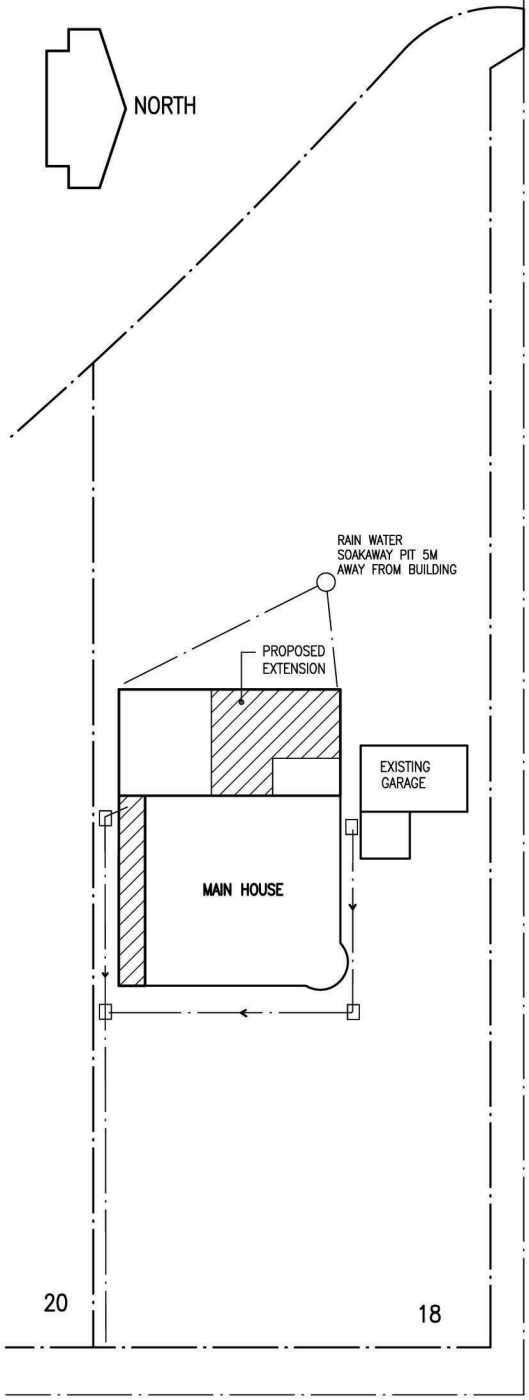
Report of the Head of Planning & Enforcement Services

Address 18 FRAYS AVENUE WEST DRAYTON MIDDX

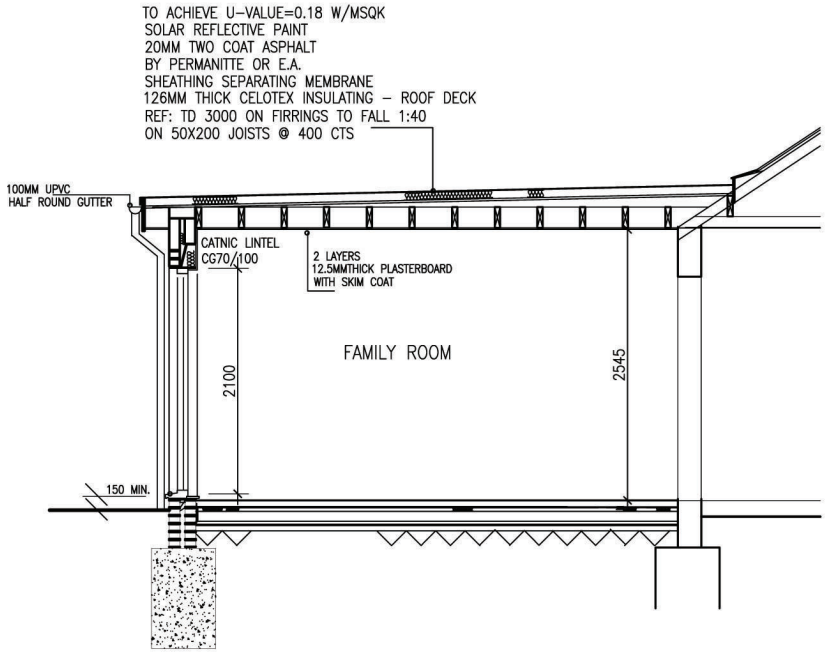
Development: Erection of a single storey rear extension and single storey side extension involving alterations to side (Part-Retrospective)

