



HILLINGDON
LONDON



Central & South Planning Committee

Councillors on the Committee

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

Date: WEDNESDAY, 9 JANUARY
2013

Time: 7.00 PM

Venue: CIVIC CENTRE, HIGH
STREET, UXBRIDGE,
MIDDLESEX UB8 1UW

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

This agenda and associated reports can be made available in other languages, in Braille, large print or on audio tape on request. Please contact us for further information.

Published: Monday, 31 December 2012

Contact: Steven Maiden
Tel: 01895 250813
Fax: 01895 277373
Email: democratic@hillington.gov.uk

This Agenda is available online at:
<http://modgov-int.hillingdon.gov.uk/ieListMeetings.aspx?CId=123&Year=2012>

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk



INVESTOR IN PEOPLE

Useful information

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

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

Please switch off any mobile telephones and BlackBerries™ before the meeting. Any recording of the meeting is not allowed, either using electronic, mobile or visual devices.

If there is a FIRE in the building the alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.



A useful guide for those attending Planning Committee meetings

Security and Safety information

Fire Alarm - If there is a FIRE in the building the fire alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently.

Please make your way to the nearest FIRE EXIT.

Recording of meetings - This is not allowed, either using electronic, mobile or visual devices.

Mobile telephones - Please switch off any mobile telephones and BlackBerries before the meeting.

Petitions and Councillors

Petitions - Petitions - When a petition of 20 signatures or more of residents that live, work or study in the borough is received they can speak at a Planning Committee in support of or against an application for up to 5 minutes. Where multiple petitions are received against (or in support of) the same planning application, the Chairman of the Planning Committee has the discretion to amend speaking rights so that there is not a duplication of presentations to the meeting. In such circumstances, it will not be an automatic right that each representative of a petition will get 5 minutes to speak. However, the Chairman may agree a maximum of 10 minutes if one representative is selected to speak on behalf of multiple petitions.

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.

If an application with a petition is deferred and a petitioner has addressed the meeting a new valid petition will be required to enable a representative to speak at a subsequent meeting on this item.

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

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

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting
- 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	Heathrow Summit Centre, Skyport Drive, Harmondsworth - 9420/APP/2011/2119	Heathrow Villages	Redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 9,562sq.m of floor space (Use Classes B1(b), B1(c), B2 and B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking together (involving demolition of the existing buildings on site). Deferred from Central & South Planning Committee 24/01/2012 Recommendation: Delegated powers be given to the Head of Planning, Sport and Green Spaces to grant planning permission.	1 - 60

7	Knights of Hillingdon Florists, Uxbridge Road, Hillingdon - 15407/APP/2010/2209	Hillingdon East	<p>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).</p> <p>Deferred from Central & South Planning Committee 11/10/2011</p> <p>Recommendation: Approval.</p>	61 - 70
8	Tesco Store, Trout Road, Off Yiewsley High Street, Yiewsley - 60929/APP/2012/2118	Yiewsley	<p>Application to remove condition 51 (provision of a south bound bus lane) of planning permission 60929/APP/2007/3744 for the "Erection of mixed use development comprising 7,390 sq.m (gross) retail (Class A1 Use) floorspace and 97 residential units, including new access, car parking, amenity space and landscaping (Full Application) approved 31 January 2008.</p> <p>Recommendation: Delegated powers be given to the Head of Planning, Sport and Green Spaces to grant planning permission.</p>	71 - 100

Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
9	Units 1 & 2, 2a Cherry Orchard, West Drayton	West Drayton	<p>Change of use of ground floor from Use Class B1 (Offices) and Use Class B8 (Storage) to Use Class A1 (Shops) to include alterations to front elevations and new shopfronts.</p> <p>Recommendation: Approval.</p>	101 - 112

Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
10	19a Church Road, Cowley - 48960/APP/2012/2505	Brunel	Single storey rear extension. Recommendation: Refusal.	113 - 120
11	9 Denecroft Crescent, Hillingdon - 13870/APP/2012/2569	Hillingdon East	Conversion of dwelling to 2 x 1- bedroom flats (Resubmission). Recommendation: Refusal.	121 - 132
12	173 High Street, Uxbridge - 2104/APP/2012/2084	Uxbridge North	Change of use to Betting Shop (Use Class A2) from Retail (Use Class A1). Recommendation: Approval.	133 - 142

Other

13 S106 Quarterly Monitoring Report - up to 30th September 2012

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.

14 Enforcement Report

15 Enforcement Report

16 Enforcement Report

Any Items transferred from Part 1

Any Other Business in Part 2

Plans for Central and South Planning Committee

This page is intentionally left blank

Agenda Item 6

Report of the Head of Planning & Enforcement Services

Address	HEATHROW SUMMIT CENTRE SKYPORT DRIVE HARMONDSWORTH
Development:	Redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 9,562sq.m of floor space (Use Classes B1(b), B1(c), B2 and B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking together (involving demolition of the existing buildings on site).
LBH Ref Nos:	9420/APP/2011/2119
Drawing Nos:	1304-01 Sht. 2 Rev. H (Layout Showing Proposed Landscaping Areas) 1304-02 Sht 1 Rev. K (Layout Showing Proposed Landscaping for Planning) 1304-02 Sht 2 Rev. J (Layout Showing Proposed Landscaping for Planning) 4016-217 (SWEPT Analysis for hotel coach bays) 12-T-00-0171-Z00 (acoustic gabion green wall) AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012 Design and Access Statement Addendum, dated November 2012 Heritage Advice Note produced by Heritage Collective LLP dated October 2012 Full Interim Hotel Travel Plan (Bellamy Rogers) Full Interim Employment Site Travel Plan (Bellamy Rogers) Transport Assessment (Bellamy Rogers), dated August 2011 Energy Statement (AECOM) - August 2011 Consultation Statement (GL Hearn) - August 2011 NK016731 0230 (Proposed Unit 1 & Unit 2 (Building Elevations) NK016731 0231 (Proposed Unit 3 Building Elevations) Arboricultural Survey & AIA (Viewpoint Associates) -Updated Report November 2012 Verified Views Methodology Appendix - September 2011 9912-T-00-0100-ZXX Rev. 1 (existing site plan) Geotechnical and Geo-Environmental Desk Study Report (AECOM) - August 2011 9912-T-00-0110-Z00 Rev. 4 (masterplan) AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012 9912-T-00-0120-ZXX Rev. 1 (existing context elevation) Landscape Management Manual Report (Viewpoint Associates) - Updated Report November 2012 Soft Landscape Specification Report (Viewpoint Associates) - Update November 2012 Planning Statement (CBRE) - August 2011 Employment Land Statement (CBRE) - August 2011 Ecological Report (AECOM) - August 2011 External Noise Survey Report (AECOM) - dated August 2011 CBRE Letter (16.11.2011) Additional Noise Report Air Quality Report (AECOM) - August 2011 Flood Risk Assessment (AECOM) - August 2011 Sustainability Statement (AECOM) - August 2011 9912-T-00-0140-ZAA Rev. 1 (section AA) 9912-T-00-0141-ZBB Rev. 1 (section BB)

9912-T-00-0121-ZXX Rev. 3 (proposed context elevation)
 9912-T-01-0130-Z00 Rev. 2 (hotel ground floor plan)
 9912-T-01-0131-Z01 Rev. 2 (hotel 1st floor plan)
 9912-T-01-0132-ZT1 Rev. 2 (hotel 2nd and 3rd floor plan)
 9912-T-01-0133-Z04 Rev. 2 (hotel 4th floor plan)
 9912-T-01-0134-Z06 Rev. 2 (hotel roof plan)
 9912-T-01-0142-ZCC Rev. 2 (section CC)
 9912-T-00-0143-ZDD Rev. 1 (section DD)
 9912-T-00-0150-ZEA Rev. 1 (east elevation)
 9912-T-01-0151-ZSO Rev. 1 (south elevation)
 9912-T-00-0152-ZWE Rev. 1 (west elevation)
 9912-T-00-0153-ZNO Rev. 1 (north elevation)
 9912-T-00-0160-ZT1 Rev. 1 (outh elevation typical bay
 Design & Access Statement (EPR)
 9912-T-00-0161-ZT2 Rev. 1 (east elevation typical bay)
 NK016731 0200 (proposed site layout)
 NK016731 0201 (existing site layout)
 NK016731 0210 (Proposed Phase 1)
 NK016731 0211 (Proposed Phase 2a)
 NK016731 0212 (Proposed Phase 2b)
 NK016731 0213 Proposed Phase 2c)
 NK016731 0220 (Proposed Unit 1 Building & Office Plan)
 NK016731 0233 (Proposed Context Elevations)
 Heritage Advice Note produced by Heritage Collective LLP dated October
 2012
 Bellamy Roberts Transport Note
 Design and Access Statement Addendum, November 2012
 Archaeological Desk Based Assessment (CgMs) - August 2011
 AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012
 NK016731 0221 (Proposed Unit 2 Building & Office Plan)
 NK016731 0222 (Proposed Unit 3 Building & Office Plan)
 NK016731 0223 (Proposed Unit 4 Building & Office Plan)
 NK016731 0232 Proposed Unit 4 Building Elevations)
 NK016731 0240 (Proposed Unit 1 & 2 Roof Plan)
 NK016731 0241 (Proposed Unit 3 Roof Plan)
 NK016731 0242 (Proposed Unit 4 Roof Plan)
 NK016731 0250 (Proposed Fencing Details)
 1304-01 Sht. 1 Rev. K (Layout Showing Proposed Landscaping Areas)

Date Plans Received: 30/08/2011 **Date(s) of Amendment(s):**
Date Application Valid: 30/08/2011

DEFERRED ON 21st December 2012 FOR SITE VISIT . 18th January 2012

The application was deferred from the 13 December 2011 planning committee to enable members to undertake a site visit and for additional information relating to the height of the proposed development in relation to the surrounding context to be provided. The deferred details are detailed below. However, in view of the substantive changes to the scheme since deferral and the change in policies both at Hillingdon and nationally with the National Planning Policy Framework the main body of the report has been updated.

SITE VISIT: Undertaken 18 January 2012

ADDITIONAL PLANS AND VIEW DETAILS RELATING TO HEIGHT:

The following amended and additional details have been provided:

9912-T-01-0000-ZXX (Height Study of Surrounding Buildings)
Design and Access Statement Addendum, November 2012 containing verified key view)
Committee Presentation containing existing views
Addendum Verified Views Methodology Appendix.

PLANNING OFFICER COMMENT:

The above information does not alter the overall massing of buildings within the proposed scheme, although layout of the industrial units has been amended and their height reduced by between 300mm and 600mm. However, it does seek to justify the massing in light of the heights of surrounding buildings.

ADDITIONAL INFORMATION RELATING TO IMPACT ON CONSERVATIONS AREA

The applicant provided the following statement in relation to the impact of the proposal on Conservation area:

"The nearest part of the CA to the proposed development are those immediately north of Skypart Drive beyond the Green Belt residential properties along Hatch Lane and Candover Close.

In relation to Candover Close the CA Statement sets out:

"5.3 Candover Close has a pleasing plan form, being shaped with rounded turning circles to the north and south ends. The points at which the turning circles open out are particularly attractive because the properties are set slightly back from the road on the corners, providing a good sense of space. The Close is characterised by semi-detached houses with hipped roofs of red tile, and front gables with sweeping rooflines. The finish of the properties varies, some are pebble-dashed while others are of brick.

5.4 Many of the properties have attractive low boundary walls and hedges, and attractive greenery to the frontages with trees visible to the front and through to the rear of the properties. The walls and hedges are important to the setting of the buildings and there will be a presumption in favour of retention of features contributing to the character of the area. "

Policy BE4 of the Hillingdon Local Plan: Part Two (November 2012) states new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy HE1 of the Hillingdon Local Plan: Part One (November 2012) recognises a commitment to conserve and enhance the Borough's heritage and their settings by ensuring new developments are of high quality design appropriate to the significance of the heritage asset, and sensitive to the wider historic environment .

In assessing the potential impact of the proposed hotel and new industrial development on the Conservation Area we must first consider its significance.

The Conservation Area Appraisal identifies that the area of greatest significance is the centre

of the village close to the High Street and views along this route; both features being located at the far side of the Conservation Area over the village. The proposed development is located some 650m south of the core area of historical significance and given the distance of the application site from the core element of the CA and the specific heritage assets of interest, the development proposals would not have any impact on that part of the Harmondsworth Conservation Area, including in particular the listed buildings.

Based on the commentary in the Conservation Area Appraisal, Candover Close, whilst identified as having a pleasing form, is not of notable significance to the Harmondsworth Conservation Area as a Heritage Asset, particularly compared to the historic core of the village. Furthermore, the street formation of the area and the housing arrangement, which is what makes the street so unique, is neither impacted on nor compromised visually by the proposed development.

The Design and Access Statement Addendum contains verified visual montages (Key Views) which have been produced to compare the difference between the existing and proposed views from properties located on Candover Close. These demonstrate that there would be no significant visual impact arising from the proposals and it is considered that the more subdued materials being used along this boundary actually improve the situation.

Additionally, the proposed landscaping zone around the development site provides a further buffer from the proposed development and its structured, year round, strategy is itself a major improvement.

In conclusion, the proposed development will not have any harmful impact on the nature or setting of the Harmondsworth Conservation Area. The proposals are therefore in accordance with Policy HE1 of the Hillingdon Local Plan: Part One (November 2012) and Policy BE4 of the Hillingdon Local Plan: Part Two (November 2012), and London Plan Policy 7.8.

PLANNING OFFICER COMMENT:

Officers consider the applicant's assessment to be an accurate picture of the impact of the proposal.

Given the significant separation between the proposed development and the core area of historical significance (and given the distance of the application site from the core element of the Harmondsworth Conservation Area) and the specific heritage assets of interest. It is considered that the development proposals would not have any impact on that part of the Harmondsworth Conservation Area , including in particular the listed buildings.

ADDITIONAL INFORMATION RELATING TO IMPACT OF THE HEIGHT AND MASS OF PROPOSED HOTEL IN THE STREET SCENE ON BATH ROAD:

The applicant has provided 2 verified views (photo montages) from Bath Road. One of these montages ('View 4') is taken from a bus stop located on the south side of the Bath Road to the east of the Chinese restaurant that occupies north east of Hatch Lane and Bath Road and another verified view ('View 5') from the east along the Colnbrook Bypass.

PLANNING OFFICER COMMENT:

From 'View 4' it is considered the verified perspective view highlights that the impact of the hotel when viewed from the west along the Bath Road is acceptable, the building would be screened by trees at a lower level would be an appropriate height having regard to the surrounding skyline and context. To the east, from long 'View 5' where the green buffer on the

Colnbrook bypass is greatest, the impact outside winter months would be virtually negligible (given the bulk is barely visible and screened by existing established dense tree cover that fronts the north side of the highway).

Viewing the hotel from the opposite side of the Colnbrook Bypass the 5 storey height of the hotel will be most apparent. However, care has been taken with the detailing of the elevations to reduce the visual bulk and the height of hotel is comparable to other hotels in the area. The Council's Urban Design Officer also considers the height of the hotel helps to distinguish it from the surrounding industrial units, enhancing the legibility of the built form and providing for enhanced interest in the roofscape. Overall, officers are of the view that the height is both appropriate and acceptable having regard to the context and surroundings of the site and that the development as a whole would achieve a high quality appearance which would enhance the surroundings.

An additional material consideration is paragraph 19 of the National Planning Policy Framework which states "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system", the proposed development will secure the on-going use of the site, which is currently underutilised partly due to the sub-standard units, providing/retaining between 271 and 316 jobs within the borough when fully occupied (an increase of 139-184 from the existing situation).

Having regard to the acceptable design of the development, which is considered high quality by the Council's Urban Design Officer, and the need to balance any concerns with the economic benefits of the development it is not considered any objection to the proposal in terms of height would be sustainable.

1. SUMMARY

Planning permission is sought to redevelop the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total of 9,562sqm floor space (Use Classes B1(b), B1(c), B2 & B8) involving alterations to access arrangements (including from Hatch Lane) with landscaping and associated parking and demolition of the existing industrial building on site.

The proposed works represent a redevelopment of an industrial area located within a designated Industrial and Business Area (IBA). There is no objection in principle to the introduction of a hotel use within part of the site designated as an IBA in that a significant amount of Use Class B1 and B8 are also proposed within the wider site.

The applicant has demonstrated that the current specification of The Summit Centre does not meet the needs of modern occupiers with the loading yards inadequately sized for goods vehicles. The applicant has agreed to enter into a S106 legal agreement to ensure existing employment uses on the site will be retained (including throughout the construction stage) until their lease expires. An Employment Land Statement has been submitted with the application justifying the release of part of the industrial land and also outlining the significant employment and economic benefits the scheme would have for this part of Harmondsworth and the wider area.

This application was taken to the Central & South Planning Committee Planning Committee on 13 December 2011 with an officer recommendation for approval. The application was deferred following concerns raised by Members of the Committee with

regard to the height of the proposed scheme within the streetscene on Bath Road, the visual impact of the scheme upon the neighbouring Green Belt fields to the north of the site and with respect to the impact in visual amenity terms to the quality and character of the views looking out from the Harmondsworth Conservation Area (further to the north again).

Since deferral the scheme has been amended (although the height of the hotel remains the same as was previously proposed) and the industrial units have been subject of relatively minor lowering in the overall roof heights. However verified views of the scheme have been produced post deferral, taken from a site in the Green Belt land to the north and from a series of key locations along the Bath Road. It is considered this additional information demonstrates that the development will not have unacceptable impacts with respect to the concerns raised by Members. The proposed development is considered to deliver a high quality scheme, which would be in keeping with the character and appearance of the existing area.

The most significant change to this revised scheme since December 2011 is in terms of the layout of 2 of the 4 industrial units. The revised industrial unit layout would result in an unbroken building form along the Hatch Lane frontage that would mean the scheme can avoid the need for any acoustic barrier on Hatch Lane and protecting the houses on the opposite side of Hatch Lane from noise breakout from the loading bays serving the industrial unit and removing the necessity to limit the hours of operation of the 4 industrial units. The updated noise report also considers any potential for the noise arising from the hotel car park and from vehicles using Hatch Lane to access the site, it concludes that neither of these activities will result in an increase in noise which would be noticeable or harmful to nearby residents and this has been verified by the Environmental Protection Units Noise Officer. The original submission presented to Committee contained a requirement to control the hours of operation of the industrial units by planning condition, however this has been shown to undermine the future attractiveness/commercial viability of these units being let to existing and prospective new tenants. On the basis of the amended and additional information, the scheme as revised does not require a restriction on the hours of operation and not only represents an improved situation in terms of economic benefits (which is a material consideration) but also offers a greater level of protection to nearby occupiers from noise generated within the site.

Consideration has been given to the issue of traffic generation on the public highway and it is considered that the proposal would not have a detrimental effect on the existing highway given the level of vehicular movements expected. The revised layout provided added benefits in terms of not imposing potential noise and disturbance upon residential neighbours. Delivery and Service Plans will be attached to any approval mitigating further any potential for noise and disturbance. It is not considered that the proposed buildings would result in any undue loss of light, outlook or privacy to the adjoining commercial units or residential properties. The development would therefore not be detrimental to the character or amenities of surrounding properties.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals deliver on these objectives securing the delivery of a significant level of new jobs including training and job opportunities for local people that will be secured through a Section 106 agreement.

The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and UDP policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations

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, Sport and Green Spaces to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Sport and Green Spaces and also those requested by the Greater London Authority and the following:

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

1. Transport:

i) All highways works required by the Council's Highway Engineer are to be implemented with the cost met by the applicant.

ii) A Pedestrian Environment Review System (PERS) audit will be undertaken and any necessary works identified by the audit implemented by the applicant.

iii) A bus stop audit within the vicinity of the site again will be undertaken and any necessary works identified by the audit implemented by the applicant.

2. Green Travel Plan including a Delivery and Servicing Management Plan: A Green Travel Plan including a Delivery and Servicing Management Plan (addressing both highway and noise impacts) will be provided for the operation of each unit/use on the site and a £20,000 bond provided to ensure compliance with the approved travel plan..

3. Construction Training: A contribution in the sum of £62,500.

4. Hospitality Training: A contribution in the sum of £20,000.

5. Air Quality: A contribution in the sum of £25,000.

6. Project Management and Monitoring Fee: in line with the SPD a financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

7. Phasing: The phasing of the development, including the order and timing of development. Required to protect existing employment during works and ensure the delivery of the proposed industrial units.

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

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

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 28th March 2012, or any other period deemed appropriate by the Head of Planning, Sport and Green Spaces then

delegated authority be granted to the Head of Planning, Sport and Green Spaces to refuse the application for the following reason:

'The development has failed to secure obligations relating to transport, travel plans (including servicing and delivery plans), construction training, hospitality training, air quality monitoring/mitigation, or to ensure the appropriate phasing of the development. Accordingly, the proposal is contrary to policies R17, OE1, LE1, LE2, AM2, and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Air Quality SPG.'

e) That subject to the above, the application be deferred for determination by the Head of Planning, 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:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers NK016731 0230, NK016731 0231, 9912-T-00-0100-ZXX Rev. 1, 9912-T-00-0110-Z00 Rev. 4, 9912-T-00-0120-ZXX Rev. 1, 9912-T-00-0121-ZXX Rev. 3, 9912-T-01-0130-Z00 Rev. 2, 9912-T-01-0131-Z01 Rev. 2, 9912-T-01-0132-ZT1 Rev. 2, 9912-T-01-0133-Z04 Rev. 2, 9912-T-01-0134-Z06 Rev. 2, 9912-T-00-0140-ZAA Rev. 1, 9912-T-00 9912-T-00-0143-ZDD Rev. 1-0141-ZBB Rev. 1, 9912-T-01-0142-ZCC Rev. 2, 9912-T-00-0143-ZDD Rev. 1, 9912-T-00-0150-ZEA Rev. 1, 9912-T-01-0151-ZSO Rev. 1, 9912-T-00-0152-ZWE Rev. 1, 9912-T-00-0153-ZNO Rev. 1, 9912-T-00-0161-ZT2 Rev. 1, NK016731 0200, NK016731 0201, NK016731 0210, NK016731 0211, NK016731 0212, NK016731 0213, NK016731 0220, NK016731 0221, NK016731 0222, NK016731 0223, NK016731 0240, NK016731 0241, NK016731 0242, NK016731 0250, 1304-01 Sht. 1 Rev. K, 1304-02 Sht. 2 Rev. H, 1304-02 Sht 1 Rev. K, 1304-02 Sht 2 Rev. J, 4016-217, 12-T-00-0171-Z00 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part One and Part Two (November 2012) and the London Plan (July 2011).

3 COM5 General compliance with supporting documentation

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

Landscaping of the Site and Landscape Maintenance (Landscape Management Manual Report by Viewpoint Associates Updated Report November 2012, Soft Landscape Specification Report by Viewpoint Associates Updated Report November 2012)

Noise Mitigation Measures (AECOM External Noise Survey Report dated August 2012,

AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012 and Dwg. 12-T-00-0171-Z00)

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

REASON

To ensure that the development complies with the objectives of Policies BE38 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM7 Materials (Submission)

No phase of development shall take place until details of all materials and external surfaces for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development of the relevant phase shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM9 Landscaping and Acoustic Barrier

No phase of development shall take place until a landscape scheme for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at a scale to be agreed with the Council's landscape Officer),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials

3. Details of the acoustic barrier and associated living wall between the hotel development and the industrial units.

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

Thereafter the development of each relevant phase shall be carried out and maintained in full accordance with the approved details for the relevant phase.

REASON

1) To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011); and

2) To ensure that the proposed development will protect the amenity of nearby residential properties from noise in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011).

6 COM6 Levels

No phase of development shall take place within either phase 1, phase 2a, phase 2b or phase 2c until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings within the relevant phase have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development of the relevant phase 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 COM29 No floodlighting

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

REASON

1) To safeguard the amenity of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan Part Two Saved Policies (November 2012): and

2) To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Policy A6 of the Hillingdon Local Plan Part Two Saved Policies (November 2012).

8 NONSC Control of Lighting near Airport

Any 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 avoid endangering the safe operation of aircraft through confusion with

aeronautical ground lights or glare in accordance with Policy A6 of the Hillingdon Local Plan Part Two Saved Policies (November 2012).

9 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation for that building has been achieved including details of the provision of Closed Circuit Television to the buildings.

REASON

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

10 DIS1 Provision for people with disabilities including car parking

Notwithstanding submitted plans no development with respect to phase 1 (the hotel) shall commence until full details have been submitted to and approved in writing by the local authority, and that these details shall demonstrate fully on plan that 10% of the hotel bedrooms are fully wheelchair accessible to BS 8300:2009 and these bedrooms contain a transfer space or handrail. In addition the plans shall demonstrate a further 5% of the hotel guest bedrooms are capable of full adaptation should future demand dictate.

No phase of development shall be occupied until the facilities for people with disabilities in the relevant phase have been implemented (including requisite parking space provision) as shown on approved plans and any further details agreed in respect of this condition.

The facilities thereafter shall be retained for the life of the development.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy AM13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 3.1, 3.8 and 7.2 of the London Plan (July 2011).

11 COM27 Traffic Arrangements

Development shall not begin within any phase, until details of all traffic arrangements relevant to that phase (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development in the relevant phase shall not be occupied until all approved works for the phase 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.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

12 NONSC Greater Detailed Energy Report

No phase of the development shall take place until an updated and more detailed Energy Report/Assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the baseline (2010 building regulations) energy demand for each unit, the details of how each unit contributes to an overall 25% reduction carbon emissions, the types of technology to be used, the impact of the technologies on the baseline, the phasing of the technology and finally plans and elevations showing inclusion of the technology.

The assessment shall also include details of any plant, machinery or fuel burnt, as part of the energy provision for the development including pollutant emission rates with or without mitigation technologies.

Thereafter the development of the relevant phase shall not be carried out other than in accordance with the approved details and be retained as such for the life of the development.

REASON

1) To ensure the development contributes to a reduction in carbon emissions in accordance with London Plan Policy 5.2: and

2) To safeguard the amenity of neighbouring properties and mitigate impacts on Local Air Quality in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.14 of the London Plan (July 2011) and the Council's Air Quality SPG.

13 H11 Visibility at Junctions

Unobstructed pedestrian visibility splays shall be provided and permanently maintained, within the applicant's land ownership, above a height of 1m on both sides of the entrances to the site along Hatch Lane and Skyport Drive, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

14 COM30 Contaminated Land

(i) No phase of the development hereby permitted shall 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). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) 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;

(b) 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.

(c) A written method statement providing details of the remediation scheme and how the

completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or 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

(iii) All works which form part of the remediation scheme shall be completed prior to occupation of the relevant phase and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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 Local Plan: Part One and Part Two (November 2012)

15 COM15 Sustainable Water Management

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

i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation;

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

No phase of the development shall be occupied until a scheme to demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling for the relevant phase has been submitted to and approved by the LPA.

This scheme will:

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

and London Plan (July 2011) Policy 5.

16 NONSC Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Material Reviewed: Summit Centre Flood Risk Assessment, Reference 3523, Job Number 60197775, dated August 2011 and the following mitigation measures detailed within the Flood Risk Assessment:

- a) Limiting the surface water run-off generated by all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account, to Greenfield in order to minimise the risk of flooding off-site.
- b) Provision of storage on site to attenuate all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account.

REASON

To prevent the increased risk of flooding in accordance with National Planning Policy Framework 25 and Policy 5.13 of the London Plan (July 2011).

17 NONSC Surface Water Drainage

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

REASON

To prevent the increased risk of flooding in accordance with Policy 5.15 of the London Plan (July 2011).

18 NONSC Risk Assessment

Prior to the commencement of development within any phase, the following components of a scheme to deal with the risks associated with contamination of the relevant phase shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - (i) all previous uses.
 - (ii) potential contaminants associated with those uses.
 - (iii) a conceptual model of the site indicating sources, pathways and receptors.
 - (iv) potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To protect ground and surface waters and to increase water efficiency in accordance with Policy 5.13 and 5.15 of the London Plan (July 2011).

19 NONSC Non Standard 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 approval details.

REASON: To protect ground and surface waters in accordance with PPS25 and Policy 5.13 of the London Plan (July 2011). Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination. No soakaways may be installed in contaminated ground.

20 NONSC Piling

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

REASON

To protect ground and surface waters in accordance with PPS25 and Policy 5.13 of the London Plan (July 2011). Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater. Piling operations have the potential to cause pollution by the creation of preferential pathways and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination.

21 NONSC Bird Hazard Management Plan

Development shall not commence within any phase until a Bird Hazard Management Plan for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of : - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management plan shall comply with Advice Note 8 Potential Bird Hazards from Building Design. The Bird Hazard Management Plan for the relevant phase shall be implemented as approved, on completion of the development the phase and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A6 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Hotel Car Parking for Staff and Guests Only

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be

managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

23 NONSC Level of Noise (Industrial & Hotel Units)

The rating level of the noise emitted from plant and machinery at the site, industrial and hotel units, shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential premises. 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 residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Non Standard Condition

No phased of the development shall commence until a demolition and construction logistics plan has been submitted to, and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) 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).
- (ii) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (iii) The storage of demolition/construction materials on site.

Thereafter the development of each phase shall be carried out in accordance with the approved details for the full duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas and ensure that the development works do not result in adverse impacts on the highway network in accordance with Policy OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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).

2 153 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.

OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
NPPF	

3

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

4 111 **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 commission 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).

5

The Council regards the provision of satisfactory noise levels in the hotel accommodation as being the responsibility of the developer. You are advised to ensure that suitable noise criteria are met in guest bedrooms and any staff accommodation. Advice on noise criteria is given in the Council's Supplementary Planning Document on noise.

6

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. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

7 112 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.

8 115 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.

9 124 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

10 134 Building Regulations 'Access to and use of buildings'

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

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of

buildings', or with

· BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

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

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

11 147 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).

12 143 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.

13

Wheelchair users are not the only category of people who require a 'disabled' parking

space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

14

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).

15

You are advised to ensure visibility splays are maintained.

16

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

17

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.

18 I28 **Food Hygiene**

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

19

The hotel is to be located along the Bath Road which has poor air quality. In addition, the CHP plant is indicated on the roof of the hotel building along side the air handling units (AHUs). Every effort should be made at the design stage to ensure polluted air will not be drawn into the ventilation systems on site, and where this is unavoidable appropriate filtration or treatment measures are implemented.

Notes: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located to the north of Heathrow Airport on the north-west corner of Bath Road (A4), which is also known as Colnbrook By-pass, and Hatch Lane junction. The site measures approximately 3 hectares and is currently occupied by The Summit Centre, six industrial units with ancillary offices, of two-storey or equivalent in height, arranged around a central courtyard and providing 16,089m² of floorspace in total. Three of these six units are currently vacant.

Car parking (264 spaces) is currently provided at the north of the site, in the central yard area, and also in a small car park towards the south east corner of the building, accessed off Hatch Lane. The main vehicular access to the site is via Skyport Drive to the north.

The main uses in the surrounding area include industrial, hotels, residential, an Immigration Centre and smaller commercial units. The land to the southern side of Bath Road is predominantly in the ownership of BAA and includes the airport plus land used for associated airport purposes; such as car parking and storage.

Development to the eastern side of Hatch Lane comprises a series of terraced and semi-detached residential properties and detached Chinese restaurant located at the junction of Hatch Lane and the A4. Land further east includes a mix of more commercial uses including hotels and offices.

Immediately to the west there is another area of industrial uses, and similarly, further west along Bath Road the area is characterised by a mix of uses including the Sheraton Hotel, the Harmondsworth Immigration Detention Centre and a large office/commercial development occupied by BAA.

To the north of the site, beyond Skyport Drive and a line of trees and landscaping, is an open green space designated as Green Belt. This area is bounded by industrial uses, including the immigration centre, to the west and residential development comprising the village of Harmondsworth to the north.

The site is identified in the Hillingdon Unitary Development Plan as an Industrial and Business Area (IBA). The Colnbrook By-Pass is designated as a Strategic Route.

3.2 Proposed Scheme

Planning permission is sought for the redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 9,562sqm of floor space (Use Classes B1(b), B1(c), B2 & B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking. It is proposed to demolish the existing buildings on site.

The existing access point along Skyport Drive will be retained to give access to the proposed industrial units. The existing access on Hatch Lane will be relocated slightly to the north and will serve as the main entry point to the hotel and its associated car park.

The hotel will be located at the southwest of the site, fronting Bath Road, with parking to the east situated in front of the main entrance to the hotel. The hotel is made up of two five-storey bedroom wings linked by a full-height entrance atrium. Above ground level, the

wings are connected by link bridges overlooking the ground floor entrance space. Situated between the two wings is an open-air garden providing breakout space for the ground floor restaurant located off the main entrance. The hotel will be set back 6 metres from the rear of the Bath Road pavement to allow a green buffer zone along the Bath Road frontage.

The industrial development will provide a total of 9,562sq.m in floor space comprising the following: Unit 1 - 2124sq.m, Unit 2 - 3,447sq.m, Unit 3 - 1276sq.m and Unit 4 - 2715sq.m.

The four units are grouped around a central access spine which utilises the access from Skyport Drive. Each industrial unit will have its own secure service yard and dedicated staff parking area.

209 car parking spaces would be provided on the site, which would be allocated as follows:

Unit 1 (B1(b), B1(c), B2 & B8) - 15 spaces
Unit 2 (B1(b), B1(c), B2 & B8) - 32 spaces
Unit 3 (B1(b), B1(c), B2 & B8) - 11 spaces
Unit 4 (B1(b), B1(c), B2 & B8) - 23 spaces
Hotel (C1) - 128 spaces

The applicant has submitted a detailed Transport Assessment, which justifies the number of parking spaces and assesses the traffic impacts of the development. Interim Travel Plans, which sets out a framework of aims and objectives to manage the travel demand generated by the developments, have also been provided for the hotel and industrial site.

The layout of the proposal as a whole takes into consideration the proposed phasing of the development with phase 1 comprising the managed construction of the hotel followed by phase 2a (Industrial Units 1 & 2) and phase 2b (industrial Unit 3). Industrial Units 1, 2 and 3 shall be delivered no later than 3 years from first occupation of the hotel. The phasing of the development has been developed to take account of existing tenancies and allow business operations of various tenants to continue on site during the phased construction of the hotel and industrial components. Phase 2c will deliver Unit 4 when the industrial occupier of existing Unit 1 will be given the opportunity move into one of the new completed units on site.

Detailed technical studies have been produced to consider the environmental issues and constraints affecting the proposal, and cover Employment land, Ecology, Noise, Flood Risk, Sustainability, Energy, Geo-Environmental, Archaeological, Travel Plans, Transport Assessment, Consultation, Arboricultural and Landscape.

The following changes to the scheme have been made since it was last presented before Central & South Planning Committee in December 2011

A) Revised layout for the proposed industrial Units 1 and 2, as such that proposed unit 2 now sits parallel to Hatch Lane (as opposed to perpendicular) and that these Units 1 and 2 are now joined together to form a single continuous building frontage to Hatch Lane.

B) A minor increase in industrial floorspace within proposed Unit 2 of 218sq.m.

C) An increase, by 10 in number, in the provision of cycle parking spaces for the industrial development and a reduction in three car parking spaces (the 3 spaces lost to Unit 2).

D) A reduction of height to the industrial units of between 300mm and 650mm compared to the originally submitted proposals.

E) Relocation of the proposed PV cells to Unit 4 , but the level of PV cells at 146sq.m remains unchanged from the original proposals.

F) The provision of additional supporting information in the form of Verified [photomontage) Views of the proposed scheme and a Heritage Advice Note, the latter note regarding the affect of the proposed 5 storey hotel and other buildings on the significance, including setting, of the Harmondsworth Conservation Area.

3.3 Relevant Planning History

9420/BA/84/0319 Heathrow Summit Centre Skyport Drive Harmondsworth
Erection of 6 industrial units & provision of a widened access.

Decision: 19-02-1985 Approved

Comment on Relevant Planning History

The site has an extensive planning history dating back to the 1970s and would appear to have been in industrial or part-industrial use since at least that time. The Summit Centre, as seen now, appears to have been granted planning permission during the mid 1980s. The relevant planning history since then, both relevant to the entire site and to individual units, can be summarised as follows:

Entire site:

9420/BA/84/319: Erection of 6 industrial units and provision of a widened access - Approved 19/02/85

9420/BC/85/1414: Erection of clock tower - Approved 21/10/85

9420/BD/88/774: Extension to existing parking area and extension to existing vehicular access - Approved 28/06/88

9420/BE/92/1636: Provision of additional car parking spaces and closure of existing vehicular access onto Hatch Lane; Renewal of planning permission ref: 9420/BD/88/774: Approved 23/11/92

9420/BF/96/1008: Renewal of planning permission ref: 9420/BE/92/1636; Provision of additional car parking spaces and closure of existing vehicular access onto Hatch Lane - No Further Action 20/03/97

Units 1 & 2:

60495/APP/2005/992: Installation of new loading bay door and alterations to the external elevations - Approved 07/06/05

Unit 1:

41791/G/99/4018: Enlarge workshop area by removing partitioning and disused staircase, modification of mezzanine and enlargement of doorways - Approved 28/01/99

41791/APP/2002/619: Installation of roller shutter doors to rear of unit - Approved 05/07/02

41791/APP/2005/549: Change of use from Class B1(c) and B2 (Industrial with ancillary offices) to class B1 and B8 (unrestricted) - Approved 29/04/05

Unit 2:

41278/87/2527: Change of use from light industrial to warehouse (Class B8) and ancillary office/showroom/demonstration area and repair facility - Approved 24/05/88

41278/G/99/726: Change of use from Class B8 (Storage and Distribution) to mixed class B1 and Class B8 - Approved 18/05/99

Unit 4:

41879/B/96/1406: Change of use from Class B2 (Industrial) to Class B8 (Warehousing) including ancillary office and ancillary retail use - Approved 16/10/96

Unit 5:

41628/88/595: Change of use from industrial to storage (Class B8) with workshops, offices and canteen - Approved 26/04/88

Unit 6:

38121/86/263: Change of use to industrial use - Approved 19/03/86

4. Planning Policies and Standards

London Plan (July 2011)

National Planning Policy Framework

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.T4 (2012) Heathrow Airport
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations
- 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.
- PT1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- OL5 Development proposals adjacent to the Green Belt

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
NPPF	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th September 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

With the original submission in 2011 consultation letters were sent to 230 local owner/occupiers and the Harmondsworth and Sipson Residents Association and the Harmondsworth Conservation Area Advisory Panel. The application was also advertised by way of site and press notices.

The applicant voluntarily wrote to the residents of Hatch Lane to advise them of the amendments at the time of submitting them and the Council has undertaken a re-consultation on the amended plans.

The consultation on the revised proposals elicited a single letter of objection from a resident in Harmondsworth raising the following points:

- (i) The site is a dangerous location for a hotel given its located on two main roads.
- (ii) The site car park is used by the customers of the Chinese restaurant opposite.
- (iii) The street drainage is not adequate and regular flooding incurs on Holloway Lane and Hatch Lane due to no foundation to the roads. This scheme will exacerbate the flooding problems.
- (iv) The airport authorities complained the hotel is too high.
- (v) There was a listed building previously on the site.
- (vi) Another hotel on Bath Road was responsible for breaking a sewer effecting residents drains in the area.
- (vii) A local business establishment is alleged to be guilty of not cleaning its fat traps on a regular basis which broke all the sewers on the area.
- (viii) Hotels, restaurants and food shops in the area are responsible for attracting rats to the area. Special bins should be used to aid the problem.
- (ix) The Council's plans for the Heathrow environs do not tally with plans that I have heard 1st hand from government inspectors when they visited the area in respect of other sites surrounding the airport.
- (x) The water table is very high in the area, this has caused problem with an other hotel in the area.
- (xi) Terminal 5 is sinking fast and the roof is cracking. The ground is moving across the whole of the south east with potential for flooding under the airport taxiways.
- (xii) The noise and pollution levels in the area are over the limit.

The consultation on the original proposals led to the receipt of 4 individual written representations raising the following concerns;

(i) This building is just outside of the Harmondsworth Conservation Area. Due to the height of the building, it will be clearly visible from within the conservation area and will detract from the surroundings.

(ii) Harmondsworth is the last Middlesex village where it is surrounded on all four sides by fields. This building will make the area less attractive.

(iii) The number of rooms is 301, the parking provision is much less, which means the majority of hotel residents and employees will end up parking in the Village or Candover Close.

(iv) We are already suffering from an excess amount of people parking their cars in the

conservation area for in excess of 2 weeks while they go on holiday The volume of traffic that runs through Hatch Lane and into the conservation area is making the road dangerous and polluted.

(v) The area where the hotel is to be built is in an area designated Locally Significant Industrial site and not an area for hotel growth, see LBH Core Strategy 2011.

(vi) Hatch Lane cannot stand any more traffic and the access required from Hatch Lane to proposed site will cause more congestion..

(vii) Office/warehouse unit layouts and hotel will increase level of traffic onto Hatch Lane.

Following the scheme's redesign and the submission of revised drawings in the autumn of 2012 a further round of public consultation took place with the original 230 local owner/occupiers and the Harmondsworth and Sipson Residents Association, alongside statutory consultees and internal specialist officers.

HARMONDSWORTH CONSERVATION AREA ADVISORY PANEL - comments received with the original submission

Harmondsworth Conservation Area Advisory Panel was consulted on the application and is opposed to the development for the following reasons;

1. The increased height of the industrial units compared with the present ones, and their siting much closer to Hatch Lane, will reduce the open, rural feel of the approach to Harmondsworth Conservation Area and so have a negative impact on it.
2. The height of the proposed hotel is out of keeping with its situation and will also have a negative impact on the approach to the Conservation Area, dwarfing all the existing buildings in the area.
3. The height and mass of the development means that the buildings will intrude into the views across the green belt land from the southern part of the Conservation Area, reducing the quality of its setting.
4. Although a voluminous transport assessment has been submitted, it does not seem to reflect the reality of regular peak hour congestion at the junction of Hatch Lane with the Bath Road. Adding another major junction onto Hatch Lane so close to the traffic lights will only add to this problem, as will the proposed barriers to the hotel parking.
5. Despite the laudable efforts to persuade the hotel staff and guests to use public transport, we believe that there will be an additional demand for parking in the locality, especially as the application says the hotel will not encourage park-and-fly arrangements; the guests will just street park in Harmondsworth village, creating nuisance and knock-on parking problems for residents.
6. The London Plan designates the area of this site as an industrial zone. As there is so much hotel development in the immediate vicinity we hope this site will remain in industrial use so a variety of land-use is preserved.

HARMONDSWORTH & SIPSON RESIDENTS ASSOCIATION comments received with the original submission

We raise the following concerns:

- (i) A hotel which has the potential to exert a negative impact on both the environment and local community.
- (ii) Height of the hotel is considered excessive.
- (iii) The overall design is lacklustre and yet another concrete and glass monstrosity on the

landscape.

(iv) Hotel jobs will not necessarily be taken up by local residents and hotel workers may not support community facilities.

(v) This hotel will not have any facilities on site which can be utilized by local residents whereas other hotels are able to offer restaurants, bars, meeting rooms, spas and swimming pools.

(vi) Users of the Chinese Restaurant currently use this site to leave their vehicles as the restaurant car park is too small for the venue and cars turning on and out of both premises currently add to the congestion of the junction of the Bath Road and Hatch Lane. There are concerns that alternative parking will be sought in the village.

ENGLISH HERITAGE - received with the original submission

The present proposals are not considered to have an affect on any significant heritage assets of archaeological interest, due to the past levels of build on the site. I would therefore advise that any requirement for pre- or post-determination archaeological assessment/evaluation of this site in respect to the current application could be waived.

ENVIRONMENT AGENCY - comments remain as per the original submission

The proposed development will only be acceptable if the following conditions are included on any planning permission granted.

Condition 1:

The development permitted by this planning permission shall only be carried out in accordance with the approved Material Reviewed: Summit Centre Flood Risk Assessment, Reference 3523, Job Number 60197775, dated August 2011 and the following mitigation measures detailed within the Flood Risk Assessment:

- a) Limiting the surface water run-off generated by all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account, to Greenfield in order to minimise the risk of flooding off-site.
- b) Provision of storage on site to attenuate all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account.

REASON: To minimise flood risk.

Condition 2:

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

REASON: To minimise flood risk.

Condition 3:

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

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

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

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

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

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

REASON: To protect ground and surface waters.

Advice for condition 3:

We support the recommendations made in the document Geotechnical and Geo-environmental Report attached to the planning application stating that, based on the findings of the geo-environmental and geotechnical assessments, it is recommended that further ground investigation and appraisal work is carried out on this site. The report states that this recommendation is based on historical and current activities that could potentially result in contamination of the soils and/or groundwater.

Condition 4:

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

REASON: To protect ground and surface waters. Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination. No soakaways may be installed in contaminated ground.

Condition 5:

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

REASON: To protect ground and surface waters. Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater. Piling operations have the potential to cause pollution by the creation of preferential pathways and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination.