LBH Ref Nos: **67620/APP/2011/877**

Date Plans Received:	08/04/2011	**Date(s) of Amendment(s):**	08/04/2011 26/09/2011
Date Application Valid:	14/04/2011		

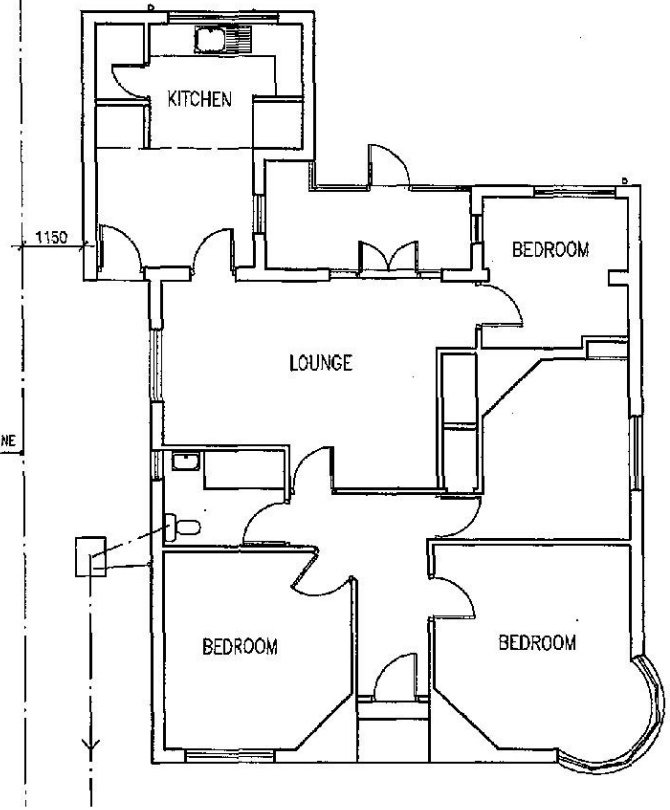


SITE PLAN
SCALE: 1/250



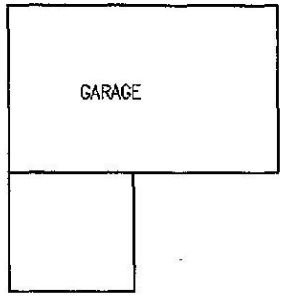
SECTION AA

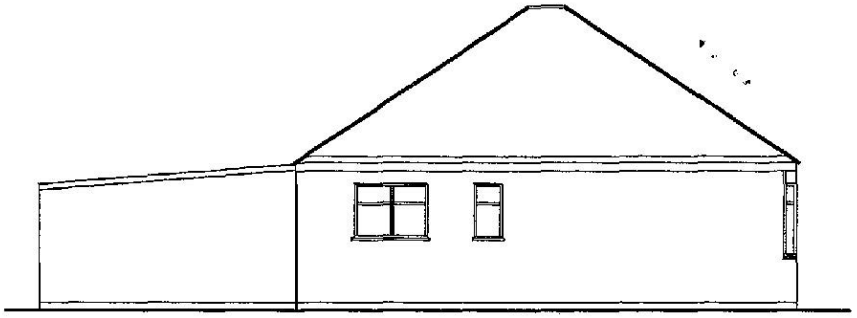
Project	Drawing			
PROPOSED REAR SINGLE STOREY EXTENSION TO 18 FRAYS AVENUE WEST DRAYTON	PLANS , SECTION			
	Scale: 1/50 @A3	Date: DEC. 2010	Drawing No.: P/375/04	A
		Drawn		