BAA AERODROME SAFEGUARDING - revised comments

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria.

To avoid this potential conflict the 2 following relevant conditions relating to the submission of a Bird Hazard Management Plan should be attached to any planning permission and the Control of Lighting on the Proposed Development

"The development is close to the aerodrome and/or aircraft taking off from or landing at the

aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal."

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 Lighting Near Aerodromes (available at www.aoa.org.uk/publications/safeguarding.asp)

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. An informative to that effect should be added drawing the applicants attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome.

NATIONAL AIR TRAFFIC SERVICES (N A T S) - comments received as per original submission

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 - comments as per the original submission

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the application. Should the local planning authority approve the application, Thames Water would like the following 'Grampian Style Condition imposed.

"Development shall not commence until a drainage strategy detailing any on and/or off site drainage work, has been submitted to and approved by the local planning authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public until the drainage works referred to in the strategy have been completed.

REASON

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. "

For Information purpose only

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. REASON: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would recommend that petrol / oil interceptors be fitted in all car

parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel.

TRANSPORT FOR LONDON - received a series of revised comments:

Parking:

The additional documents submitted for the amended proposal stated that the amended proposal includes a reduction of three parking spaces for unit 2 from the original proposal. This level of car parking across the scheme is fine.

Electric Vehicle Charging Points

TfL welcomes the proposal to provide electric vehicle charging points (ECVP's) close to the hotel entrance. TfL are satisfied with the provision of 25 for hotel users plus 2 for hotel staff and the requisite 20% level of provision for the industrial units.

Disabled Parking Spaces:

The proposed provision of 12 disabled spaces for the hotel and 11 disabled spaces for the industrial units comply with the London Plan standards requiring disabled parking to be provided at 5% of the total capacity and a further 5% should be capable of enlargement for future provision. TfL would be satisfied with the officer's recommendation that submission of details of ECVP provision be secured by condition.

Coaches:

A total of 3 coach parking spaces are proposed. The London Plan states that hotel developments should provide coach parking at 1 space per 50 rooms which equates to 6 coach parking spaces to serve the site. On balance, given the location and nature of the site, TfL considers that the proposal to provide only 3 coach parking bays is reasonable. TfL would be satisfied with this coach parking arrangement following submission of swept path analysis for coach access would be secured by condition.

Cycling:

A total of 16 cycle parking spaces are proposed for the hotel use; 10 for staff and 6 for use by visitors. London Plan policy 6.9 Cycling states in table 6.3 that 1 space should be provided per 10 members of staff. TfL therefore welcome this level of provision. A total of 32 cycle parking spaces were originally proposed for the industrial uses. The amended proposal provides an additional 10 (8 for unit 2 and 2 for unit 4) cycle spaces; this equates to a total of 42 spaces. This figure also complies with London Plan standards and is therefore supported by TfL.

Walking:

With the original proposals, TfL requested that a PERS (pedestrian environmental review system) assessment be carried out to identify improvements that could be made for pedestrians, cyclists and wheelchair users on routes to and from the site with a particular focus at the A4/Hatch Lane junction. This should be submitted for the local and highway authority's review prior to the committee to consider the proposal; hence improvements would be secured by S106 obligation.

Trip Generation:

The trip generation assessment to support the original proposals remains acceptable as the

amendments do not result in any change to highway or traffic impact.

Buses:

As with the original proposals, TfL requests that a bus stop audit is undertaken on the two nearest stops along Bath Road and Hatch Lane in line with TfL's Bus Stop Accessibility Guidance. A financial contribution towards upgrades should also be secured if needed. TfL is nevertheless satisfied with the officer's recommendation in the previous committee report that such audit and contribution will be secured by obligation. For information, the total cost of upgrading a bus stop is approximately £20,000 per stop. The section 106 agreement should allow for such a capped sum per stop to be reviewed.

Servicing, deliveries and construction:

TfL requests the submission of a Delivery Servicing Plan (DSP) and Construction Management Plan (CMP) to comply with London Plan policy 6.14 Freight. The DSP must now form part of the travel plan as set out in TfL guidance. TfL is satisfied with the previous committee recommendation that these will be secured by condition.

Travel Plan

TfL requests the submission of a Travel Plan to be secured by obligation. This should include but not be limited to travel information for staff and guests, the provision of shower and locker facilities for staff, cycle training for staff and upfront loans for staff to purchase bikes or travel cards. TfL is satisfied with the previous committee recommendation that this would be secured by obligation to comply with London Plan (2011) Policy 6.3 Assessing effects of development on transport capacity.

CONCLUSION:

In summary, TfL considers that the principle of this application is generally acceptable. TfL supports Hillingdon's approach taken with the original proposals with regard to the recommendation that travel plan, DSP, CMP, swept path analysis for coaches, bus stop audit and contribution toward upgrade would be secured by conditions or obligations. However, TfL considers that PERs assessment should be submitted before the Council's committee to consider the proposal; as such pedestrian improvements would be subsequently secured by obligation.

GREATER LONDON AUTHORITY - Initial Response

The Mayor of London's Stage 1 (PDU/2528/01 dated 17 October 2011) can be summarised as follows

London Plan policies on hotel use, loss of industrial land, urban design and landscaping, inclusive design, sustainable development, flooding, employment and training, transport and parking are the relevant strategic issues to this application. The application complies with some of these policies but not with others, for the following reasons:

(i) Hotel use and employment: The proposed development for hotel and industrial uses is acceptable.

(ii) Urban design: The issues relating to design have been addressed.

(iii) Inclusive design: The access arrangement incorporates the principles of inclusive design, however all the provisions should be secured through condition.

(iv) Sustainable development: The proposed energy strategy complies with the London Plan. However, the applicant should confirm the location of the proposed combined heat and power plant and the floor area of this plant room.

(v) Flooding: The proposal complies with the London Plan. The mitigation measures should be secured.

(vi) Employment and training: A strategy should be submitted incorporating hospitality training to the local people. These should be secured as part of the s106 agreement.

The Council should impose all the necessary and appropriate conditions to secure the above.

GREATER LONDON AUTHORITY - reponse to amended plans

Following receipt of the revised/amended plans submitted on 9 October 2012. The GLA case officer provided further comments on aspects of the proposal which are summarised below.

Design Layout:

The revised layout for Units 1 & 2 can be considered acceptable if visual permeability is created between Hatch Lane and what happens inside the Units. However, the GLA maintain concerns that the level of activity and permeability on this elevation should be increased so as to increase overlooking and natural surveillance of the street.

Transport:

The GLA advise to refer to TfL's comments sent by separate cover [refer to TfL comments reported above].

The GLA consider the principle of this application as generally acceptable.

Note:

Finally, the applicant should address all outstanding issues raised above and those raised at stage 1 (PDU/2528/01 dated 17 October 2011).

PLANNING CASE OFFICER COMMENT - The comments of the Greater London Authority in respect of design are noted, however it is important to find the correct balance between material planning considerations and in this instance, the layout is influenced by the need to provide the maximum protection to the residential properties from noise arising from the proposed use.

The design and landscaping has been given careful consideration in order to provide the most appropriate appearance within the street. It is considered that adequate natural surveillance of the street is provided by the existing residential properties and that any amendments to increase permeability of the site would have detrimental impacts on the amenity of these residents and result in a convoluted internal layout to the units and site overall.

METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR:

Subject to provision of site CCTV that can be addressed by means of imposition of the standard Secure by Design condition no objection

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT - NOISE OFFICER

I refer to the above application for demolition of existing buildings and redevelopment to provide a 301 bedroom hotel and 4 new industrial units, associated landscaping and car parking together with revised access from Hatch Lane.

My comment on noise issues are given below. I have considered the Noise Impact Assessment

report prepared by Aecom in its final form dated 10 Dec 2012, and also the earlier External Noise Survey report prepared by Aecom dated 10 August 2011.

Road traffic noise

Road traffic noise is considered in section 4 of the noise impact report. Road traffic using Hatch Lane to access the service area of the hotel and the redeveloped industrial units is expected to change the traffic flows entering the application site. This change has the potential to influence the noise level at nearby residential properties in Hatch Lane. Comparisons between the predicted peak hourly traffic flow and the existing peak hourly flow indicate an increase in noise of 0.3 dB. A comparison of the predicted and existing 18 hour traffic flows has also been undertaken and an increase in noise of 1.2 dB has been predicted.

The report concludes that these road traffic noise increases will not be noticeable to the nearest residents, and that there will be no increase in noise disturbance as a result of the increase in road traffic associated with the scheme.

Car park noise

Car park noise is considered in section 5 of the noise impact report. The car park to the front of the site which serves the hotel will be larger than the existing car park and the report contains an assessment of noise resulting from vehicular activity in the new car park. Car park noise has been assessed in relation to the nearest residential properties in Hatch Lane.

The assessment takes account of noise from cars manoeuvring, car doors being slammed and car radios being played. These individual events have been combined based on worst case assumptions about the maximum number of noise events which may happen within the car park during the busiest hour. The assessment is claimed to be cautious because all of the noise has been assumed to occur in the car parking spaces nearest to the residential neighbours.

The car park noise has been assessed using the principles of BS4142. It is shown that the day time BS4142 rating level is at least 5 dB below the background noise level, while car park noise at night will be even less. Maximum noise levels from car park activities are also considered. The loudest typical event from cars manoeuvring in the closest car parking bay to the residents is predicted to be 56 dB L_{Amax}. This is claimed to be well below current ambient noise L_{Amax} noise levels. The report acknowledges that car horns and car alarms will produce higher noise levels, but assumes that the occurrence of such activities will be low within the proposed car park area.

The report concludes that noise from vehicle activity within the hotel car park will be at such a level so as to satisfactorily minimise the risk of noise disturbance to residential neighbours.

Delivery vehicle noise

Delivery noise is considered in section 6 of the noise impact report. The report contains an assessment of risk of noise disturbance to residents in Hatch Lane due to delivery yard activity associated with the 4 new industrial units. The assessment takes account of noise screening provided by the industrial units 1 and 2 nearest to the residential properties in Hatch Lane. In the present scheme, these two units have been combined as one large building. This provides improved screening compared with a previous scheme in which the buildings of the two units were separate so allowing noise to pass between them.

The final version of the noise report also takes account of the provision of a noise barrier to be provided along part of the southern boundary of the delivery yard. This noise barrier is in the form of a 9m gabion wall. The noise barrier is provided specifically to screen delivery yard noise propagation to the dwellings at the southern end of Hatch Lane. The plan submitted showing this noise barrier shows a gap between the gabion wall and the industrial unit 2. It is important that this gap is closed in order to avoid acoustic leakage reducing the performance of the gabion wall as a

noise barrier.

An assessment of delivery yard noise at residential properties in Hatch Lane has been carried out. The delivery yard noise predictions take account of noise from four specific activities: operating the heat rejection equipment serving a refrigerated lorry; unloading activities using a pallet truck; operation of a tailgate lift; and the slamming of lorry door. The assessment assumes that all 4 units will have deliveries simultaneously.

Daytime and night time BS4142 assessments have been carried out. The rating levels for daytime and night time noise are respectively 15 dB and 5 dB less than background noise. These noise levels meet the Council's requirement for the rating level to be at least 5 dB below the background noise level. The report also gives a prediction of the maximum noise level for the loudest delivery activity event as 37 dB LAmax. This is claimed to be well below current ambient noise LAmax noise levels. On the basis of the noise assessment carried out, the report claims that noise levels from unfettered delivery activities will be at such a level as to satisfactorily minimise the risk of noise disturbance to residential neighbours.

The delivery yard noise has been assessed on the basis that lorries use a dock leveller or dock shelter where provide or are backed up to the loading bay doors as opposed to unloading outdoors in the delivery yard. It is also important to minimise noise from engine running, radios and reversing alarms. In order to control noise from these activities, I suggest that a condition should be imposed requiring a delivery management plan. I understand that the applicants have proposed a form of wording for such a delivery management plan. A recommended condition to secure provision and implementation of the plan is given below.

Condition Delivery management plan

The development shall not begin until a delivery management plan which specifies the provisions to be made for the control of noise from delivery, loading and unloading activities at the industrial units has been submitted to and approved in writing by the Local Planning Authority. The delivery management plan shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

With provision of the 9m gabion wall (and closing of the gap as mentioned) and a delivery management plan as above, I suggest that there is no justification for restricting operating hours of the 4 industrial units in order to protect residential amenity. It is understood that there is no hours restriction on use of the existing industrial units at the site.

Building services noise

Building service noise is considered in section 7 of the noise impact report. The report acknowledges that building services plant noise emission associated with the development should be controlled so as not to cause disturbance to residential neighbours. For this purpose, I recommend the following condition.

Condition plant noise

The rating level of the noise emitted from plant and machinery at the site shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential premises. 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.

Hotel noise issues

I have considered noise sources relating to the proposed hotel forming part of the development. Hotel car park noise is discussed above. Other potential noise sources at the hotel include entertainment, vehicle deliveries and plant noise. The latter is dealt with by the above plant noise condition. As regards entertainment and deliveries, I believe that the hotel is sufficiently far from the nearest residential properties in Hatch Lane for noise from these sources not to be a problem.

The Aecom External Noise Survey report contains measurements of external noise and makes recommendations for the necessary sound insulation performance of the hotel facades in order to achieve satisfactory internal noise levels. The provision of satisfactory noise levels within guest bedrooms and other accommodation at the hotel is regarded as a matter for developers. I therefore suggest that this issue can be dealt with by the following informative.

Informative hotel accommodation

The Council regards the provision of satisfactory noise levels in the hotel accommodation as being the responsibility of the developer. You are advised to ensure that suitable noise criteria are met in guest bedrooms and any staff accommodation. Advice on noise criteria is given in the Council's Supplementary Planning Document on noise.

Construction noise

In order to control environmental problems during demolition and construction, I recommend use of the following informative.

Informative - construction

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. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

PLANNING OFFICER RESPONSE

The conditions sought by EPU relating to noise from delivery and servicing of the hotel and industrial unit are considered better dealt with by insertion within the individual Green Travel Plans for the future occupants of the industrial units and the hotel operator and are dealt with by the

section 106 agreement

URBAN DESIGN OFFICER:

These comments are based on the revised proposal whereby Units 1 and 2 have been re-orientated along Hatch Lane and reduced in height, and the elevations of all four of the business units have been amended with a greater vertical emphasis being proposed.

The application is accompanied by a series of verified views which enable a fuller assessment to be made as to the visual impact of the scheme from a range of vantage points including, sensitively, across green belt land.

This response provides a design assessment of the revised scheme including an assessment of the visual impact of the proposal based on the submitted existing and proposed verified views. It also provides an assessment of the impact of the five storey element of the scheme, the proposed hotel, located in the south west corner of the site fronting Colnbrook By-Pass.

Boundary Treatment and Landscaping

The site is bounded by significantly contrasting edges with two storey houses to the east, industrial 'sheds' to the west, a large expanse of surface car parking to the south, and greenbelt to the north.

The proposals have addressed the boundary treatment effectively and in response to these varying edge conditions with the introduction of a combination of hedging, brick walls, and formal tree and shrub planting. The effect is to create a soft perimeter edge to the site where it abuts the public realm with the northern edge, closest to the green belt, appropriately comprising dense tree and shrub planting. This will create an effective green screen to this most sensitive edge.

The removal of the previously proposed 5m acoustic barrier to Hatch Lane is a marked improvement.

The boundary treatment and associated landscaping will have a beneficial impact on the streetscene and when viewed from near and afar including from across green belt land to the north.

Elevational Treatment and reduction in height

The proposed amendments to the elevations introduce a stronger vertical expression to the facades of the 'sheds'. This has the beneficial effect of reducing the effect of the buildings' massing by creating both rhythm and a quiet animation to the facades. The designs are reflective of the function of the buildings but ensure that their visual impact is reduced through this simple detailing. Coupled with the slight reduction in height, the changes are considered beneficial and acceptable.

Verified Views - Impact Assessment

Verified views enable the assessment of the visual impact of the proposals as viewed from the surrounding context. Each of the five verified views is considered:

Views 1 & 2 - these are taken from the north looking southwards to the site, as viewed across the adjacent swathe of green belt land. The revised elevations and reduction in storey height to units 1, 3 and 4 result in a visual improvement with the contrasting vertical expression reducing the impact of the massing while subtly animating the elevation and yet not over-emphasising the buildings. The result is a 'quiet' as opposed to a 'dead' edge.

The impact of the height of the hotel from these vantage points is minimal. However the impact of the varying heights on the site as a result of the higher hotel element has the beneficial effect of creating variation to the roofscape which in turn helps to mitigate the impact of the overall mass of the site and that which is typically associated with industrial shed architecture.

Impact: Neutral

View 3 - The resulting impact from this vantage point is considered to be neutral. The landscaped boundary treatment to the fore with the clean lines and vertical fenestration of the buildings to the rear do not detract from the streetscape given the nature of the site and the function of the proposed buildings.

Impact: Neutral

View 4 - The hotel is visible from this vantage point. However, its height is not excessive in relation to the surrounding context both to the foreground of the view and those buildings visible in the background. Furthermore the proposed tree belt boundary treatment further reduces the impact of the mass and height of the proposed building. The architecture is simple and will not stand out as a prominent landmark in the area. From this angle the impact of the view of the hotel is therefore acceptable.

Impact: Neutral

View 5 - The hotel is visible albeit through dense tree cover. From this vantage point the visual impact of the development is imperceptible.

Impact: Neutral

Hotel Height Impact

The general storey height ambient of the locality is two to three stories. However there are two further hotels located within 200m of the proposed hotel, to the west and east of the site along Colnbrook By-Pass, each of a similar height at five storeys. This storey height helps distinguish the hotels from the surrounding industrial/warehousing uses, enhancing the legibility of the built form.

The change in height of the hotel from the surrounding existing and proposed new 'sheds' also reduces the potential monotony of a single level roofscape and is therefore beneficial in this respect as well.

Immediately to the south of the hotel site is a large expanse of surface car parking on which the proposed hotel will have no harmful impact. To the site's west lie a series of large warehouse sheds whose setting will similarly be unimpaired as a result of the height of the proposed hotel. The houses to Hatch Lane are separated from the hotel site by units 1 and 2, the road, and the proposed tree planting to the perimeter of the site. These houses will therefore not be impacted upon as a result of the 5 storey height proposed.

The siting of the hotel is set well back from the edge of the greenbelt land to the north and is further screened by Units 1, 3 and 4 together with proposed new tree planting to the northern perimeter.

Given the characteristics of the surrounding context and of the site itself, the proposed height of the hotel is considered to be acceptable and has been demonstrated as not resulting in having a detrimental visual impact when viewed from a number of vantage points including when viewed from the north across designated green belt.

ENVIRONMENTAL PROTECTION UNIT - AIR QUALITY AND LAND CONTAMINATION

The following information was submitted with regard to air quality:

- Air Quality, by AECOM for PRUPIM, Summit Centre, Heathrow (August 2011)
- Full Interim Employment Site Travel Plan by Bellamy Roberts for PRUPIM, Summit Centre, Heathrow (August 2011)

The following information was submitted with regard to land contamination:

· Geotechnical and Geoenvironmental Report (desk study) by AECOM for PRUPIM, Summit Centre, Heathrow (August 2011)

Please consider the following comments with regard to air quality and land contamination. Comments and a condition to deal with potential dust nuisance from the demolition/construction works have been provided separately. These need to be taken on board as there are residential receptors nearby. Noise comments are also due.

AIR QUALITY

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the Bath Road. The air quality assessment indicates the magnitude of the impact as imperceptible for 2015 (based on estimates for background levels and traffic only). A slight drop in NO₂ has been indicated in the modelling due to changes in the vehicle fleet at some receptors. NO₂ levels are indicated as remaining above the EU limit value at one receptor only, at 388 Bath Road in 2015.

It should be noted the air quality assessment is limited to background levels of pollution and from traffic generated by the proposed development (as set out by Bellamy Roberts traffic engineers) and the impact has been identified as imperceptible. Separate calculation of emissions was provided for the Gas powered CHP. The report notes assumptions had to be made at the time of the assessment such as 10 metre stack height. The assessment results for this based on advice in LAQM.TG(09) suggests emissions from a combustion source is likely to be below 1 mg/m³ annual mean ground level concentration for both NO₂ and PM₁₀. This may still be sufficient to push the NO₂ levels close to and possibly slightly over the EU limit value at some of the identified sensitive receptors and could represent a small increase (i.e. >0.4 mg/m³ increase) overall at many of the receptors.

As the development is in and will cause increases in an area already suffering poor air quality the following are requested:

Section 106

Section 106 obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

Hotel Proposal

The following conditions are advised specifically in connection the proposed hotel. The hotel is to be located along the Bath Road which has poor air quality. In addition, the CHP plant is indicated on the roof of the hotel building along side the air handling units (AHUs). As a precaution the following condition is advised. Every effort should be made at the design stage to ensure polluted air will not drawn into the ventilation systems on site, and where this is unavoidable appropriate filtration or treatment measures are implemented.

Based on the Energy Statement a 150 kWe CHP has been recommended alongside PV. It is not clear if this was the specification used in the air quality assessment which states the estimated gas consumption will be 346,398 m³/annum and a number of assumptions were made due to a lack of data to inform the assessment. The drawings indicate the CHP will be located at the hotel site. The following condition is advised in order to ensure relevant information with regard to pollution emissions from the energy provision at the site is provided, so that mitigation measures can be

agreed and implemented if necessary, as part of the development.

No travel plan has been submitted for the hotel development. This needs to be given due consideration to ensure sustainable modes of transport are available to staff and customers of the hotel.

Industrial/Commercial, Employment Units Proposal

The following condition is advised for the commercial aspect of the application. This development is within the boundaries of the London Low Emission Zone (LEZ) which sets strict pollutant emissions criteria for entry of certain types of diesel vehicles into the area within the M25. However, as this development is also within a declared AQMA and within an area already exceeding European Union limit values a detailed environmental management plan aimed at reducing emissions from the fleet is also required for the operational phase of the development. This should include, for example, selecting delivery companies who can demonstrate their commitment to following best practice such as the Freight Operator Recognition Scheme (FORS).

A full interim employment site travel plan has been submitted with the application. It includes proposals for electric charging points etc. for each unit. Prupim will retain responsibility for overall co-ordination of travel plans for the employment aspect of the development. It is proposed that full travel plans will be submitted for approval and implemented within 3 months of first occupation of each unit.

It should be noted besides the use of PV on the roof of the industrial units, nothing specific with regard to energy generation for this part of the development appears to have been provided.

In respect of air quality the Environmental Protection Unit have requested the imposition of the following conditions:

Air Quality Condition 1: Ingress of Polluted Air (Hotel)

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

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

Air Quality Condition 2 - Details of Energy Provision (Hotel)

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies.

Air Quality Condition 3 - Green Travel Plan (Hotel)

Before any part of the development is occupied a Green Travel Plan shall be submitted for approval to the Local Planning Authority. Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to employees and customers to maximise the take up of more sustainable modes of transport, including making available low/zero emission vehicles, electric charging points etc.

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

Air Quality Condition 4 Environmental Fleet Management (Employment)

Before any part of the development is occupied an environmental fleet management plan shall be

submitted for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

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

Air Quality Condition 5 - Green Travel Plan (Employment)

Within three months of the development being occupied a Green Travel Plan shall be submitted for approval to the Local Planning Authority for each unit. Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport.

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

(OFFICER COMMENT:

Air Quality Condition 1 - this condition is not necessary as ventilation requirements are considered to be appropriately dealt with in other legislation under Part F of the Building Regulations.

Air Quality Condition 2 - the requirements have been incorporated into a condition requiring more detailed information regarding the energy reduction measures.

Air Quality Condition 3 - this has been dealt with as part of the proposed legal agreement.

Air Quality Condition 4 - aspects of this condition, such as provision of electric charging points, are dealt with as part of other conditions, however given the nature of the proposed development and likely future occupiers (who may not have control of their own fleets of vehicles) the condition as a whole is considered unreasonable and should not be imposed.

Air Quality Condition 5 - this has been dealt with as part of the proposed legal agreement.)

SOIL CONTAMINATION

The soil contamination comments are for the whole site and particularly the future areas of soft landscaping. A desk study has been submitted with regard to land contamination. The report identifies the most recent uses at the site. The former factory at the site is noted, however the use is not identified. Planning records indicate site was formerly used by Black & Decker. The British-History webpages indicate the site was occupied from 1940 with about 250 employees. In 1960 a large proportion of the firm's output was electric tools.

Potential sources of contamination identified in the report include made ground associated with the former use. Generally, potential contaminants considered include hydrocarbons, polycyclic aromatic hydrocarbons (PAHs), heavy metals, solvents and PCBs. Possible risk from ground gas will be considered. This may need to also include consideration of possible vapour intrusion. It is recommended the following conditions are included in any planning permission given.

COM33 - Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) 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;

(b) 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; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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).

Condition to minimise risk of contamination from garden and landscaped area

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

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

HIGHWAY ENGINEER

Further to reviewing the above, I note that in highway terms, there is no material change from the previous scheme at the site. Therefore, the previous highway observations which raised no objection are still applicable.

TREE AND LANDSCAPE OFFICER

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.

(i) The tree survey assessed the quality and value of 98 trees and planted areas (shrubs) of which only one specimen Japanese Maple (T27) is given an 'A' rating (good). Approximately 32 No.

specimens are considered to be B rated (fair) and 45 No. 'C' (poor) with the remaining trees rated 'R' (justifying removal on the grounds of good arboricultural management).

(ii) A tree removal and management schedule specifies the 40 No. trees that will be removed to facilitate the development. A further 17 trees will be removed due to their poor health / condition. Approximately 28 trees will be retained notably around the Skyport Drive boundary and Hatch Lane boundary (northern end). Regrettably many of the better trees, currently growing in the open land parallel with the Colne Brook by-pass will be removed to accommodate the proposed car park and hotel development.

(iii) The tree report recommends that the Japanese Maple (T27) be professionally lifted and replanted to an appropriate location (p.8). Specific tree protection requirements are described for individual specimens and groups, as appropriate.

(iv) The general layout drawing shows the proposed landscape. The hotel and car park occupy the southern third of the site, with public access off Hatch Lane, and a separate service access to the north-west corner of the hotel, accessed from Skyport Drive. A tree and hedge lined boundary wraps around the Colne Brook By-pass frontage into Hatch Lane and the site entrance. The planting buffer widens in front of the hotel and narrows conspicuously on the south-east corner of the site (at the junction of Hatch Lane and Colne Brook by-pass). A small block of woodland planting is indicated in the south-west corner and in a band between the hotel and warehouses. The landscape associated with the hotel comprises structure planting of formal evergreen hedges with bold blocks of herbaceous plants and multi-stemmed specimen shrubs (including the translocated Japanese Maple) to provide year-round colour and interest. A total of 70 new trees will be planted around the hotel and car park, together with other structure planting including hedges and ornamental shrubs. A detailed planting plan has been submitted (Drawing No. 1304-02-Sht.3)

(v) The general layout drawing also indicates the layout to the north of the hotel of the warehouse units. Selected trees are to be retained along the northern and eastern boundaries. New landscape buffer strips and wedge-shaped areas provide space and opportunity for new / replacement tree planting to re-inforce the roadside landscape buffers.

The industrial estate roads and car parks also feature tree planting where practicable. In addition to the retained trees, a further 70 No. trees are to be planted in association with the industrial estate. Drawing No. 1304-01-Sht.2 Rev E provides detailed planting proposals for the industrial part of the site.

(vi) The landscape submission includes a comprehensive Soft Landscape Specification (dated August 2011), based on NBS clauses regarding landscape operations and maintenance and tree protection the industry standard. Structural tree pit sand by Urban Soils is specified for the tree pits to provide the best possible support for young trees within a hard landscape and aid the chance of successfully establishing .

(vii) The landscape submission is supported by a Landscape Management Manual (dated August 2011) which sets out the management objectives for the site and specifies the elements of work, standards of workmanship, specific requirements, all of which is scheduled in tables in section 4.

(viii) One of the outstanding hard landscape details not yet specified is the various types of boundary fencing. The use of palisade-type fencing should be avoided and coloured (preferably black /grey) weldmesh panels or Orsogrill specified.

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

ACCESS OFFICER

Section 4.2.1.3 of BS 8300:2009 states that "hotels should have at least one parking space per accessible bedroom". I accept that it would be unreasonable to apply this standard rigidly in this instance, hence my previous advice to look at the options available to increase the proposed accessible parking. Exploring the options to reduce the number of transfer spaces would have increased the quantity of accessible parking and would not have affected the number of standard parking bays. However, I accept that best practice is to provide disabled motorists with the option to transfer on either side and, therefore, the advice provided by the applicant/agents concludes the matter.

For most wheelchair users, provision of an accessible bathroom is often the deciding factor when considering the suitability of overnight accommodation. The applicant has confirmed the scheme will provide 10% of the hotel bedrooms to be fully wheelchair accessible, in line with BS 8300:2009 standard, and these bedrooms will contain a transfer space or handrail, plus a further 5% of the hotel bedroom will be capable of full adaptation should future demand dictate. In light of these assurances that will be controlled planning condition there is no objection to the scheme.

SUSTAINABILITY OFFICER

Comments on GLA Response

The GLA's response contains a number of comments relating to how the conclusions in the submitted report show compliance with policy. However, the comments do not provide a link of this policy compliance to practical implementation. There is still some work to be undertaken to satisfy the Council that the proposed development can practically deliver to the conclusions set out in the submitted reports.

Water Collection

The applicant's initial report rejecting the storage of water through lack of space for the necessary tanks is rejected. The Borough is in a severely water stressed area as defined by the Environment Agency. There is no justification for not taking a sustainable approach to water consumption, particularly as the submission states that the hotel has a high water demand. The site is of a sufficient size that could easily incorporate water recycling facilities for the hotel. A combination of potable and recycled water can be used which renders the comment about a system failure unacceptable.

Water collection systems should also be installed next to the industrial buildings to allow a sustainable approach to water management which could include irrigation for the landscaping as well as industrial uses should they be required.

Energy and Carbon Savings

The Summit Centre Energy Assessment is broadly suitable, but there are still a number of gaps in it. These could have been rectified prior to determination, but given the need to make a decision, a pre-commencement condition was a suitable compromise.

Information still outstanding relates to:

- 1 - A clearer baseline energy demand per building, for regulated energy in KgCO₂ and kWh
- 2 - Whether or not the CHP in the Hotel will supply power to the industrial buildings. At present the main energy saving comes from the CHP which will supply the hotel. However, the calculations are

not clear as to what the CHP will be supplying - it is supplying a lot of electricity which goes beyond the regulated demand of the site. This is not normal, so clarification is required as to what the CHP is serving.

3 - If the CHP is not linked to the industrial buildings at all, then if only the industrial buildings come forward, then there would be no policy compliance. So there needs to be clear linkages to deliver the industrial buildings once the CHP is installed.

4 - The CHP calculations do not include the amount of gas consumed to run it. This may distort the value of the CHP. Much clearer information on the inputs and outputs of the CHP is required.

There are some complications with the strategy that need to be sorted prior to commencement, as it might require a bigger CHP, or a few more PVs.

WASTE DEVELOPMENT MANAGER

Raises no objection to the scheme.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is not identified as a Strategic Industrial Location in the London Plan (July 2011). It is proposed to redevelop the site to provide a mixed-use development comprising industrial uses and a hotel. The submitted plans indicate that the site would essentially be divided into two distinct areas, with four industrial units, ranging in size from 1,276sq.m to 3,447sq.m with ancillary loading bays and parking at the northern side of the site and a 301-bedroom hotel with ancillary parking, provided at the southern side of the site.

The development would be phased through the part demolition of the existing buildings to provide the proposed hotel fronting Bath Road followed by the redevelopment of the remainder of the site. The partial demolition will be phased to allow existing industrial tenants to operate on site during the phased building out of the scheme as a whole..

Policy LE1 of the Hillingdon Local Plan Part 2 assesses the criteria for industrial, business and warehouse uses; in this case whether the proposal conflicts with the Local Planning Authority's overall objective of securing the development or regeneration of the area. The entire site falls within the Heathrow/A4 industrial and Business Area as designated in the Hillingdon Local Plan: Part Two Saved UDP Policies.

Policy LE2 states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use classes B1- B8) and for sui generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that:-

- i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan;
- iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

Policy LE3 states that new development in designated IBAs should, where appropriate and practicable, include the provision of small units, particularly when existing small units are proposed to be demolished. The reorganisation of employment uses at the site, and redevelopment would provide modern facilities, of varying size which complies with the aims of Policies LE2 and LE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Whilst the reorganisation of employment uses at the site, and redevelopment to provide modern facilities, of varying size, complies with the aims of Policies LE2 and LE3, the proposal would nevertheless result in the loss of approximately 0.87 hectares of employment land. The existing floorspace measures 16,089sq.m and the plans submitted indicate 9,562sq.m of floorspace, thus resulting in a loss of 6,527sq.m.

The site is identified as an Industrial and Business Area for warehousing and industrial use in the Hillingdon Local Plan: Part One. This also needs to be considered against the National Planning Policy Framework London which has identified the economic benefits that new development offers as a material consideration in the determining of planning applications and provides a key objective of providing sustainable development.

The applicant has submitted a Planning Statement and Employment Land Statement to justify the loss of employment at this site.

The Employment Land statement states that the Summit Centre is not unfavourably placed however due to its age and specification it does not meet the needs of modern occupiers due to the following;

- (i) Loading area is constrained and very often congested.
- (ii) Existing units only provide one loading bay door, whereas current requirements are for two, given the short stay of stock.
- (iii) Modern occupiers demand secure self contained yards due to the generally high value of cargo transported to the airport.
- (iv) The office content at 25% is too high for modern occupiers who generally only require 10%.
- (v) The floor to ceiling heights are too low.

It is considered that these requirements can not be facilitated with the existing buildings at the Summit Centre.

The site is identified for industrial use in the Hillingdon Local Plan and the Employment Land Study, July 2009 (ELS). The ELS provides an important assessment of Hillingdon's employment sites and premises, its aim being to provide a robust evidence base to support the retention or release of existing employment land where appropriate in the emerging Local Development Framework. This confirms that the site still forms an important role in the provision of IBA land in the Borough and backs up the aims of Policy LE2.

With regards to the Bath Road IBA the Employment Land Study acknowledges that tenants continue to vacate the Summit Centre and the neighbouring Skyport Drive. Demand for space at this site is lower than it has been historically due in part to the design of the spaces and the sites location.

The ELS considers that circa 13ha of the Bath Road Locally Significant Employment Sites (within which the Summit Centre sits) could be lost to a third runway at Heathrow, however, the new Government has abandoned plans for this runway and therefore there should be no concern regarding the loss of this site. The ELS also identifies scope for release of some 15.8ha of surplus industrial and warehousing land between 2009-2027 in Hillingdon.

The applicant has submitted a Marketing Report which demonstrates that occupancy at the Summit Centre has dwindled mainly because the spaces are not suitable to meet the needs of today's occupiers since the last lettings were done in 2004/2005.

3 units out of 6 are now vacant, Units 4, 5 and 6 measuring 3,034sq.m, 3,191sq.m and 3,292sq.m respectively.

It is considered that the applicant has demonstrated sufficiently that there is scope for release of industrial land at this site. The Employment Land Statement submitted with the application justifies the release of part of the industrial land by indicating a consistent (since 2004) vacancy rate of 7.2%. This exceeds the 5% threshold for vacant industrial land, above which the GLA consider to show that there is not pent up demand for space at this site. Evidence of marketing since 2004 has been provided.

INTRODUCTION OF A HOTEL WITHIN AN INDUSTRIAL BUSINESS AREA

Policy T2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that the Council will encourage the provision of a range of accommodation and conference facilities on sites easily accessible from Heathrow airport, underground and railway stations and from the main road network provided the development does not conflict with the aim to maintain and improve the environment. The proposal for the hotel would be in keeping with Policy T2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Pt 1.28 of the encourage appropriate hotel and conference facility provision in the borough, and the London Plan 2011 identifies a need for a net increase in hotel rooms across London. The proposal is considered in keeping with Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECONOMIC AND EMPLOYMENT IMPACT:

Of the 16,089 sq.m of existing employment floorspace on site, currently 9,517 sq.m is vacant. 6,572 is occupied.

When the application was originally submitted the site employed 190 people. The site presently employs 132 people, as a result of a decrease in the number of employees in Unit 3 from 40 to 28 and Unit 6 becoming vacant which formerly employed 55 FTE employees.

Based on the Homes and Communities Agency employment density guidance the applicant states the proposed development is capable of providing between 120 and 165 new full time equivalent (FTE) positions. The hotel will provide approximately 151 new FTE positions. This equates to between 271 and 316 new jobs as a result of the development. Based on these calculation this equates to an increase in between 139 and 184 new FTE positions compared to the existing development.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals deliver on these objectives securing the delivery of a significant level of new jobs including training and job opportunities for local people that will be secured through a Section 106 agreement.

The principle of the development is therefore supported. Planning obligations are recommended to ensure the hotel is not developed in isolation.

7.02 Density of the proposed development

The application seeks to construct four light industrial warehouse units and a hotel. Residential density is therefore not pertinent to the consideration of this application.

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

The site does not fall within an Archaeological Priority Area and as such no archaeological issues arise from the scheme. The site does not lie within an Area of Special Character or Conservation Area. However the rear of the site is visible from the Harmondsworth Conservation Area, located to the north of the site.

Following concerns raised by planning committee members at the 13 December 2011 Central & South Planning Committee and parallel concerns raised by the Harmondsworth Conservation Area Advisory Panel on the impact of the scheme upon the character and setting of the Harmondsworth Conservation Area the applicant has provided an extended Heritage Advice Note that considers the impact of the scheme upon the Harmondsworth Conservation Area and in addition a verified view showing the scheme 'built out' taken from the conservation area.

The historic core of the conservation area has no views of the site, as later housing development in the conservation area divorces the two. From the southern edge of the conservation area the Council's Urban Design officer has reviewed the scheme and with the benefit of the additional information provided with the re-submission considers that on balance the scheme will have a minimal visual impact from the conservation area. Furthermore the scheme would provide some marginal positive benefits in terms of views out from the Conservation Area arising from the higher hotel element that would have the beneficial effect of creating variation to the existing roofscape/skyline, which would help to mitigate the impact of the overall mass contained on the site and that which is typically associated with industrial shed architecture. Accordingly the scheme is considered to comply with Policy BE4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) that addresses new development within or on the fringes of conservation areas.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria.

7.05 Impact on the green belt

Land to the north of the application opposite Skyport Drive is open fields and designated as Green Belt.

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states Hillingdon "will normally only permit proposals for development adjacent to or conspicuous from the green belt if it would not injure the visual amenities of the green belt by reason of siting, materials, design, traffic or activities generated."

The location of the hotel development is set towards the southern fringe of the development site. Given the scale of the industrial units proposed compared to that of the existing units it is not considered, with the additional benefit of the verified view of the scheme taken from the north, looking across the open fields opposite Skyport Drive, that the scheme would have a significant adverse impact on the open setting or appearance of the neighbouring Green Belt. The proposed new tree planting on the northern perimeter of the site will also assist in reducing the visual impact of the scheme to the neighbouring Green Belt.

The scheme is considered to comply with the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area. Policy BE25 further states that the Local Planning Authority will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces.

The hotel is positioned in the southwest of the site and is made up of five-storey bedroom wings linked by a full height entrance atrium. The hotel will be set back 6 metres from the rear of the Bath Road pavement to allow a generous green buffer zone along the Bath Road frontage. The hotel design was finalised after a series of revised layouts, each of which was refined through the course of pre-application discussions.

The 4 units are grouped around a central spine which utilised the existing access from Skyport Drive. The reconfigured scheme with the physical external conjoining of Industrial Units 1 and 2 mirrors the existing Summit Centre in as much as it provides a solid built form to Hatch Lane. This arrangement provides positive benefits over the original scheme by screening visually and acoustically the external loading bay areas & the internal driveways to the industrial units from housing opposite on Hatch lane.

In order to relieve the massing of the Hatch Lane frontage, which is closer to the road than the existing building, the reconfigured scheme introduces a stronger vertical expression to the facades of the industrial units. This is considered to reduce the effect of the building's massing, adding a degree of rhythm and quiet animation to the facades. The designs are reflective of the function of the buildings but ensure that their visual impact is reduced through this simple detailing. Coupled with the slight reduction in height, the changes are considered beneficial and acceptable.

The elevation along Skyport Drive will provide an arrival point and entry in to the industrial development. The cladding of the two units overlooking the Green Belt will be of darker colour to minimise visual impact when viewed from the Green Belt. Profiled cladding will generally be used on the larger areas of the warehouse. Flat panel cladding will be used to give a crisper finish to the office areas. External finishes will be in a range of warm grey and blue colours. A parapet roof solution has been adopted to complement the adjacent proposed hotel.

No objection is raised to the visual impact of the proposed industrial units given the nature of the existing buildings and the difference in scale and massing is not considered significant.

The layout, height, bulk and massing of the proposals are considered to be appropriate to the context and represent a significant improvement when compared to the existing. The proposals would not result in a detrimental impact upon the character and appearance of the area and as such the proposal is considered to accord with Policies BE13 and BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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.

To the north of the site, beyond Skyport Drive and a line of trees and landscaping, is an open green space designated as Green Belt. This area is bounded by industrial uses,

including the immigration centre, to the west and residential development comprising the village of Harmondsworth to the north.

Immediately to the west there is another area of industrial uses, and similarly, further west along Bath Road the area is characterised by a mix of uses including the Sheraton Hotel, the Harmondsworth Immigration Detention Centre and a large office/commercial development occupied by BAA.

Development to the eastern side of Hatch Lane comprises a series of terraced and semi-detached residential properties. The extensive landscaping scheme proposed increases the planted buffer zone between the industrial and the residential properties on Hatch Lane by 3.5m compared to the existing.

Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties and policy OE3 states buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact can be mitigated.

The Environmental Protection Officer with responsibility for noise control acknowledges the reconfigured scheme, with Industrial Unit 1 and Unit 2 conjoined to form a single building line on Hatch Lane, provides a much improved arrangement in terms of avoiding acoustic breakout from the industrial units. Thus negating the requirement to limit the hours of, by condition, of the operation and deliveries to the new industrial units as was required by the original submission. This alteration and the removal of the requirement for such a condition is in full accordance with the National Planning Policy Framework which indicates that developments and existing sites should not have unreasonable restrictions placed on them.

Further amendments to the revised scheme include the provision of a 9 metre high 'green wall' constructed of gabions with a full acoustic limitation capability that would be erected between the loading yards to the industrial units and the hotel. This would further limit the potential for any acoustic breakout from the industrial units. This additional measure is welcomed by the Environmental Protection Officer. The precise design, height and planting detail associated with the acoustic wall shall be dealt with by condition, as it was a late addition to the re-submission scheme.

Each component of scheme - the hotel and the individual industrial units - will be subject to individual Delivery and Service Plans that will form a part of the individual Green Travel Plans and these will be secured by section 106 legal agreement. The Delivery and Service Plans will include requirements for all delivery vehicles to switch engines off whilst waiting to deliver and not to use reversing alarms and so forth after 23:00.

Therefore, it is considered that the proposal would not result in detrimental harm to residential amenities of nearby residential properties through noise and disturbance and overlooking and loss of privacy, in accordance with policies BE24 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The proposal is for industrial buildings, ancillary offices and provision of a hotel, accordingly there will be no future residential occupiers.

Issues related to disabled access requirements are discussed elsewhere in this report. Considering the nature of the proposal and the layout of the building and spaces and

areas within it, it is considered that the proposal would provide adequately for future users. It is considered that an appropriate environment would be achieved to cater for hotel visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport.

Policies AM14 and AM15 are concerned with on-site parking. The hotel will provide 128 car parking spaces in total. This comprises 128 spaces for hotel patrons at the front of the hotel including 12 disabled spaces and 24 electric vehicle charging points. A further 10% of car parking spaces will be enabled for future provision of electrical charging points. Staff car parking would consist of 10 spaces including 1 space for disabled use. Two of these parking spaces would be equipped with electrical charging points and a further one enabled for future connection.

There will be taxi and coach drop off zones in front of the hotel and three coach parking spaces will be provided in the hotel car park. In addition 6 cycle spaces and 2 motorbike spaces will be provided in the hotel car park. Two pedestrian access points are proposed to the front of the hotel, one is positioned along Skyport Drive and the second is located along Bath Road with a pathway leading to the main front entrance.

The industrial element will provide 81 car parking spaces in total. This comprises 11 dedicated spaces for disabled users. Separate car parking is provided for each of the four proposed units. 20% of the car parking spaces will be equipped with electrical charging points and a further 10% enabled for future provision.

The potential conflict of public and service access was addressed by locating the service bay to the rear with an access road from Skyport Drive on the western boundary. This results in a more clearly defined entrance and drop-off to the hotel.

There will be 16 cycle spaces proposed for the hotel: 10 for staff and 6 for users. 42 cycle spaces will be provided for the industrial units. This level of provision is consistent London Plan Policy 6.9 and . Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the principal issue of traffic generation on the public highway, vehicular accesses, the level of parking provision and the overall layout. Subject to minor refinements to the access road/highway junctions, that can be dealt with by planning condition, the Highway Engineer raises no objection to the scheme stating that the proposed development will not have a detrimental effect on the existing highway in accordance with the aims of Policies AM2 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Transport for London was consulted on the application and found the proposal generally acceptable subject to conditions relating to a Travel Plan, Delivery Servicing Plan, Construction Management Plan and swept path analysis for coaches.

Subject to conditions and other measures controlled by legal agreement the proposal is considered to comply with policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Policy BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The application was subject to extensive pre-application advice prior to the original submission in 2011. Substantive revisions were made to the pre-application scheme (both the hotel and the industrial units) following discussions with officers effecting the general layout, massing and design. Further changes have been forthcoming to the layout and height of the industrial units since the scheme was deferred from committee. These latter changes arose following a further round of discussions with officers and include alterations to the treatment of the elevations of the industrial units, most notably those fronting along Hatch Lane, in a bid to reflect previous Council and GLA comments. It is acknowledged that despite raising concerns over the design of the southern elevation the GLA are generally satisfied with the scale of the proposed hotel.

The application proposes four modern industrial buildings replacing the previous buildings which will enhance this part of the industrial estate. Careful consideration has been given to the facade treatment of the industrial units. Darker colours have been used along the Skyport Drive frontage to ensure that the industrial units do not stand out against the Green Belt context. The proposed external finishing materials for the industrial units comprise of silver, grey and white coloured metal cladding, powder coated aluminium windows and curtain walling with tinted glass are considered appropriate for the site. Windows have been introduced into the Hatch Lane elevation of the industrial units to provide a sense of natural surveillance to the street to address GLA concerns. The reduction in the height of the buildings on this elevation is also considered to reduce the dominance of the scheme on this street.

The proposed external finishing materials for the hotel comprise of white, light grey and dark grey aluminium cladding with opaque and clear glass with aluminium window frames. For airport hotels where air pollution is an issue, the applicant usually specifies a metal cladding. This can be easily cleaned to prevent staining from aviation fuel. Full details can be secured by an appropriate planning condition.

There is currently a wide landscaped strip, comprising grass, shrub and tree planting, along the Bath Road frontage. It is proposed as part of the scheme to considerably enhance and increase the landscape strip in order to protect the visual amenities of the street scene.

It is not considered that the proposal would give rise to any concerns in relation to security, which could not be addressed by the imposition of the standard security condition.

The scheme is therefore in accordance with the aforementioned policy.

7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms with: (i) 5% without a fixed tracked-hoist system; (ii) 5% with a fixed tracked-hoist system or comparable system and; (iii) 5% capable of being adapted in the future to accessibility standards.

All levels within the car park areas will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty. Pedestrian routes around the site will be provided with dropped kerbs /tactile paving in accordance with best practice. Pathways will be a minimum of 1500mm wide. Appropriate external lighting will be installed throughout the pathways, designated parking bays and associated circulation areas. All floor finishes within the development are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. Where wall tiles are to be used, they are to have a satin finish to reduce glare.

Accessible car parking bays will be located within 50m of the main entrance to the hotel and will be in accordance with BS 8300:2009 and with appropriate high visibility signage and bay markings. Public access to enter and exit the hotel will be level and barrier free. A central bank of three lifts will provide access to all floors. Stairs cores will be located at the end of either bedroom wings.

Stairs will provide vertical access around the offices, with space allowed for a passenger lift to provide access from the mezzanine facilities down to warehouse floor level.

Subject to an appropriate condition it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

The proposal seeks permission for an industrial building and ancillary offices, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

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.

The tree survey assessed the quality and value of 98 trees and planted areas (shrubs) of which only one specimen Japanese Maple (T27) is given an A rating (good). Approximately 32 specimens are considered to be B rated (fair) and 45No. C (poor) with the remaining trees rated R (justifying removal on the grounds of good arboricultural management).

A tree removal and management schedule specifies the 40 trees that will be removed to facilitate the development and a further 20 trees will be removed due to their poor health/condition. Approximately 28 trees will be retained notably around the Skypart Drive boundary and Hatch Lane boundary (northern end).

The tree report recommends that the Japanese Maple (T27) be professionally lifted and re-planted to an appropriate location. A total of 70 new trees will be planted around the hotel and car park, together with other structure planting including hedges and ornamental shrubs. A detailed planting plan has been submitted. Selected trees are to be retained along the northern and eastern boundaries. New landscape buffer strips and wedge-

shaped areas provide space and opportunity for new / replacement tree planting to re-enforce the roadside landscape buffers. The industrial estate roads and car parks also feature tree planting where practicable.

The landscape submission includes a comprehensive Soft Landscape Specification based on NBS clauses regarding landscape operations and maintenance and tree protection the industry standard.

The landscape submission is supported by a Landscape Management Manual which sets out the management objectives for the site and specifies the elements of work, standards of workmanship, specific requirements, all of which is scheduled in tables in section 4.

The landscape proposals provide a strong green framework around the site perimeter and buildings which will help integrate the proposed development within its context. Along the Bath Road frontage and returning into Hatch Lane, an avenue of semi-mature columnar hornbeam trees will be planted to provide a screening function. Interspersed between these trees and set within manicured grass panels along the hotel's southern elevation will be field maples, under-planted with hedges of the same species. The revised scheme provides for a gabion construction acoustic green wall between the hotel component and the industrial units. This planted acoustic green wall should provide an attractive 'backdrop' to the hotel as viewed from Bath Road and the hotel car park. In addition it will screen the more 'functional aesthetic' appearance of the industrial units from the hotel. Given the means of construction, design and landscape maintenance regime of the barrier is not fully developed at this stage the final form and height of the barrier will be handled by condition but will rise to no greater than 9m.

The council's Trees and Landscape Officer has been consulted on the application and raised no objection subject to appropriate landscape conditions

7.15 Sustainable waste management

No refuse storage has been indicated on the plans submitted. A condition should be attached to any approval requiring details of waste management in accordance with OE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.16 Renewable energy / Sustainability

Policy 5.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development. The application has been supported by an Energy Statement that is considered satisfactory.

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 Environment Agency has been consulted on the application and raised no objection subject to conditions relating to water pollution, land contamination and flooding.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raised no objection subject to appropriate conditions. The noise impacts of the development are discussed in greater detail within section 7.08 of this report.

7.19 Comments on Public Consultations

The comments have been addressed either within the body of the report or dealt with by means of suggested planning conditions and s106 legal agreement. The exception to this is points (ii), (v), (vi), (ix), (x), (xi) raised by the sole additional objector since the scheme was deferred. These points are not considered material considerations to the application before committee.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These UDP policies are supported by more specific supplementary planning guidance.

Proposed Heads of Terms:

1. Transport: in line with the SPD any and all highways works are to be implemented with the cost met by the applicant. In addition to any highways works a PERs audit will be required with the result of this being implemented by the applicant. TfL have also requested a bus stop audit within the vicinity of the site again with the results of this survey being implemented by the applicant.

2. Green Travel Plan: in line with the SPD a Green Travel Plan including a Servicing and Delivery Plan is to be provided for the operation of the site as well as a £20,000 Bond to ensure compliance with the approved travel plan.

3. Construction Training: in line with the SPD a contribution in the sum of £62,500 is sought to address construction training during the construction phase of the development.

4. Hospitality Training: in line with the SPD a contribution in the sum of £20,000 is sought to address hospitality training matters as a result of the hotel operation.

5. Air Quality: in line with the SPD a contribution in the sum of £25,000 is sought to address air quality management in the area.

6. Public Realm: in line with the SPD either a financial contribution secured or an in-kind landscaping scheme accepted in lieu of a financial payment. It is considered in this instance that the extensive onsite landscaping is of a sufficient standard to address the public realm matters arising from this proposal. This is secured by conditions and accordingly a further obligation is not required.

7. Project Management and Monitoring Fee: in line with the SPD a financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

8. Phasing of the development

As the scheme is to be bought forward in phases the phasing of the development will be managed through the s106 to ensure that the whole scheme is delivered, if approved.

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

None.

10. CONCLUSION

Planning permission is sought to redevelop the site to provide a 301 bedroom hotel (Use Class C1) and 4 new industrial units accommodating a combined total of 9,565 sq.m of floor space (Use Classes B1(b), B1(c), B2 and B8) alterations to access arrangements (including from Hatch Lane) with landscaping and associated parking.

the proposed works represent a redevelopment of an industrial area located within a designated Industrial and Business Area. There is no objection in principle to the introduction of a hotel use within part of the site, having regard to the re-provision of modern industrial units on the majority of the site and the evidence which has been submitted by the applicant indicating that the existing units are not appropriate for modern occupiers and that the significant employment and economic benefits which can be delivered by the development.

There is no objection to the siting, general size or massing of the proposed building. While concerns were previously raised regarding the hotel, additional information has been received to address this issue, including verified views. Having regard to this information, the high quality design of the scheme and the comparable scale of nearby hotel developments on bath road it is not considered that the development would have any detrimental impact on the street scene, or nearby areas designated as being within the Green Belt or Conservation Areas.

Consideration has been given to the principal issues of traffic generation on the public highway and it is not considered that the proposal would have a detrimental impact on the existing highway given the number of vehicular movements anticipated. Careful consideration has also been given to the potential for noise and disturbance with appropriate design amendments and being secured and conditions proposed to address these. It is not considered that the proposed buildings would result in any undue loss of light, outlook or privacy to the adjoining commercial or residential properties. The development would not therefore be detrimental to the character or amenities of the surrounding properties.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals deliver on these objectives securing the delivery of a significant level of new jobs including training and job opportunities for local people that will be secured through a Section 106 agreement.

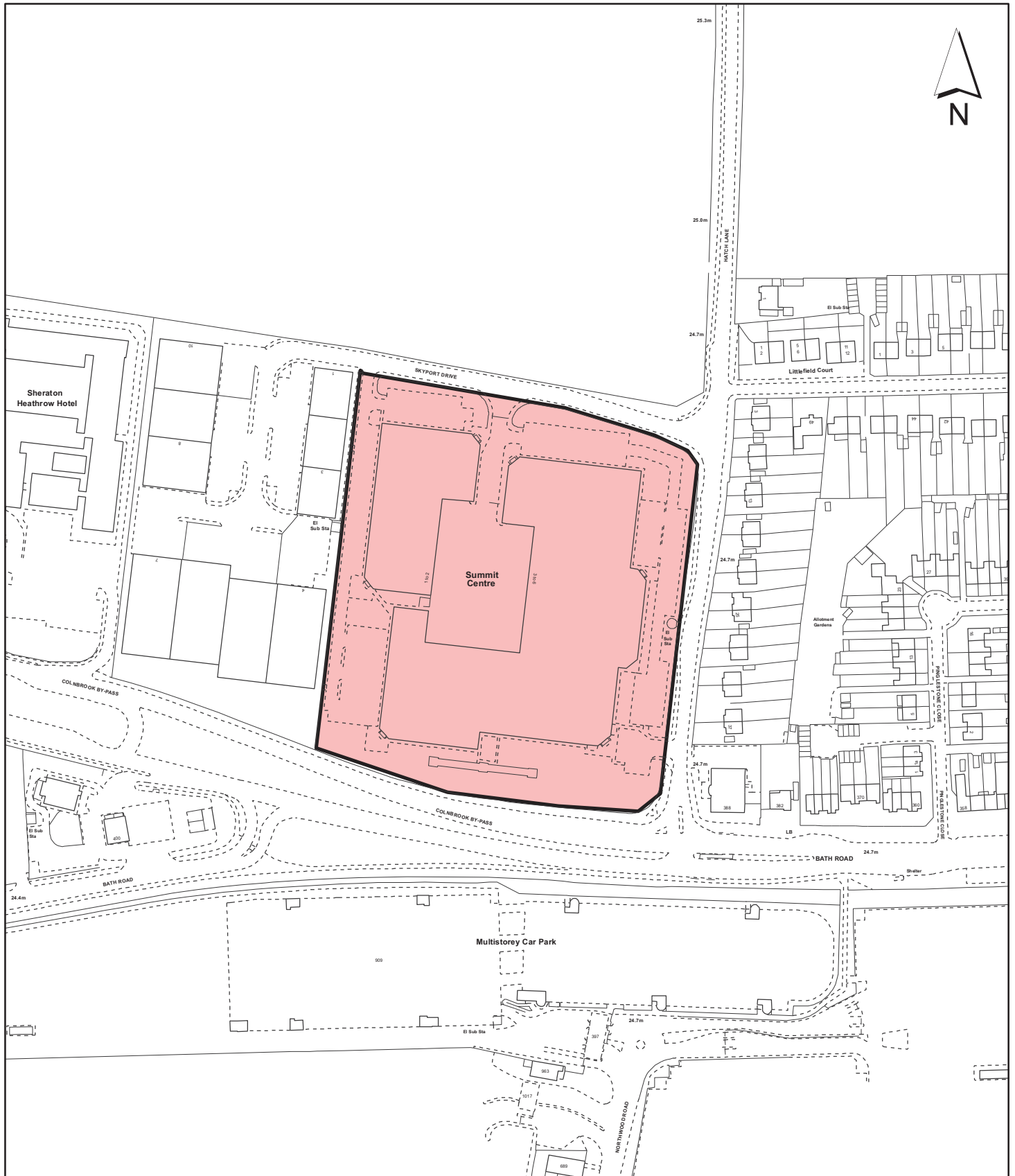
the proposed development is considered to deliver a high quality scheme, that should deliver economic growth and new jobs replacing obsolete industrial buildings with a new set of industrial buildings alongside a hotel with a design appropriate to the character and appearance of the existing area. The scheme is considered to comply with relevant Hillingdon Local Plan Policies (November 2012) Part One and Part Two, London Plan (July 2011) and the National Planning Policy Framework (March 2012) and accordingly, approval is recommended subject to appropriate conditions and a S106 Legal Agreement.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (January 2010)
National Planning Policy Framework (March 2012)
Mayor's Industrial Capacity SPG (2008)
Revised Early Minor Alterations to the London Plan (June 2012)
National Planning Policy Framework (March 2012)

Contact Officer: Gareth Gwynne

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Heathrow Summit Centre
Skyport Drive
Harmondsworth**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

9420/APP/2011/2119

Scale

1:2,500

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

This page is intentionally left blank

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
1021-P-200 Rev. C received 17 October 2012
Dwg. Hillingdon/03A received 17 October 2012
No 2 Plant Schedule (Amended) received 25 October 2012
No 3 - Specification for Soft Landscaping Scheme received 4 April 2011 (part 1)
No 3 - Specification for Soft Landscaping Scheme received 4 April 2011 (part 2)
No 4 Plant Maintenance Schedule dated 21 March 2011
E-mail from agent on finished levels dated 17 October 2012
1021:P:120

Date Plans Received:	16/09/2010	Date(s) of Amendment(s):	25/10/2012
Date Application Valid:	13/05/2011		17/10/2012
			20/10/2011
			04/11/2012
			21/03/2011

DEFERRED ON 11th October 2011 FOR FURTHER INFORMATION .

The item was deferred by members from the 11 October 2011 Central & South Planning Committee meeting to address the following items:

- (a) Establish height of existing structures on boundary with 1 De Salis Road.
- (b) Establish extent of existing shadowing on rear garden of with 1 De Salis Road.
- (c) Clarify height of proposed boundary wall and planting.
- (d) Establish extent of proposed shadowing on 1 De Salis Road.
- (e) Visit the occupiers of 1 De Salis Road and ask what boundary treatment/screen planting they would prefer.
- (f) Applicant to provide existing and proposed sectional drawings to show what can be seen of 1 De Salis Road from existing building and proposed building.

OFFICER RESPONSE

Re Pts. (a & c): The applicant has provided a set of revised plans that confirm the existing wall will be retained as the boundary treatment between the site and the garden of No 1 De Salis

Road. This wall also has trellis along the top, and is considered to provide adequate boundary treatment between the sites.

Re Pts. (b & d) The issue of over shadowing arising from the new residential block was dealt with when the height and design of the scheme was approved by the Appeal Decision. With regard to the item of this reserved matter, landscaping, the potential of future overshadowing arising from trees planted as part of the landscaping scheme (which gave rise to previous objections from No 1 De Salis and the adjoining neighbour, No 3 De Salis Road) the applicant has amended the landscaping plan to relocate and reduce the number of trees planted on the boundary to No 1 De Salis Road. The landscape officer is satisfied that the tree species and their revised location addresses any concerns regarding overshadowing when the trees grow to their mature height.

Re Pt. (e) A series of meetings were held between the case officer, the landscape officer and local neighbours (the meetings were held in the garden of No 1 De Salis Road). At these meetings details of the finish ground levels, the boundary treatment, revised landscaping plans were presented and discussed. The neighbours at No 1 and No 3 De Salis have confirmed in writing they remove their previous objection to this reserved matter item. As part of this iterative process between neighbours and applicant, further details have also been provided of how the existing hardstanding on site will be broken up to ensure the scheme's new garden will adequately drain.

Re Pt. (f). It is important to note that the neighbours in De Salis Road did not fully appreciate there would be no balconies facing their gardens (on the north facing elevation to the scheme) and that the windows facing north would be all obscured glazed.

Since the deferral there has been changes to policies both at Hillingdon (adoption of the Local Plan Parts 1 and 2) and nationally with the National Planning Policy Framework. The main body of the report has been updated to reflect these.

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1021-P-200 Rev. C, Dwg. Hillingdon/03A and shall thereafter be retained/maintained for as long as the

development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

2 COM5 General compliance with supporting documentation

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

Planting and Landscaping Scheme: "No 2 Plant Schedule" (Amended) received 25 October 2012,

"No 3 - Specification for Soft Landscaping Scheme received 4 April 2011 (part 1 and part 2)" and "Specification for Soft Landscaping Scheme" received 4 April 2011 (part 2)

Plant Maintenance: "No 4 Plant Maintenance Schedule dated 21 March 2011"

Site Levels and finish Boundary height: E-mail from agent on finished levels dated 17 October 2012

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

REASON

To ensure that the development complies with the objectives of Policies BE38 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT reserved matters approval 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 reserved matters approval has been taken having regard to the policies and proposals in the Local Plan Parts 1 & 2, 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.

Revised planting plan drawing 1021-P-200 Rev. C includes robust structured 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 discussions with the agent, with the landscape designer and following extensive discussions by the case officer and landscape officer with the neighbours at No 1 and No 3 De Salis Road. 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.BE1 (2012) Built Environment

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.

Following the original consultation 4 letters were received. Three of these letters raised 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

The 4th letter was a letter of support stating:

- (i) The site is a derelict eyesore and should be redeveloped.

COMMENTS RECEIVED FOLLOWING RECEIPT OF REVISED PLANS AFTER ITEM WAS DEFERRED:

A letter has been received confirming the immediate neighbours 1 De Salis Road confirming that they and their neighbour are in agreement that the revised landscaping is acceptable.

Internal Consultees

TREES AND LANDSCAPE OFFICER - AMENDED PLANS

This submission has been the subject of several amendments following detailed discussion with the agent, discussions with the landscape designer and following with site meetings with neighbours. The landscape proposals reflect the outcome of the discussions and are considered satisfactory.

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.

It should be noted that various conditions were included within the appeal decision granting outline consent to control key matters, including;

Condition 9: To ensure the provision of adequate cycle parking facilities.

Condition 15: Required the submission, approval and implementation of all traffic arrangement including visibility splays.

Details in respect of conditions 9 and 15 have been submitted to and approved by the Local Planning Authority.

The conditions on the outline planning permission provide adequate control over these matters and there is no need for duplication of this control within the reserved matters consent.

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 the landscaping proposals are acceptable 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 and 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

Hillingdon Local Plan: Part One (November 2012)

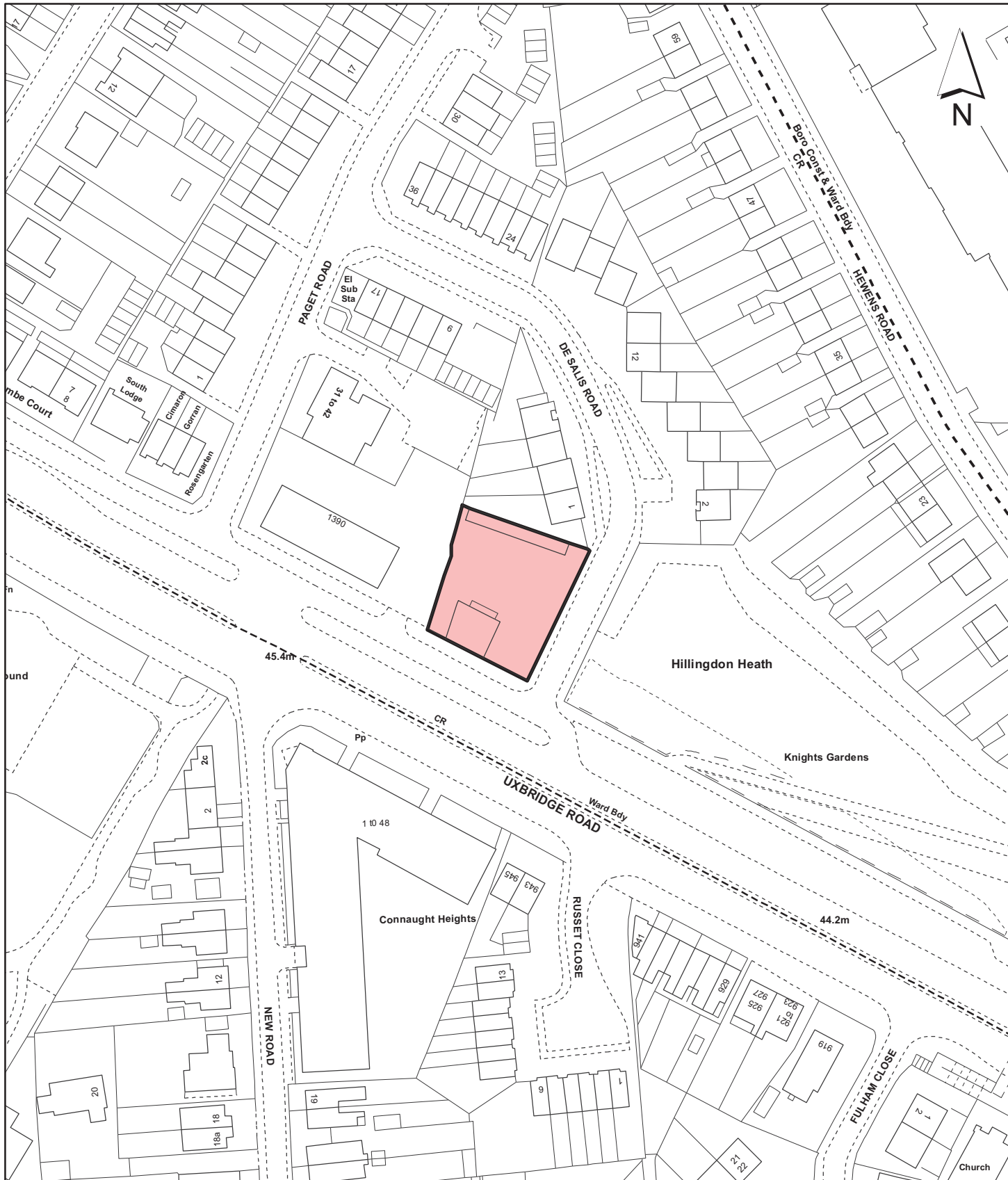
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Residential Layouts' Supplementary Planning Document, (adopted July 2006)

National Planning Policy Framework (March 2012)

Contact Officer: Gareth Gwynne

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the

Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Knights of Hillingdon Florists
Uxbridge Road
Hillingdon**

Planning Application Ref:

15407/APP/2010/2209

Planning Committee

Central and South

Scale

1:1,250

Date

**December
2012**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



HILLINGDON
LONDON

This page is intentionally left blank

Report of the Head of Planning & Enforcement Services

- Address** TESCO STORE, TROUT ROAD, OFF YIEWSLEY HIGH STREET HIGH STREET YIEWSLEY
- Development:** Application to remove condition 51 (provision of a south bound bus lane) of planning permission 60929/APP/2007/3744 for the "Erection of mixed use development comprising 7,390 sq.m (gross) retail (Class A1 Use) floorspace and 97 residential units, including new access, car parking, amenity space and landscaping (Full Application) approved 31 January 2008
- LBH Ref Nos:** 60929/APP/2012/2118
- Drawing Nos:** 'Buildings C & D Detailed Elevations & Sections', ref. P3-0-352C
'Buildings C & D Detailed Elevations & Sections', ref. P3-0-353C
'Building E Detailed Elevations & Sections', ref. P3-0-354C
202227 SK31 Rev. B.
Route 222 Performance
Route U3 Performance
Highways Note in connection with condition 51 produced by Waterman Transport Consultants dated 22 August 2012
'Red Line Plan' ref. E0-0-100D
'Site Survey Plan' ref. E0-0-101A
'Proposed Location Plan' ref. P0-0-100E
'Amenity Areas Plan' ref. P0-0-200B
'Level 01 Lower Ground Floor Proposed Site Plan' ref. P1-0-100H
'Level 02 Upper Ground Floor' ref. P1-0-101H
'Building E Detailed Elevations & Sections', ref. P3-0-355C
Plan ref. ASP7: Detailing of Acoustic Fence (Rev C) prepared by Aspect Landscape Planning
Drawings prepared by EDCO Design, ref. C338-105, C338-901B and C338-501B.
'Planning Overview Statement'
'Access Statement'
'Community Involvement Report'
'Level 03 Mezzanine' ref. P1-0-102H
'Level 04' ref. P1-0-103H
'Level 05' ref. P1-0-104H
'Level 06 Roof' ref. P1-0-105H
'Tesco Store Level 01 Lower Ground' ref. P1-0-200E
'Tesco Store Level 02 Upper Ground Floor' ref. P1-0-201D
'Tesco Store Level 03 Mezzanine Level' ref. P1-0-202D
'Proposed Residential Plans Blocks A & B' ref. P1-0-300D
'Proposed Residential Plans Blocks C, D & E' ref. P1-0-301E
'Proposed Residential Plans Wheelchair Units -Private Units Level 01 Block D only' ref. P1-0-320B
'Proposed Residential Plans Wheelchair Units -Private Units Level 02 Block C or D only' ref. P1-0-321B
'Proposed Residential Plans Wheelchair Units -Affordable Units Level 01 Block E' ref. P1-0-322B
'Proposed Residential Plans Wheelchair Units - Affordable Units Level 02 Block E' ref. P1-0-323A
'Site Sectional Elevations' ref. P2-0-200E

'Sections Residential Buildings A & B' ref. P2-0-300E
 'Elevations Site Elevations' ref. P3-0-100E
 'Elevations Tesco Store' ref. P3-0-200E
 'Elevations Residential', ref. P3-0-300E
 'Building A Levels 1, 2 & 3 Floor Plans', ref. P1-0-350B
 'Building A Levels 4, 5 & 6 Roof Detailed Floor Plans', ref. P1-0-351B
 'Building B-Private Units Levels 1, 2 & 3 Detailed Floor Plans', ref. P1-0-352B
 'Building B Levels 4, 5 & 6 Roof Detailed Floor Plans', ref. P1-0-353B
 'Building C Levels 1 & 2 Detailed Floor Plans', ref. P1-0-354D
 'Building C & D Levels 3-4/Level 1 Detailed Floor Plans', ref. P1-0-355D
 'Building D Levels 2/3 & 4 Detailed Floor Plans', ref. P1-0-356D
 'Building E Levels 01 & 2, 3 & 4 Detailed Floor Plans, ref. P1-0-357D
 'Buildings A & B Detailed Elevations & Sections', ref. P3-0-350B
 'Buildings A & B Detailed Elevations & Sections, ref. P3-0-351B
 'Planning Obligations Statement and 'Retail Assessment'
 'Environmental Noise Assessment' prepared by Sharps Redmore Partnership dated 31/05/06 and addendum report dated 04/12/07
 'Flood Risk Assessment Report' prepared by Pinnacle Consulting Engineers dated September 2007
 'Transport Assessment (Volumes 1, 2 and 3)' prepared by Borehams dated November 2007
 'Updated Air Quality Assessment' prepared by Jacobs dated June 2006, addendum to the Updated Air Quality Assessment' dated July 2006, Up-Date 'Air Quality Assessment' prepared by Jacobs and dated December 2007,
 'An Archaeological Desk Based Assessment' prepared by AOC dated June 2006 and revised September 2007
 'Initial Ecological Survey' prepared by RSK Carter Ecological Ltd dated October 2007
 'Landscape Statement' prepared by EDCO Design Limited dated December 2007
 'Yiewsley Renewable Energy Statement' prepared by Scott Wilson
 'Employment Land Study' prepared by Grant Mills Wood dated December 2007
 'Arboricultural Implications' report prepared by Simon Jones Associates Ltd, and dated December 2007
 'Design Statement' prepared by Collado Collins Architects and Masterplanners dated December 2007

Date Plans Received: 28/08/2012 **Date(s) of Amendment(s):**
Date Application Valid: 30/08/2012

1. SUMMARY

The application seeks to remove condition 51, namely the requirement to make provision for a bus Lane on Cowley High Street just to the north of this roads cross junction with Falling Land and Trout Road, in relation to the planning permission 60929/APP/2007/3744 granted 6 December 20007 for a mixed use scheme consisting of a 7,390sq.m A1 (Tesco) retail store, 97 residential units, associated car parking, landscaping and new vehicular access.

It is considered the evidence base does not justify the need for the introduction of the bus lane and accordingly it is considered the removal of condition and the provision of no southbound bus lane as shown on the indicative plan PO-0-100E and the 'Proposed Bus Layout Option C' is consistent with Policy AM2, AM7 and AM12 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies

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, Sport and Green Spaces to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Sport and Green Spaces and also those requested by the Greater London Authority and the following:

a) That the Council enters into a deed of variation to the legal agreement for planning permission 60929/APP/2007/3744 with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure the heads of terms set out within that agreement.

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

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

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 28th March 2013, or any other period deemed appropriate by the Head of Planning, Sport and Green Spaces then delegated authority be granted to the Head of Planning, Sport and Green Spaces to refuse the application for the following reason:

'The development has failed to secure obligations relating to affordable housing, education, healthcare, public transport, community facilities, recreational open space, town centre improvements, community safety, canalside improvements, highways works or travel plans. Accordingly, the proposal is contrary to policies R2, R3, R7, R17, EC3, BE19, BE32, AM1, AM2, AM7, AM11 and AM12 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Air Quality SPG.'

e) That subject to the above, the application be deferred for determination by the Head of Planning, 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:

1 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).

2 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.

3 ST1 Standard Condition

No development shall take place until details and/or samples of all materials, colours and finishes, detailed landscape design proposals including hard landscaping materials, street furniture, lighting and signage 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 Unitary Development Plan Saved Policies September 2007.

4 ST1 Standard Condition

Before the development is commenced details of boundary fencing or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

REASON

To safeguard privacy to adjoining properties in accordance with Policy BE24 and to maintain the landscape and amenity values of the adjoining canal in accordance with Policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

5 ST1 Standard Condition

No raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be kept on the site except within the buildings or storage areas specified on the approved plans.

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.

6 ST1 Standard Condition

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

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and in the interests of highway safety.

7 ST1 Standard Condition

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

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with of the Hillingdon Unitary Development Plan 1998.

8 ST1 Standard Condition

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 and to comply with Section 197 of the Town and Country Planning Act 1990.

9 ST1 Standard Condition

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:

- There shall be no changes in ground levels;
- No materials or plant shall be stored;
- No buildings or temporary buildings shall be erected or stationed;
- No materials or waste shall be burnt; and
- 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 Unitary Development Plan Saved Policies September 2007.

10 ST1 Standard Condition

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.

Any scheme submitted in relation to this condition shall demonstrate additional tree planting and cover within the retail store car park.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 and in the interest of preserving open views to and from the canal, the living environment for future residents and the canal setting in accordance with Policy BE31 and BE32 of the Unitary Development Plan Saved Policies September 2007.

11 ST1 Standard Condition

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme. Furthermore before the development hereby permitted is

commenced details of a landscape phasing implementation plan shall be submitted to and agreed in writing by the Local Planning Authority. The landscape phasing implementation plan shall indicate areas of the development that when buildings within that phase are completed or occupied, whichever is sooner, all landscaping will be completed within the first planting and seeding season.

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 Unitary Development Plan Saved Policies September 2007.

12 ST1 Standard Condition

No development shall take place until a schedule of landscape maintenance, which should be applied for as long as the proposed buildings remain in use, 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 Saved Policies September 2007.

13 ST1 Standard Condition

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

14 ST1 Standard Condition

The rating level of the noise emitted from the site or plant determined using the guidance of BS 4142:1997, 1 metre from the façade of the nearest noise sensitive premises, shall be at least 5 dB(A) below the existing background LA90 noise level and this shall be determined at or over the most noise sensitive time period that the plant operates over.

REASON

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

15 ST1 Standard Condition

No vehicles delivering to or collecting from the retail superstore shall enter the site (as defined by the red line boundary on the application drawing 'Site Plan' ref. E0-0-100D), and no deliveries or collections (including loading or unloading) to the retail superstore, including waste collections, shall be permitted between 2300 and 0700 hours on any day (subject to the additional restrictions specified herein on Sundays and Bank Holidays). Deliveries and collections on Sundays shall only be permitted between 1000 and 1600 hours. No deliveries or collections shall be permitted on Bank Holidays. Outside of the permitted delivery hours only vehicles in association with the residential units hereby permitted shall be allowed into the site. Furthermore details shall be submitted to the Local Planning Authority before the development commences of a scheme of measures including signage and access barriers (which should be lockable and capable of operation by disabled users) to ensure that out of hours deliveries cannot occur on site. The development shall then be carried out strictly in accordance with the agreed measures.

REASON

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

16 ST1 Standard Condition

Before the development hereby permitted commences full details of acoustic fencing proposals, including specification for the fencing and shall be submitted to and agreed in writing by the Local planning Authority.

The acoustic screen shall be designed to reduce noise levels at the top floor of the flats at 7-15 Gurnard Close by 5 dB, to the following levels:

- 50 dB LAeq, 16 Hr external, facade, daytime.
- 47 dB LAeq, 16 Hr external, free-field, daytime.
- 35 dB LAeq, 16 Hr internal (with window open for ventilation), daytime.
- 42 dB LAeq, 8 Hr external, facade, night.
- 56 dB LAMAX external, facade, night.
- 41 dB LAMAX internal, night.

REASON

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

17 ST1 Standard Condition

Before the development hereby permitted commences a scheme to restrict parking of customers vehicles between the hours 2300-0700 hours of the parts of the car park adjacent to existing and proposed residential units shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented upon commencement of the use of the superstore and shall be maintained thereafter unless agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the

Unitary Development Plan Saved Policies September 2007.

18 ST1 Standard Condition

Before the development hereby permitted commences a noise report detailing noise mitigation measures for the service yard (in particular with regard to residential properties in Kingsville Court) and proposed recycling facility shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented upon commencement of the use of the superstore and shall be maintained thereafter unless agreed in writing by the Local Planning Authority.

REASON

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

19 ST1 Standard Condition

Before development commences, a scheme of proposed noise mitigation measures shall be submitted to and approved by the Local Planning Authority. This scheme shall include acoustic ventilators in windows to ventilate the rooms without being opened and secondary or triple glazing in the windows of the elevations facing onto Trout Road and those noise sensitive units located in Blocks A and B, with standard openable thermal glazing provided elsewhere. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied.

REASON

To ensure that the amenities of occupiers are not prejudiced by road traffic and mixed use noise in the immediate surroundings in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

20 ST1 Standard Condition

Prior to development commencing, the applicant shall submit an expanded schedule of sustainability measures to be incorporated into the development. The schedule shall draw on the principles set out in the report titled 'Yiewsley Renewable Energy Statement' prepared by Scott Wilson, received 06/12/2007. The schedule shall also have regard to the Mayor's Sustainable Design and Construction Supplementary Planning Guidance, and shall incorporate provision for infrastructure for alternative fuels within the development (including, but not limited to, electric points for the charging of electric vehicles). The approved measures shall thereafter be incorporated into the development prior to the commencement of use and permanently retained.

REASON

To ensure compliance with the Mayor's sustainability objectives under Policy 4A.7 Renewables of the London Plan (2008).

21 ST1 Standard Condition

Before the development hereby permitted is commenced, a construction management plan shall be submitted to, and approved in writing by the Local Planning Authority. The construction management plan shall be prepared on the basis that all construction traffic shall be restricted to utilise the High Street entrance of the site during the construction phase, unless otherwise approved in writing by the Local Planning Authority. The plan shall thereafter be implemented in its entirety for the duration of the development process. The plan shall include details of:

- (i) The phasing of development works.
- (ii) Measures to protect sensitive surrounding areas from dust arising from the

development process activities, having regard to the Code of Construction Best Practice.
(iii) Measures to prevent mud and dirt tracking onto adjoining roads.
(iv) Measures to protect sensitive surrounding areas from noise and vibration arising from the development process.
(v) Access arrangements and parking provisions during the development process.
(vi) Measures to prevent delivery vehicles visiting the site at peak hours.

REASON

To ensure residential amenity in accordance with Policy OE1 and to ensure that construction traffic does not impact upon highway safety in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

22 ST1 Standard Condition

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

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Unitary Development Plan Saved Policies September 2007.

23 ST1 Standard Condition

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

REASON

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

24 ST1 Standard Condition

No building, structure or crane exceeding 68m AOD shall be constructed within the application boundary.

REASON

To ensure that the development does not breach the Obstacle Limitation Surfaces detailed in CAA publication CAP168 Licensing of Aerodromes.

25 ST1 Standard 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.

REASON

To ensure that the future development of this site does not impact upon archaeological remains in accordance with Policy BE3 of the Unitary Development Plan Saved Policies September 2007.

ST1

26 ~~Before any part of this development is commenced, details of a scheme for the disposal of surface water shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall adopt sustainable drainage solutions, such as porous surfaces, for all car park areas within this part of the site. All works that form part of this drainage scheme shall be carried out before any part of the approved development is occupied unless otherwise agreed in writing by the Local Planning Authority.~~ **Standard Condition**

REASON

To prevent the increased risk of flooding in accordance with Policy OE8 of the Unitary Development Plan Saved Policies September 2007 and in accordance with Policy 4A.14 of the London Plan (2008).

27 ST1 **Standard Condition**

Surface water source control measures shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before development commences.

REASON

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

28 ST1 **Standard Condition**

Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to the commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON

To prevent pollution of the water environment in accordance with Policy 4A.17 of the London Plan (2008).

29 ST1 **Standard Condition**

No soakaways shall be constructed in contaminated ground.

REASON

To prevent pollution of groundwater in accordance with Policy 4A.17 of the London Plan (2008).

30 ST1 **Standard Condition**

No development shall be commenced until the applicant has submitted details to the Local Planning Authority demonstrating that adequate sewerage infrastructure will be in place to receive foul water discharged from the site for its approval. No buildings hereby permitted shall be occupied until the approved infrastructure is in place.

REASON

To prevent pollution of the water environment in accordance with Policy 4A.17 of the London Plan (2008).

ST1

31 The construction of the ~~Standard Condition~~ **Standard Condition** system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON

To prevent pollution of the water environment in accordance with Policy 4A.17 of the London Plan (2008).

32 ST1 **Standard Condition**

The construction of storage facilities for oils, fuels or chemicals shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before development is commenced.

REASON

To prevent pollution of the water environment in accordance with Policy 4A.17 of the London Plan (2008).

33 ST1 **Standard Condition**

Prior to development commencing, the applicant shall submit details of the proposed pedestrian footway between Trout Road and the retail superstore and the pedestrian way leading from the Grand Union Canal under the superstore to the Local Planning Authority for approval. Details should include paving, vehicle control barriers, signage, lighting and CCTV coverage, and any other measures deemed necessary by the Local Planning Authority to ensure the safe and efficient use of the footway. The approved details shall be installed prior to first occupation of the retail superstore and thereafter permanently maintained.

REASON

To ensure the provision of a safe and secure pedestrian link, in accordance with Policies BE18 and AM8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

34 ST1 **Standard Condition**

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. Such details shall include measures specifically designed to ensure security of the children's play area to the rear of Block E. 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 award by the Hillingdon Metropolitan Police.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in Circular 5/94 'Planning Out Crime' and the Council's SPG on Community Safety By Design.

35 ST1 **Standard Condition**

Notwithstanding drawing P1-0-100 Rev H received 18/04/08 the applicant shall, prior to development commencing, submit to the Local Planning Authority for its approval, amended drawings illustrating:-

- (i) 396 car parking spaces (5 of which should be allocated for motorcycles) for the retail superstore
- (ii) Disabled car parking spaces should be, marked out in accordance with the dimensions for disabled drivers specified in the Council's Parking Standards, for the retail superstore. The total number of disabled car parking spaces shall be no less than 10% of the total number of car parking spaces provided.

The approved details shall thereafter be installed and permanently retained.

REASON

To ensure the provision of adequate car parking facilities in accordance with Policy AM15 of the Unitary Development Plan Saved Policies September 2007.

36 ST1 Standard Condition

The 97 residential parking spaces numbered 1-67 and 72 to 101 and directly referenced to named flats (excluding the visitor spaces numbered 68 to 71) shown on drawing number P1-0-100 Revision H received 18/04/2008, shall be provided for the exclusive use of the allocated residential occupiers of Block's A, B, C, D and E and shall thereafter be permanently maintained for their use.

REASON

To ensure the provision of adequate car parking spaces are made available in accordance with Policy AM14 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

37 ST1 Standard Condition

Prior to first occupation of the retail superstore no less than 60 Sheffield style cycle stands shall be provided in accordance with drawing P1-0-100 Rev H received 18/04/08. The cycle stands shall thereafter be permanently retained.

REASON

To ensure the provision of adequate cycle parking facilities in accordance with Policy AM9 of the Unitary Development Plan Saved Policies September 2007.

38 ST1 Standard Condition

Prior to first occupation of the residential units:

- (i) No less than 97 secure internal cycle stands shall be provided in accordance with drawing P1-0-100 Rev H received 18/04/08.
- (ii) No less than 10 car parking spaces marked in accordance with the dimensions for disabled drivers specified in the Council's Parking Standards, shall be provided in accordance with drawing P1-0-100 Rev H received 18/04/08.

The cycle parking facilities and parking bays for people with disabilities shall thereafter be permanently retained.

REASON

To ensure the provision of adequate cycle parking facilities in accordance with Policy AM9, and parking spaces for drivers with disabilities, in accordance with Policy AM15 of the Unitary Development Plan Saved Policies September 2007.

39 ST1 Standard Condition

The buildings hereby approved shall not be occupied until the means of access for

vehicles, pedestrians and cyclists has been constructed in accordance with the approved plans.

REASON

To ensure that safe access is provided in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

40 ST1 Standard Condition

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan.

41 ST1 Standard Condition

Unobstructed visibility shall be provided and permanently maintained in accordance with the details submitted as part of the report titled 'Transport Statement (Update of Transport Assessment June 2006)' prepared by Borehams dated 28/11/07 received 06/12/07.

REASON

To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

42 ST1 Standard Condition

The existing vehicular access at the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

43 ST1 Standard Condition

No gates shall be installed which open outwards over the highway/footway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

44 ST1 Standard Condition

No more than 30% of the retail floor space (defined using MapInfo) contained within the retail superstore hereby approved shall be used for the display or sale of comparison goods. Furthermore the total gross floorspace of the retail store shall not exceed 7390sqm.

REASON

To ensure the vitality and viability of the Yiewsley Town Centre in accordance with Policies 2A.8 and 3D.1 of the London Plan (2008) and PPS6.

45 ST1 Standard Condition

The public operation of the retail superstore hereby approved shall not commence until public operation of the existing Tesco Metro store, located on Fairfield Avenue, Yiewsley has ceased.

REASON

To ensure the vitality and viability of the Yiewsley Town Centre in accordance with Policies 2A.8 and 3D.1 of the London Plan (2008) and PPG13.

46 ST1 Standard Condition

Prior to the commencement of development, details of a trolley trap to prevent shopping trolleys entering the canal towpath shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the retail store.

REASON

To prevent the abandonment of shopping trolleys on the canal towpath or in the canal and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the canal environment in accordance with Policy BE32 of the Unitary Development Plan Saved Policies September 2007.

47 ST1 Standard Condition

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

REASON

In the interest of crime prevention, ecology, visual amenity and the canal setting in accordance with Policies BE31 and BE32 of the Unitary Development Plan Saved Policies September 2007.

48 ST1 Standard Condition

Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing the provision of canal side improvements outside of the red line (as defined by the red line boundary on the application drawing 'Site Plan' ref. E0-0-100D). The approved means and timescale of providing the proposed improvements shall then be implemented in accordance with the agreed scheme.