GROUND FLOOR PLAN

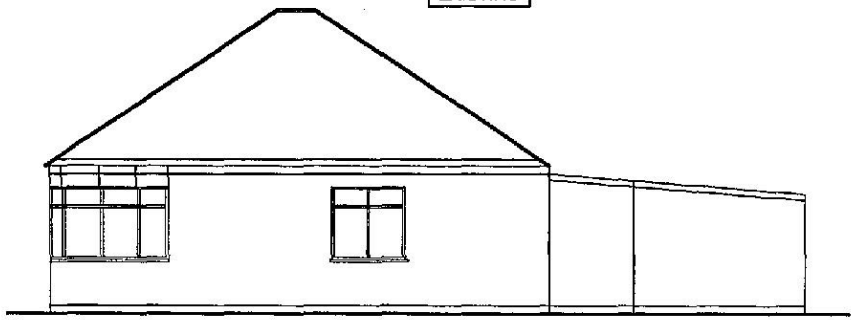
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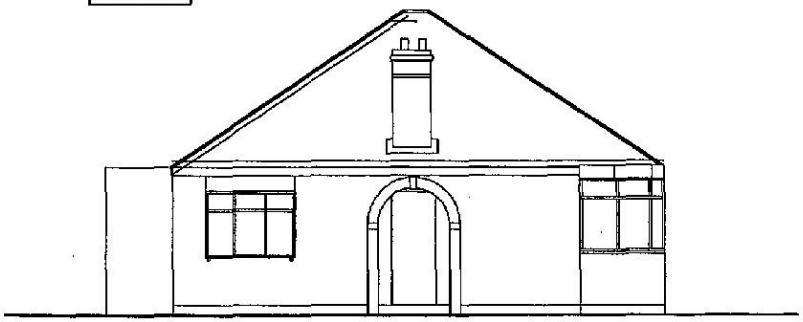
(SOUTH) SIDE ELEVATION