REASON

To ensure that the landscape outcomes promoted within this application provide for improvements to the canalside environment consistent with Policies BE32 and OL11 of the Unitary Development Plan Saved Policies September 2007.

49 ST1 Standard Condition

Prior to first opening of the retail development for trade, the customer recycling centre shown on drawing P1-0-100 Rev H shall be provided and retained permanently thereafter.

REASON

To ensure that the store is supported by an appropriate recycling centre for the benefit of the wider community and in accordance with Policy 4A.22 of the London Plan (2008).

50 ST1 Standard Condition

Customers to the retail superstore shall benefit from a minimum of 2 hours free parking from the time of entry into the superstore car park for so long as the superstore remains in existence.

REASON

To ensure the vitality and viability of the Yiewsley Town Centre in accordance with Policies 2A.8 and 3D.1 of the London Plan (2008) and PPS6.

51 ST1 Standard Condition

Before the development hereby permitted is commenced details of the design of refuse and recycling stores to serve the development shall be submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the approved refuse and recycling facilities to service it have been provided on site. Thereafter the facilities shall be permanently maintained.

REASON

To provide a designated area where occupiers can store and handle refuse and recycled waste before it is removed from the site, in accordance with Policy OE1 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007 and Policy 4A.2 of the London Plan.

52 ST1 Standard Condition

Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by the Local Planning Authority detailing how the refuse and recycling facilities located within Blocks A and B will be managed and maintained. The scheme shall remain in operation for as long as the use hereby permitted remains on the site. The management scheme shall be implemented before the development is occupied and thereafter shall be maintained as such unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that Blocks A and B are supported by a management service which provides regular refuse and recycling collection services consistent with Policy 4A.22 of the London Plan (2008).

53 ST1 Standard Condition

Notwithstanding the submitted plans no signage or decorative logos of any type or size shall be erected on the western façade of the store building facing the Grand Union Canal without the prior approval in writing of the local Planning Authority.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the canalside setting in compliance with policy BE32 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

54 ST1 Standard Condition

All residential units within the development hereby approved shall be built in compliance with 'Lifetime Homes' standards and prior to the commencement of any development on

site details demonstrating the design of 10% of the residential units hereby approved to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall be built in accordance with the approved details.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.14, 3A.17 and 4B.5 and the Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon Supplementary Planning Document.

55 ST1 Standard Condition

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 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

REASON

To ensure that the objectives of sustainable development identified in policies 4A.1 and 4A.3 of the London Plan (February 2008) are met.

56 ST1 Standard Condition

The air quality statement supporting the application advocates the use of bio-diesel as a fuel, which may have negative effects on air quality. Before the development hereby permitted commences a fleet management strategy incorporating a detailed emissions inventory of the Tesco fleet accessing the store should be submitted to and approved in writing by the Local Planning Authority. The emissions inventory justifying the fuel strategy for the fleet with respect to air quality targets should be agreed in writing with the Local Planning Authority.

The strategy should also include driver training, vehicle maintenance, targets for reductions in emissions from the fleet (via initiatives such as the use of proven, low emission technologies) and strategies to ensure the evaluation and monitoring of delivery routes to ensure minimum mileage. The strategy should also incorporate use of proven, recognised low emission vehicles for all home deliveries (this links to the Air Quality Action Plan measures and Local Implementation Plan measures for restricting polluting vehicles, encouraging the use of cleaner vehicle technology and, promoting more sustainable modes of transport).

The strategy should strive to achieve ISO14001 accreditation. The agreed strategy shall be brought into use as soon as the store opens and continued thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that all delivery vehicles are operating within a framework that seeks to encourage sustainable operations and reductions in air quality in accordance with London Plan policy 4A.19.

57 ST1 Standard Condition

The air quality statement supporting the application advocates the use of bio-diesel as a fuel, which may have negative effects on air quality. Before the development hereby

permitted commences the proposed fuel for any boiler or heating mechanism within the superstore shall be submitted to and agreed in writing by the Local Planning Authority. The agreed strategy shall be brought into use as soon as the store opens and continued thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that all boiler or heating mechanisms within the superstore are operating within a framework that seeks to encourage sustainable operations and reductions in air quality in accordance with London Plan policy 4A.19.

58 ST1 Standard Condition

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

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors;
- potentially unacceptable risks arising from contamination at the site.

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

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

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

REASON

To protect groundwater from the effects of historic contamination in accordance with guidance in PPS 25 (development and Flood Risk) and policies 4A.17 and 4A.33 of the London Plan (2008).

59 ST1 Standard 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.

REASON

To protect groundwater from the effects of historic contamination in accordance with guidance in PPS 25 (development and Flood Risk) and policies 4A.17 and 4A.33 of the London Plan (2008).

60 ST1 Standard Condition

Surface water drainage works and source control measures shall be carried out in accordance with details which have been submitted to and approved in writing by the

Local Planning Authority before development commences.

REASON

To prevent the increased risk of flooding in accordance with guidance in PPS 25 (development and Flood Risk) and policy 4A.12 of the London Plan (2008).

61 ST1 Standard Condition

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

- Management of any flat/shallow pitched roofs on buildings within the site that may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.
- Signs deterring people from feeding the birds to be placed along the canal bank
- Confirmation that the grass alongside the canal banks will be maintained as a long sward to deter feral geese and waterfowl from grazing.

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

REASON

It is necessary to manage the development in order to minimise its attractiveness to birds that could endanger the safe movement of aircraft and the operation of Heathrow Airport.

62 ST1 Standard Condition

The proposed trading hours of the store shall be restricted to (i.e. not exceed) 07:00am to 23.00pm Monday to Saturday and 10.00am to 17.00pm on Sundays and Bank Holidays

REASON

To control the use of the store in the interest of neighbouring residential amenity in accordance with OE1, OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

63 ST1 Standard Condition

Prior to the commencement of the development hereby permitted, details of the recruitment, training and staff development programmes for local people shall be submitted to and approved in writing by the Local Planning Authority. This shall be achieved by giving priority to local people for employment by utilising local recruitment initiatives for as long as the development remains. The approved programmes shall be implemented upon commencement of the use of the superstore and shall continue to be implemented unless agreed in writing by the Local Planning Authority.

REASON

To ensure that the development is supported by appropriate recruitment, training and staff development programmes consistent with the London Borough of Hillingdon's Draft Planning Obligations SPD March 2008 for Training and Employment initiatives.

64 ST1 Standard Condition

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a

remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the environment when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

REASON

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

65 ST1 Standard Condition

Prior to the occupation of any part of the development hereby approved a servicing and delivery management plan shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London. The plan shall identify how deliveries to the store, and waste activity relating to both the store and residential uses can be coordinated to avoid activity at peak periods. The plan shall also specify restrictions on the use of Trout Road by Heavy Goods Vehicles exceeding 7.5 tonnes to service the retail superstore. Thereafter, deliveries and waste collections servicing the development shall take place in accordance with the approved details.

REASON

To ensure that the servicing of the development does not have a detrimental impact on the operation of the highway network, or pedestrian and vehicular safety in accordance with policies AM7 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

66 ST1 Standard Condition

The customer recycling facility shown on drawing P1-0-100 Rev H shall not be used before 0800 hours and after 2100 hours on Mondays to Saturdays, and not before 1000 hours and after 1600 hours on Sundays and Public Holidays.

REASON

To ensure that the facilities provided would not give rise to an increase in noise, crime and anti-social behaviour within the locality in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Council's Supplementary Planning Document 'Community Safety by Design'.

67 ST1 Standard Condition

The applicant is to prepare a selective programme (or demolition protocol) to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed from the site safely and intact for the later re-use or processing, which is to be submitted to, and approved by, the Local Planning Authority prior to the commencement of demolition work.

REASON

To establish an 'audit trail' for demolition materials based on an established demolition protocol which will encourage more effective resource management in demolition and new builds.

INFORMATIVES

1 152 **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).

2 153 **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, and to all relevant material considerations, including Supplementary Planning Guidance:

OL11 Green Chains

EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves

EC2 Nature conservation considerations and ecological assessments

EC3 Potential effects of development on sites of nature conservation importance

EC5 Retention of ecological features and creation of new habitats

BE13 Layout and appearance of new development

BE18 Design considerations - pedestrian security and safety

BE19 New development within residential areas - complementing and improving amenity and character of the area

BE20 Daylight and sunlight considerations

BE21 Siting, bulk and proximity of new buildings/extensions

BE23 External amenity space and new residential development

BE24 Design of new buildings - protection of privacy

BE25 Modernisation and improvement of industrial and business areas

BE31 Facilities for the recreational use of the canal

BE32 Development proposals adjacent to or affecting the Grand Union Canal

BE38 Retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals

OE1 Protection of the character and amenities of surrounding properties and the local area

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

OE5 Siting of noise-sensitive developments

OE7 Development in areas likely to flooding - requirement for flood protection measures

OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

H4 Mix of housing units

H5 Dwellings suitable for large families

H8 Change of use from non-residential to residential

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

LE1 Proposals for industry, warehousing and business development

LE2 Development in designated Industrial and Business Areas

AM1 Developments that serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments

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

AM12 Promotion of traffic management measures which give priority to buses

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

AM16 Availability for public use of parking spaces in commercial developments in town centres and other areas

AM17 Provision of short stay off-street parking space for town centres

AM18 Developments adjoining the Grand Union Canal - securing facilities for canal borne freight

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM12	Promotion of traffic management measures which give priority to buses

3

It is noted that details in respect of a number of conditions may have already been approved in respect of the equivalent condition on planning permission 60929/APP/2012/2118 and the Local Planning Authority is of the view that in such cases it will not be necessary to resubmit details.

3. CONSIDERATIONS

3.1 Site and Locality

The application site relating to the original application is located immediately north of the Yiewsley/West Drayton Town Centre, and is bordered to the west by the Grand Union Canal, to the south by Trout Road, to the east by the High Street and to the north by industrial and retail premises. The red line of the development includes the access road for the superstore up the re-configured and traffic signalled operated road junction with the High Street.

3.2 Proposed Scheme

Condition 51 of the original planning permission states:

"Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority and Transport for London detailing the relocated southbound bus lane as shown on the indicative plans PO-0-100 E and the 'Proposed Bus Layout Plan Option C' contained within the report titled 'Transport Statement (Update of Transport Assessment June 2006)' prepared by Borehams dated 28/11/07 received 06/12/07.

The detailed design is to include:

- a) Appropriate amendments to the bus lane setback to maintain bus journey time reliability and an acceptable level of general traffic operation.
- b) Installation of Selective Vehicle Detection (SVD) on the proposed new site access signalised junction so that buses can be progressed through the network without undue delay.
- c) A continuous advisory cycle lane between the termination of the bus lane and the stop line.
- d) Installation of MOVA in the signal control method.
- e) A programme of monitoring involving post-implementation surveys, these should be for a minimum of 5 years, although the scale and duration is to be agreed with LB Hillingdon and TfL.

The superstore shall not be opened or brought into use until the alternative bus lane has been completed in its entirety.

REASON

To ensure traffic management measures which give priority to buses are adopted prior to the operation of this development in accordance with Policy AM12 of the Hillingdon Unitary Development Plan Saved Policies September 2007."

The application seeks to remove condition 51 as the applicant considers, with the benefit of the superstore having been open since Spring 2011, not to be deemed necessary to safeguard either (i) the safe operation of the highway for vehicles including buses or pedestrians or (ii) to ensure the efficient operation, namely timely movement, of the buses and other vehicular traffic through this immediate section of the High Street and the neighbouring junction with Trout Road and Falling Lane.

Condition 51 was physically in respect of the introduction of 250m southbound bus lane on the High Street to substitute for a previous 60 metre length of bus lane. To date the bus lane, that was the subject of both the Grampian condition and Section 278 agreement, has not been implemented. However the mixed use scheme is fully operational and the access road to the superstore has been remodelled according to agreed plans and the required junction works have all been implemented.

3.3 Relevant Planning History

60929/APP/2007/3744 West Of High Street, North Of Trout Road And East Of Grand Union
ERECTION OF MIXED USE DEVELOPMENT COMPRISING 7,390 SQ.M (GROSS) RETAIL (CLASS A1) FLOORSPACE AND 97 RESIDENTIAL UNITS, INCLUDING NEW ACCESS, CAR PARKING, AMENITY SPACE AND LANDSCAPING (FULL APPLICATION)

Decision: 28-11-2008 Approved

Comment on Relevant Planning History

The relevant details of the planning history are dealt with elsewhere in the report

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM12 Promotion of traffic management measures which give priority to buses

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th October 2012**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A press advertisement was placed. A site notice was displayed. The owner/occupiers of 70 surrounding properties were consulted individually in writing.

2 written responses were received to the application from members of the public. One of these responses sought information on the location of the proposed bus lane to which the condition related. The other response was seeking something to be done about the dangerous right hand turn from Falling Lane towards the Tesco Store and a opinion there is not enough room provided for two vehicles to turn and results in one car cutting the path of the adjacent.

TRANSPORT FOR LONDON (TfL):

I have spoken to my colleagues in buses. TfL support the removal of the condition subject to the 5 year monitoring post implementation remaining and should any detriment to bus performance be highlighted then appropriate mitigation measures should be identified, and implemented at developers cost.

Internal Consultees

HIGHWAY ENGINEER:

Further to TfL's comments regarding discharge of condition 51 above, my comments are:

Condition 51a

this relates to proposal to implement maximum of 250m southbound bus lane north of the new signalised T junction entrance to Tesco replacing the 60m bus lane at the junction of High street/Falling Lane/ Trout Road).

with reference to Waterman's Highways Note, dated 22 August 2012, and their subsequent emails dated 26 October 2012, based on reliability performance report prepared by the TfL, and considering that the scheme had been implemented for over one year, I am convinced that the signal installation has had no detrimental impact on the routes and therefore no objection is raised in discharging condition 51a.

Condition 51e

I am in agreement with James Forrest of TfL, that condition 51e should still be valid for at least five years for developer to monitor post implementation survey of traffic to ensure that bus journey times are not affected as a result of Tesco development, and therefore is not recommended to be discharged.

Condition 51b, "installation of Selective Vehicle Detection (SVD) on the proposed new site access had been replaced with I BUS in agreement with TfL who designed and incorporated I BUS system, which is a priority system to allow buses through the signals as confirmed by Andy Digweed of Waterman (email dated 19 October 2012), and therefore no objection is raised in discharging condition 51b.

Condition 51C is implemented and therefore can be discharged

Condition 51d "Installation of MOVA in the signal control".

It is my understanding that TfL signal have agreed with Tesco development to design the traffic light and as such a MOVA was not designed for the traffic signals. This is because TfL signal design officer/s believed that from a technical point of view MOVA would not work where 2 sets of signals are operating so closely, and signals are currently designed for UTC via a BT line. No objection is therefore raised for discharge of condition 51d above as the traffic signals had been designed and implemented by TfL signal control section with exception of duct laying.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development does not apply to this application that relates to the removal of a condition.

7.02 Density of the proposed development

Not applicable.

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

Not applicable.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.06 Environmental Impact

Not applicable.

7.07 Impact on the character & appearance of the area

A decision not to impose a bus lane on the High Street is considered to have no adverse impact on the character of the area or the streetscene.

7.08 Impact on neighbours

The application relates to a bus lane and its construction or otherwise will raise no amenity impact to neighbours subject to it being satisfactory from a highway safety perspective.

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application is accompanied by a substantive transport report. Alongside this both Transport for London's Bus Operation Team and the Council's Highway Engineer have had the opportunity to experience first hand the actual operation of the signalled junction serving the superstore's access road from the High Street, and operation of the neighbouring signalled cross junction of the High Street with Trout Road and Falling Lane.

Both TfL and the Council's Highway Engineer are of the professional opinion that the analysis presented to date for these junctions plus the first hand monitoring of the junctions since the opening of this retail development and the implemented improvements made to the road junctions in completion of the mixed use scheme do not justify the need for the introduction of the originally proposed bus lane as described in condition 51. Data from TfL buses regarding the operation of the affected bus routes confirms that no unacceptable delays are arising to buses in the existing situation.

It is noted that despite this evidence and a professional view that buses are not being unduly delayed both TfL and the Council's Highways Engineer have requested that the monitoring requirement (condition 51 part e) be retained and should harm be identified at a later date further works be requested from the developer. This request would however, be problematic and needs to be considered with respect to the existing situation and planning requirements.

The condition as currently worded requires monitoring of the junction but does not require any works other than those identified within parts (a) to (b). As such, to reword the condition as requested would effectively introduce a potential requirement for additional highways works which were not identified at planning stage and are as yet unclear. This is clearly not the applicants intention in applying for the variation and needs to be considered against Circular 11/95 identifies that all conditions must be:

- i. necessary;
- ii. relevant to planning;
- iii. relevant to the development to be permitted;
- iv. enforceable;
- v. precise; and
- vi. reasonable in all other respects.

These tests will be addressed in turn below.

- i) necessary;

The store has been open since Spring 2011 and monitoring has been carried out over this period with a detailed Transport Assessment Supporting the development (this is a third of the overall period initially required). Both TfL and the Council's Highways Engineer have both reviewed this data and the operation of the highways network and confirmed no detrimental impacts on bus operation have arisen. Given the lack of any detrimental impact, the potential requirement for further works would not meet the test of necessity.

- ii. relevant to planning;
Not relevant to planning of not necessary.

- iii. relevant to the development to be permitted;
As mentioned already the impacts of the development on the operation of buses were initially undertaken at application stage and potential requirements identified, this situation has been updated by the current application which has demonstrated there is no detrimental impact on the operation of buses arising from the development and that further works are not necessary. Were monitoring to be continued, it is highly likely that any further detrimental impacts on the operation of buses would be as a result of other developments in the borough which might be increasing traffic generation. Accordingly, any highways works identified at a later stage would not be relevant to this development.

- iv. enforceable;
N/A.

v. precise; and vi. reasonable in all other respects.

The proposed amendment would introduce an unknown requirement for potential future works, which have yet to be identified and would have unknown cost implications. Further, as discussed above it is highly likely that any works which might be requested as a result of further monitoring would not relate solely to this development. Accordingly, the amendment requested by TfL and the Council's Highways Officer would fail the test of precision and reasonableness.

In summary, it has been accepted by both TfL and the Council's Highways Engineer that in the current situation there is no unacceptable delay to buses and that neither the introduction of a bus lane or further works are necessary. The Local Planning Authority is required to determine the application before it on the basis of the available information. Any request for further monitoring or works would not appear to be justified on the evidence before officers and any additional/amended condition would not meet the tests set out in Circular 11/95.

Accordingly it is recommended the condition is removed . The variation is considered to be consistent with Policy AM2, AM7 and AM12 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies.

7.11 Urban design, access and security

Not applicable.

7.12 Disabled access

The proposal presents no access issues.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

Not applicable.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

Not applicable.

7.18 Noise or Air Quality Issues

Not applicable.

7.19 Comments on Public Consultations

With respect to the points raised by the 2 members of the public:

Point 1: For information purposes only the case officer placed on the application documents (and viewable in the Council website within this application) the original plan for the proposed 250m long bus lane.

Point 2: The concerns raised over highway safety from a car manoeuvring from Falling Lane north along High road to travel into the access road is not material as this application and the bus lane relates only to vehicles journeying south along the High Road. Nonetheless the junction referenced was subject to stringent safety considerations as part of the earlier approval process.

7.20 Planning obligations

The applicant has agreed to the necessary a variation of deed to the section 106 relating

to the original approval.

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 evidence of the efficient operation of the junction for over 12 months for both TfL buses and other vehicles and pedestrians without the implementation of the bus lane demonstrates the requirement for the bus lane is unjustified. This opinion is shared by the Council's Highway Engineer and Transport for London. The scheme is consistent with Policies AM2, AM7 and AM12 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and accordingly is recommend the removal of the condition is approved, subject to the formal variation to the legal agreement.

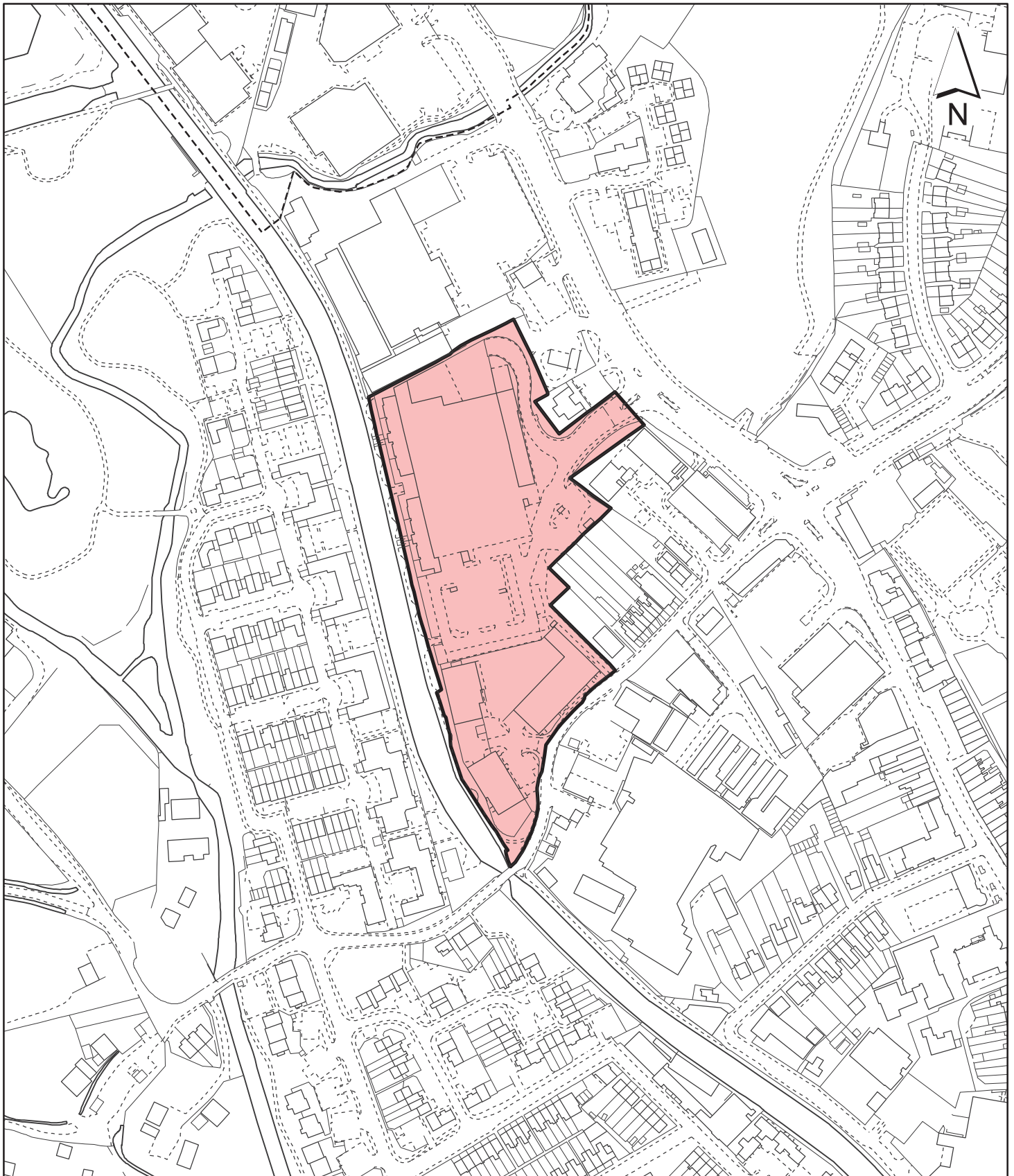
11. Reference Documents

London Plan (July 2011)
National Planning Policy Framework (March 2012)
Hillingdon Local Plan: Part One (November 2012)

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

Contact Officer: Gareth Gwynne

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Tesco Store
Trout Road off High Street
Yiewsley**

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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

Planning Application Ref:

60929/APP/2012/2118

Scale

1:3,000

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address UNITS 1 & 2 2A CHERRY ORCHARD WEST DRAYTON

Development: Change of use of ground floor from Use Class B1 (Offices) and Use Class B8 (Storage) to Use Class A1 (Shops) to include alterations to front elevations and new shopfronts.

LBH Ref Nos: 31015/APP/2012/2312

Drawing Nos: 4708-1 Rev.B
4708-1
4708-2 Rev.D

Date Plans Received: 21/09/2012 **Date(s) of Amendment(s):** 08/11/2012
Date Application Valid: 27/09/2012 21/09/2012

1. SUMMARY

Planning Permission is sought for the change of use of the ground floor of two existing commercial units (Units 1 and 2) from Use Class B1 (Offices) and Use Class B (Storage) to Use Class A1 (Retail). The proposal includes alterations to the front elevation including the installation of two shop fronts. The first floor of the units would remain as existing in office use (Class B1).

It is considered that the proposed change of use of the ground floor of the units would be acceptable in principle and that there would be no harm to the amenities of the surrounding properties. The development would not be harmful to the character and appearance of the existing site or its wider setting nor would it be prejudicial to pedestrian and highway safety. The access arrangements for the units would also be acceptable.

Accordingly, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 4708-1 Rev.B, 4708-1 and 4708-2 Rev.D and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (July 2011).

3 COM22 Operating Hours

The premises shall not be used except between:-
0800 and 2300 on Mondays - Fridays,
0800 to 2300 on Saturdays, and,
1000 to 1800 on Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan.

4 MCD10 Refuse Facilities

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

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan and London Plan (February 2008) Policy 4B.1.

5 H16 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for one bicycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

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 Local Plan and Chapter 6 of the London Plan (July 2011).

6 COM25 Loading/unloading/deliveries

All deliveries and collections, including waste collections from the proposed development, shall be restricted to the following hours: 08:00hrs to 18:00hrs Monday to Friday and Saturday 08:00hrs to 13:00hrs and not at all on Sundays Bank and Public Holidays.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Local Plan Part 2.

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.

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
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
S12	Service uses in Secondary Shopping Areas
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 2.15	(2011) Town Centres
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 4.2	(2011) Offices
LPP 4.7	(2011) Retail and town centre development
LPP 4.9	(2011) Small Shops
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city. - Replaced by LPP 7.1 (2011) Building London's neighbourhoods and communities
NPPF	

3

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 7th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 118 **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further

information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

5 125 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).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a two storey building sub-divided into two units. The two units have frontages onto Cherry Orchard and form part of an attached building to the rear of 37 Station Road. Unit 1 is to the west (directly adjoined to the rear of no. 37 Station Road) and Unit 2 is to the east. They are located on the southern side of Cherry Orchard, close to its junction with Station Road. To the east there is a detached residential dwelling which is separated from the site by a private access which leads to the rear of the site. To the west, the site adjoins the rear of No. 37 Station Road which comprises a retail unit on the ground floor with residential accommodation above. The site also backs onto the service yard belonging to No.39 Station Road.

The application site falls within the Yiewsley/West Drayton Town Centre boundary and is also within a designated Secondary Frontage as identified within the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

Planning permission is sought for the change of use of the ground floor of Unit 1 from Use Class B1 (Offices) to Use Class A1 (Retail) and the change of use of Unit 2 from Use Class B8 (Storage) to Use Class A1 (Retail).

Unit 1 would provide approx 50sq.m of retail floor space and Unit 2 would provide approx 60sq.m of retail floor space. Internally Unit 1 would have a W/C and an open plan retail area and Unit 2 would have a W/C, kitchen area and open plan retail area. Externally each would have its own shop front comprising a single entrance door, glazing and a fascia above.

It is proposed that a total of four persons (2 per unit) would be employed at the site. The first floor of the premises would remain unchanged.

3.3 Relevant Planning History

31015/A/88/2719 2a Cherry Orchard West Drayton
Erection of first-floor extension to existing offices

Decision: 27-11-1989 Approved

Comment on Relevant Planning History

The earliest planning history record for this site was approved in 1989 and refers to the site as being used as offices (Class B1). Therefore it is considered that the lawful use of the application site does indeed fall within Class B1. The application form describes Unit 2 as falling within Use Class B8 (Storage and Distribution). There are no planning history records which suggest that this is the case. However a change of use from Use Class B1 to Use Class B8 constitutes permitted development and therefore would not have required planning permission from the Council.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- 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
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- S12 Service uses in Secondary Shopping Areas
- DAS-SF Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LPP 2.15 (2011) Town Centres
- LPP 3.1 (2011) Ensuring equal life chances for all
- LPP 4.2 (2011) Offices
- LPP 4.7 (2011) Retail and town centre development
- LPP 4.9 (2011) Small Shops
- LPP 4B.1 London Plan Policy 4B.1 - Design principles for a compact city. - Replaced by LPP 7.1 (2011) Building London's neighbourhoods and communities
- NPPF

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Not applicable to this application.

Internal Consultees

Highways

Further to undertaking a site inspection and assessment in relation to the above, I would comment as follows.

The development proposals are for the change of use from separate office and storage facilities to provide 2 individual retail units, with a proposed gross floor area of approximately 50.0m² and 60.0m² respectively. There are no proposals to provide cycle or car parking within the site and servicing will be required to be undertaken at the kerbside.

When undertaking an assessment of the development it is noted that the PTAL index within the area is 3, which is classified as moderate, and the site is located within a Town Centre boundary as designated within the Council's adopted Unitary Development Plan. Therefore, it is considered that the non provision of car parking is acceptable in this instance. Nevertheless, it is considered that 1 cycle parking space per unit should be provided for the proposed retail uses at the site.

When considering the servicing requirements in relation to the site, it is noted that there are no on site servicing facilities provided under the existing or proposed uses. Additionally, servicing from the adjacent highway is prohibited throughout the day and evening, with the provision of Traffic Regulatory Orders.

However, it is considered that the proposed retail uses would have a lower servicing requirement than the existing storage use and would be similar to that of the existing office use. Furthermore, it is likely that based on the limited scale of the proposals, servicing would be undertaken by smaller vehicles. As a result, it is considered that the development proposals will not have a detrimental impact along the adjacent highway in terms of the servicing requirements above that of the existing use at the site.

Therefore, based on the existing use at the site, it is considered that the development proposals would not be contrary to the Policies of the adopted Hillingdon Local Plan: Part 1-Strategic Policies and an objection in relation to the highway aspect of the proposals is not raised in this instance. However, a suitably worded condition requiring 1 cycle parking space per unit to be provided should be imposed on the planning consent.

Access Officer

In assessing this application reference has been made to London Plan Policy 4.8 (Supporting a Successful and Diverse Retail Sector). In addition, the Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a "protected characteristic", which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Amendments to the initial scheme were requested by the Council's Access Officer to demonstrate appropriate access into the premises for disabled people and the provision of appropriate WC facilities.

An amended drawing (4708-2 Rev D) has been received which demonstrates appropriate access and WC provision.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There are no Local Plan policies which resist the loss of existing office accommodation outside of areas designated specifically for offices purposes and it is noted that Table 5.3 of the Local Plan states that whilst the turnover of businesses in the Yiewsley/West Drayton Town Centre boundary is high there is a good provision of employment uses in the area to meet local demand. It also states that mixed use development is encouraged. Also the National Planning Policy Framework (NPPF) encourages the loss of employment land and uses where there is no realistic prospect of the site being used for such purpose.

The application site is currently vacant and the applicant has provided evidence which demonstrates that the site has been marketed for employment use for over year with no success. It is also noted that the first floor of both units would be retained as offices. As a result it is considered that the loss of the office floor space at ground floor level is acceptable in principle.

In regard to the proposed increase in retail floorspace the NPPF states that Local Planning Authorities should take a sequential approach to considering the location of new retail uses with priority given to Town Centre locations. Also Local Plan Policy S12 encourages the use of the ground floor of existing buildings within a Primary and Secondary Retail Frontage for retail purposes.

The proposal would involve the creation of retail floorspace at ground floor level within a Designated Town Centre on a site that forms part of a Secondary Retail Frontage. Therefore the creation of retail floorspace must be acceptable in principle, subject to all other material planning considerations being acceptable.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Local Plan Policy BE13 states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features in the area which the Local Planning Authority considers it desirable to retain or enhance.

The external alterations involve the creation of two shopfronts which would be in keeping with the commercial nature and appearance of the site and would also be compatible with the design and appearance of other shop fronts in the immediate area. Any advertisements would require separate Advertisement Consent. The development would not result in the need for an extractor fan or flue. Any future proposals for such equipment would require full planning consent where an assessment of their impact upon the

appearance of the area would be undertaken.

Overall the proposal would not harm the visual amenity of the site or its wider setting, and the proposal would be in accordance with the above Local Plan policy as well as Local Plan policies BE1, BE14 and BE19.

7.08 Impact on neighbours

The nature of the proposed alterations to the front of the site means that there would be no impact upon the amenity of nearby residents through loss of daylight or overbearing impact. Given that the proposed change of use relates to the ground floor of the property it is considered that there would be no loss of privacy. Moreover there is already glazing at ground floor level and the lawful use of the site is already for commercial purposes where there would be employers and visitors using the premises throughout the day.

In regard to general noise and disturbance it is considered that the use of the site for retail purposes is unlikely to generate significant noise and disturbance over and above that which could be generated by the use of the building as offices. It is noted that the proposed use may generate more customers to the site than an office use, however the site adjoins an existing retail unit and there are further retail units opposite the site which already generate regular customers. It is therefore considered unlikely that the increase in footfall to the site would be significantly above that existing within the area, particularly given the small scale of the proposed units.

As stated above no extractor fan or flue is proposed that would result in any concern in relation to possible noise or odour.

Overall it is considered that the proposal would not be harmful to the amenities of the surrounding residential occupiers and that the proposal would therefore be in accordance with Local Plan Policies BE20, BE24, OE1, OE3 and OE5.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Table 6.3 of the London Plan (2011) states that the maximum off-street parking requirement for both a non-food retail unit in an area with a PTAL of 3 is one space per 30 to 50 sq.m and for a food retail unit the maximum is one space per 35 to 50sq.m. The proposed retail units would be approximately 50sq.m and 60sq.m respectively. Therefore the total maximum requirement for the site would be three spaces. However, no off-street parking spaces are proposed.

Nevertheless the site already provides commercial floorspace for which there is also no off-street parking. The Council's Highways Officer has assessed the proposals and carried out an on-site appraisal and considers that the non provision of parking in this instance would be acceptable, given the location of the site within the Town Centre and the moderate PTAL.

When considering the servicing requirements in relation to the site, it is noted that there are no on site servicing facilities provided under the existing or proposed uses. Additionally, servicing from the adjacent highway is prohibited throughout the day and the evening, with the provision of Traffic Regulatory Orders.

However, it is considered that the proposed retail use would have a similar servicing requirement to that of the existing B1 and B8 uses. Furthermore, it is likely that based on the limited scale of the proposals, servicing would be undertaken by smaller vehicles,

particularly in comparison to those servicing the unit in B8 use. As a result, it is considered that the development proposals would not have a detrimental impact along the adjacent highway in terms of the servicing requirements of the site over and above that currently required by the lawful uses of the site.

Concerns have been raised that the proposed retail units would result in customers parking in front of the site where there are parking restrictions. It is considered that this would not warrant refusal of the application as anyone who contravenes the parking restrictions in place would be subject legal action by the Council's Highways Authority as in any other location. It is also considered that the width of the pavement would be adequate to withstand the footfall generated by the proposed uses which is unlikely to be significant given the small scale of the proposed retail units.

Therefore, based on the existing use at the site, it is considered that the development proposals would not be contrary to Local Plan Policies AM7 and AM14.

In accordance with the Local Plan 1 cycle parking space would be required for the site; however this can be secured by means of an appropriate condition.

7.11 Urban design, access and security

Local Plan Policy R16 states that the Local Planning Authority will only permit proposals for shops, business uses, services, community and other facilities open to the public if they include adequate provision for accessibility.

Amended plans have been submitted which show that level access would be provided for each of the proposed shop fronts. The door widths would also accord with the Council's HDAS: Shop Fronts and the layout of the W/C in each unit would also be acceptable.

7.12 Disabled access

Please refer to paragraph 7.11.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

There is no requirement for within the Council's Standing Advice relation to the provision of waste storage and recyclables for retail units. However a condition is recommended requiring full details of the storage of waste and recyclables to be provided prior to the commencement of the development. It is likely that the storage of waste would be provided inside the building.

It is noted that concerns have been raised that the proposal would result in an increase in the level of litter in the area, however provided waste is stored within the site it is considered that there is no reason that this would be the case. It is also considered that unlike a take-away, a retail unit which provides either non food or food for consumption off the premises is unlikely to generate additional litter.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Please refer to paragraph 7.08.

7.19 Comments on Public Consultations

Nine neighbours were consulted on the 1/10/12. A site notice was posted on the 3/10/12. Three responses were received including a petition with 46 signatures, commenting as follows:

- Concerns that the development would result in an increase in the level of loading/unloading which would be prejudicial to pedestrian and highway safety.
- The development would result in customers parking in front of the site.
- There would be additional pedestrian activity along an already narrow pavement.
- The proposal would result in increased noise, disturbance and litter.
- There is already adequate provision of retail uses in the area.
- The development would be harmful to the character of the area.

(Officer Comment: These issues are considered elsewhere in this report).

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to 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.

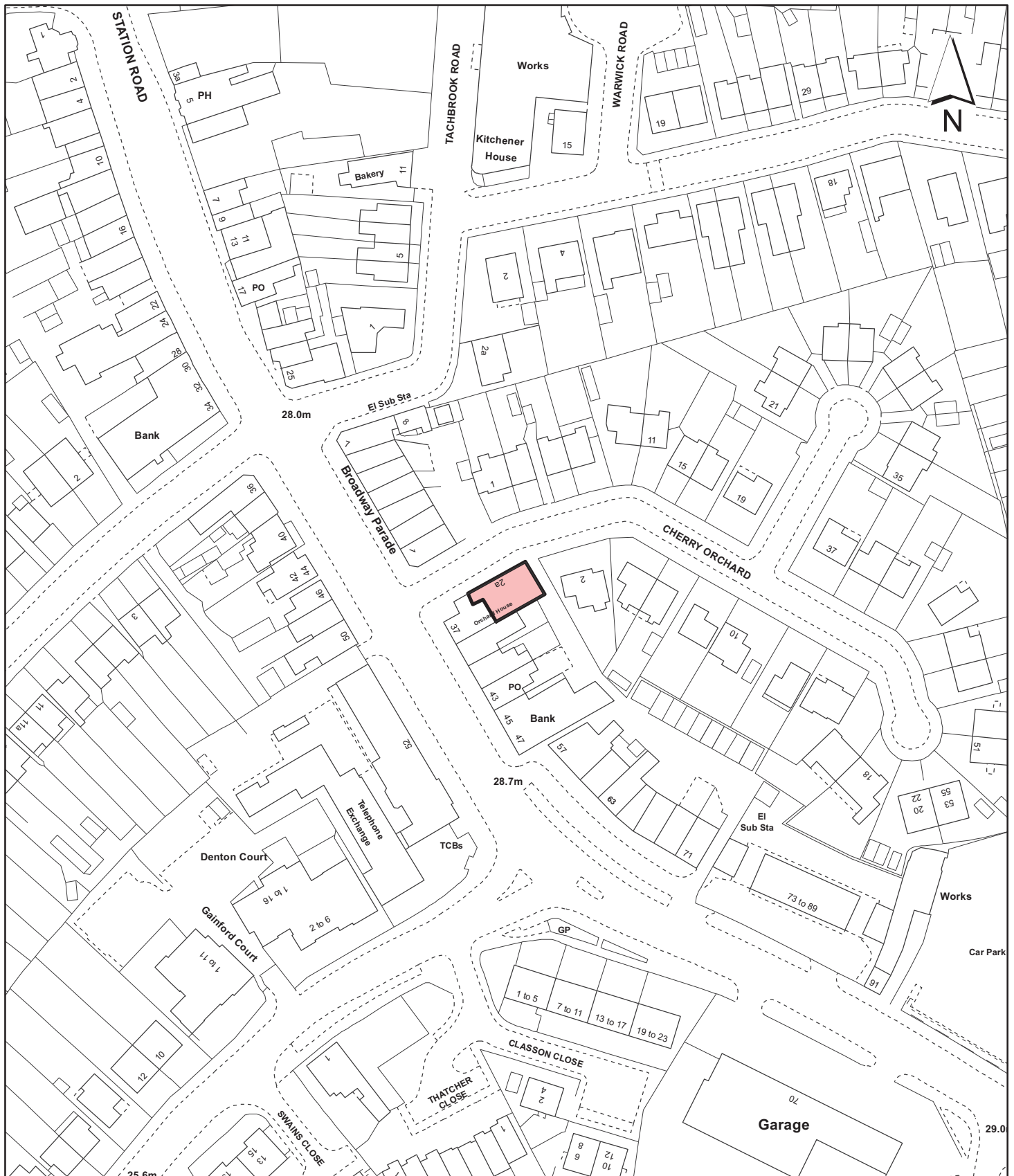
Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

10. CONCLUSION

It is considered that subject to appropriate conditions the proposal is acceptable in principle and would not result in harm to the amenity of nearby residents and occupants, nor adversely impact on the visual appearance of the site and its wider setting. The development would not result in an increase in the demand for on-street parking and the proposed retail units would be accessible to all users. The development is therefore in compliance with Local Plan Policies BE13, BE14, BE15, BE19, BE20, BE24, AM7, AM14, OE1, OE3, and OE5. The application is therefore recommended for approval.

Contact Officer: Kelly Sweeney

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Units 1 and 2
2A Cherry Orchard
West Drayton**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

31015/APP/2012/2312

Scale

1:1,250

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 19A CHURCH ROAD COWLEY

Development: Single storey rear extension

LBH Ref Nos: 48960/APP/2012/2505

Drawing Nos: Proposed Site Plan
Location Plan
100.004/101
Existing Site Plan
100.004/102
100.004/201
100.004/202
100.004/203

Date Plans Received: 15/10/2012

Date(s) of Amendment(s):

Date Application Valid: 15/10/2012

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the eastern side of Church Road and comprises a detached bungalow set within an 18.3m wide plot. The site is located within a small cul-de-sac where there is one other detached bungalow (No. 19b) set away from the road and behind No. 17a and No. 19 Church Road. The property has been extended by way of a single storey side and rear extension and a small conservatory which has recently been demolished. It has a large rear garden which backs onto the Metropolitan Green Belt and to the front there is a small garden and driveway which provides space for one vehicle.

To the north, the neighbouring bungalow (No. 19b) has not been extended. To the south the application property is adjacent to the rear garden of a block of flats which front Church Road.

The site is situated within the Developed Area as identified in the policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) where the prevailing character of the area is residential comprising mainly of two storey detached houses. The site is also subject to a Tree Preservation Order (TPO).

There is not a significant difference in site levels between the site and No. 19b Church Road.

It is noted that this property has been sub-divided into two units without the benefit of full planning consent. The Council's Enforcement Team are currently investigating this breach in planning control. The existing plans and elevations submitted fail to demonstrate that the property has been sub-divided.

1.2 Proposed Scheme

The application seeks planning permission to erect a single storey rear extension which would adjoin the existing single storey rear extension and replace the existing conservatory. It would be 7.1m wide, 3.1m deep with a flat roof measuring 2.8m in height. It would be constructed using matching materials and would include two patio doors to its rear elevation.

The plans show that internally the extension would provide a fourth bedroom, however it was evident on site that the property has been sub-divided into two units and that the proposed extension would in fact provide a second bedroom for one of the unlawful self-contained units.

It is considered that the plans submitted with the application are misleading as they do not reflect the sub-division of the site.

It should also be brought to the Committees attention that the Enforcement officer requested that an application be submitted to address the planning breach, officers did not expect instead to receive an application both extending the property and implying no subdivision has occurred.

1.3 Relevant Planning History

48960/APP/2007/1134 19a Church Road Cowley

CONVERSION AND EXTENSION OF EXISTING PROPERTY TO CREATE A ONE-BEDROOM DWELLING, TOGETHER WITH RAISING THE ROOF HEIGHT, FRONT DORMER WINDOW AND REAR GABLE WALL WINDOW.

Decision Date: 07-06-2007 Refused **Appeal:**

48960/APP/2007/2635 19a Church Road Cowley

ERECTION OF SINGLE STOREY SIDE EXTENSION, WITH PITCHED ROOF OVER EXISTING REAR EXTENSION.

Decision Date: 02-11-2007 Approved **Appeal:**

Comment on Planning History

The Council's Enforcement Team are investigating a breach in planning control in relation to the sub-division of the existing property into two self-contained units. During the Enforcement Officer's site visit on the 5th September 2012 it was evident that the property had indeed been sub-divided into two units. Officers are aware that the two self-contained units are occupied by different members of the same wider family (the parents in one house, a sibling and their family in the other part of the property). Officers do not consider that the subdivision should be confused with the concept of 'granny annexes' where a subdivision of sorts can occur without the need for planning permission. In this case the property has been subdivided from one family dwelling to two family dwellinghouses, therefore planning permission is required.

During the planning Officer's site visit on the 20th November 2012 it was evident that the property was still being used as two self-contained units with the rear garden sub-divided into two.

No planning applications have been submitted in an attempt to regularise this breach in planning control. It is therefore considered that no extensions or alterations can be

granted permission until the change of use has been regularised.

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

One neighbour and the St Laurence (Cowley) Residents Association were notified on 26/10/2012. A site notice was also posted on 01.11.12. No responses were received.

A ward Councillor has requested that this application be determined by the planning committee.

Trees/Landscaping

This site is covered by TPO 333; however no trees, protected or otherwise, will be affected. The proposal is considered acceptable in terms of its impact on trees and landscape.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

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.

HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

LPP 3.5 (2011) Quality and design of housing developments

5. MAIN PLANNING ISSUES

The main considerations are the impact of the proposal on the character of the existing property and surrounding area, upon residential amenity and private amenity space and parking provision.

In regard to detached dwellings paragraph 3.3 of the Council's HDAS states that single storey rear extensions should be no more than 4.0m deep. Likewise paragraph 3.7 states that such extensions should be no more than 3.0m in height. This is to ensure that the extension appears subordinate to the main house.

Both in terms of its height and depth, the proposal would accord with the above criteria and therefore as part of the original, detached property would appear subordinate. Moreover it would not be visible from the street scene and would be constructed using matching brickwork.

Compliance with the height and depth restrictions as recommended above means that the extension would not harm the amenity of residents at No. 19b through loss of daylight or overbearing impact. No side facing windows are proposed that would result in loss of privacy.

However the property is not in use as a detached dwelling in that it has been divided into two units and no planning consent has been granted for such a conversion. The existing and proposed plans and elevations submitted with the application fail to show that the property has been sub-divided and therefore it is considered that it is not possible to properly assess the impact of the proposal, particularly in respect of its impact on residential amenities.

The rear garden has been divided into two without planning consent and therefore it is not possible to ascertain whether or not the proposed extension would leave a sufficient level of amenity space for existing residents.

Overall it is considered that planning consent can not be granted as the extension would provide additional accommodation for a self-contained unit which does not have the benefit of full planning consent. It is also considered that the plans fail to accurately demonstrate the existing layout of the site.

It is therefore considered that the proposal is contrary to Policies BE1 of the Hillingdon Local Plan: Part One - Saved UDP Policies (November 2012) and Policies BE13, BE15, BE19, BE20, BE24 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The application is therefore recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

In the absence of accurate and consistent drawings of the existing layout of the property that appears to have been converted into two units, it is not possible to fully assess the planning merits of the proposed extension in terms of its impact upon the amenities of the adjoining dwellings, the provision of private amenity space and the parking

implications. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Saved UDP Policies (November 2012) and Policies BE13, BE15, BE19, BE20, BE24 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

- 1 The property has been divided into two self-contained residential units without the benefit of full planning consent. It is therefore not possible to approve an extension to a property for which there is no planning consent. You are advised that the Council will not favourably consider any future planning applications relating to the alterations or extension of No. 19a Church Road until the use of the site has been regularised.
- 2 On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 7th November 2012 Hillingdon's Full Council agreed the adoption of the Council's Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

Standard Informatives

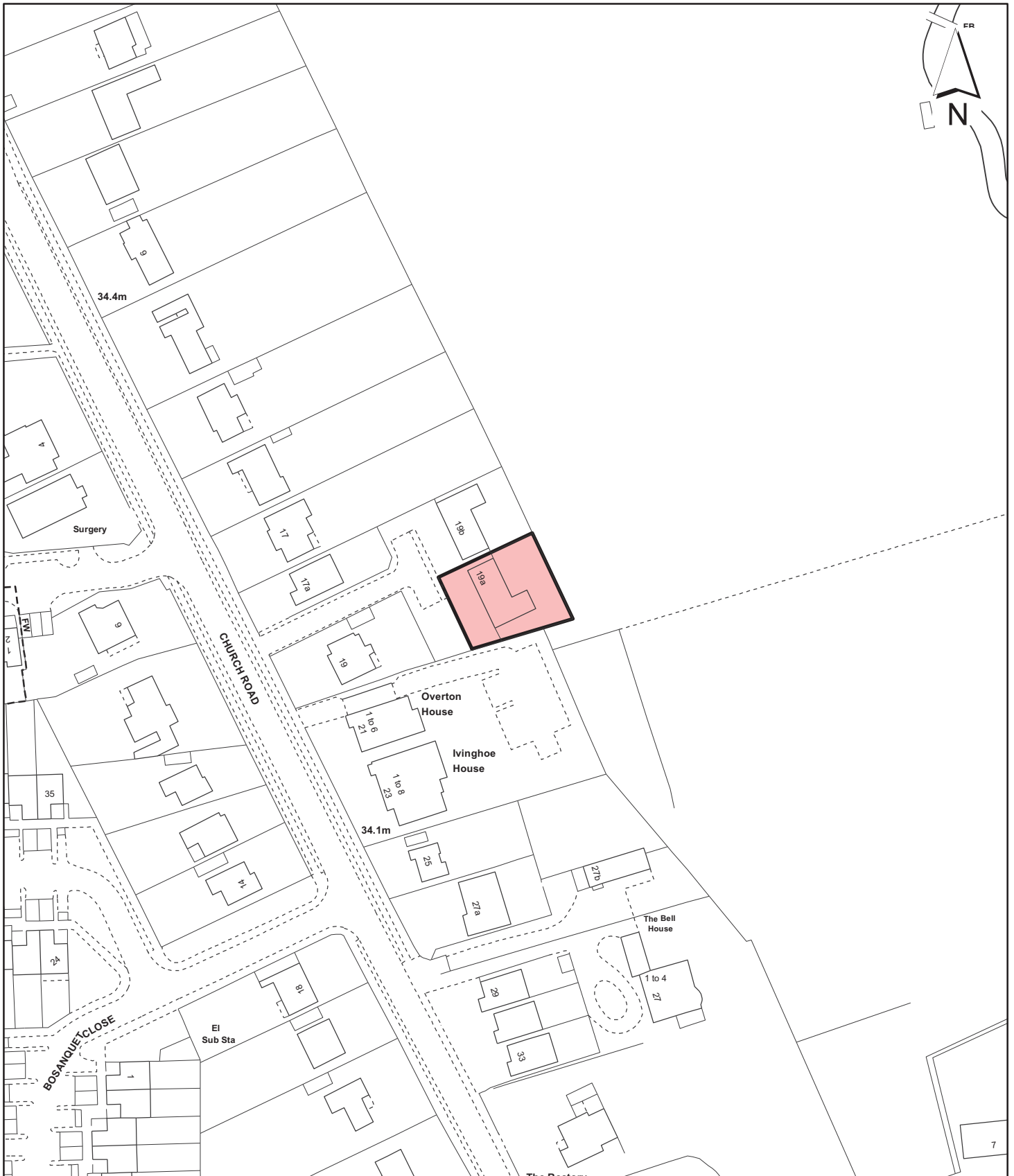
- 1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, 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 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, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.

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.
- HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
- LPP 3.5 (2011) Quality and design of housing developments

Contact Officer: Kelly Sweeney

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**19A Church Road
Cowley**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

48960/APP/2012/2505

Scale

1:1,250

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

This page is intentionally left blank

Report of the Head of Planning & Enforcement Services

Address 9 DENE CROFT CRESCENT HILLINGDON

Development: Conversion of dwelling to 2 x 1-bedroom flats (Resubmission)

LBH Ref Nos: 13870/APP/2012/2569

Drawing Nos: DEN/SDC/01PL
DEN/SDC/02PL
Design and Access Statement
MX151090

Date Plans Received: 19/10/2012 **Date(s) of Amendment(s):** 19/10/0012

Date Application Valid: 26/10/2012

1. **SUMMARY**

Part retrospective planning consent is sought for the conversion of a single family dwelling into two self-contained flats.

It is considered that the flats provide a substandard level of accommodation, harmful to the amenity of the existing and future occupants of the flats. The layout of the ground floor flat results in rooms with little natural light or outlook and there is no private amenity space for the first and second floor flat. The development also fails to provide an adequate level of off-street parking spaces to comply with the Council's parking standards and it is therefore prejudicial to pedestrian and highway safety.

The application is therefore recommended for refusal.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The application property is not of a sufficient size to provide a suitable scheme of residential conversion and would result in the loss of a single family dwelling to the detriment of the character of the surrounding residential area. As such, the proposal is contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 **Non Standard reason for refusal**

The proposal due to the lack of any natural light or outlook afforded to the proposed dining room and living room within the ground floor flat, would result in the requirement to use artificial illumination at all times and an oppressive environment to these rooms. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 3.5 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3 R3 **Amenity Space Refusal**

The proposal fails to provide amenity space of sufficient size and quality commensurate

to the size and layout of the residential units. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4 R4 Car Parking Refusal

The proposal fails to make adequate provision for off-street parking in accordance with the Council's adopted car parking standards. As such, the proposal is likely to give rise to additional on-street parking on a heavily parked road and be prejudicial to highway and pedestrian safety, contrary to policies AM7 and AM14 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 NON2 Non Standard reason for refusal

The floor area of the proposed flats is below the minimum required. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 and H7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 3.5 and Table 3.3 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

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.
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.
H7	Conversion of residential properties into a number of units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008 (2011) Increasing housing supply

- LPP 3.3
LPP 3.5 (2011) Quality and design of housing developments
LPP 3.8 (2011) Housing Choice
NPPF

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the south-east side of Denecroft Crescent and comprises a mid-terrace property which has been extended by way of single storey rear extension and a rear dormer. Internally the property has been converted into two self-contained flats, both of which comprise of two bedrooms, with the upper floor flat located on both the first floor and within the extended roof space.

To the rear of the property there is a long garden which backs onto a private access. The garden contains a detached outbuilding. To the front of the property there is a small garden which provides a parking space for one vehicle.

The application site lies within the Developed Area as identified in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) where the prevailing character of the area is residential comprising mainly terraced dwellings.

3.2 Proposed Scheme

The application seeks to regularise the conversion of the property from a single family dwelling into two flats and to make internal amendments to the ground floor flat so that it would only have one bedroom rather than two. Alterations are proposed to the upper floor flat so that there would be two bedrooms, rather than three.

Internally the ground floor flat would comprise of one bedroom, a bathroom and an open plan living room and kitchen. The other flat would comprise of two bedrooms, a bathroom, a kitchen and a separate living room area.

Access to the rear garden would remain as existing providing amenity space for the ground floor flat only.

3.3 Relevant Planning History

- 13870/APP/2012/529 9 Denecroft Crescent Hillingdon
Conversion of dwelling to 2 x 2 bed flats (Retrospective)

Decision: 14-06-2012 Refused

Comment on Relevant Planning History

This application is a resubmission of application ref: 13870/APP/2012/529 which was refused for the following reasons:

1. The proposal fails to provide amenity space of sufficient size and quality commensurate to the size and layout of the residential units. 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 the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.
2. The proposal fails to make adequate provision for off-street parking in accordance with the Council's adopted car parking standards. As such, the proposal is likely to give rise to additional on-street parking on a heavily parked road and be prejudicial to highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).
3. The floor area of the proposed flats is below the minimum required. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary to Policy BE19 and H7 of the Hillingdon Unitary Development Plan (Saved Policies September 2007), Policy 3.5 and Table 3.3 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.
4. The development fails to meet all relevant Lifetime Home Standards, contrary to Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policy 3.1 and 3.8 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon.
5. The application property is not of a sufficient size to provide a suitable scheme of residential conversion and would result in the loss of a single family dwelling to the detriment of the character of the surrounding residential area. As such, the proposal is contrary to Policy BE19 of the adopted Hillingdon Unitary Development Plan and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.
6. The proposal due to the lack of any natural light or outlook afforded to the proposed dining room and living room within the ground floor flat, would result in the requirement to use artificial illumination at all times and an oppressive environment to these rooms. As such the proposal would fail to provide a satisfactory residential environment for future occupiers, contrary Policy BE19 of the adopted Hillingdon Unitary Development Plan, Policy 3.5 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

This application attempts to overcome the above reasons for refusal by reducing the number of bedrooms in both flats. No other changes are proposed in this submission.

There are no planning history records relating to the site, however aerial photographs taken in 2002 show that the existing single storey rear extensions and rear dormer had been constructed. As a result it is likely that the extensions were constructed under permitted development. Notwithstanding this they would be immune from enforcement

action as they were constructed more than four years ago.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

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.
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.
H7 Conversion of residential properties into a number of units
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.3 (2011) Increasing housing supply
LPP 3.5 (2011) Quality and design of housing developments
LPP 3.8 (2011) Housing Choice
NPPF

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

MOD Safeguarding:
No objection.

NERL:
No objection.

Ward Councillor:
Requests that the application is determined by the Central & South Planning Committee.

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 pre-existing and existing plans have been assessed and conversion into two flats appears to have involved only minor reconfiguration. It is therefore considered that no accessibility improvements could reasonably be required within the scope of this planning application.

It is therefore suggested that the above policy is not applied to this proposal.

Conclusion: No objection from an accessibility perspective.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This is an established residential area where there would be no objection in principle to intensification of the residential use of the site, subject to relevant planning considerations and policies in the Unitary Development Plan (Saved Policies, September 2007).

In terms of the conversion of this property, the Council's HDAS: Residential Layouts advises at Paragraph 3.5 that the traditional residential character of a street can be adversely affected by the cumulative impact of too many properties being converted to more intensive residential uses. It goes on to advise that the redevelopment of more than 10% of properties in any one street to flats is unlikely to be acceptable, given the cumulative impact. In Denecroft Crescent, few properties appear to have been converted to flats or any other form of more intensive housing.

Paragraph 3.5 also advises that in order to provide a suitable standard of residential accommodation, houses will only be considered suitable for conversion if they have a floor area of 120m² or more. Whilst the guidance does not specify if this is the existing floor space of the house or after any proposed extension, the existing property is modest in size and below the required 120m² and given that the basis of the restriction is to ensure that the stock of small family dwellings is maintained within the borough and the proposed conversion will result in the loss of a small family dwelling, the principle of conversion is considered unacceptable.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Local Plan Policies BE13 and BE14 resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

No external alterations are proposed; therefore it is considered that the development has not resulted in harm to the visual amenity of the area.

7.08 Impact on neighbours

The change of use of the property has not resulted in any external alterations and none are proposed as part of this submission. There has not been any change in regard to the location of habitable room windows. Therefore the change of use of the property has not and would not result in harm to the amenity of nearby residents and occupants through loss of daylight or privacy and it would be in accordance with Local Plan Policies BE20 and BE24.

7.09 Living conditions for future occupiers

London Plan Policy 3.5 seeks to ensure that all housing developments are of the highest quality, both internally and externally and in relation to their context.

The London Plan sets out the minimum internal floor space required for flat developments in order to ensure that there is an adequate level of amenity of existing and future occupants. The London Plan recommends that a one bed, two person flat should have an internal floor space of at least 37sq.m and a two bed, three person flat should have a minimum floor area of 61sq.m.

The total internal floor area for the one bedroom flat on the ground floor would be 59.0sq.m and the internal floor area for the two bedroom first and second floor flat would be 57.8sq.m. Therefore whilst the ground floor flat would provide an adequate level of internal amenity, the first and second floor flat would remain substandard, harmful to the amenity of the existing and future occupants.

Furthermore, the living room and the dining room of the ground floor flat are not provided with any windows which provide an outlook and the natural lighting to these rooms is either poor or non-existent, again resulting in a poor residential environment for existing/future occupiers. It is noted that amendments have been to address this issue as part of this submission; however it is considered that they are insufficient and the issue would remain.

Section 4 of the Council's HDAS: Residential Layouts states that developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and the character of the area. Where houses have been converted into flats, adequate garden space should be provided according to the number of units created. It is considered acceptable to provide communal garden space for flats.

The minimum level of amenity space required for a flat with one bedroom is 20sq.m and the minimum required for a flat with two bedrooms is 25sq.m. Therefore a total of 45sq.m of garden space would be required for the flats subject to this application. The existing rear garden provides over 100sq.m of private amenity space, however this can only be accessed by the ground floor flat. As a result the first and second floor flat fails to comply with the Council's HDAS: Residential Layouts and is contrary to Local Plan Policy H7.

No details have been provided to demonstrate that adequate sound proof insulation has been provided, however this could be dealt with by way of a condition in the event of an approvable scheme.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Annexe 1 of the Council's adopted Local Plan states that the maximum number of off-street parking spaces required for a flat which does not have its own curtilage is 1.5 spaces, therefore a maximum total of three spaces would be required for the proposed development.

There is only one off-street parking space to the front of the site. Whilst the Council's standards are stipulated as a maximum, given that the public transport accessibility levels (PTAL) for the site is poor, it is considered that the development must adhere to the Council's maximum standards.

As such, the proposal would result in an increase in on-street demand for parking which would be detrimental to highway and pedestrian safety and is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

The London Plan Policy 3.8 requires all new housing to be built to 'Lifetime Homes' standards. The Council's HDAS 'Accessible Hillingdon' also requires all new housing to be built to 'Lifetime Homes' standards.

The Council's Access Officer has reviewed the plans and information provided and considers that the internal arrangements for the flats would comply with the Lifetime Homes Standards.

Notwithstanding this view it is considered that the first and second floor flat would be substandard in respect of providing adequate amenity for existing and future occupants.

7.12 Disabled access

No objections have been raised by the Council's Access Officer.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

No objections are raised in terms of landscaping or ecological impacts.

7.15 Sustainable waste management

No objections are raised with respect to waste management, which could be dealt with by condition in the event of approval.

7.16 Renewable energy / Sustainability

As the proposal is a small scale conversion of an existing dwelling there are no additional requirements with respect energy or sustainability. Accordingly, no objections are raised in this respect.

7.17 Flooding or Drainage Issues

The site is not identified as being at risk of flooding. Accordingly, no objections are raised in this respect.

7.18 Noise or Air Quality Issues

The proposal would not result in any unacceptable impacts with regard to noise or air quality.

7.19 Comments on Public Consultations

Three neighbours were notified on 30.10.12 including the Oak Farm Residents Association. A site notice was also posted on the 2.11.12. One response was received, commenting as follows:

· The development would lead to the unacceptable loss of a single family dwelling in an area where family housing is needed.

(Officer Comment: These concerns are considered within this report).

7.20 Planning obligations

The proposal would not result in a net increase of 6 habitable rooms and therefore would not fall within the threshold for seeking a contribution towards school places and given that the proposal would not result in an increase in the footprint of the building, there would be no requirement for a CIL payment.

7.21 Expediency of enforcement action

The breach of planning control has been referred to the Council's Planning Enforcement team who will take further action following a decision on the planning application.

7.22 Other Issues

Details of the existing refuse facilities have not been provided however, this could be secured by way of a suitable planning condition, to be in accordance with Policy BE19 of the adopted Hillingdon Local Plan and paragraphs 4.40 of the Hillingdon Design & Accessibility Statement: Residential Layout.

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

It is considered that the development fails to provide adequate internal and external amenity for the existing occupants and it fails to provide an adequate level of off-street parking. It is therefore contrary to Local Plan policies H7, AM14 and London Plan Policy 3.5.

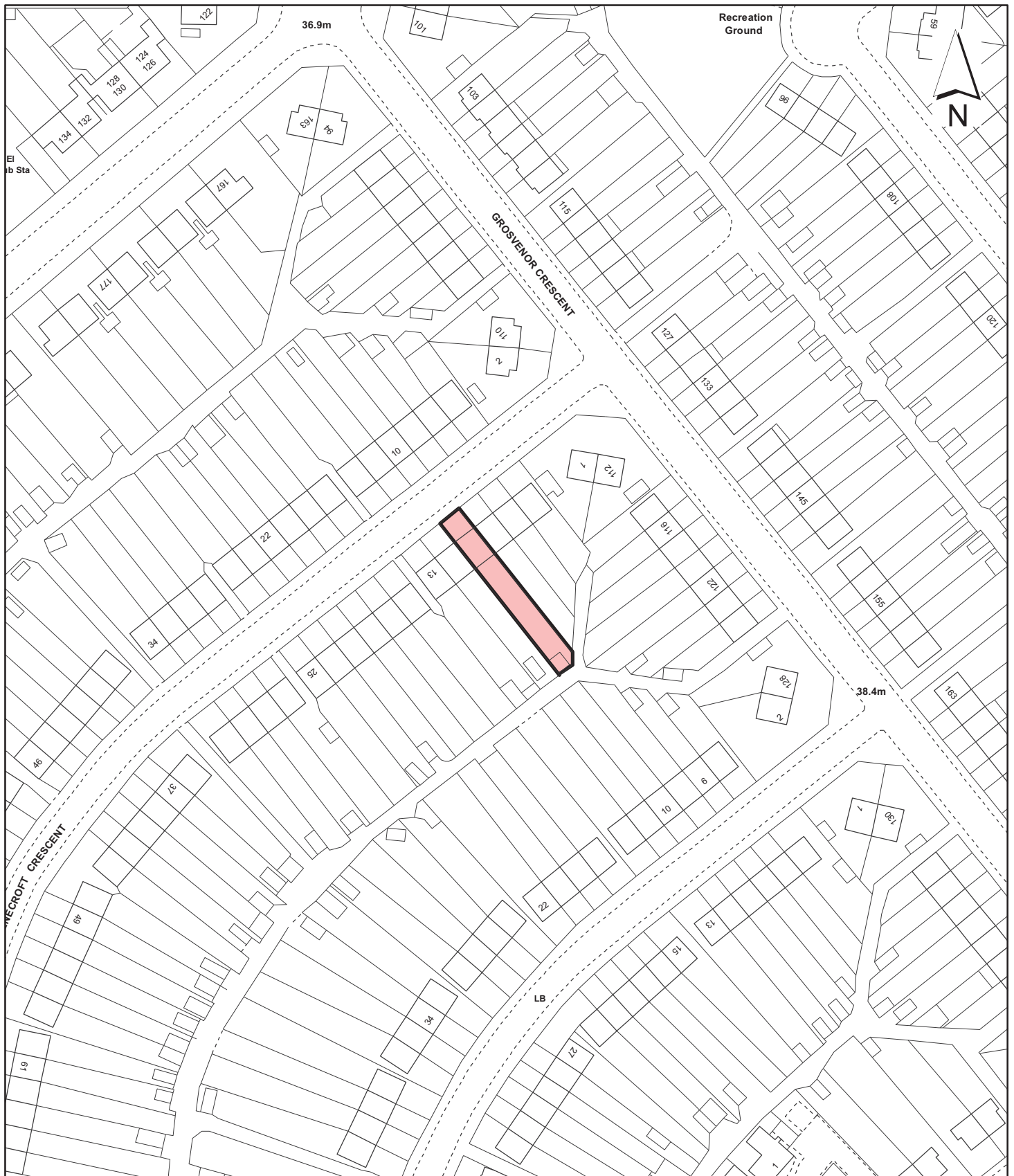
The application is therefore recommended for refusal.

11. Reference Documents

Hillingdon Unitary Development Plan (Saved Policies September 2007).
Hillingdon Design and Access Statement 'Residential Extensions'.
Hillingdon Design and Access Statement 'Residential Layouts'
The London Plan 2011.
Supplementary Planning Document 'Accessible Hillingdon'.
National Planning Policy Framework.

Contact Officer: Kelly Sweeney

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**9 Denecroft Crescent
Hillingdon**

Planning Application Ref:

13870/APP/2012/2569

Planning Committee

Central and South

Scale

1:1,250

Date

**December
2012**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



HILLINGDON
LONDON

This page is intentionally left blank

Report of the Head of Planning & Enforcement Services

Address 173 HIGH STREET UXBRIDGE

Development: Change of use to Betting Shop (Use Class A2) from Retail (Use Class A1).

LBH Ref Nos: 2104/APP/2012/2084

Drawing Nos: UXB/01
UXB/02
Planning Statement
Town Centre Evidence

Date Plans Received: 28/08/2012 **Date(s) of Amendment(s):**
Date Application Valid: 14/09/2012

1. **SUMMARY**

The application is for a change of use from A1 retail to an A2 Betting Shop.

The change of use would not cause unacceptable harm to the vitality and viability of the Town Centre and Primary Shopping Area as a retail destination and would ensure a vibrant mix of retail uses would be provided within the Town Centre. The change of use has had an acceptable impact on the residential amenity of the neighbouring occupiers. The application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

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

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

REASON

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

2 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan number UXB/02 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

3 NONSC **Refuse Storage**

Details of on-site refuse storage for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Local Plan Part 2 and London Plan (July 2011) Policy 7.1.

4 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy AM13 of the Local Plan Part 2 and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

5 COM22 Operating Hours

The premises shall not be used except between:-

[0800 to 2200], Mondays - Fridays
[0800 to 2200] Saturdays
[0800 to 2200] Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

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.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
S6	Change of use of shops - safeguarding the amenities of shopping areas
S11	Service uses in Primary Shopping Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation

AM2	measures Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
-----	-------------------------------------------------------------------------------------------------------------------------------------------

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north east side of High Street Uxbridge forming part of the frontage of Uxbridge Underground Station fronting the concourse. To the south east lies Santander Bank and to the north west lies 171 High Street. The application property is a Grade II listed building and lies within the Old Uxbridge/Windsor Street Conservation Area. It also lies within an archaeological Priority Area however given the nature of the proposed development.

3.2 Proposed Scheme

Change of use from A1 retail to a Betting Shop (Use class A2).

3.3 Relevant Planning History

Comment on Relevant Planning History

There is an extensive planning history on this site. It should be noted that the last approval on the site was for an A1 use and that in subsequent years used for cafe uses, which at the time were deemed to be A1.

There is also an application for Listed Building Consent relating to the internal alterations to the building that will be needed to facilitate a change of use ref: 2104/APP/2012/2288.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
S6	Change of use of shops - safeguarding the amenities of shopping areas
S11	Service uses in Primary Shopping Areas
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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A letter of objection has been received, sent behalf of a party with an interest in the Uxbridge Town Centre. Objections are raised on the following grounds:

I act for clients with commercial interests in Uxbridge town centre close to the above premises, and I am instructed to submit representations in respect of the application to change the use of the premises to a licensed betting office (your ref 2104/APP/2012/2084).

As indicated in the applicant's covering letter, the saved policies of the 2007 UDP remain the relevant policies for development control purposes particularly, in this case, Policy S11. The application premises fall within the "Primary Shopping Area" of the Strategic Centre where Policy S11 allows non-Class A1 uses, but only banks and building societies of the A2 uses which excludes licensed betting offices and A3 uses. Betting offices are not, therefore, regarded as being appropriate unlike banks, restaurants, food take-aways and building societies which your Council regard as uses which "complement or support the retail function (para. 8.25 of the UDP). There is, therefore, a fundamental conflict with S11 which tells against this proposed change of use.

It is also explained, at para. 8.26, that the Council will seek to maintain at least 70% of the primary area frontage in Class A1 use and generally to avoid concentrations of service uses in primary and secondary areas. It is confirmed that you will normally seek to prevent a separation or an increase in separation of Class A1 units of more than about 8m".

The applicants have dealt with these two caveats in their supporting letter, suggesting that from the latest survey data, 76% of the town centre is currently in Class A1 use and that, on the basis of the "Costa" premises adjoining, at no. 172, being an A1 use, the continuous frontage in non-Class A1 use would be approximately 15.5m, should planning permission be granted "slightly more than 12m of continuous non-retail frontage ...".

I have no means of verifying the 76% A1 retail frontage in the centre's Primary Shopping Area, without carrying out a full survey of the centre, albeit I note from the 2012 Uxbridge Health Check Assessment that it is suggested that 76.6% of the PSA frontage was in A1 retail use in 2011 (Table 5.3 of the "Strategic Prospectives" Convenience Retail Study 2012).

Insofar as the "concentration issue is concerned, I note, as mentioned, that the applicants have excluded the "Costa" coffee unit at no. 172, which adjoins the application premises from their calculations. This is on the basis that there is no history of Class A3 use being approved there and that your Council has, apparently, confirmed that the lawful use of the premises is for A1 purposes. Whilst there may be no explicit planning permission for the A3 use, no document has been produced confirming that your Authority regard the lawful use to be A1. From inspection, there can be no doubt that the Costa premises must be regarded as a mixed A1/A3 use at the very least, if it does not fall within Class A3 of the Use Classes Order as: Use for the sale of food or drink for consumption on the premises. There is, after all, seating for over forty persons inside and outside the premises.

No. 172 must, therefore, be included in the equation, and a continuous run of non-A1 uses would result, should permission be granted in respect of this betting office, resulting in a run of 21m - 22m, which is close to double the 12m threshold referred to in the UDP.

Even if the use had been considered appropriate, therefore, as a matter of principle which it is not the proposal fails the "concentration test, which compounds the basis for objection. There can, therefore, be no justification for this proposed change of use, which would result in an unacceptable concentration of non-A1 retail uses at a particularly sensitive location in the town centre.

It is not without interest to note that mention is made of pedestrian flows in the 2012 Retail Update Study referred to above, where it is stated, at para. 5.45, that:

"The greatest concentration of pedestrian footfall is along the largely pedestrianised High Street and is concentrated between The Mall Shopping Centre to the north and The Chimes to the south. Another major contributor to footfall appears to be the Underground and bus stations which are located in between the two shopping centres. Overall, the centre is active and shops along this stretch appear to have access to a large footfall of passing trade.

This is precisely the location for this proposed betting office an area which should clearly be reserved for Class A1 retail uses, so as to promote the primary retail function of this important part of the centre.

OFFICER COMMENT: These issues have been addressed in the 'principle of development section'. It should be noted that Officers do not agree that the Costa unit is not an A1 use (officers base this view on recent appeal decisions).

Internal Consultees

URBAN DESIGN & CONSERVATION

No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application is for planning permission for the change of use of a retail unit from A1 to A2 use within a designated Town centre.

Policy S6 of the Local Plan Part 2 states that to safeguard the amenities of shopping areas, the Local Planning Authority will grant permission for changes of use of Class A1 shops if:

a) The proposal will not be detrimental to visual amenity where the premises form part of a statutory or locally Listed Building or are located within a Conservation Area.

The application building is statutory listed and lies within a Conservation Area. A Listed Building Application has also been submitted and is being considered concurrently. It should be noted that the Council's Heritage Officer has agreed that the Listed building application can be decided separately from the change of use application, given the nature of the listing and the minimal nature of the alterations required to facilitate the change of use.

b) A frontage of a design appropriate to the surrounding area is maintained or provided:

No changes are proposed in this regard.

c) The proposed use is compatible with neighbouring uses and will not cause unacceptable loss of amenity to nearby residential properties by reason of disturbance, noise, smell, fumes, parking or traffic related problems:

No such issues are considered to arise. Issues regarding operating hours and

management are covered by the Licencing Act 2003.

d) Has no harmful effect on road safety and does not worsen traffic congestion or disrupt bus operations.

The proposed A2 betting shop is located within a pedestrianised area of the Town Centre, away from residential properties. It is therefore considered that the proposed use would have no harm on the vitality and viability of the Uxbridge Town Centre.

The application site is located within the Primary Shopping Area of Uxbridge Town Centre. Therefore Policy S11 of the adopted UDP (Saved Policies September 2007) would require the change of use of the premises to ensure the remaining retail facilities in the Primary Shopping Area would be adequate for the need of the retail area. In addition the development should not lead to a concentration of non-retail uses which might harm the viability of the retail centre.

The Uxbridge 2012 Annual Shopping Survey showed that of 76.9% of frontages in the Primary Shopping Area were in A1 use, with 79.5% of the units being in A1 use.

Policy S11 of the adopted UDP (Saved Policies September 2007) requires more than 70% of a Primary Shopping Area to be retained within A1 use, in order for the shopping area to remain as a viable retail destination.

The change of use of the site would reduce the frontages in A1 use to 76.5% and the number of units in A1 use to 79.1%. The Primary Shopping Area would remain above the 70% threshold. Furthermore, the existing unit is flanked to the northwest by Costa, which is in A1 operation and by Santander to the southeast, which is an A2 operation.

The change of use would lead to a continuous non-A1 frontage of more than 12 metres, which is greater than is recommended within the subtext to the policy. However, this needs to be considered having regard to the intention of the policy, which is to prevent interruptions to the retail frontage which might harm vitality, for example by creating a separation of the Town Centre and reducing footfall to certain area. In this case the site is located between The Mall, Uxbridge Tube/Bus Station and The Chimes which are key hubs within the Town Centre attracting and generating pedestrian. Given this location it is not considered that the proposal would result in an unacceptable separation of retail uses or result in any harmful impact on the vitality or viability of the retail destination.

There has also been a recent appeal decision concerning 'Bella Italia' in the High Street. Case Officers refused a change of use from A1 to A3 use. Quite simply the Appeal Inspector in allowing their appeal against the refusal said that he was not convinced that with such a thriving retail centre as Uxbridge that applications for alternative uses should be refused strictly because of the frontage constraint. The Inspector felt that this policy criteria must be balanced against wider considerations of a proposals contributions to the vitality and viability of the town centre.

Therefore, the proposed change of use of the premises to A2 use is considered to be in compliance with Policies S6 and S11 of the adopted UDP (Saved Policies September 2007) and would be acceptable in principle.

7.02 Density of the proposed development

Not applicable to this type of development.

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

The site lies within the Old Uxbridge/Windsor Street Conservation Area and forms part of the Grade II listed Uxbridge Underground Station building. No external alterations are being proposed at this point and as such the proposal would not have an impact on the Conservation Area. The Council's Heritage officer has not raised any objections in principle to the change of use. Listed Building matters will be addressed under the concurrent Listed Building Application.

7.04 Airport safeguarding

No airport safeguarding issues arise from the proposal.

7.05 Impact on the green belt

The site is not located in the Green Belt.

7.07 Impact on the character & appearance of the area

No external changes are being proposed and as such the proposal will have no impact on the character and appearance of the area.

7.08 Impact on neighbours

The site is located in the heart of the town centre by the Underground Station, with no residential properties in close proximity. The site is also located close to taxi ranks and public houses (Baroosh and Three Tuns) both of which are open until 11pm, with Baroosh being able to open until 1am on Fridays and Saturdays.

With respect to the impact on residential amenity there are no residential flats above. It should also be noted that the site is surrounded by Public Houses which open later than the 10pm the use is proposed to open until. The scheme is therefore considered acceptable in this regard.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

AM2 states that all proposals for development will be assessed against their contribution to traffic generation and their impact on congestion and the present and potential availability of public transport and its capacity to meet increased demand.

Given the site's location in a town centre, the proposed change of use would not affect the current parking provision and is therefore considered acceptable.

7.11 Urban design, access and security

There are no urban design, access or security issues arising from the proposed change of use.

7.12 Disabled access

It is considered that the proposed development would be accessible to all and would comply with the Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

This is not applicable to this type of application.

7.14 Trees, landscaping and Ecology

This is not applicable to this type of application.

7.15 Sustainable waste management

Details of refuse storage have not been provided. However, the site is served by a service yard to the rear where bin stores are located. given this, and the fact the proposed A2 is likely to generate less refuse, it is considered that the proposed development could provide adequate refuse storage facilities. A condition is recommended requiring details of this to be submitted prior to commencement.

7.16 Renewable energy / Sustainability

This is not applicable to this type of application.

7.17 Flooding or Drainage Issues

This is not applicable to this type of application.

7.18 Noise or Air Quality Issues

No noise or air quality issues are considered to arise from the proposed development.

7.19 Comments on Public Consultations

In relation to the objection received

7.20 Planning obligations

This is not applicable to this type of application.

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 change of use would not cause unacceptable harm to the vitality and viability of the Primary Shopping Area as a retail destination and would ensure a vibrant mix of retail uses would be provided within the Town Centre. The change of use would not have an

unacceptable impact on the residential amenity of the neighbouring occupiers and the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 Strategic Policies November 2012

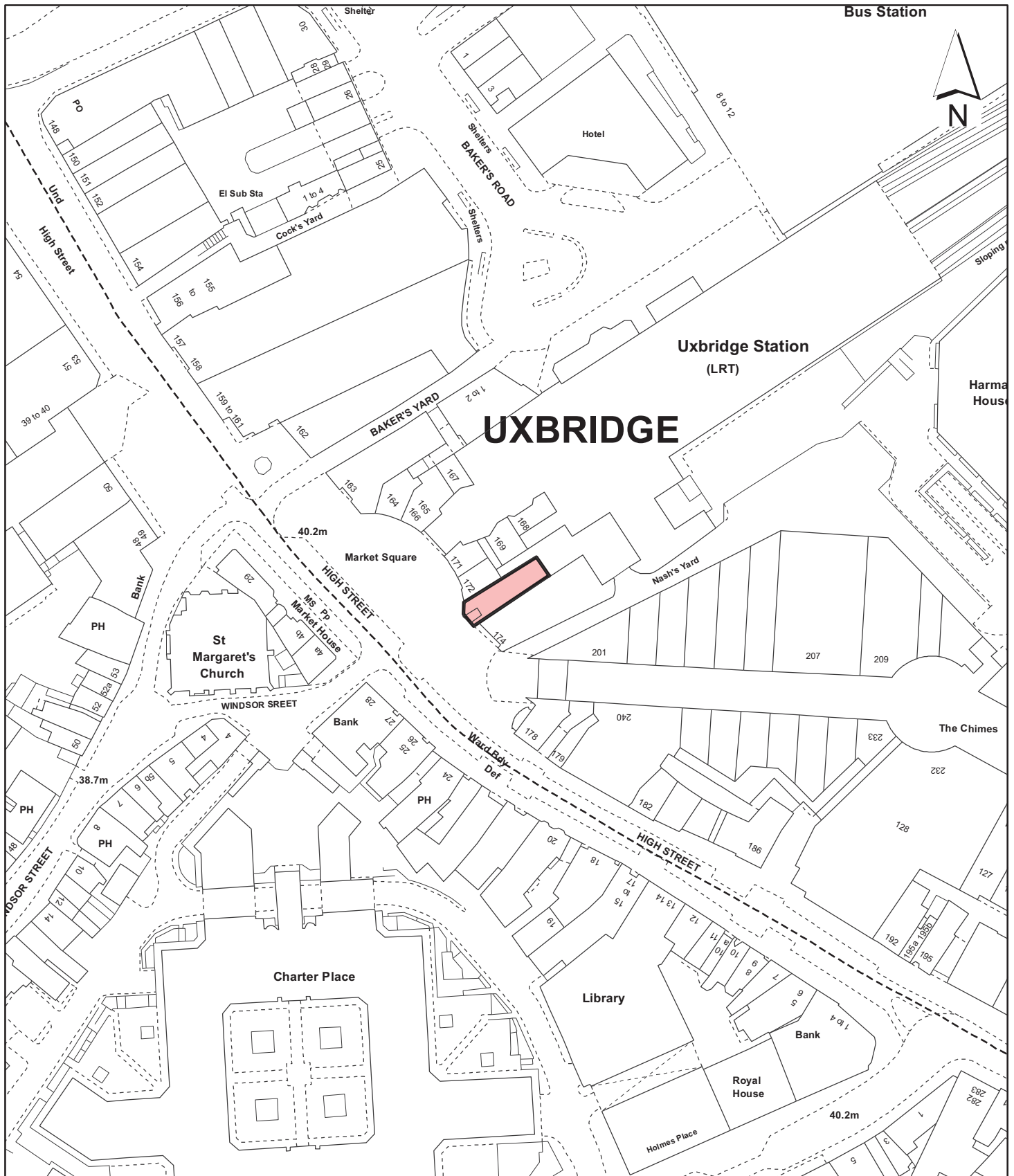
The Local Plan: Part 2.

The London Plan 2011.

National Planning Policy Framework (March 2012).

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



UXBRIDGE

Notes

 Site boundary

For identification purposes only.

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

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**173 High Street
Uxbridge**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

2104/APP/2012/2084

Scale

1:1,250

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

Report of The Director of Residents Services

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 September 2012 where the Council has received and holds funds.

RECOMMENDATION

That Members note the contents of this report.

INFORMATION

1. The National Planning Policy Framework (March 2012) requires local planning authorities to consider how they could 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 20th December 2012 and updates the information received by Cabinet in September 2012. The attached Appendix 1 provides updated financial information on s106 and s278 agreements in the Central & South Planning Committee area up to 30 September 2012, 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 October 2012 to the Planning Committee. Figures shown in bold under the column headed 'Total income as at 30/09/12' 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 30/06/12" and "Total Income as at 30/09/12".

4. Members should note that in the Appendix, the 'balances of funds' held include funds that may already be committed for projects such as affordable housing and school expansion projects. Expenditure must be in accordance with the legal parameters of the individual agreements and must also serve a planning purpose and operate in accordance with legislation and Government guidance in the form of the National Planning Policy Guidance (March 2012). 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 September 2012. 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' (deleted)
 District Auditor's "The Management of Planning Obligations" Action Plan May 1999
 Monitoring Officers Report January 2001
 DCLG National Planning Policy Framework (March 2012)
 Planning Obligations Supplementary Planning Documents Adopted July 2008.
 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/ December 2011/ March 2012/ June 2012/
 Sept 2012/December 2012.