EXISTING



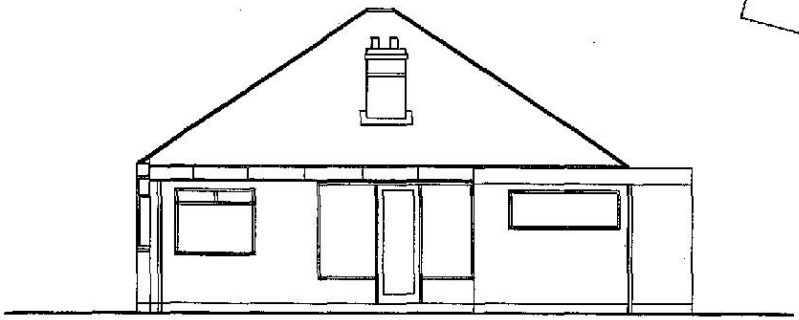
(NORTH) SIDE ELEVATION

EXISTING



(EAST) FRONT ELEVATION

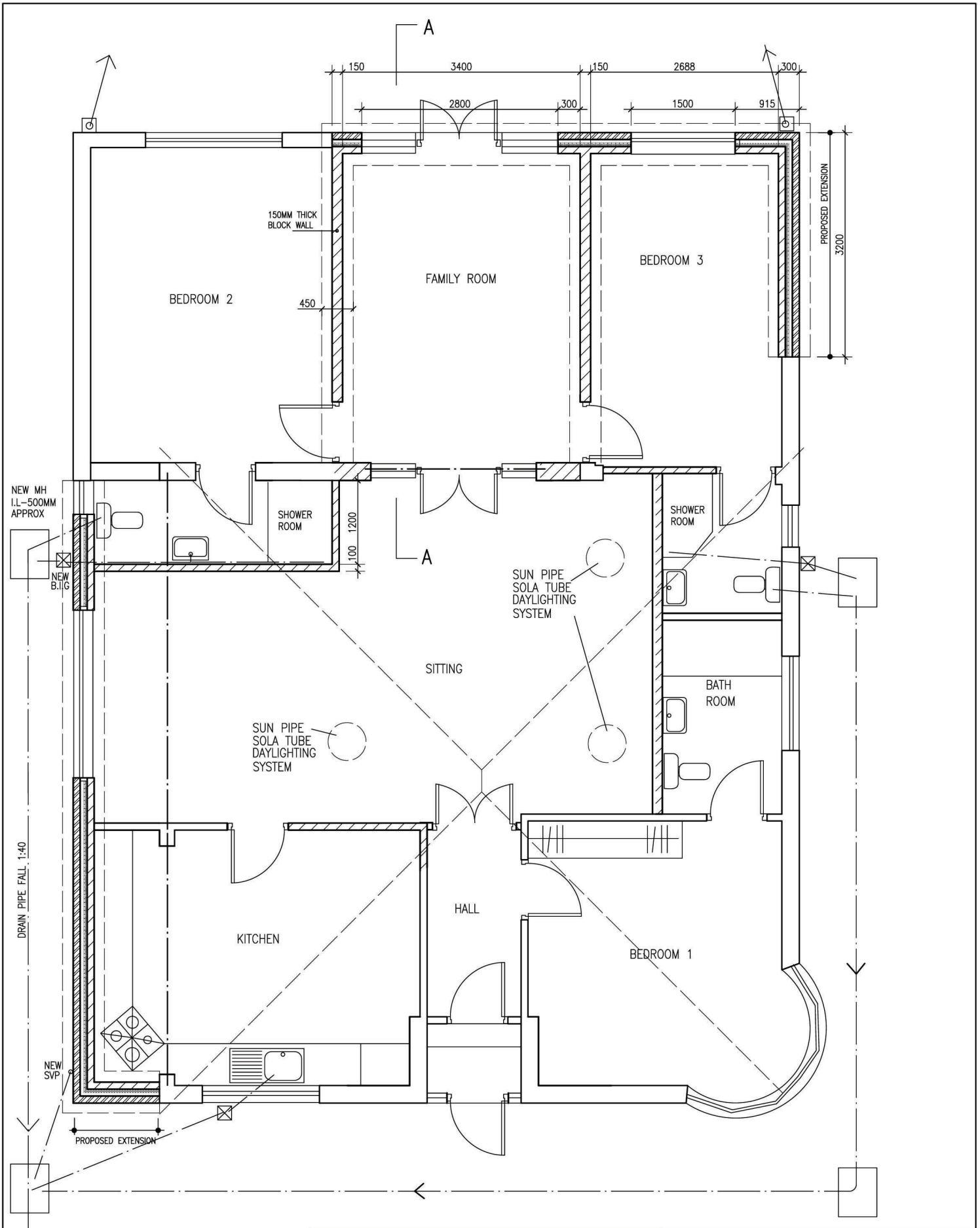
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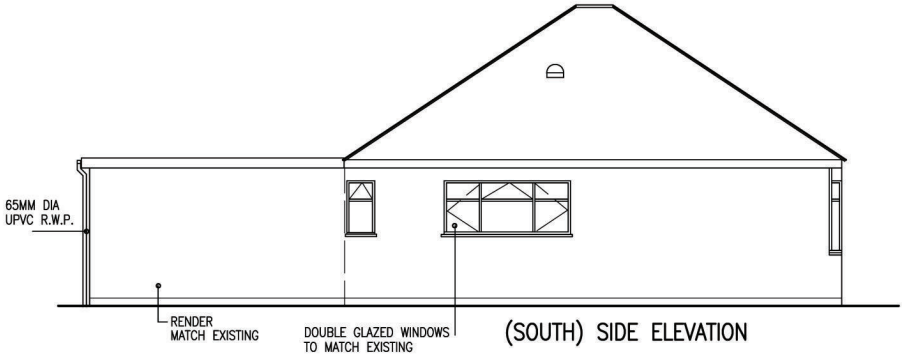
(WEST) REAR ELEVATION