Contact Officer: Nikki Wyatt

Telephone No: 01895 558145

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
SECTION 278										
PORTFOLIO: PLANNING TRANSPORTATION AND RECYCLING										
PT278/2709 (Includes Former PT/29) *16	Bowell	Stockley Park Phase 3 "Trident Site" 37977/W/961447	611,390.25	611,390.25	14,500.00	14,500.00	0.00	596,890.25	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 of engineering fees transferred from PT278/27. A further £12,500 of engineering fees needs to be claimed from developer should works commence. Interest added.
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	5,500.00	5,500.00	0.00	5,000.00	0.00	Fees & security (£5,000) associated with Highway Works to be undertaken by developer. Works consisted of temporary access works from Longford Roundabout to Western Perimeter Road. Access installed & will be removed following completion of Terminal 5. Security to be retained pending outcome of BAA proposals to make this access two-way and permanent for buses and emergency services vehicles as well as cyclists. Two way access implemented. Officers investigating whether all required works have been completed. Works completed, security to be refunded after maintenance period. £5,000 fees claimed by ECU.
PT278/34/86A *18	Brunel	Brunel sites 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	0.00	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, £66,271.32 - 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	0.00	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. TIL invoice paid. Residual on TIL payment due to VAT not claimed - funds to be held on as contingency for extra TIL 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	55,222.89	0.00	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 TIL 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 TIL 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 TIL signal costs.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
PT278/65/10A *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	0.00	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.
PT278/65/7/140 A	Pinkwell	MOD Records Office Stockley Road Hayes 18398/APP/2004/2284	419,128.68	419,128.68	325,719.61	325,719.61	0.00	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 Drayon-45658/APP/2002/3012	1,568.98	1,568.98	1,568.98	1,568.98	0.00	0.00	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. Outstanding fees claimed by ECU.
PT278/60/147B	West Drayon	DERA Site, Kingston Lane, West Drayon - Highways 45658/APP/2002/3012	56,816.26	56,816.26	0.00	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 PT/278/62/148A). Funds to be retained as a contingency for these works.
PT278/62/149A *51	Batwell	Hayes Goods Yard 10057/APP/2004/2996&2999	7,000.00	7,000.00	0.00	0.00	0.00	7,000.00	0.00	The Council's costs due upon lodgement of documents by the developer for the design, administration and supervision of the works to the public highways surrounding the site to be performed by the developer. £5,000 received as a security deposit for the due and proper execution of the highways works by the developer.
PT278/65/182 *52	Heathrow Villages	Longford Roundabout - Fifth Am, 63369/APP/2007/2294	9,521.00	9,521.00	4,521.00	4,521.00	0.00	5,000.00	0.00	Remaining balance is a security deposit for developer implementation of bus only access to Terminal 5 Headrow. Spend on supervision costs. Works complete, security to be refunded following maintenance period.
PT278/74/209C	Yiewsley	Proposed Tesco development, Trout Road, Yiewsley 609/APP/2007/3744	120,300.26	120,300.26	117,300.26	117,300.26	0.00	3,000.00	0.00	Fees received for design checks for proposed junction works and carriageway widening at Trout Road. S278 agreement and technical approval pending. Further fees received & claimed for inspection works.
PT278/76/188A *60	Uxbridge	Former Gas Works site (Klar Park), Cowley Mill Road, Uxbridge 3114/APP/2008/2497	5,000.00	5,000.00	0.00	0.00	0.00	5,000.00	0.00	Funds received as a security deposit for due and proper execution of highways improvements S278 agreement (£11,400). Further £2,000 fees received & claimed for design checks & inspections.
PT278/79/265A *79	Heathrow Villages	Former Longford House, 420 Bath Road (Premier Inn), Longford 2985/APP/2010/2398	13,400.00	13,400.00	2,000.00	2,000.00	0.00	11,400.00	0.00	Funds received as a security deposit for due and proper execution of highways improvements S278 agreement (£11,400). Further £2,000 fees received & claimed for design checks & inspections.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
PT/278/80/242E	West Drayton	Drayton Green Village (former NATS site), Porters Way, West Drayton. 51077/APP/2009/2348	6,009.60	6,009.60	6,009.60	6,009.60	6,009.60	0.00	0.00	Fees received for design checks and monitoring & supervision of s278 highway works. Fees claimed for design checks & monitoring (£6,009.60).
PT/278/81/249E 84	Townfield	Fmr Glenister Hall, 119 Minnet Drive, Hayes. 40169/APP/2011/243	6,000.00	6,000.00	2,000.00	2,000.00	2,000.00	4,000.00	0.00	Fees received for design checks and monitoring and supervision. £4,000 received as a security deposit to ensure highway works are carried out to a satisfactory standard. Fees claimed for design checks & monitoring.
PT/278/82/273	Uxbridge South	Autoguid House (Lidl), 121 Cowley Rd, Uxbridge. 7008/APP/2010/2758	21,195.00	2,000.00	2,000.00	2,000.00	2,000.00	19,195.00	0.00	Fees received and claimed for design checks & monitoring of s278 works. £19,195 received towards upgrading of traffic lights at junction of Cowley Mill Road.
		SECTION 278 SUB - TOTAL	2,026,030.28	2,006,835.28	815,334.40	808,265.42	17,078.58	1,210,695.88	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	140,168.00	140,168.00	0.00	198,943.08	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 lead 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. £210,000 allocated to enhancements to 350 and 423 bus services (Cabinet Member decision 21/10/09). Enhanced services commenced December 09. £70,084 payment to London Buses (bus service agreement 09/10). Year 2 payment to London buses (£70,084). £23.5k allocated towards a pedestrian crossing facility on the A4 Colnbrook By-Pass (Cabinet Member Decision (29/03/2012).
PT/05/04b *2	Heathrow Villages	BA World Cargo /50045A/95/1043	406,331.57	406,331.57	173,645.35	173,645.35	0.00	232,686.22	0.00	The balance is for improvements to public transport serving 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, Harrington - Highway Works 382/BH/97/0714	23,639.34	23,639.34	6,052.54	6,052.54	0.00	17,586.80	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 Harrington Community School Sports Centre (see P1278/51). Works (to right hand turn lane) have been carried out as part of the Harrington 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. Awaiting invoices.
PT/37/40B-C *53 (see PPR/29)	Batwell	Land at Thorn Elm Complex - Highways Works & Environmental Improvements 51588/APP/2000/366&1418	559,443.43	559,443.43	372,015.36	372,015.36	0.00	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.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 /2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
PT/37/40E *47	Bowwell	Land at Thorn EMI Complex - Parking 51588/APP/2000/366&1418	32,805.42	32,805.42	0.00	0.00	0.00	32,805.42	0.00	Project 40E - £30,000 received for controlled parking in Blyth Road area. 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).
PT/37/40F	Bowwell	Land at Thorn EMI Complex. 51588/APP/2000/366&1418	100,000.00	100,000.00	99,161.52	99,161.52	0.00	838.48	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. Final invoice received.
PT/42/41	Heathrow Villages	Temp Stockpiling at Bedford Court. 47653/SP/2003/113	50,000.00	50,000.00	0.00	0.00	0.00	50,000.00	0.00	£50,000 for landscape enhancement on specified land around the development. Unexpended funds at 19 June 2006 were to be repaid to the developer. Following consultations with BAA, it has been agreed to spend the funds as part of the Colne Valley project. Deed of variation has been secured to remove time limits.
PT/54/21C	Bowwell	Former EMI Site, Dawley Road - Landscaping 6198/BS/98/1343	57,000.00	57,000.00	0.00	0.00	0.00	57,000.00	0.00	£50,000 for Landscaping on adjacent land and £7,000 for maintenance of the landscaping works. Funds to be held for landscaping in accordance with the agreement subject to Crossrail. No time constraints.
PT/61/69B (see: E/35)	West Drayton	LHR Training Centre, Stockley Close / 51458/97/1537	25,000.00	25,000.00	0.00	0.00	0.00	25,000.00	0.00	£25,000 for improvements at the junction of Stockley Road & Stockley Close / Lavender Rise, West Drayton. Scheme provided using TfL funding. Further improvements to area have been implemented as part of the MOD development. Funds to be held as contingency for any works required to the junction arising out of the MOD development. No time constraints.
PT/65/74A (see ETL40, E/20 & E/21)	Uxbridge North	Land at Johnson's Yard (former garage site), Redford Way, Uxbridge - Street Lighting 53836/APP/2002/1357	18,893.88	18,893.88	17,871.38	17,871.38	0.00	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 loopback 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	0.00	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 PT/278/05)	Uxbridge South	Grand Union Park, Packet Boat Lane, site ref: 1197 (various applications)	47,774.85	47,774.85	2,228.56	2,228.56	0.00	45,546.29	0.00	No time constraints. Officers looking into project for spend of 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.
PT/82/114 (formerly PT/278/23)	Uxbridge South	Waterloo Road, Uxbridge - Highway Works / 3328D/99/2069	13,169.44	13,169.44	11,577.00	11,577.00	0.00	1,592.44	0.00	Highway Works for alternative traffic management on Waterloo Road. No time limits. Cabinet Member for Planning & Transportation has approved use of funds to extend the Uxbridge South Parking Management Scheme approved. Implementation occurred in the Autumn. £11k spend on Waterloo Road from the Parking Revenue Account to be recharged to this case for next quarter. Recharge completed.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME AS AT 30/09/12	TOTAL INCOME AS AT 30/06/12	TOTAL EXPENDITURE AS AT 30/09/12	TOTAL EXPENDITURE AS AT 30/06/12	2012 /2013 EXPENDITURE To 30/09/12	BALANCE OF FUNDS AS AT 31/09/12	BALANCE SPENDABLE NOT ALLOCATED AS AT 30/09/12	COMMENTS (as at mid November 2012)
PT/84/87B-D (Formerly part of PT/278/44)	Brunei	Brunei s106 16 April 04 532/SPP/2002/2237	27,596.36	27,596.36	2,345.30	2,345.30	0.00	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 and public transport obligations 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 Brunei 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 PT/278/44 and held as security for Brunei to implement the footpath works as above. Spend towards monitoring Landscape Management Plan.
PT/88/140C *38	Pinkwell	MOD Records Office, Stockley Road, Hayes - Prologis Park 18399/APP/2004/2284	754,743.82	754,743.82	3,049.77	3,049.77	0.00	751,694.05	0.00	Funds received as first, second and third instalments of the public transport contribution to enhance the level of public transport to and from the area of the development site. TIL has been approached with regard to extending the U4 bus route. TIL 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 TIL bus shelter installed on site. Spend towards implementation of yellow lines to allow bus to run. DOV now completed to extend time limit to spend funds to March 2017. Bus extension operational from end of Sept 2012.
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	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	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 TIL. Officers looking into alternative options. Interest bearing account, funds must be spent within 7 years following date of receipt i.e. 06/12/2013.
PT/93/147C	West Drayton	DERA Site, Kingston Lane, West Drayton - Cycle Calming 45658/APP/2002/3012	20,660.46	20,660.46	9,805.36	9,805.36	9,805.36	10,855.10	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. Funds allocated towards 20 mile per hour traffic calming scheme in Kingston Lane (Cabinet Member decision 29/5/12). Scheme implemented July 2012. Awaiting invoices.
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	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. Funds allocated towards improvements for cyclists in Kingston Lane as part of traffic calming scheme and upgrade of cycle path adjacent to the site (Cabinet Member decision 29/5/12). Scheme implemented July 2012. Awaiting invoices.
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	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.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
PT/96/164	Uxbridge South	35-38 Windsor Street (Westcombe House), Uxbridge 13544/APP/2005/31	10,516.65	10,516.65	4,422.38	4,422.38	0.00	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 P17/1/99. 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	8,842.86	8,842.86	0.00	1,157.14	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. Scheme completed June 2012. Awaiting invoices.
PT/101/170A	Batwell	11 - 21 Clayton Road, Hayes 56840/APP/2004/630	30,527.21	30,527.21	0.00	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 casp ref. PT/37/40E should any scheme be required. Funds not spent by 31 August 2014 are to be refunded. £13,000 from this contribution allocated towards the implementation of a parking management scheme in Blyth Road, Clarendon Road & Clayton Road (Cabinet Member Decision 16/03/2012). Scheme complete April 2012.
PT/102/161D	Yiewsley	Horswell Site, Trout Road Yiewsley 335/APP/2002/2754	77,151.50	77,151.50	0.00	0.00	0.00	77,151.50	77,151.50	Funds received towards public transport and community facilities initiatives in the West Drayton area. 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	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	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	Batwell	Hayes Goods Yard 10057/APP/2005/2996 & 2999	119,402.15	119,402.15	25,000.00	25,000.00	0.00	94,402.15	94,402.15	Funds received towards enhancements to the London Cycle Network, route 884 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 allocated for cycle access improvements at Hayes Town Centre as part of canal-side improvement scheme (Cabinet Member decision 22/7/2011). Scheme on site and substantially complete. See PPR/S2/149G.
PT/108/155E	West Drayton	Former RAF Porters, West Drayton. 5107/APP/2005/2082	1,000.00	1,000.00	0.00	0.00	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, Herefield Road, Uxbridge. 18732/APP/2006/1217	10,000.00	10,000.00	2,627.18	2,627.18	0.00	7,372.82	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 loop path which runs adjacent to the site. £5,300 allocated towards loop path scheme (Cabinet Member decision 5/01/2011). Scheme implemented 3/13/2011. Remaining balance allocated to upgrade lighting in Lancaster Road, Uxbridge. (Cabinet Member decision 31/7/2012).
PT/110/198B *61	Uxbridge	Former Gas Works Site (Kier Park) at Cowley Mill Road, Uxbridge - Bond 3114/APP/2006/2497	14,240.00	14,240.00	0.00	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.
PT/111/204A *63	Uxbridge	106 Oxford Road, Uxbridge. 26198/APP/2008/2338	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00	Travel Plan Bond received to ensure compliance by the owner for 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 Public Transport 3114/APP/2008/2497	24,410.43	24,410.43	0.00	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	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	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 2015).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
PT/116/210A	Bowwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/3561	30,140.58	30,140.58	0.00	0.00	0.00	30,140.58	0.00	Contribution received towards the cost of upgrading two bus shelters in the vicinity of the development. Funds to be spent within 5 years of receipt (March 2015). Further £104.58 received as indexation payment.
PT/119/209D	Yewlsley	Tesco, Trout Road, Yewlsley. 60929/APP/2007/3744	31,874.14	31,874.14	0.00	0.00	0.00	31,874.14	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). Further £974.14 received as indexation payment.
PT/121/242A	West Drayton	Drayton Garden Village (fmr NATS site), Porters Way, West Drayton. 5107/APP/2009/2348	34,000.00	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.
PT/122/248A	Uxbridge	97 Oxford Road, Highbridge Park, Uxbridge. 38074/APP/2008/1418	54,486.29	54,486.29	0.00	0.00	0.00	54,486.29	0.00	Contribution received towards street scene improvements within the vicinity of the land. Funds to be spent within 5 years of receipt (July 2016).
PT/123/219B	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	0.00	41,020.00	0.00	Funds transferred from EYL/131. Contribution received towards the cost of providing traffic calming measures for the direct benefit of Brookside primary School. No time limits.
PT/124/261	West Drayton	Land at Stockley Close Estate, West Drayton. 56244/APP/2009/1437	60,000.00	60,000.00	0.00	0.00	0.00	60,000.00	0.00	Funds received towards providing accessibility improvements including public transport in the vicinity of the land. Funds to be spent within 3 years of receipt (Dec 2014).
PT/125/242C	West Drayton	Drayton Garden Village (fmr NATS site), Porters Way, West Drayton. 5107/APP/2009/2348	70,000.00	70,000.00	0.00	0.00	0.00	70,000.00	70,000.00	Contribution received as first instalment towards improvements and additions to TIL bus services within vicinity of the development (see legal agreement for further details). No time limits for spend.
PT/126/242D	*62 West Drayton	Drayton Garden Village (fmr NATS site), Porters Way, West Drayton. 5107/APP/2009/2348	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00	Travel plan bond received to ensure compliance by the owner of its monitoring and reporting obligations. To be refunded after 10 years.
PT/128/276A	Townfield	Fmr Hayes FC, Church Road, Hayes. 4327/APP/2009/2737	22,155.20	0.00	0.00	0.00	0.00	22,155.20	22,155.20	Contribution received towards the provision of public transport infrastructure in the vicinity of the site. Measures considered include upgrade to bus stops, improvements to bus services and cycle ways (see agreement for further details). Funds to be spent within 7 years of receipt (9/7/2019).
PT/129/277A	Heathrow Villages	The Portal, Scyllia Rd, Heathrow Airport. 50270/APP/2011/1422	14,337.99	0.00	0.00	0.00	0.00	14,337.99	0.00	Funds received towards co-ordinating and monitoring the green travel plan associated with the site. No time limits for spend.
PT/130/277B	Heathrow Villages	The Portal, Scyllia Rd, Heathrow Airport. 50270/APP/2011/1422	40,965.69	0.00	0.00	0.00	0.00	40,965.69	0.00	Contribution received towards off site highway works to the Clock House Roundabout, Heathrow. No time limits for spend.
PT/131/273B	Uxbridge South	Autoguid House (Lidl), 121 Cowley Rd, Uxbridge. 7008/APP/2010/2758	5,000.00	0.00	0.00	0.00	0.00	5,000.00	0.00	Funds received as the Travel Plan bond to be used by the Council to cover the Council's expenses in monitoring compliance by the owner with the travel plan for a ten year period. Balance to be refunded after 10 years (2022).
		PLANNING TRANSPORTATION & RECYCLING SUB - TOTAL	3,773,761.55	3,691,302.67	1,127,334.03	1,108,685.81	18,648.22	2,646,427.52	334,496.28	
		PLANNING TRANSPORTATION & RECYCLING TOTAL	5,795,791.83	5,698,137.95	1,942,668.43	1,916,951.23	35,726.80	3,857,123.40	334,496.28	
PORTFOLIO: COMMUNITY, COMMERCE & REGENERATION (CSL)										
CSL/2147E	West Drayton	DERA Site, Kingston Lane, West Drayton Community Facility 45658/APP/2002/3012	94,015.15	94,015.15	83,495.07	66,740.51	21,924.56	10,520.08	0.00	To be applied towards communal facility improvements in the West Drayton area and which will benefit the occupants 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. 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. Spend towards Phase 2 of "Skidz" project, to be completed in 2012/13.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
CSL/13/219A	Yeading	Rear of Syney Court, Perth Avenue, Hayes. 65936/APP/2010/883	414.00	414.00	0.00	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.
CSL/14/220	Townfield	Tresscott House, Hayes . 36261/APP/2010/215	1,599.00	1,599.00	0.00	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	Honeswell Site, Trout Road, Yiewsley. 335/APP/2002/2754	77,151.49	77,151.49	0.00	0.00	0.00	77,151.49	77,151.49	Funds received towards the provision of community facilities in the West Drayton area. Funds not spent by 20 September 2014 are to be repaid.
CSL/21/209F	Yiewsley	Tesco, Trout Road, Yiewsley, 60929/APP/2007/3744	66,988.81	66,988.81	0.00	0.00	0.00	66,988.81	66,988.81	Contribution received for the purpose of improving existing community facilities within the Yiewsley area. Funds to be spent by March 2016. Further £3,938.81 received as index linking payment.
CSL/24/244A	Townfield	505 to 509 Uxbridge Road, Hayes. 9912/APP/2009/1907	2,150.96	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 LH. Funds to be spent by June 2018.
CSL/25/249A	Townfield	Fmr Glenister Hall, Minet Drive, Hayes. 40169/APP/2011/243	4,167.60	4,167.60	0.00	0.00	0.00	4,167.60	4,167.60	Funds received towards the provision of or improvement to library facilities and/or library books within LH. No time limits.
CSL/26/249B	Townfield	Fmr Glenister Hall, Minet Drive, Hayes. 40169/APP/2011/243	20,000.00	20,000.00	0.00	0.00	0.00	20,000.00	0.00	Funds received towards the provision of necessary capacity enhancements at the Townfield Community Centre. No time limit for spend.
CSL/27/210D	Botwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/3561	13,813.07	13,813.07	0.00	0.00	0.00	13,813.07	13,813.07	Contribution received towards the provision of library facilities in the borough of Hillingdon. Funds to be spent within 5 years of receipt (Sept 2016). Further £1,328.07 received as index linking payment.
CSL/28/262A	Charville	Former Hayes End Library, Uxbridge Road, Hayes. 9301/APP/2010/2231	555.53	555.53	0.00	0.00	0.00	555.53	555.53	Contribution received towards the provision of or improvement to library facilities and/or library books in Hillingdon. No time limits
CSL/30/267A	Botwell	Fmr Ram PH, Dawley Rd, Hayes 22769/APP/2010/1239	644.23	644.23	0.00	0.00	0.00	644.23	644.23	Contribution received towards the provision of library facilities in the borough of Hillingdon. No time limits.
CSL/31/276B	Townfield	Fmr Hayes FC, Church Road, Hayes. 4327/APP/2009/2737	10,771.94	0.00	0.00	0.00	0.00	10,771.94	10,771.94	Contribution received towards the provision of library books and/or library books within the Authority's area. Funds to be spent by July 2019.
CSL/32/278A	Botwell	6-12 Clayton Road, Hayes 6258/APP/2009/2502	528.08	0.00	0.00	0.00	0.00	528.08	528.08	Contribution received towards the provision or improvement of library facilities and/or library books within the Authority's area. No time limits for spend.
		COMMUNITY, COMMERCE & REGENERATION (CSL) SUB - TOTAL	292,799.86	281,499.84	83,495.07	66,740.51	21,924.56	209,304.79	178,784.71	
PORTFOLIO: EDUCATION AND CHILDREN'S SERVICES										
EYL/38/104	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	0.00	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.
see: P1278/22										
EYL/67/145	West Drayton	6A Swan Road West Drayton 9037/APP/2005/2945	21,928.87	21,928.87	0.00	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/71/155B	West Drayton	Former RAF West Drayton, Porters Way, West Drayton. 5107/APP/2005/2082	467,808.00	467,808.00	0.00	0.00	0.00	467,808.00	0.00	Third and final instalment of the education contribution . Funds to be used for the purpose of funding additional places at Primary and Secondary schools within a 3 mile radius of the site. Unexpended funds after 3 years of receipt are to be refunded (December 2014). Funds earmarked towards Phase 2 of the Primary School Expansion Programme.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME AS AT 30/09/12	TOTAL INCOME AS AT 30/06/12	TOTAL EXPENDITURE AS AT 30/09/12	TOTAL EXPENDITURE AS AT 30/06/12	2012 /2013 EXPENDITURE To 30/09/12	BALANCE OF FUNDS AS AT 31/09/12	BALANCE SPENDABLE NOT ALLOCATED AS AT 30/09/12	COMMENTS (as at mid November 2012)
EYL76/163	West Drayton	18a Colham Ave, West Drayton 29679/APP/2006/1048	18,939.00	18,939.00	8,826.00	8,826.00	0.00	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).
EYL79/140G	Pinkwell	MOD Records Office Stockley Road/Bourne Avenue, Hayes (Kings Oak) 183399/APP/2004/2284	791,811.37	791,811.37	591,811.37	591,811.37	0.00	200,000.00	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 allocated and spent towards primary school expansion at William Byrd (£592k) as part of phase 1 of the school expansion programme. (Cabinet Member decision 6/12/2011). Funds not spent by 1 February 2014 are to be repaid. Balance earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL104/194C	Uxbridge	Frays Adult Education Centre, Herefield Road, Uxbridge. 18732/APP/2006/1217	146,131.00	146,131.00	111,971.00	111,971.00	0.00	34,160.00	34,160.00	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) spent towards Abbotsfield School. (Cabinet Member decision 14/10/2010). Primary component allocated and spent towards phase 1 of the primary expansion at Whitehall school (Cabinet Member decision 6/12/2011).
EYL107/201A	Barnhill	360, Uxbridge Road, Hayes. 75177/APP/2007/188	77,414.00	77,414.00	42,399.00	42,399.00	0.00	35,015.00	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 allocated and spent towards Grange Park primary expansion as part of phase 1 of the primary expansion programme (Cabinet Member decision 6/12/2011).
EYL116/210B	Bowwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/3561	627,804.00	627,804.00	270,000.00	270,000.00	0.00	357,804.00	87,804.00	£195,000 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 £195,000 received towards the same purpose. Funds to be spent by March 2015. Third and final contribution received towards the same purpose. Funds to be spent by Sept 2016. £270K allocated and spent towards primary expansion programme at Rosedale College as part of phase 1A of the school expansion programme (Cabinet Member decision 6/12/2011). Further £41,320 received as index linking payment. £270,000 earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL118/214B	Uxbridge	Hillingdon House Farm. 2543/APP/2005/870	1,090,166.31	1,090,166.31	110,251.72	110,251.72	0.00	979,914.59	979,914.59	£256,389.84 received as first instalment towards the cost of providing nursery (£84,098), primary (£110,251.72) and secondary (£82,047) school places within the London Borough of Hillingdon. First contribution to be spent before April 2017. Primary contribution (£110,251.72) allocated and spent towards expansion at Whitehall School, (part of phase 1 of the school expansion programme). Cabinet Member decision 6/12/2011. Second instalment (£288,881.94) received. Second contribution to be spent before Oct 2018. Final instalment (£565,085) received this quarter. Final contribution to be spent before Jan 2019.
EYL119/216	Charville	119 to 137 Charville Lane, Hayes. 39230/APP/2006/2501	56,316.00	56,316.00	27,139.00	27,139.00	0.00	29,177.00	29,177.00	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. Primary and nursery components allocated and spent towards primary school expansion at Grange Park School as part of phase 1 of the school expansion programme (Cabinet Member decision 6/12/2011).

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
EYL132/232	Hillingdon	23, Sweetcroft Lane, Hillingdon. 8816/AP/2004/3045	42,280.88	42,280.88	0.00	0.00	0.00	42,280.88	19,707.88	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). Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL140/209G	Yiewsley	Tesco, Trout Road, Yiewsley 60929/AP/2007/3744	231,454.55	231,454.55	20,251.99	20,251.99	0.00	211,202.56	211,202.56	£107,202 received as 50% of the education contribution towards the cost of providing secondary school places and improvement of existing facilities within a 3 mile radius of the site and primary school places and improvement of existing facilities within 2 miles of the site (see legal agreement for details of funding split). Primary school component of contribution allocated and spent towards Colham Manor primary expansion as part of phase 1 of the school expansion programme. (Cabinet Member decision 6/12/2011). Remaining 50% of contribution received (£124,086 including index linking). All contributions to be spent before March 2017.
EYL148/249C	Townfield	Fmr Glenister Hall, Minet Drive, Hayes. 40169/AP/148/249C	469,246.00	469,246.00	0.00	0.00	0.00	469,246.00	200,000.00	Funds received towards the costs of providing education or educational improvements or facilities in the authorities area (see legal agreement for details). No time limits for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL149/252	South Uxbridge	Old Mill House Estate, Old Mill Lane, Cowley, 2819/AP/2004/2873	37,217.03	37,217.03	0.00	0.00	0.00	37,217.03	37,217.03	Contribution received towards the cost of providing additional nursery, primary and secondary school places in the Borough. Funds to be spent within 7 years of receipt (July 2018).
EYL150/253	Pinkwell	97 Dawley Road & 1a, Waltham Avenue, Hayes. 12572/AP/2009/2233	62,460.00	62,460.00	0.00	0.00	0.00	62,460.00	0.00	Contribution received towards the cost of providing educational improvements within a 3 mile radius of the land. (see legal agreement for details). No time limit for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL151/254	West Drayton	8, Walnut Avenue, West Drayton 13205/AP/2006/2480	41,842.00	41,842.00	0.00	0.00	0.00	41,842.00	0.00	Contribution received towards the cost of providing educational improvements within a 3 mile radius of the land. (see legal agreement for details). No time limit for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL154/257	North Uxbridge	Rear of 85 & 87 Manor Way, Uxbridge. 67593/AP/2011/329	10,607.00	10,607.00	0.00	0.00	0.00	10,607.00	0.00	Contribution received towards providing improvements to education facilities in the vicinity of the site arising from the needs of the development. No time limits for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL155/258	Batwell	Site adjacent to 45 & 46 Conwell Gardens, St. Jeromes Grove, Hayes. 66930/AP/2010/758	21,744.00	21,744.00	0.00	0.00	0.00	21,744.00	0.00	Contribution received towards providing improvements to education facilities in the vicinity of the site arising from the needs of the development. No time limits for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL156/259	Townfield	Land forming part of 26 Wheatley Crescent, Hayes. 43028/AP/2011/32	11,874.00	11,874.00	0.00	0.00	0.00	11,874.00	0.00	Contribution received towards providing improvements to education facilities in the vicinity of the site arising from the needs of the development. No time limits for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL157/260	Brunel	Garage site adjacent to 1 St. Helen Close, Cowley. 56865/AP/2011/31	22,138.00	22,138.00	0.00	0.00	0.00	22,138.00	22,138.00	Contribution received towards providing improvements to education facilities in the vicinity of the site arising from the needs of the development. No time limits for spend.
EYL158/242B	West Drayton	West Drayton Village (north site) off Porters Way, West Drayton. 5107/AP/2009/2348	2,000,000.00	2,000,000.00	0.00	0.00	0.00	2,000,000.00	2,000,000.00	Funds received as first and second instalments towards the costs of providing educational improvements in the Authority's area (see legal agreement for details). No time limit for spend.
EYL159/262B	Charville	Former Hayes End Library, Uxbridge Road, Hayes. 9301/AP/2010/2231	27,853.30	27,853.30	0.00	0.00	0.00	27,853.30	27,853.30	Funds received towards the costs of additional and/or improved educational facilities within the London Borough of Hillingdon. No time limits.
EYL161/264	Hillingdon East	26 & Rear of 22, 24, 26 & 34 Oakdene Rd, Hillingdon. 66706/AP/2010/2673	61,275.00	61,275.00	0.00	0.00	0.00	61,275.00	0.00	Funds received towards the costs of providing educational improvements in the Authority's area (see legal agreement for details). No time limit for spend. Funds earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
EYL162/268	Yeading	Fnr Texaco Service Station, Yeading Lane, Hayes 4647/APP/2004/3286	14,543.00	14,543.00	0.00	0.00	0.00	14,543.00	14,543.00	Contribution received towards the cost of providing educational places within the London Borough of Hillingdon. No time limits for spend.
EYL163/269	Botwell	41 & Land at rear of 29-39 Corwell Lane, Hillingdon 59697/APP/2004/2216	65,896.37	65,896.37	0.00	0.00	0.00	65,896.37	65,896.37	Contribution received towards the cost of providing educational places within the London Borough of Hillingdon. Funds to be spent within 7 years of receipt (Jan 2019).
EYL165/267B	Botwell	Fnr Ram PH Dawley Rd, Hayes 22769/APP/2010/1239	60,915.00	60,915.00	0.00	0.00	0.00	60,915.00	40,759.00	Contribution received towards the provision of education facilities and places as detailed in the agreement. Funds to be split as follows: nursery provision £71,485. - primary provision £20,156; secondary provision £33,574. No time limits for spend. £20,156 earmarked towards Phase 2 of the Primary Expansion Programme, subject to formal allocation.
EYL166/274	Uxbridge North	231 Harefield Rd, Uxbridge 59140/APP/2011/1113	16,416.76	16,416.76	0.00	0.00	0.00	16,416.76	16,416.76	Contribution received towards the provision of education facilities and places as detailed in the agreement. No time limits for spend.
EYL169/276C	Botwell	Fnr Hayes FC, Church Road, Hayes, 4327/APP/2009/2737	375,570.86	0.00	0.00	0.00	0.00	375,570.86	375,570.86	Contribution received as the first instalment of the education contribution towards the cost of providing education improvements or facilities to accommodate extra children in the Authority's area (see agreement for details). Funds to be spent within 7 years of receipt (July 2019).
EYL172/278B	Botwell	6-12 Clayton Road, Hayes, 62528/APP/2009/2502	28,491.18	0.00	0.00	0.00	0.00	28,491.18	28,491.18	Contribution received towards the provision of educational improvement facilities in the Authority's area (see agreement for details). No time limits for spend.
		EDUCATION, YOUTH AND LEISURE SUB - TOTAL	7,295,033.93	6,890,971.89	1,572,255.04	1,572,255.04	0.00	5,722,775.89	4,225,866.53	
PORTFOLIO: FINANCE AND CORPORATE SERVICES										
		FINANCE & CORPORATE SERVICES SUB - TOTAL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PORTFOLIO: COMMUNITY, COMMERCE AND REGENERATION (PPR)										
PPR09/42	Townfield	Abbeys Warehouse, Hayes / 49614B/96/110	30,000.00	30,000.00	0.00	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.
PPR36/153A	Heathrow Villages	Polar Park, Bath Road, Harmondsworth 2964/APP/2002/1436 & 1437	26,750.00	26,750.00	3,250.00	0.00	0.00	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)
PPR42/149C	Botwell	Hayes Goods Yard 10057/APP/2004/2986 & 2999	80,162.75	80,162.75	80,162.75	7,234.12	0.00	0.00	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 PPR43/168E £10K). Funds not spent by 1 August 2012, are to be repaid. Spend towards TfI Apprenticeship Programme.
PPR47/26A (formerly PT/56/26A)	Botwell	Tidant Site, Phase 3, Stockley Park - Hayes Hub/H50 & Botwell Common Road Zebra Crossing 37377/P/94/335	2,601,600.00	2,601,600.00	1,808,071.42	0.00	793,528.58	0.00	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.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 /2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12		
PPR49/174C	Heathrow Villages	Terminal 2, Heathrow 62360/APP/2006/2942	300,000.00	300,000.00	167,000.00	167,000.00	0.00	133,000.00	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). Third instalment of £100,000 received towards same purpose 31/3/2011. £14,000 spent towards accelerate 50% match funding to support long term unemployed into work. £43,900 spent towards support for Economic Development post within LBH.	
PPR49/174D	Heathrow Villages	Terminal 2, Heathrow Airport. 62360/APP/2006/2942	229,500.00	198,000.00	198,000.00	166,500.00	198,000.00	31,500.00	0.00	Funds received towards the Local Labour Strategy, as defined in the agreement. No time limits. A total of £450,000 due to be received under this agreement has been allocated towards the Heathrow Academy Programme (Cabinet Member decision 19/11/12). £31,500 received as third quarter instalment and paid as LBH match funding towards the Programme.	
PPR50/193	Heathrow Villages	Harmodsworth Detention Centre 8190/APP/2008/1050	39,375.00	39,375.00	18,000.00	18,000.00	0.00	21,375.00	0.00	Towards construction training initiatives in the Borough. No time limits. Funds allocated towards the Councils Construction Training and Apprenticeship Programme. (Cabinet Member decision 27/10/2010)	
PPR51/194F	Uxbridge	Frays Adult Education Centre, Herefield Road, Uxbridge. 18752/APP/2006/1217	5,000.00	5,000.00	0.00	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).	
PPR52/149G	Botwell	Former Hayes Goodyard site. 10057/APP/2005/2996&299	75,360.00	75,360.00	64,630.93	62,816.14	1,814.79	10,729.07	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 within 7 years (May 2016) to be returned. Funds allocated towards Western View canal side improvement scheme (Cabinet Member decision 22/7/2011). Scheme began on site Oct 2011 and now substantially complete. Remaining landscaping works to be completed Nov/Dec.	
PPR53/149H	Botwell	Former Hayes Goodyard site. 10057/APP/2005/2996&299	6,000.00	6,000.00	2,000.00	2,000.00	0.00	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.	
PPR54/204B	Uxbridge	106, Oxford Road, Uxbridge. 26198/APP/2008/2339	50,000.00	50,000.00	0.00	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.	
PPR55/206B	Yiewsley	111-117 High St, Yiewsley. 6948/A PP/2007/1326	10,713.00	10,713.00	7,973.89	1,599.45	7,973.89	2,739.11	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). Funds spent towards T11 Apprenticeship Programme.	
PPR56/198D	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	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).	
PPR59/208J	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	53,123.56	53,123.56	0.00	0.00	0.00	53,123.56	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). Funds allocated towards Yiewsley/ West Drayton Town Centre improvement scheme (Cabinet Member Decision 16.3.12). Further £3,123.56 received as indexation payment.	
PPR60/209E	Yiewsley	Tesco, Trout Road Yiewsley. 60929/APP/2007/3744	37,186.49	37,186.49	0.00	0.00	0.00	37,186.49	0.00	Contribution received for the purposes of providing additional CCTV facilities and/or additional safety measures within the vicinity of the site. Funds to be spent within 5 years of receipt (March 2016). Further £2,186.49 received as indexation payment.	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
PPR61/247	Townfield	Former Hayes Sports and Social Club, 143 Church Road, Hayes. 65797/APP/2010/1176	7,663.99	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 within the Authority's Area. Funds to be spent within 10 years of receipt (June 2021).
PPR63/248B	Uxbridge	97 Oxford Road, Highbridge Park, Uxbridge 3807/APP/2008/1418	21,794.51	21,794.51	0.00	0.00	0.00	21,794.51	21,794.51	Contribution received towards the purpose of providing construction training schemes for Hillingdon. Funds to be spent within 5 years of receipt (July 2016).
PPR64/262C	Charville	Former Hayes End Library, Uxbridge Road, Hayes. 9301/APP/2010/2231	9,360.44	9,360.44	0.00	0.00	0.00	9,360.44	9,360.44	Funds received towards the provision of construction training courses delivered by recognised providers and the provision of a construction work placement coordinator within Hillingdon. No time limits.
PPR66/265B	Heathrow Villages	Former Longford House, 420 Bath Road, Longford (Premier Inn). 2985/APP/2009/680 & 2985/APP/2010/2988	39,826.13	39,826.13	0.00	0.00	0.00	39,826.13	39,826.13	Funds received towards the provision of construction training courses delivered by recognised providers and the provision of a construction work placement coordinator within Hillingdon. Funds to be spent within 5 years of receipt (Nov 2016).
PPR67/265C	Heathrow Villages	Former Longford House, 420 Bath Road, Longford (Premier Inn). 2985/APP/2009/680 & 2985/APP/2010/2988	9,236.85	9,236.85	0.00	0.00	0.00	9,236.85	9,236.85	Contribution received to be used for the provision of approved training schemes in the hospitality & leisure industry (see legal agreement for details). Funds to be spent within 5 years of receipt (Nov 2016).
PPR68/265D	Heathrow Villages	Former Longford House, 420 Bath Road, Longford (Premier Inn). 2985/APP/2009/680 & 2985/APP/2010/2988	53,289.47	53,289.47	0.00	0.00	0.00	53,289.47	53,289.47	Contribution to be used for public realm improvements within the vicinity of the site, in accordance with the Council's SPD. Funds to be spent within 5 years of receipt (Nov 2016).
PPR69/276D	Townfield	Fmr Hayes FC, Church Road, Hayes 4327/APP/2009/2737	21,111.11	0.00	0.00	0.00	0.00	21,111.11	0.00	Contribution received as the first instalment towards improvements to local community facilities within the Authority's area. Funds to be spent within 7 years of receipt (July 2019). Earmarked towards phase 2 of Town field community centre.
PPR70/267C	Botwell	Fmr Ram PH, Dawley Rd, Hayes 22769/APP/2010/1239	10,000.00	10,000.00	0.00	0.00	0.00	10,000.00	10,000.00	Funds to be used for the purpose of improving community facilities in the vicinity of the development. No time limits for spend.
PPR71/277C	Heathrow Villages	The Portal, Soylia Rd, Heathrow Airport 50270/APP/2011/1422	14,337.99	0.00	0.00	0.00	0.00	14,337.99	14,337.99	Contribution received towards public realm improvements in the vicinity of the development including, CCTV, footpath safety, safer town centres, public transport interchange facilities (see agreement for details). No time limits for spend.
PPR72/277D	Heathrow Villages	The Portal, Soylia Rd, Heathrow Airport. 50270/APP/2011/1422	25,603.56	0.00	0.00	0.00	0.00	25,603.56	25,603.56	Contribution received towards training persons within the locality of the development for jobs of a nature to be carried out within the development. No time limits for spend.
PPR73/278C	Botwell	6-12 Clayton Road, Hayes 50270/APP/2011/1422	8,489.92	0.00	0.00	0.00	0.00	8,489.92	8,489.92	Contribution received towards construction courses delivered by recognised providers and the provision of a construction work place co-ordinator within the Authority's area. No time limits for spend.
		COMMUNITY, COMMERCE & REGENERATION (PPR) SUB - TOTAL	3,777,689.99	3,676,647.41	2,349,088.99	2,309,395.76	215,022.80	1,428,601.00	261,808.08	
PORTFOLIO: FINANCE PROPERTY & BUSINESS SERVICES										
E/02/18	West Drayton	Old Mill House, Thorney Mill Road, West Drayton 41706C/9/1/904	69,556.42	59,556.42	52,577.45	52,577.45	0.00	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.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME AS AT 30/09/12	TOTAL INCOME AS AT 30/06/12	TOTAL EXPENDITURE AS AT 30/09/12	TOTAL EXPENDITURE AS AT 30/06/12	TOTAL EXPENDITURE To 30/09/12	BALANCE OF FUNDS AS AT 31/09/12	BALANCE SPENDABLE NOT ALLOCATED AS AT 30/09/12	COMMENTS (as at mid November 2012)
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	0.00	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.
E/17/26D (see: PT/56 & PPR/16)	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	1,190,827.33	1,189,314.33	1,513.00	132,572.67	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 16 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/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/AP/2000/1004	14,368.39	14,368.39	12,937.46	12,937.46	0.00	1,430.93	0.00	Action 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	0.00	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	0.00	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 Mined Site - Grapes Junction / 40601/H/91/1970	1,008,500.00	1,008,500.00	1,005,951.10	1,005,951.10	0.00	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 loop/path. Unspent funds to be repaid by 12 January 2011. Scheme complete.
E/38/153B	Heathrow Villages	Polar Park, Bath Road, Hammondsworth 2964/APP/2002/1436 & 1437	10,000.00	10,000.00	7,764.09	7,764.09	0.00	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.
E/42/140J	Pinxwell	MOD Records Office Stockley Road/Bourne Avenue, Hayes 18399/AP/2004/2284	104,308.09	104,308.09	25,156.76	25,156.76	0.00	79,151.33	0.00	To be applied towards the provision and maintenance of open spaces and recreational facilities within the area of the site. £25,000 allocated to Bourne Park Playing Fields. Balance allocated to Pinxwell 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.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 / 2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/09/12	AS AT 30/06/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
E/44/174B	Heathrow Villages	Terminal 2, Heathrow 62360/APP/2006/2942	25,000.00	25,000.00	24,158.13	24,158.13	0.00	841.87	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. Funds allocated towards two monitoring stations in the vicinity of the site. (Cabinet Member Decision 22/6/2010). Spend towards operation of air quality monitoring stations in the Borough.
E/49/179B	Bowwell	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	0.00	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/2005/9476	60,616.20	60,616.20	38,061.21	38,061.21	0.00	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	41,561.81	41,561.81	0.00	62,438.19	0.00	Funds received towards improvements to open space/recreation facilities at Fasnidge 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 Fasnidge Park (Cabinet Member decision 21/10/09). Spend towards improvements to bowling green. Spend towards provision of the Adzono (£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	0.00	9,641.94	0.00	Funds received towards provision of public open space in the locality of the site. Officers looking at a programme of improvements to Fockingham Recreation Ground. No time limits. Funds to be spent towards playbuilder schemes, 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	0.00	2,972.83	0.00	Funds received towards the provision of open space facilities within 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	30,000.00	30,000.00	10,000.00	0.00	0.00	Funds received towards an air quality management study in the surrounding land (to be conducted only after the planning permission has been implemented). Funds allocated towards air quality study. (Cabinet Member Decision 22/6/2010). Study commissioned & monitoring began on site August 2011. Final payment made towards air quality study.
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	0.00	20,000.00	0.00	Funds received towards the maintenance of play facilities at Stockley Recreation Ground (Mulberry Parade). Funds to be spent by Dec 2012. £10,415 allocated towards costs incurred in maintaining the playground (Cabinet Member Decision 7/11/2012).
E/67/209H	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/3744	35,742.27	35,742.27	0.00	0.00	0.00	35,742.27	0.00	Contribution received for the purposes of expanding the existing facilities at Yiewsley Recreation Ground. Funds to be spent by March 2016. Further £2,101.57 received as indexation payment.
E/69/246B	Bowwell	56 & 563 Uxbridge Road, Hayes. 63060/APP/2007/1385	20,175.83	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.
E/72/286	Heathrow Villages	BA East & West Maintenance Bases, Heathrow. 50462/APP/2011/342 & 62906/APP/2011/344	10,000.00	10,000.00	0.00	0.00	0.00	10,000.00	0.00	Contribution received towards initiatives to improve air quality in the Authority's area (see legal agreement for details). No time limits
E/73/265E	Heathrow Villages	Former Longford House, 420 Bath Road, Longford (Premier Inn). 2085/APP/2009/630 & 2985/APP/2010/2398	26,644.74	26,644.74	0.00	0.00	0.00	26,644.74	0.00	Funds received for the monitoring and implementation of air quality management measures on the land on or in the vicinity of the development. Funds to be spent within 5 years of receipt (Nov 2016).
E/74/271	Townfield	Fmr Ailink House, Land to the north of Pump Lane, Hayes. 5505/APP/2010/2455	12,500.00	12,500.00	0.00	0.00	0.00	12,500.00	12,500.00	Funds received towards initiatives to improve air quality in the Authority's Area. See legal agreement for further details. No time limits for spend.
E/75/272	Heathrow Villages	White Hart PH, Bath Rd, Hattington. 4129/APP/2011/453	12,500.00	12,500.00	0.00	0.00	0.00	12,500.00	12,500.00	Funds received towards initiatives to improve air quality in the Authority's Area. See legal agreement for further details. No time limits for spend.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME	TOTAL INCOME	TOTAL EXPENDITURE	TOTAL EXPENDITURE	2012 /2013 EXPENDITURE	BALANCE OF FUNDS	BALANCE SPENDABLE NOT ALLOCATED	COMMENTS (as at mid November 2012)
			AS AT 30/09/12	AS AT 30/06/12	AS AT 30/06/12	AS AT 30/09/12	To 30/09/12	AS AT 31/09/12	AS AT 30/09/12	
E/76/276E	Townfield	Fmr Hayes FC, Church Road, Hayes. 4327/APP/2009/2737	64,740.39	0.00	0.00	0.00	0.00	64,740.39	64,740.39	Contribution received as the first instalment towards improvements to local recreation and sports facilities within the vicinity of the land. Funds to be spent within 7 years of receipt (July 2019).
E/77/276F	Townfield	Fmr Hayes FC, Church Road, Hayes 4327/APP/2009/2737	8,761.11	0.00	0.00	0.00	0.00	8,761.11	8,761.11	Contribution received as the first instalment towards air quality improvements in the Authority's area including, measures to reduce emissions, tree planting, use of cleaner fuels and air quality strategy (see agreement for details). Funds to be spent within 7 years of receipt (July 2019).
E/79/277E	Heathrow Villages	The Portal Scyllia Rd, Heathrow Airport	12,801.78	0.00	0.00	0.00	0.00	12,801.78	12,801.78	Contribution received towards air quality improvements in the Authority's area including, measures to reduce emissions, tree planting, use of cleaner fuels and air quality strategy (see agreement for details). No time limit for spend.
E/80/249F	Townfield	Glenister Hall, 119 Minnet Drive, Hayes 40169/APP/2011/243	25,000.00	0.00	0.00	0.00	0.00	25,000.00	0.00	Contribution received towards the provision and maintenance of junior football pitches/ refurbishment of cricket wicket at Grassy meadows (see agreement for details). No time limits.
		FINANCE PROPERTY & BUSINESS SERVICES SUB -	3,138,038.37	3,026,735.09	2,511,284.14	2,499,771.14	11,513.00	626,754.23	111,303.28	
PORTFOLIO: SOCIAL SERVICES, HEALTH AND HOUSING										
H/1/152C	Bunel	Middlesex Lodge, 189 Harrington Road, Hillingdon 12484/APP/2005/1791	8,903.60	8,903.60	0.00	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/4/140H	Pinkwell	MOD Records Office Stockley Road/Bourne Avenue, Hayes 18399/APP/2004/2284	53,495.95	53,495.95	0.00	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	Yiewsley	Former Honeywell Site, Trout Road, West Drayton 335/APP/2002/2754	51,117.73	51,117.73	0.00	0.00	0.00	51,117.73	0.00	Funds to be used towards the provision of new healthcare facilities within a radius of 2.5km of the development (DOV signed 30/11/2011). 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. Unexpended funds after 7 years of receipt (7 March 2014) are to be refunded including interest.
H/6/170C	Batwell	11-21, Clayton Rd, Hayes 56840/APP/2004/630	30,527.21	30,527.21	0.00	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 2014 are to be repaid. Funds allocated towards the expansion of the HESA Health Centre (Cabinet Member Decision 6/4/2011).
H/7/149D	Batwell	Hayes Goods Yard 10057/APP/2004/2996 & 2999	180,795.00	180,795.00	0.00	0.00	0.00	180,795.00	0.00	£22,953.08 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	0.00	15,549.05	0.00	Funds received towards the cost of providing additional primary health 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	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.