LON BORO OF HILLINGDON
RECEIVED
- 8 APR 2011
PLANNING & TRANSPORTATION
GROUP

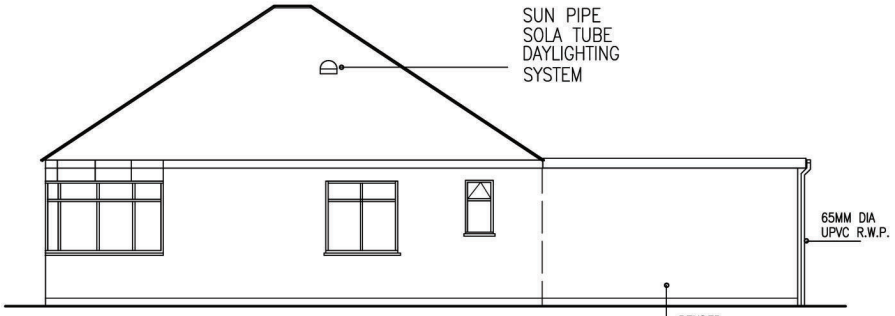
Project	Drawing		
PROPOSED REAR SINGLE STOREY EXTENSION TO 18 FRAYS AVENUE WEST DRAYTON	EXISTING PLANS		
	Scale: 1/100 @A3	Date: DEC.2010 Drawn	Drawing No.: P/375/01



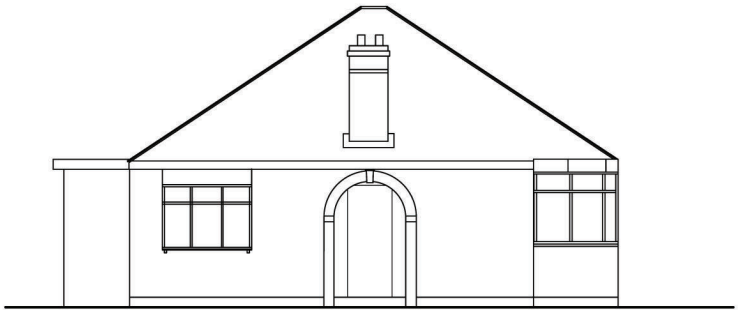
Project	Drawing			
PROPOSED REAR SINGLE STOREY EXTENSION TO 18 FRAYS AVENUE WEST DRAYTON	PLAN			
	Scale 1/50 @ A3	Date NOV.2010 Drawn	Drawing No. P/375/02	A



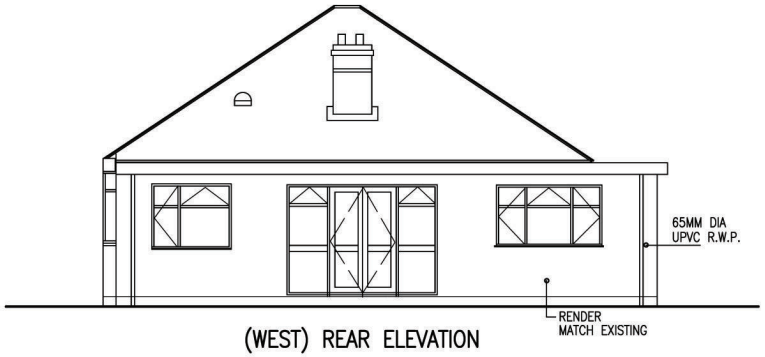
(SOUTH) SIDE ELEVATION



(NORTH) SIDE ELEVATION

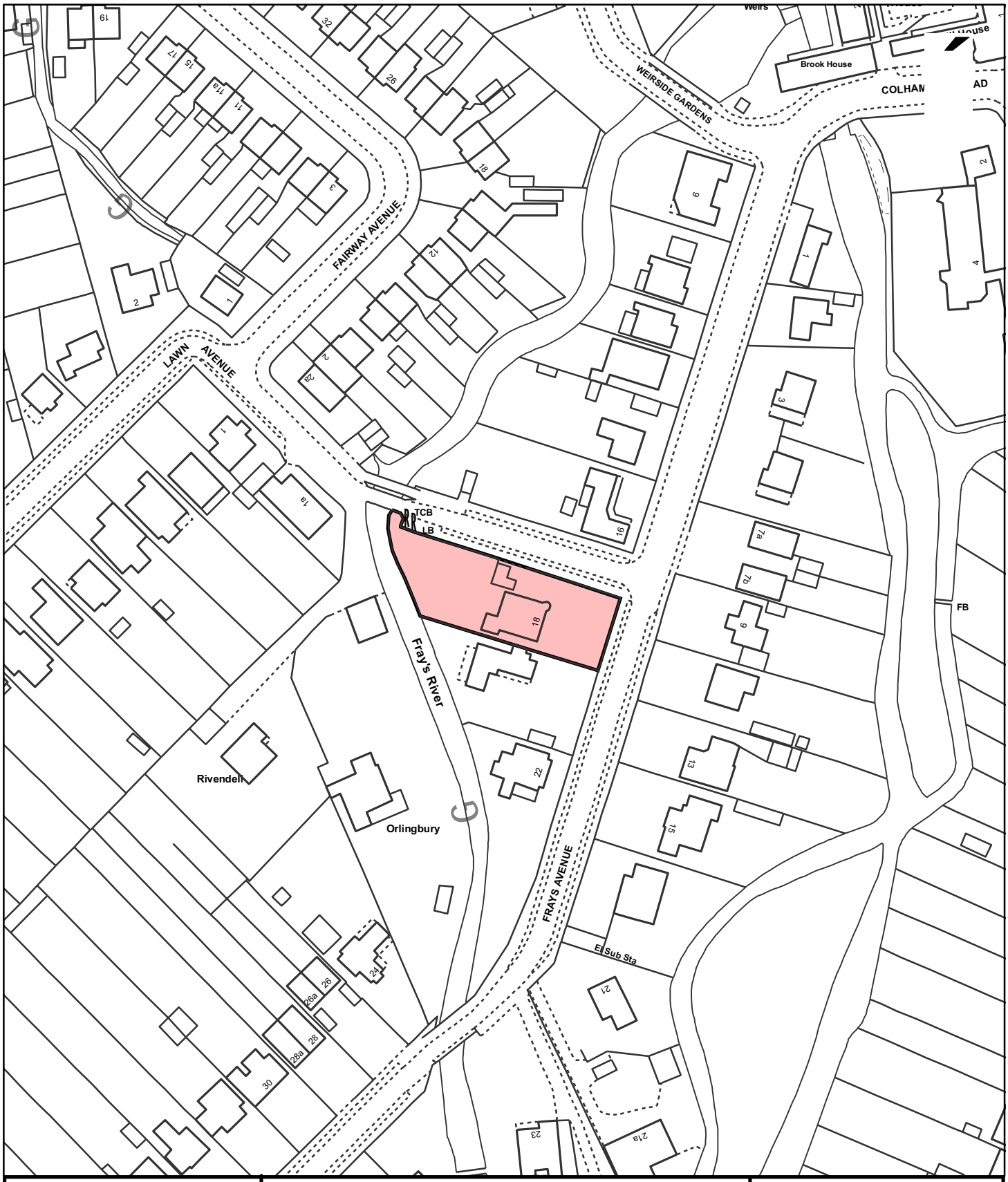


(EAST) FRONT ELEVATION



(WEST) REAR ELEVATION

Project: PROPOSED REAR SINGLE STOREY EXTENSION TO 18 FRAYS AVENUE WEST DRAYTON	Drawing: ELEVATIONS — PROPOSED		
	Scale: 1/100 @A3	Date: DEC..2010 Drawn	Drawing No.: P/375/03 — A



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Site Address

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West Drayton

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

Planning Application Ref:
67620/APP/2011/877

Scale
1:1,250

Planning Committee
Central and South

Date
July 2011

HILLINGDON
LONDON

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