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME AS AT 30/09/12	TOTAL INCOME AS AT 30/06/12	TOTAL EXPENDITURE AS AT 30/09/12	TOTAL EXPENDITURE AS AT 30/06/12	2012 /2013 EXPENDITURE To 30/09/12	BALANCE OF FUNDS AS AT 31/09/12	BALANCE SPENDABLE NOT ALLOCATED AS AT 30/09/12	COMMENTS (as at mid November 2012)
H13/194E *59	Uxbridge	Frays Adult Education Centre, Herefield Road, Uxbridge. 18732/APP/2006/1217	12,426.75	12,426.75	0.00	0.00	0.00	12,426.75	0.00	Funds received towards the provision of healthcare facilities in the Borough. No time limits.
H14/206C *64	Yiewsley	111 to 117 High St, Yiewsley. 6948/APP/2007/1526.	10,651.50	10,651.50	0.00	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.
H16/210C *68	Botwell	Hayes Stadium, Judge Heath Lane, Hayes. 49996/APP/2008/9561	105,044.18	105,044.18	0.00	0.00	0.00	105,044.18	0.00	£49,759 received as the first instalment of the healthcare contribution towards the cost of providing additional facilities to meet increased patient numbers in the local area (see legal agreement for full details). Funds to be spent by March 2015. Second & final instalment (£49,726) received towards the same purpose. Further £5,526.18 received as indexation payment for the contribution.
H17/214C *69	Uxbridge	Hillingdon House Farm. 2543/APP/2005/870	74,276.46	74,276.46	0.00	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). Funds (£74,276.46) allocated towards proposed new Park Way Medical Centre (Cabinet Member Decision 6/4/2011).
H18/219C *70	Yeading	Land rear of Sydney Court, Perth Avenue, Hayes. 6593/APP/2010/883	3,902.00	3,902.00	0.00	0.00	0.00	3,902.00	0.00	Funds received towards the cost of providing health facilities in the Authorities Area. No time limits.
H23/209K *75	Yiewsley	Tesco, Trout Road, Yiewsley. 60929/APP/2007/9744	37,723.04	37,723.04	0.00	0.00	0.00	37,723.04	0.00	Contribution received towards the provision of local health service infrastructure in the Yiewsley, West Drayton, Cowley area. Funds to be spent by March 2016. Further £2,218.04 received as indexation payment for the contribution.
H25/244C *77	Townfield	505-509 Uxbridge Road, Hayes. 9912/APP/2009/1907	20,269.97	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).
H26/249D *78	Townfield	Former Glenister Hall, 119 Minet Drive, Hayes. 40169/APP/2011/243	33,219.40	33,219.40	0.00	0.00	0.00	33,219.40	0.00	Funds received towards the cost of providing health facilities in the Authority's area including the expansion of health premises to provide additional facilities. New health premises or services (see legal agreement for details). No time limit for spend.
H27/262D *80	Charville	Former Hayes Erd Library, Uxbridge Road, Hayes. 9301/APP/2010/2231	5,233.36	5,233.36	0.00	0.00	0.00	5,233.36	0.00	Funds received towards the cost of providing health facilities in the Authority's area including the expansion of health premises to provide additional facilities. New health premises or services (see legal agreement for details). No time limit for spend.
H29/267D *83	Botwell	Fmr Ram PH, Dawley Rd, Hayes 22769/APP/2010/1239	6,068.93	6,068.93	0.00	0.00	0.00	6,068.93	0.00	Funds received towards the cost of providing expansion of health premises to provide additional facilities and services to meet increased patient numbers or new health premises or services in the local area. No time limits for spend.
H30/276G *85	Townfield	Fmr Hayes FC, Church Road, Hayes. 4327/APP/2009/2737	33,826.33	0.00	0.00	0.00	0.00	33,826.33	0.00	Funds received as the first instalment towards the cost of providing health facilities in the Authority's area including the expansion of health premises to provide additional facilities, new health premises or services (see legal agreement for details). Funds to be spent within 7 years of receipt (July 2019).
H31/31/278D *86	Botwell	612 Clayton Road, Hayes. 62528/APP/2009/2502	4,649.84	0.00	0.00	0.00	0.00	4,649.84	0.00	Funds received towards the cost of providing expansion of health premises to provide additional facilities and services to meet increased patient numbers or new health premises or services in the local area. No time limits for spend.
		SOCIAL SERVICES HEALTH & HOUSING SUB-TOTAL	731,075.30	692,599.13	0.00	0.00	0.00	731,075.30	0.00	
		SECTION 106 SUB - TOTAL	19,008,399.00	18,259,756.03	7,643,460.27	7,556,855.26	267,108.58	11,364,938.73	5,112,258.88	
		GRAND TOTAL ALL SCHEMES	21,034,429.28	20,266,591.31	8,458,794.67	8,365,120.68	284,187.16	12,575,634.61	5,112,258.88	

CASE REF.	WARD	SCHEME / PLANNING REFERENCE	TOTAL INCOME AS AT 30/09/12	TOTAL INCOME AS AT 30/06/12	TOTAL EXPENDITURE AS AT 30/09/12	TOTAL EXPENDITURE AS AT 30/06/12	2012 /2013 EXPENDITURE To 30/09/12	BALANCE OF FUNDS AS AT 31/09/12	BALANCE SPENDABLE NOT ALLOCATED AS AT 30/09/12	COMMENTS (as at mid November 2012)
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 £3,271,676.88)										
'2: PT105			£361,797.30							is restricted to public transport serving London Heathrow and subject to approval from BAA and bus operators.
'14: PT27855			£166,027.95							is to be held as a returnable security deposit for the highway works (to be later refunded)
'16: PT27827			£596,890.25							is to be held as a returnable security deposit for the highway works (to be later refunded).
'18: PT27834			£194,910.65							includes a returnable security deposit for the highway works (to be later refunded) plus interest.
'20: PT27844			£20,938.04							includes a returnable security deposit for the highway works (to be later refunded) plus interest.
'22: PT27830			£5,000.00							is to be held as a returnable security deposit for the highway works (to be later refunded)
'23: PT27849			£22,108.66							includes a returnable security deposit for the highway works (to be later refunded) plus interest and funds for TL costs.
'28: PT24			£17,586.80							reasonable period' for spend has elapsed/Agreement with developer being sought
'38:PT188140C			£751,694.05							funds have been received to provide a specific bus service through TL, therefore implementation is not within control of the Council.
'40:HT1			£3,903.60							funds have been received to provide Health Care services in the borough.
'43:HT4			£53,495.95							funds have been received to provide Primary Health Care services in the borough.
'44:HT5			£51,117.73							funds have been received to provide Health Care services in the borough.
'46:PT188140F			£73,774.40							there has not been any petitions for parking schemes in the area.
'47:PT37140E			£32,805.42							there has not been any petitions for parking schemes in the area.
'48:HT6			£30,527.21							funds have been received to provide Health Care services in the borough.
'50:HT149D			£180,795.00							funds have been received to provide Primary Health Care services in the borough.
'51:PT278162/149A			£5,000.00							is to be held as a returnable security deposit for the highway works (to be later refunded).
'52:PT27865			£5,000.00							is to be held as a returnable security deposit for the highway works (to be later refunded).
'53:PT37140B-C			£187,428.07							for highways improvements awaiting implementation of third phase of planning permission.
'54:HT186D			15,549.05							funds have been received to provide Primary Health Care facilities in the borough.
'56:HT10190D			43,395.00							funds have been received to provide Primary Health Care facilities in the borough.
'59:HT3194E			£12,426.75							funds have been received to provide health care services in the borough.
'60:PT27876			£5,000.00							is to be held as a returnable security deposit for highway works (to be later refunded)
'61:PT110198B			£14,240.00							is to be held as a returnable deposit for the implementation of the travel plan (to be later refunded)
'63:PT111205A			£20,000.00							is to be held as a returnable deposit for the implementation of the travel plan (later to be refunded)
'64: HT4206C			£10,651.50							funds have been received to provide health care services in the borough.
'67 PT114209A			£25,000.00							funds to be held as a returnable deposit for the implementation of the travel plan (to be later refunded)
'68 HT16210C			£105,044.18							funds have been received to provide health care services in the borough.
'69 HT17214C			£74,276.46							funds have been received to provide Primary Health Care facilities in the borough.
'70:HT18219C			£3,902.00							funds have been received to provide Health Care services in the borough.
'75 HT23209K			£37,723.04							funds have been received to provide Health Care services in the borough.
'77:HT25244C			£20,289.97							funds have been received to provide Health Care services in the borough.
'78:HT26249D			£33,219.40							funds have been received to provide Health Care services in the borough.
'79:PT278265A			£11,400.00							Funds held as a returnable deposit for highway works (to be later refunded)
'80:HT27262D			£5,233.36							funds have been received to provide Health Care services in the borough.
'82: PT126242D			£20,000.00							is to be held as a returnable deposit for the implementation of the travel plan (later to be refunded)
'83: HT29267D			£6,088.83							funds have been received to provide Health Care services in the borough.
'84: PT278161/249E			£4,000.00							funds received as a security deposit to ensure proper execution of works (to be refunded)
'85: HT30276G			£33,826.33							funds received to provide health care facilities in the borough.
'86: HT31278D			£4,649.84							funds received to provide health care facilities in the borough.
			£3,271,676.89							

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government (Access to Information) Act 1985 as amended.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government (Access to Information) Act 1985 as amended.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government (Access to Information) Act 1985 as amended.

Document is Restricted

This page is intentionally left blank

Plans for Central & South Planning Committee

9th January 2013



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning & Enforcement Services

Address HEATHROW SUMMIT CENTRE SKYPORT DRIVE HARMONDSWORTH

Development: Redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 9,562sq.m of floor space (Use Classes B1(b), B1(c), B2 and B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking together (involving demolition of the existing buildings on site).

LBH Ref Nos: 9420/APP/2011/2119

Date Plans Received: 30/08/2011

Date(s) of Amendment(s):

Date Application Valid: 30/08/2011

notes :

- If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
- Dimensions are given in millimetres unless otherwise stated. Dimensions are rounded up to the nearest millimetre.
- This drawing should be read in conjunction with all other relevant drawings and specifications.



Littlefield Court



Existing Schedule of Accommodation

UNIT	94 m	94 ft
UNIT 1		
Warehouse	1,284	13,821
Office	499	5,371
Total	1,783	19,192
UNIT 2		
Warehouse	1,241	13,358
Office	489	5,264
Total	1,730	18,622
UNIT 3		
Warehouse	1,596	17,185
Office	1,063	11,442
Total	2,659	28,627
UNIT 4		
Warehouse	2,296	24,790
Office	630	6,807
Total	2,926	31,597
UNIT 5		
Warehouse	2,568	27,534
Office	633	6,814
Total	3,201	34,348
UNIT 6		
Warehouse	2,168	23,336
Office	1,124	12,099
Total	3,292	35,435
GRAND TOTAL	16,089	173,911

For: **Summit Centre, Heathrow**

Client: **PRUPIM**

Project: **Summit Centre, Heathrow**

Title: **Existing Site Layout**

RPS

Sheppard House
144-150, 150A-150C, 150D
Newark, Nottinghamshire
NG24 1JQ
T: +44 (0) 1509 500 700
F: +44 (0) 1509 500 701
W: www.rpsgroup.com
E: rps@rps.com

Drawing Date: 26/10/2012
Drawing Title: 1:500 @ A1
Project Leader: MRS
Drawn By: DEB
MDS
Checked By: MDS

Drawing Number: **NK016731_0201**

File: -

Project: rpsgroup.com

NOTES :

- If this drawing has been received electronically 4 to the recipient, the recipient is responsible for printing the correct scale.
- For information only, this drawing is a preliminary drawing. It is recommended that information is not scaled off this drawing.
- This drawing should be used in conjunction with all other relevant drawings and specifications.

Schedule of Accommodation		GIA	sq m	sq ft	sq m	sq ft	GEA
UNIT 1							
Warehouse	1,810	19,482	1,871	20,139			
Office	227	2,443	263	2,823			
Total	2,037	21,926	2,134	22,962			
UNIT 2							
Warehouse	3,066	33,002	3,197	34,665			
Office	252	2,712	280	3,019			
Total	3,318	35,714	3,477	37,104			
UNIT 3							
Warehouse	1,001	10,775	1,000	11,413			
Office	195	2,099	218	2,320			
Total	1,196	12,874	1,218	13,733			
UNIT 4							
Warehouse	2,355	25,349	2,447	26,340			
Office	245	2,537	268	2,885			
Total	2,600	27,886	2,715	29,225			
GRAND TOTAL							
	9,151	98,500	9,562	103,924			

RPS
 144 (B) 100 000 000
 144 (B) 100 000 000
 New's Northway
 NSW 1500
 E rps@rps.com.au

PRUPIM
 Summit Centre,
 Heathrow

Client
 Title
 Proposed Site Layout

Drawing Status: Preliminary
 Date Created: 26/10/2012
 Project Leader: MRD
 Total Review: DEB
 Drawing Scale: 1:500 @ A1
 Total Review: MDS
 Drawing Number: NK016731_0200
 RPS Group: rpsgroup.com



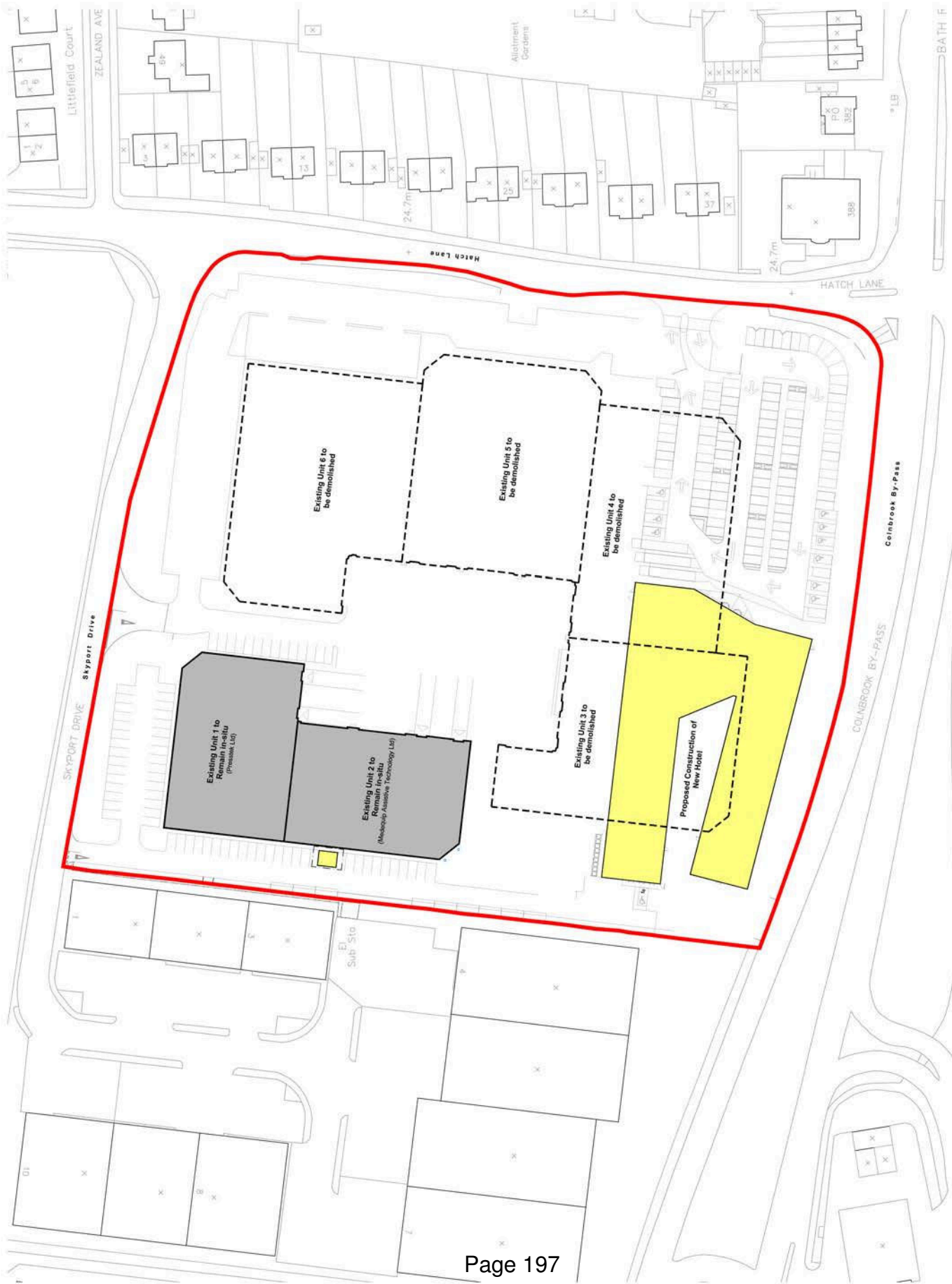
NOTES :

1. If this drawing has been received electronically it is the responsibility of the recipient to print the document to the correct scale.
2. All dimensions are given in metres and rounded to the nearest millimetre. All dimensions are given in metres and rounded to the nearest millimetre.
3. This drawing should be used in conjunction with all other related drawings and specifications.



Key

- Existing Unit 1/2 to remain in-situ
- Existing Unit 3/4/5/6 to be demolished
- Proposed Construction of New Hotel



<p>RPS Sharnford House Sharnford Road Nottingham, Nottinghamshire NG21 1DD</p>		<p>Project: Summit Centre, Heathrow Title: Proposed Phase 1</p>	
<p>Client</p>	<p>Date Created: 26.10.2012 Preliminary Project Leader: MRD Drawn By: DEB</p>	<p>Drawn Scale: 1:500 @ A1 Initial Review: MDS MDS</p>	<p>Drawing Number: NK016731_0210 Rev: - rpsgroup.com</p>

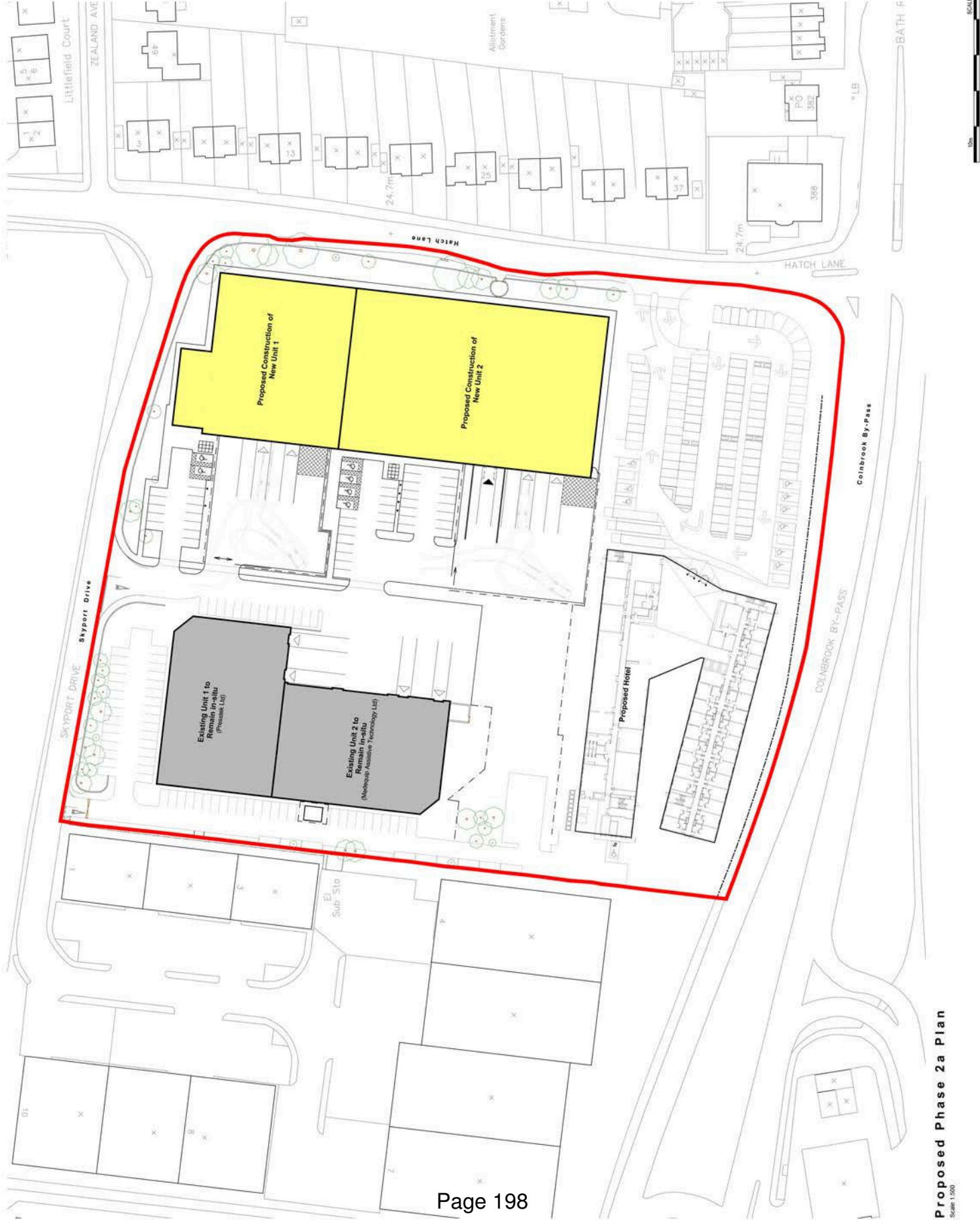
NOTES :

1. If this drawing has been received electronically it is the responsibility of the recipient to verify the accuracy of the information contained herein. It is recommended that all information is verified against the original documents and drawings.
2. This drawing should be read in conjunction with all other relevant drawings and specifications.



Key

- Existing Unit 1/2 to remain in-situ
- Proposed Construction of New Unit 1/2



		RPS 144 (15) 1500 500 700 144 (15) 1500 500 700 www.rpsgroup.com info@rpsgroup.com
PRUPIM Summit Centre, Heathrow		Drawing Date: 26.10.2012 Drawing Scale: 1:500 @ A1 Project Leader: MRO Drawn By: DEB Checked By: MDS
Title: Proposed Phase 2a		Drawing Number: NK016731_0211 Date: - Scale: - rpsgroup.com

NOTES :

1. If this drawing has been received electronically it is the responsibility of the recipient to verify the content and accuracy of the information contained herein. It is recommended that all information is verified against the original documents and drawings.
2. This drawing should be read in conjunction with all other relevant drawings and specifications.



Key

- Existing Unit 1 to remain in-situ
- Existing Unit 2 to be demolished
- Proposed construction of new Unit 3



RPS	RPS 144 (15) 1500 000 000 144 (15) 1500 000 000 www.rpsgroup.com 1500 000 000	PRUPIM	Summit Centre, Heathrow Uxbridge, Middlesex UB8 3PH	Drawing Date: 26.10.2012 Drawing Scale: 1:500 @ A1 Project Leader: MRO Design By: DEB Issue Review: MDS Drawing Number: NK016731_0212 Title: Proposed Phase 2b	rpsgroup.com
------------	-------------------------------------------------------------------------------------------	---------------	-----------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------

NOTES :

1. If this drawing has been received electronically it is the responsibility of the recipient to print the drawing to the correct scale.
2. All dimensions are given in millimetres unless otherwise stated. Dimensions are rounded to the nearest millimetre.
3. This drawing should be read in conjunction with all other related drawings and specifications.



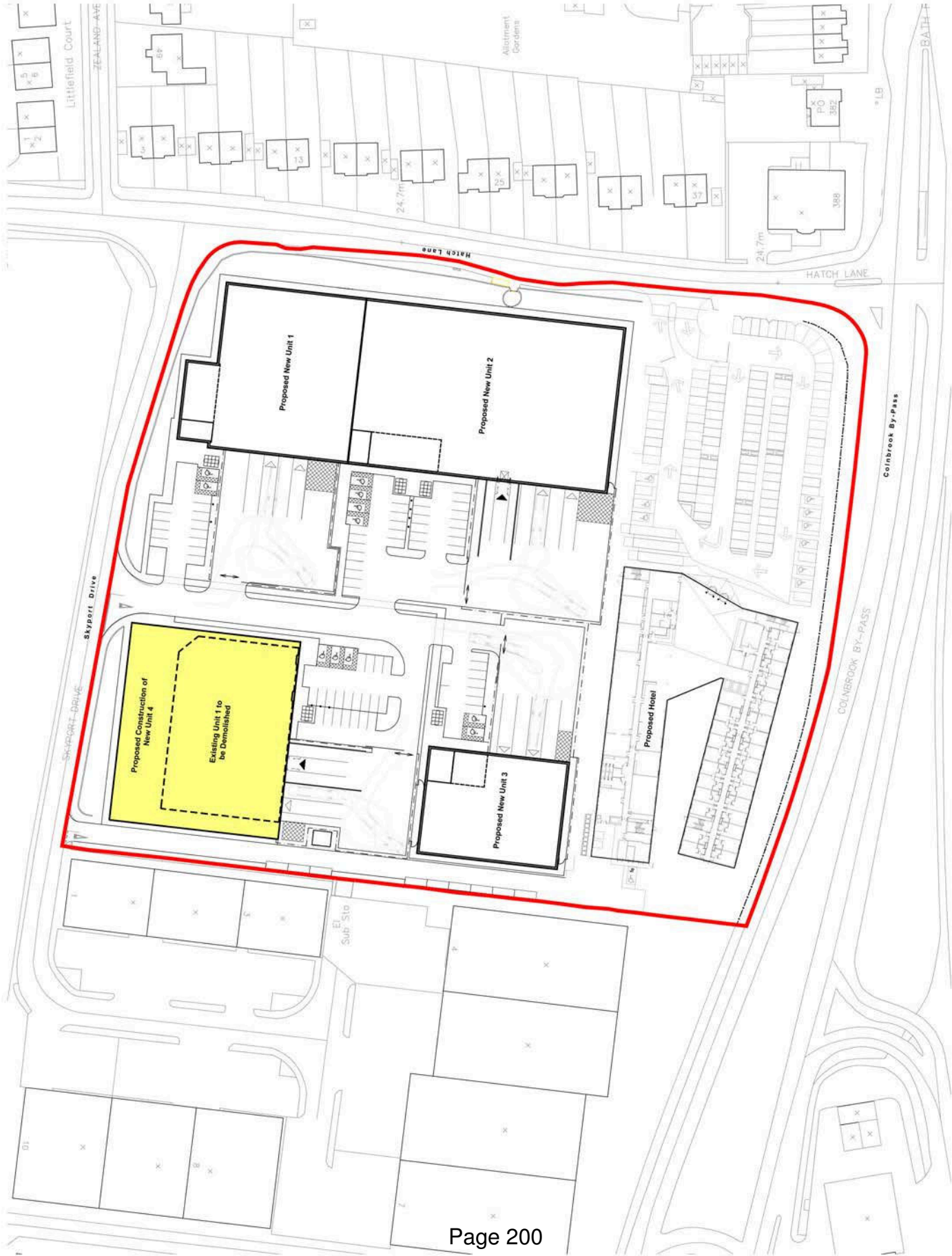
Key



Proposed Construction of New Unit 4



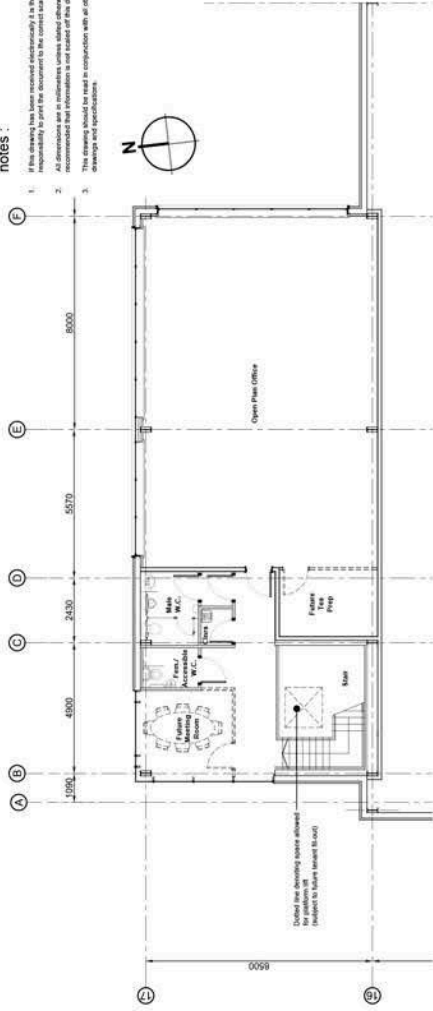
Existing Unit 1 to be demolished



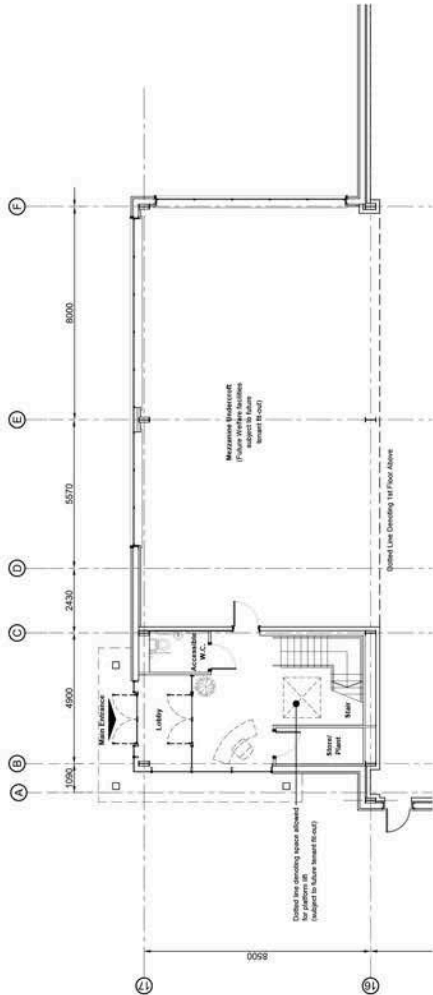
<p>RPS Summit House 144 (15) 1300 500 700 144 (15) 1300 500 700 www.rpsgroup.com 1500 1300 500 700</p>		<p>Project: Summit Centre, Heathrow Title: Proposed Phase 2c</p>
<p>Client: PRUPIM</p>	<p>Design Date: 26.10.2012 Preliminary Project Leader: MRD Drawn By: DEB Checked By: MDS</p>	<p>Design Scale: 1:500 @ A1 Initial Review: MDS Date Created: 26.10.2012 Drawn By: DEB Checked By: MDS</p>
<p>© 2012, RPS Group</p>		<p>Drawing Number: NK016731_0213</p>

NOTES :

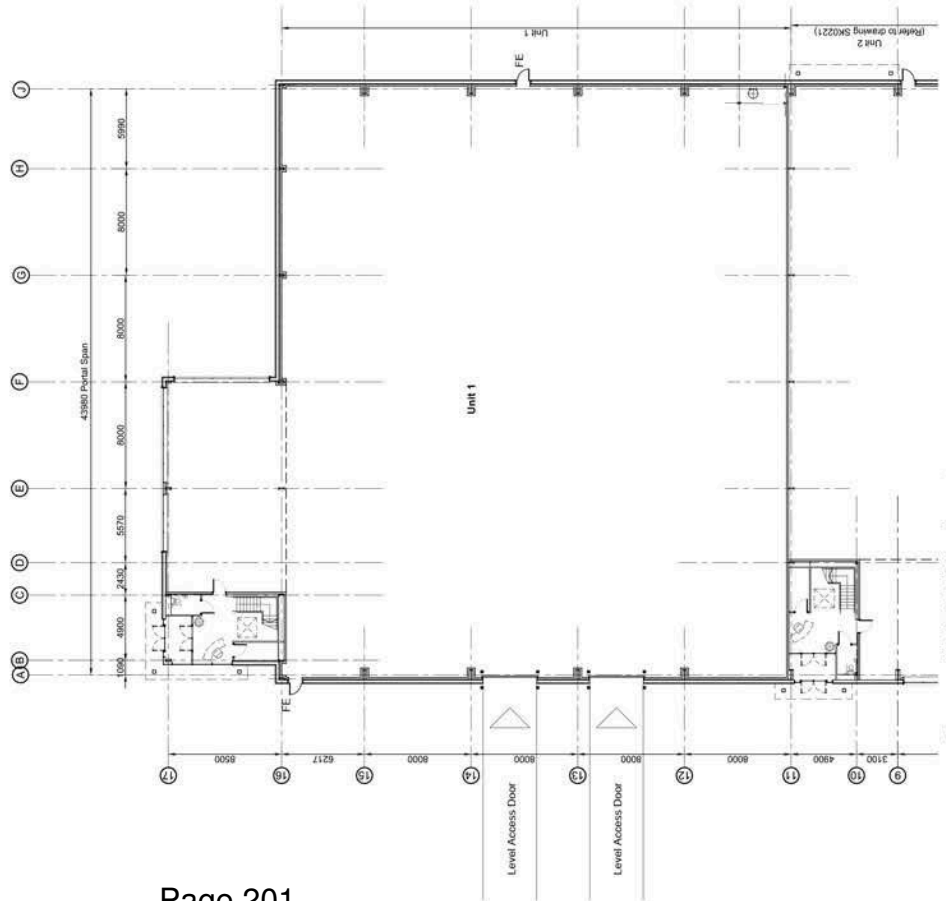
- If this drawing has been received electronically it is the responsibility of the recipient to verify the accuracy of the information contained herein. RPS Group is not responsible for any errors or omissions in this drawing.
- This drawing should be used in conjunction with all other relevant drawings and specifications.



Proposed Unit 1 First Floor Office Layout
Scale 1:100



Proposed Unit 1 Ground Floor Office Layout
Scale 1:100



Proposed Unit 1 Building Layout
Scale 1:200

<p>RPS Sheppard House 144-15, 1500 800 Road North York, Ontario M2H 1G9 Canada T: +1 (416) 490 8000 F: +1 (416) 490 8001 W: www.rpsgroup.com E: rps@rpsgroup.com</p>	<p>PRUPIM Project: Summit Centre, Heathrow Title: Proposed Unit 1 Building & Office Plan</p>	<p>Client: Drawing Date: 26.10.2012 Drawing Scale: 1:200 @ A1 Preliminary Project Leader: MRO Drawn By: DEB MDS Checked By: MDS Drawing Number: NK016731_0220 Rev: -</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

RPS Group
 144-15, 1500 800 Road
 North York, Ontario M2H 1G9
 Canada
 T: +1 (416) 490 8000
 F: +1 (416) 490 8001
 W: www.rpsgroup.com
 E: rps@rpsgroup.com

PRUPIM
 Summit Centre,
 Heathrow
 Proposed Unit 1 Building &
 Office Plan

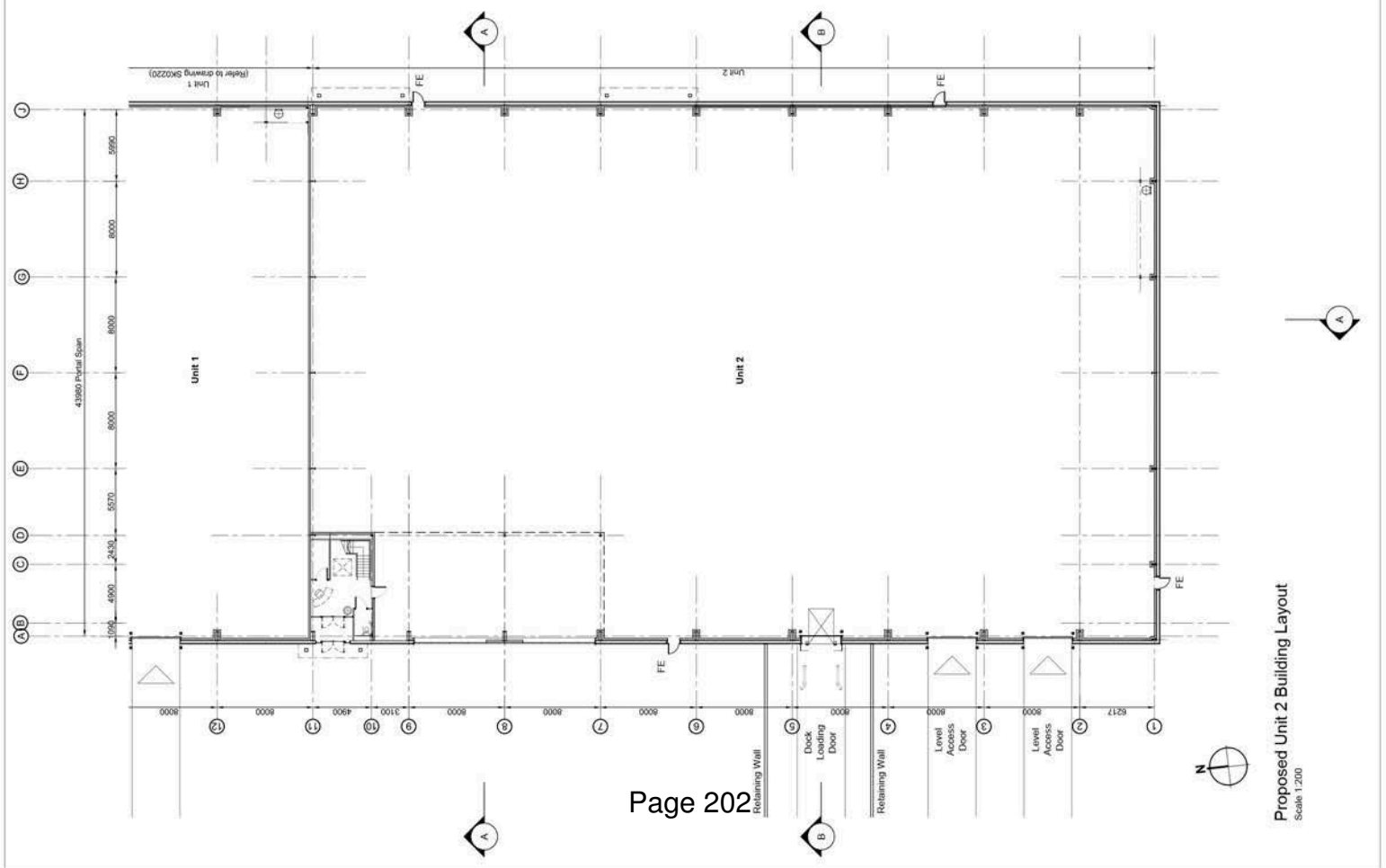
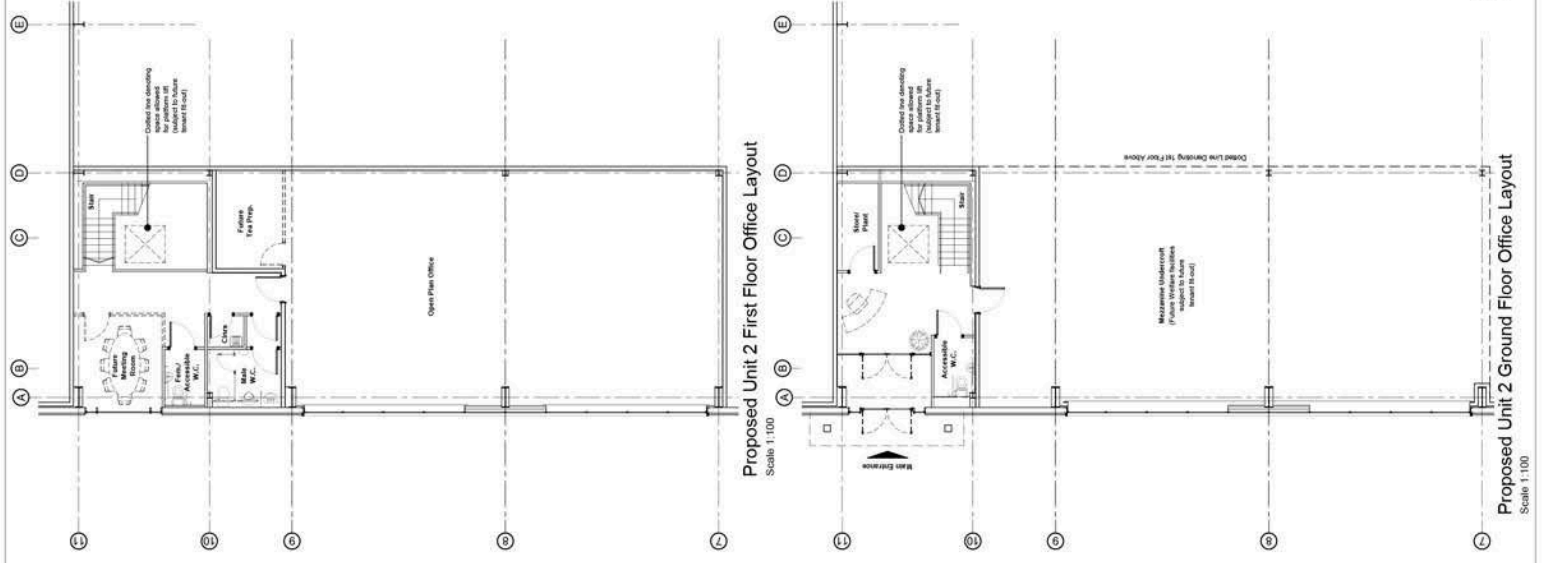
Client:
 Drawing Date: 26.10.2012
 Drawing Scale: 1:200 @ A1
 Preliminary
 Project Leader: MRO
 Drawn By: DEB
 MDS
 Checked By: MDS
 Drawing Number: NK016731_0220
 Rev: -

RPS Group
 144-15, 1500 800 Road
 North York, Ontario M2H 1G9
 Canada
 T: +1 (416) 490 8000
 F: +1 (416) 490 8001
 W: www.rpsgroup.com
 E: rps@rpsgroup.com

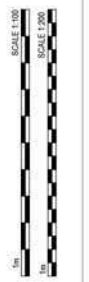


NOTES :

1. If this drawing has been received electronically it is the responsibility of the recipient to print the document to the correct scale.
2. All dimensions are in millimetres unless otherwise stated. It is recommended that dimensions are rounded off to the nearest millimetre.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.



RPS RPS Group 144 (15) 1500 700 www.rpsgroup.com	PRUPIM Summit Centre, Heathrow Proposed Unit 2 Building & Office Plan	Drawing Date: 26.10.2012 Project Leader: MRD Design By: DEB Drawing Number: NK016731_0221	Drawing Scale: 1:200 @ A1 Issue Number: MDS Date Created: 26.10.2012 Project Leader: MRD Design By: DEB Drawing Number: NK016731_0221
------------------------------------------------------------------	------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------



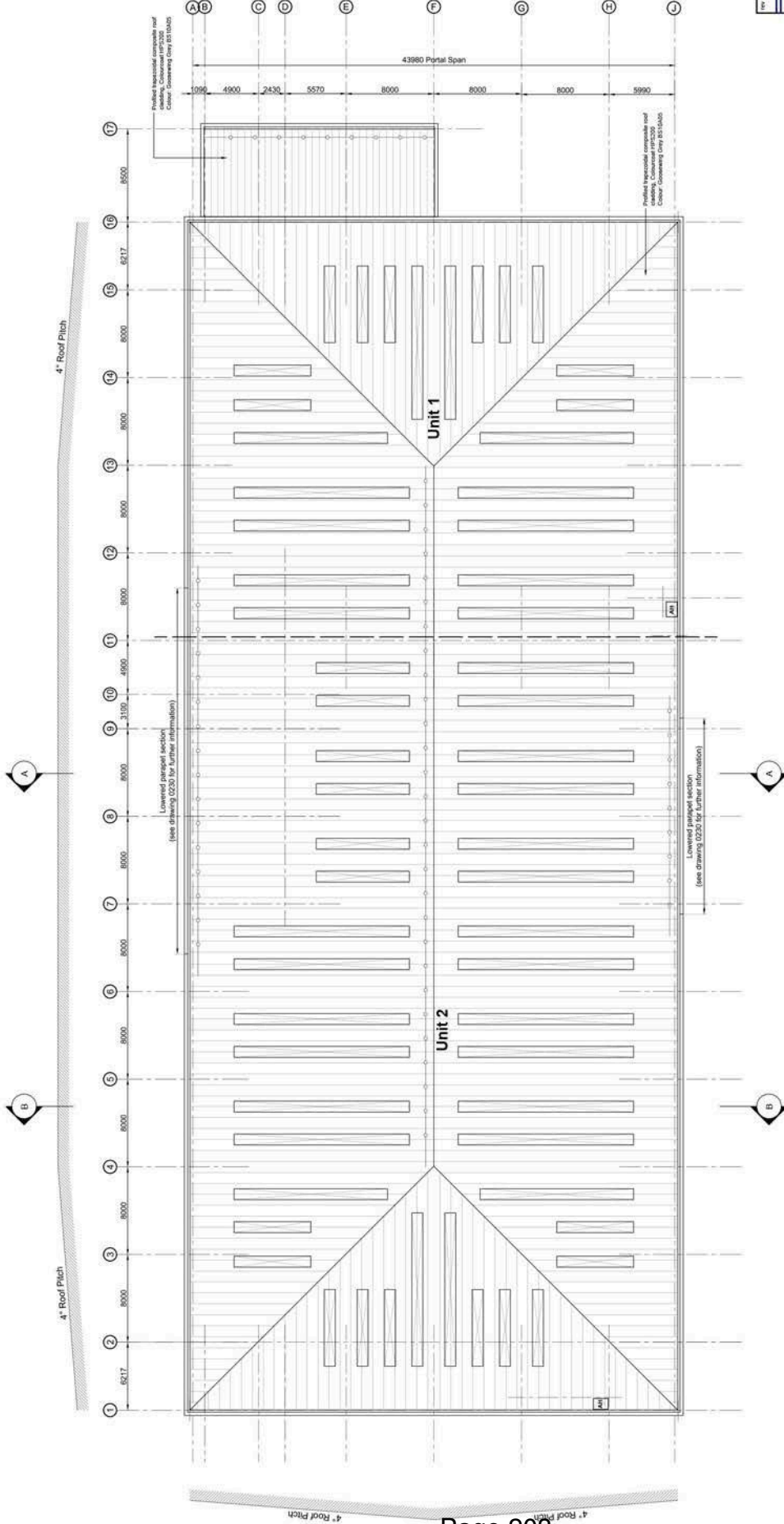
notes :

1. If this drawing has been received electronically it is the responsibility of the recipient to verify the accuracy of the information contained herein. It is recommended that all information is verified against the original drawings and specifications.
2. This drawing should be read in conjunction with all other related drawings and specifications.

key :



- Roof pitch to be minimum 15% of the roof span unless otherwise specified.
- All dimensions are in millimeters unless otherwise stated.
- All dimensions are in millimeters unless otherwise stated.
- All dimensions are in millimeters unless otherwise stated.



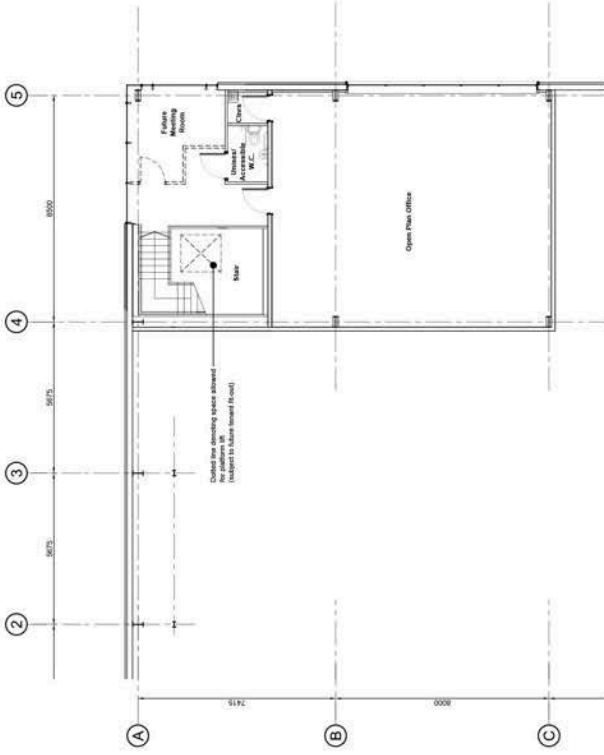
Proposed Unit 1 & 2 Roof Plan
Scale 1:200

		RPS 144 (15) 1000 100 144 (15) 1000 100 144 (15) 1000 100 144 (15) 1000 100
PRUPIM Summit Centre, Heathrow		Drawing Title Preliminary Project Leader MRD
Title Proposed Unit 1 & 2 Roof Plan		Drawing Scale 1:200 @ A1 Issue Review MDS
Drawing Number NK016731_0240		Date Created 26.10.2012 Drawn By DEB

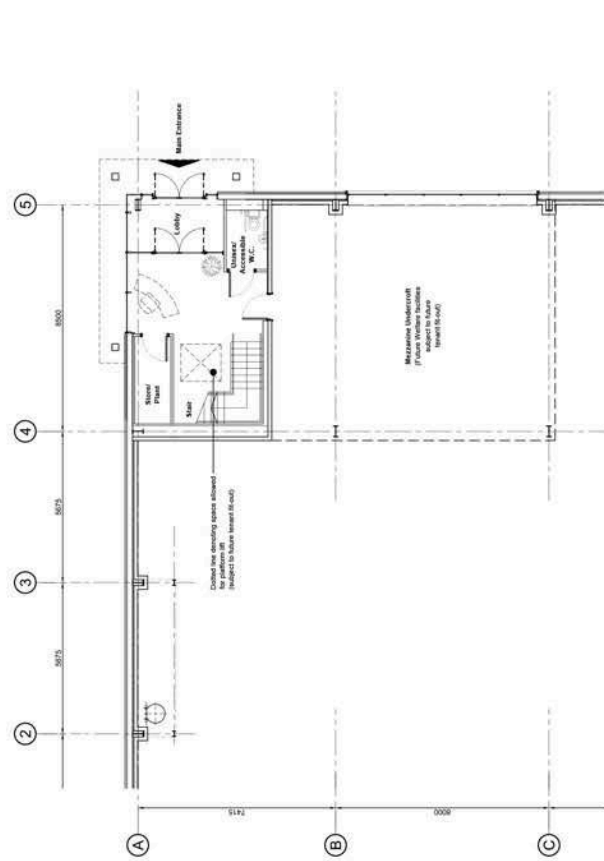


notes :

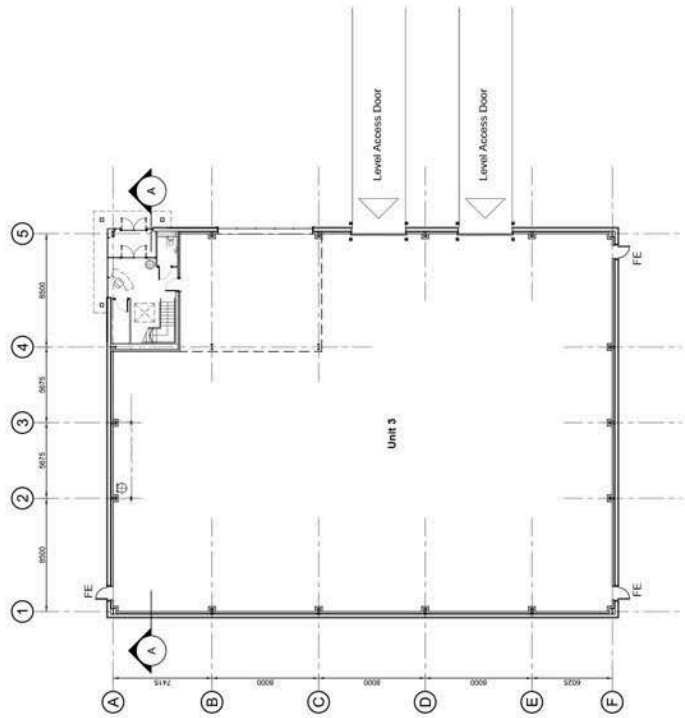
1. If this drawing has been received electronically it is the responsibility of the recipient to print the drawing to the correct scale.
2. All dimensions are in millimeters unless otherwise stated. Dimensions are rounded to the nearest millimeter.
3. This drawing should be used in conjunction with all other relevant drawings and specifications.



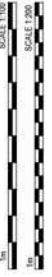
Proposed Unit 3 First Floor Office Layout
Scale 1:100



Proposed Unit 3 Ground Floor Office Layout
Scale 1:100



Proposed Unit 3 Building Layout
Scale 1:200



<p>RPS Sheppard House 144-151 King Street North York, Ontario M5X 1C4 Tel: 416-593-9300 Fax: 416-593-9301 Web: www.rpsgroup.com Email: rps@rpsgroup.com</p>	<p>Client PRUPIM Summit Centre, Heathrow</p> <p>Title Proposed Unit 3 Building & Office Plan</p>	<p>Drawing Status Preliminary</p> <p>Project Leader MRD</p> <p>Drawn By DEB</p> <p>Checked By MDS</p> <p>Scale @ A1</p> <p>Date 26.10.2012</p> <p>Revision -</p> <p>Drawing Number NK016731_0222</p> <p>Site -</p> <p>www.rpsgroup.com</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

notes :

1. If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
2. All dimensions are in millimetres unless stated otherwise. It is recommended that information is not scaled off this drawing.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.



key :

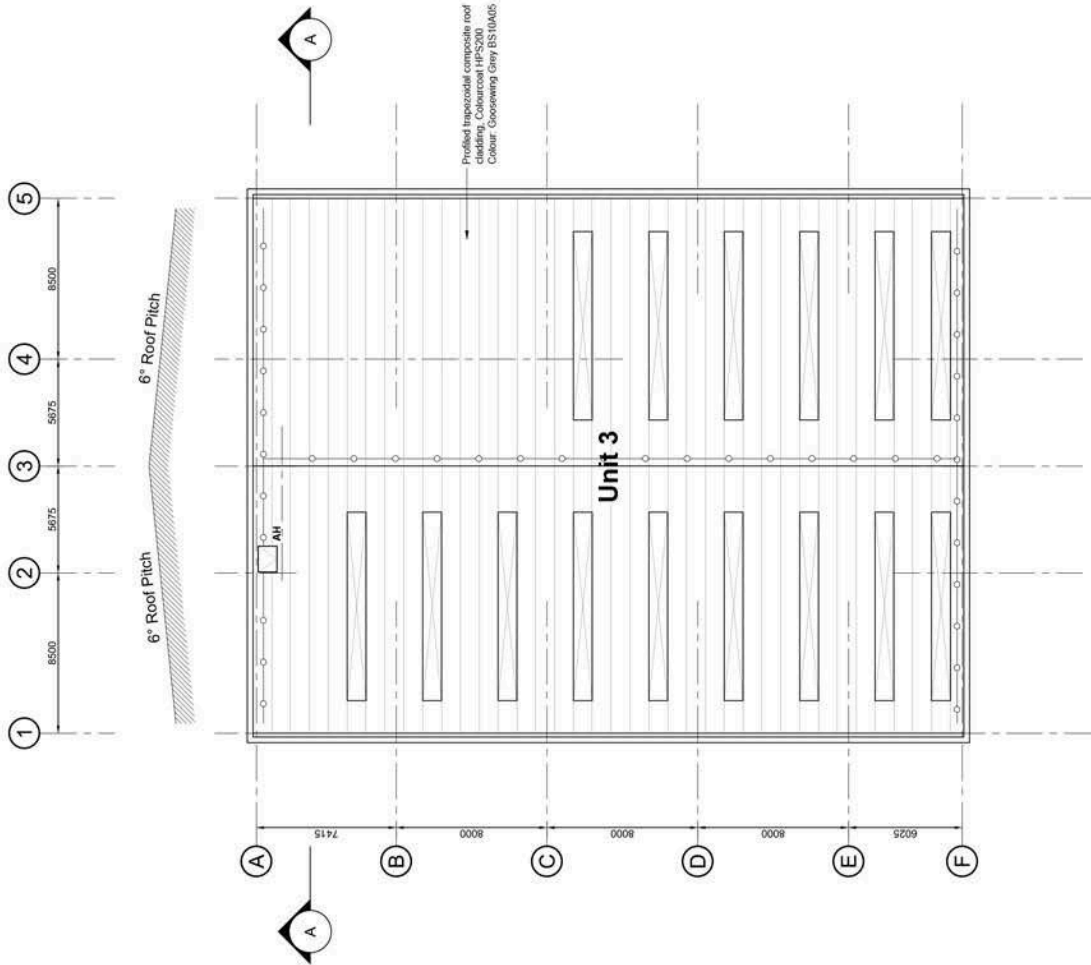


Rooflights to approximately 1.5% of the net warehouse floor area.
Exact positions and clear area of rooflights subject to positions of purlins, rafters and smoke vents.

AH

Access Hatch - Exact location subject to final site work design. Access hatch system to be installed - design T.B.C.

Man-sate System



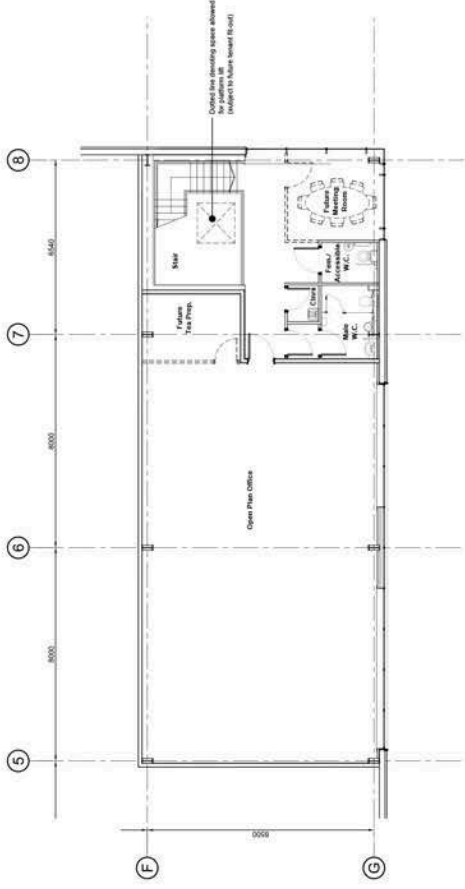
Proposed Unit 3 Roof Plan
Scale 1:200



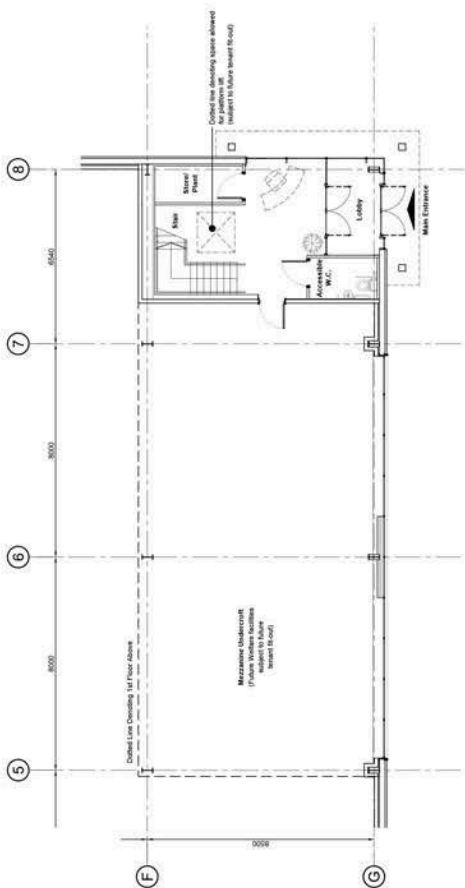
rev	amendments	by	date
Sheenwood House Sheenwood Avenue Newark, Nottinghamshire NG24 1QQ T +44 (0) 1636 606 700 F +44 (0) 1636 610 666 W www.rpsgroup.com E rpsnewark@rpsgroup.com			
Project Summit Centre, Heathrow			
Title Proposed Unit 3 Roof Plan			
Drawing Status	Date Created	Drawing Scale	
Preliminary	26.10.2012	1:200 @ A2	
Project Leader	Drawn By	Initial Review	
MRD	DEB	MDS	
Drawing Number	Rev		
NK016731_0241	-		
rpsgroup.com			

NOTES :

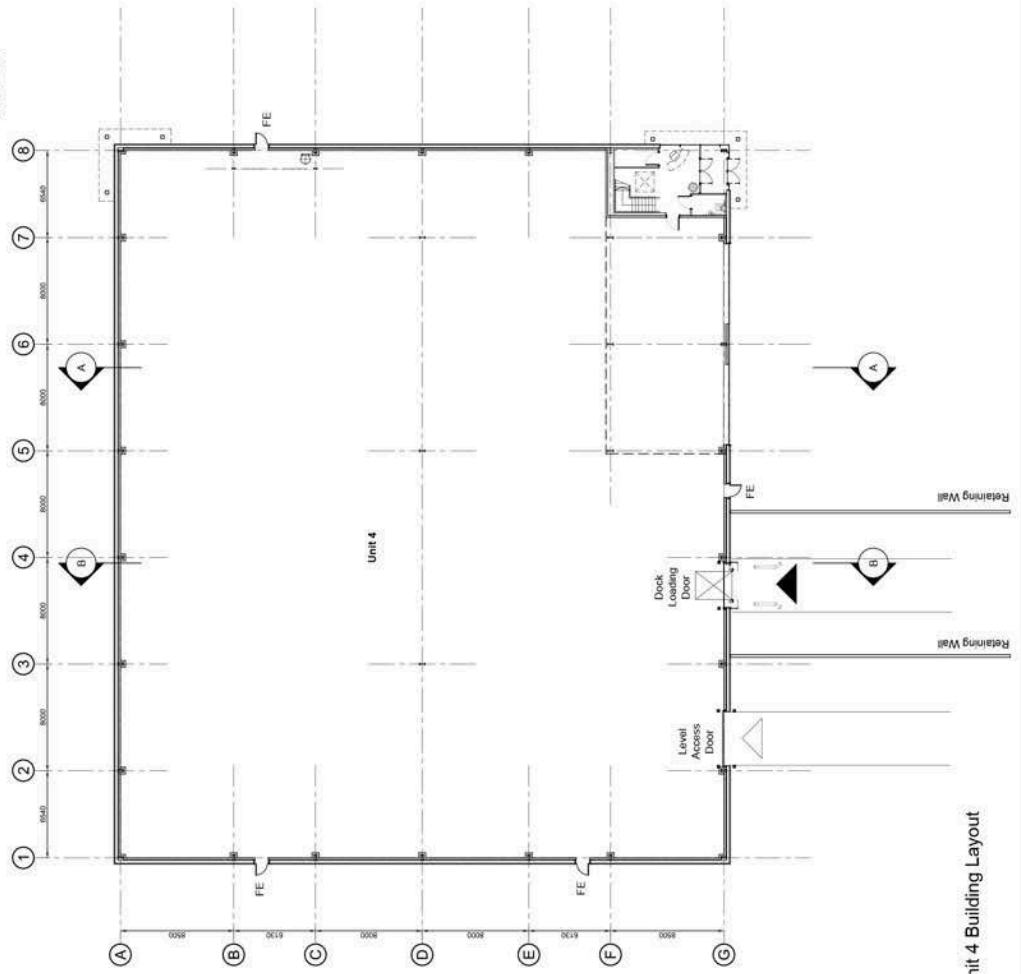
1. This drawing has been received electronically by the recipient. It is the recipient's responsibility to print the document to the correct scale.
2. All dimensions are in millimetres unless stated otherwise. It is recommended that information is not used if this drawing is not drawn to scale.
3. This drawing should be used in conjunction with all other relevant drawings and specifications.



Proposed Unit 4 First Floor Office Layout
Scale 1:100



Proposed Unit 4 Ground Floor Office Layout
Scale 1:100



Proposed Unit 4 Building Layout
Scale 1:200



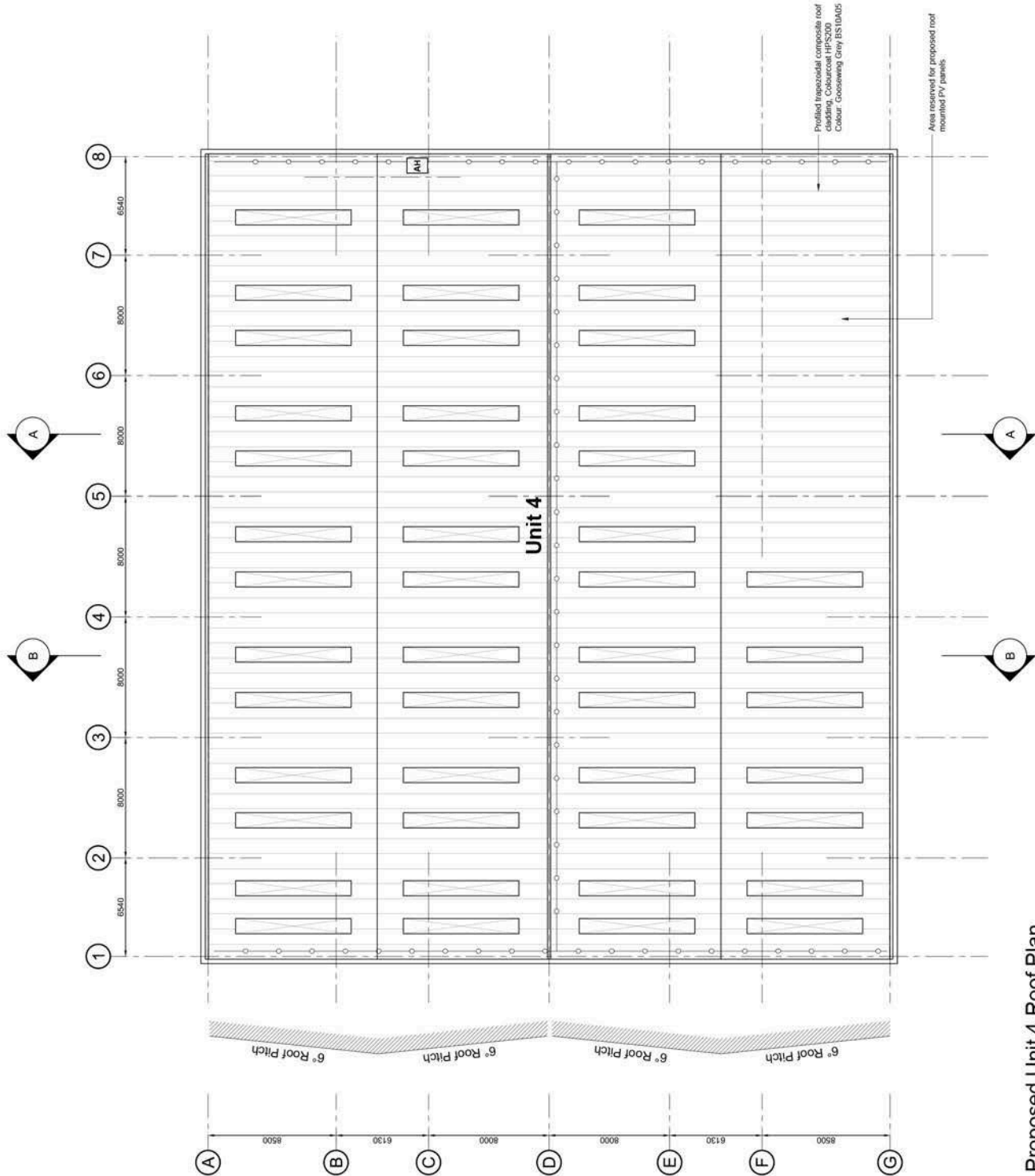
RPS Sheppard House 144-151 Kildare Road Newry, Co. Down BT23 1JG	PRUPIM Project: Summit Centre, Heathrow Title: Proposed Unit 4 Building & Office Plan	Drawing Date: 26.10.2012 Drawing Scale: 1:200 @ A1 Project Leader: MRO Drawn By: DEB MDS Drawing Number: NK016731_0223 Rev: - rpsgroup.com
-------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------

notes :

1. If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
2. All dimensions are in millimetres unless stated otherwise. It is recommended that information is not scaled off this drawing.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.



key :



Proposed Unit 4 Roof Plan
Scale 1:200

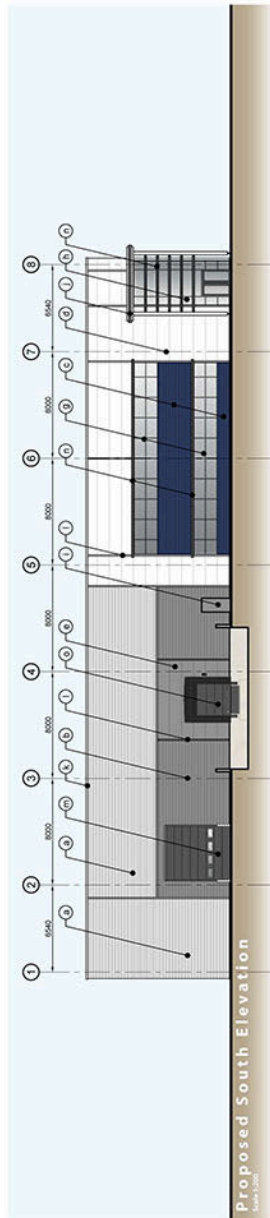
rev	amendments	by	date
T +44 (0) 1636 606 700 F +44 (0) 1636 610 666 W www.rpsgroup.com E rpsenquiries@rpsgroup.com			
Client PRUPIM Project Summit Centre, Heathrow Title Proposed Unit 4 Roof Plan			
Drawing Status	Date Created	Drawing Scale	
Preliminary	26.10.2012	1:200 @ A2	
Project Leader	Drawn By	Initial Review	
MRD	DEB	MDS	
Drawing Number	Rev		
NK016731_0242	-		
rpsgroup.com			

NOTES :

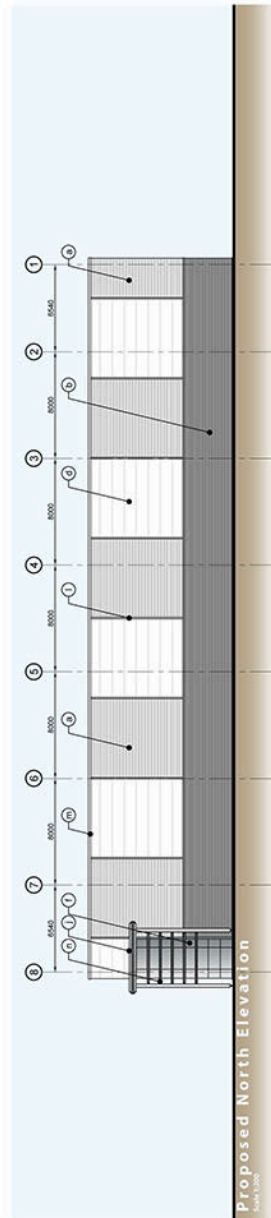
1. If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
2. All dimensions are in millimetres unless stated otherwise. It is the recipient's responsibility to check the drawing for any errors.
3. This drawing should be used in conjunction with all other relevant drawings and specifications.

KEY

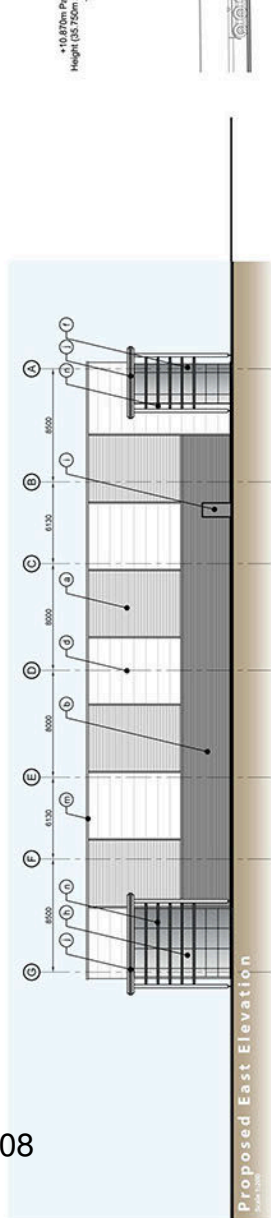
- Ⓐ Horizontally lath profiled cladding panels, Colorcoat Prisma, Colour : Silver Metallic (RAL 9006)
- Ⓑ Horizontally lath profiled cladding panels, Colorcoat HPS2000 Ultra, Colour : Pure Grey (RAL 9005 S5 00)
- Ⓒ Horizontally lath profiled cladding panels, Colorcoat HPS2000 Ultra, Colour : Sangsato (RAL 5003)
- Ⓓ Horizontally lath flat composite cladding panels, Colorcoat HPS2000 Ultra, Colour : White (RAL 9003)
- Ⓔ Horizontally lath flat composite cladding panels, Colorcoat HPS2000 Ultra, Colour : Pure Grey (RAL 9005 S5 00)
- Ⓕ Feature 'box-in-air' glazing, Polyester powder coated aluminium frame (RAL 7016), Glazing : Grey tinted spandrel panels
- Ⓖ Aluminium Glazing System, Polyester powder coated, Frame colour : Anthracite (RAL 7016), Glazing : Grey tinted
- Ⓗ Curtain Walling System, Polyester powder coated, Frame colour : Anthracite (RAL 7016), Glazing : Grey tinted
- Ⓙ Fire Escape Enclosed Door, Polyester Powder Coated, Colour : To match surrounding cladding
- Ⓛ Feature 'Canyon', Colorcoat HPS2000 Ultra, Top & Bottom Finishing Colour : White (RAL 9003), Middle Finishing Colour : Anthracite (RAL 7016)
- Ⓜ Aluminium finishing, Colorcoat Prisma, Colour : Silver Metallic (RAL 9006)
- Ⓝ Textured Finishing, Colour : To match surrounding cladding
- Ⓟ Structural overhead fixed access doors, Polyester powder coated, Colour : Anthracite (RAL 7016)
- Ⓠ Brite soles system, Colour : Anthracite (RAL 7016)
- Ⓡ Door leveler doors with accompanying soop shelter, Colour : Anthracite (RAL 7016), Shelter : Black



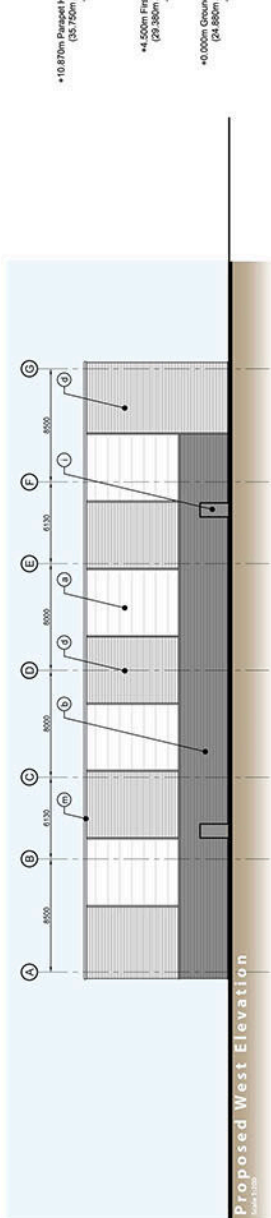
Proposed South Elevation
Scale 1:200



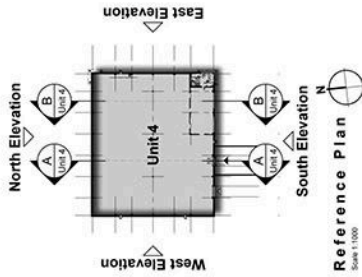
Proposed North Elevation
Scale 1:200



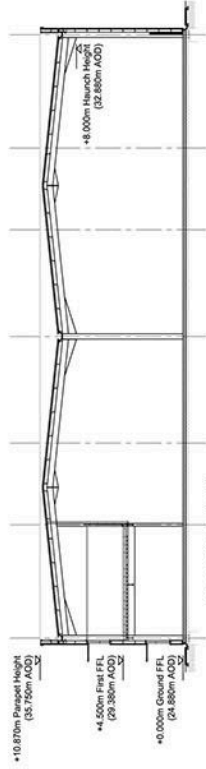
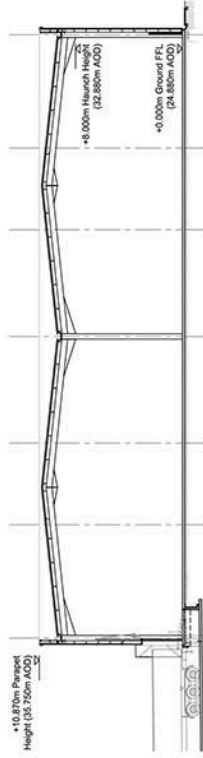
Proposed East Elevation
Scale 1:200



Proposed West Elevation
Scale 1:200



Reference Plan
Scale 1:1000



Section A-A
Scale 1:200



SCALE 1:200

		RPS 144 (B) 1638 005 700 144 (B) 1638 005 700 W www.rpsgroup.com E rps@rpsgroup.com
PRUPIM Summit Centre, Heathrow		Client Proposed Unit 4 Building Elevations
Drawing Status Preliminary Project Leader MRD	Date Created 26.10.2012 Drawn By DEB	Drawing Scale 1:200 @ A1 Issue Number MDS
Drawing Number NK016731_0232		Rev -
rpsgroup.com		



Key to symbols
 e: electric charging point
 fe: future electric charging point

01: 25.03.17 A2
 02: 24.03.17 04
 03: 24.03.17 04
 04: 24.03.17 04
 05: 24.03.17 04

Notes:
 1. Check all dimensions and levels to the Architect.
 2. Coordinate with other disciplines and report any issues to the Architect.
 3. Coordinate with other disciplines and report any issues to the Architect.

North





 ERF Architects Limited
 50 Markham
 London SW19 4DU
 Tel: 020 8876 2200
 www.ERF.co.uk

SUMMIT CENTRE
 HEATHROW

Hotel
 First Floor Plan
 ERF/AR/07/16
 1:250 @ A1 10/08/11
 No. 9912 - T - 01 - 0131 - 201

NORTH


Notes
 1. Check all dimensions and report dimensions and errors to the Architect
 2. Coordinate to check all dimensions and report dimensions and errors to the Architect
 3. Coordinate to check all dimensions and report dimensions and errors to the Architect

25.03.12 AD
 24.03.11 DA
 0000

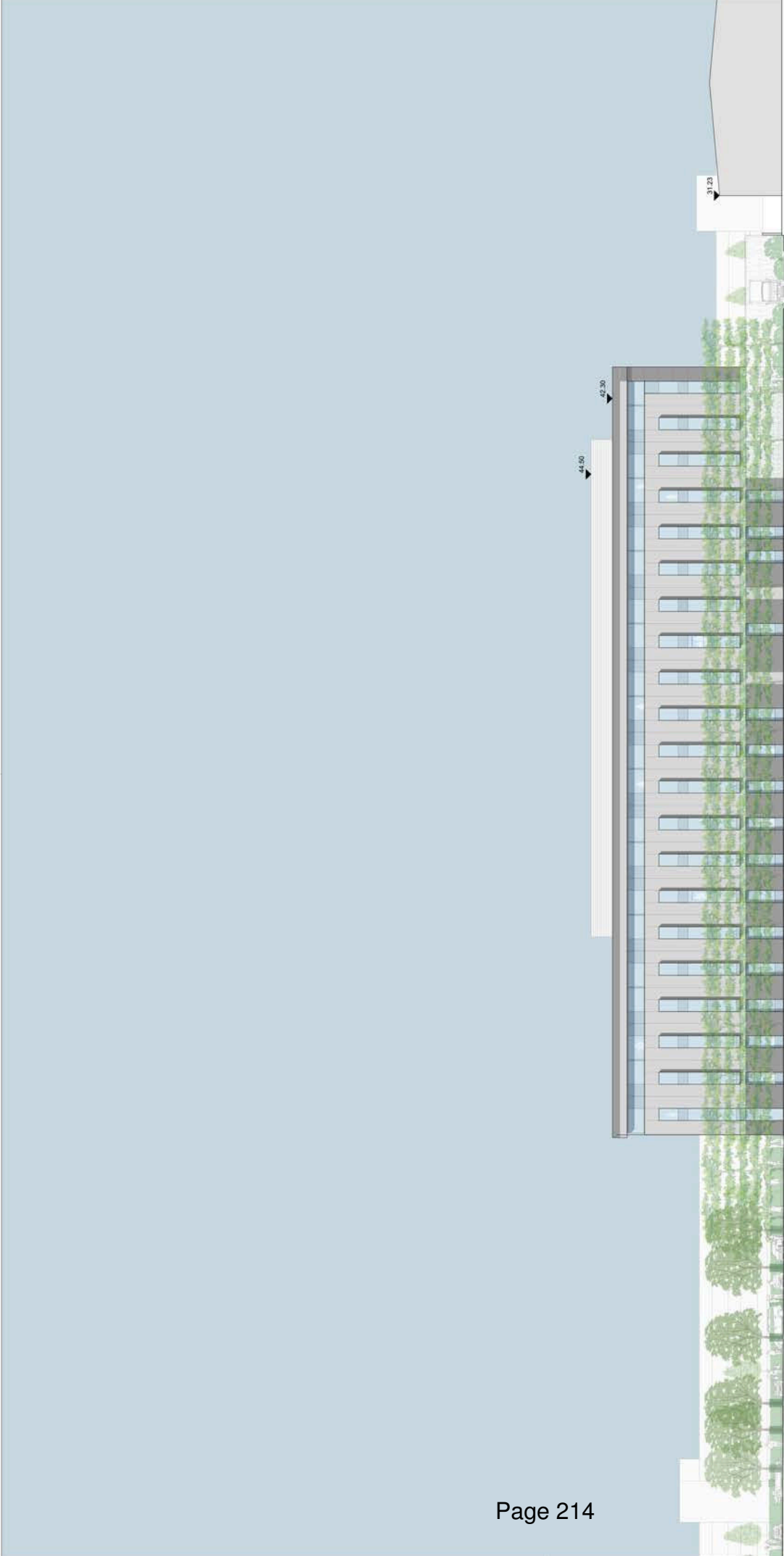


NORTH


Notes:
 1. See Section 1.1
 2. Check all dimensions and report dimensions and errors to the Architect
 3. Coordinate with other disciplines and report dimensions and errors to the Architect
 4. Check all dimensions and report dimensions and errors to the Architect

Date: 24/03/11
 By: [Signature]
 Title: [Title]





ERR

ERR Architects Limited
 20 Malvern
 London SW19 4DU
 Tel: +44 (0)20 8876 2200
 www.err.co.uk

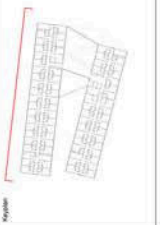
SUMMIT CENTRE
 HEATHROW

North Elevation
 Project No: 9912
 Date: 14/06/11
 Scale: 1:200 @ A3 - 10/08/11

9912 - T - 01 - 0153 - ZNO 01

Notes:
 1. All dimensions are in millimetres unless otherwise stated.
 2. Contractors to check all dimensions and report any errors to the Architect.
 3. Dimensions to be checked on site.

24/08/11 1:30
 0153





ERR

ERR Architects Limited
 20 Malvern
 London SW19 4DU
 Tel: 020 8876 2244
 www.err.co.uk

**SUMMIT CENTRE
 HEATHROW**

Hotel
 Scale: 1:200 @ A3 - 15.08.11
 Project No: 9912-T-01-0151-ZSO
 Drawing No: 01

Notes:
 1. Dimensions to be checked against the architectural drawings.
 2. Check all dimensions and report dimensions and errors to the Architect.
 3. Check all dimensions and report dimensions and errors to the Architect.
 4. Check all dimensions and report dimensions and errors to the Architect.





CAR PARK

COLNBROOK BY PASS

HOTEL

INDUSTRIAL UNITS

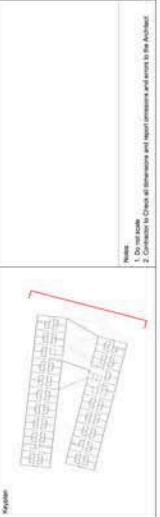
ERR
 ERR Architects Limited
 20 Malvern
 London SW19 4DU
 Tel: 020 8876 2244
 www.err.co.uk

**SUMMIT CENTRE
 HEATHROW**

Hotel
 East Elevation
 Project No: 9912-T-01
 Date: 14/06/11
 Scale: 1:200 @ A3 - 15/06/11

9912 - T - 01 - 0150 - ZEA 01

Notes:
 1. Dimensions to be checked against the approved drawings.
 2. Contractors to check all dimensions and report any discrepancies to the Architect.
 3. Dimensions to be checked against the approved drawings.
 4. Dimensions to be checked against the approved drawings.
 5. Dimensions to be checked against the approved drawings.
 6. Dimensions to be checked against the approved drawings.
 7. Dimensions to be checked against the approved drawings.
 8. Dimensions to be checked against the approved drawings.
 9. Dimensions to be checked against the approved drawings.
 10. Dimensions to be checked against the approved drawings.





INDUSTRIAL UNITS

HOTEL

CARBROOK BY PASS

CAR PARK

ERR

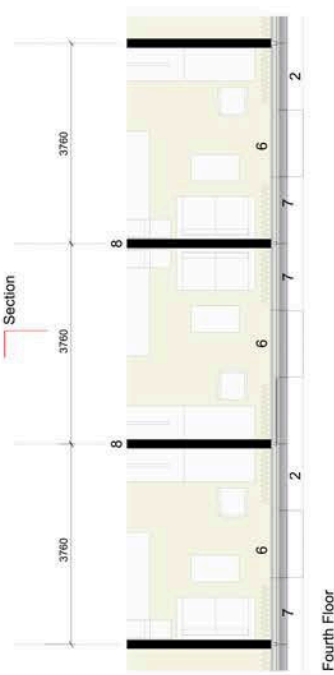
ERR Architects Limited
 20 Markham
 London SE10 1JG
 Tel: +44 (0)20 7499 0200
 www.err.co.uk

Project: SUMMIT CENTRE
 HEATHROW

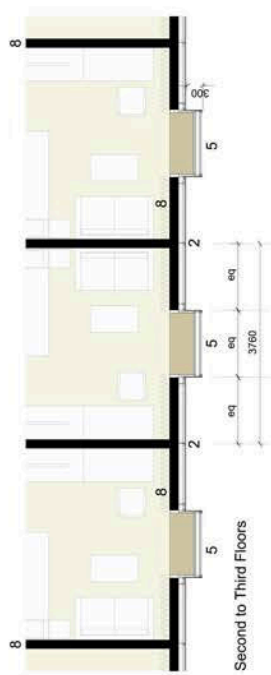
Scale: 1:200 @ A3 - 10/08/17
 Date: 10/08/17
 No: 9912 - T - 01 - 0152 - ZWE 01

Notes:
 1. Dimensions are in millimetres unless otherwise stated.
 2. Contractors: Check all dimensions and report omissions and errors to the Architect.
 3. Dimensions are in millimetres unless otherwise stated.

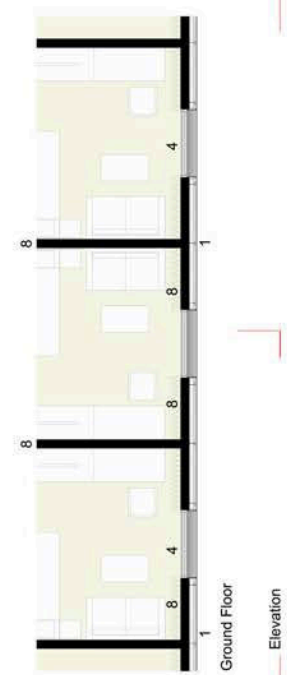
24/08/17 10:00 AM
 0000



Fourth Floor



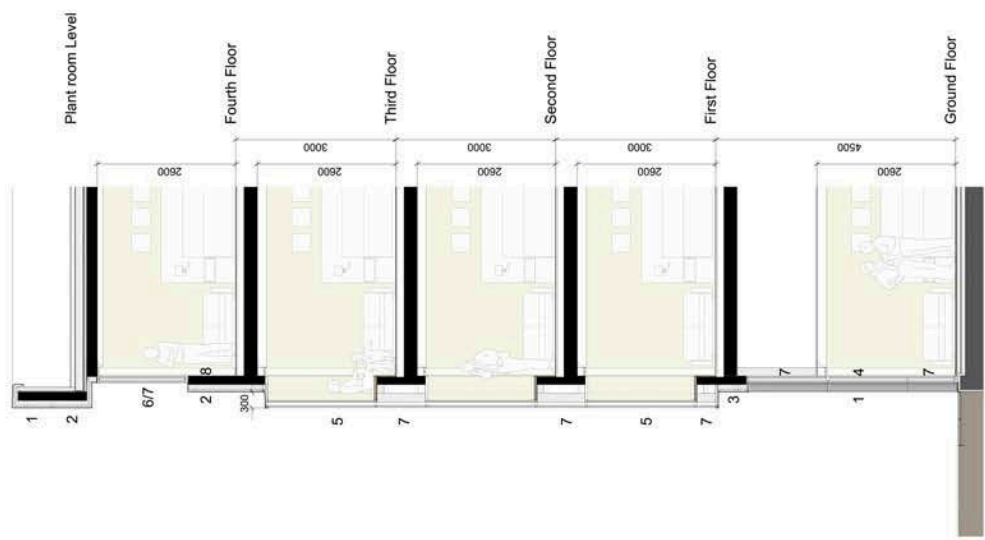
Second to Third Floors



Ground Floor
Elevation

PLANS

- 1 - Aluminium cladding system in dark grey panels
- 2 - Aluminium cladding system in light grey panels
- 3 - Aluminium cladding system in white panels
- 4 - Low E fixed double glazed units with clear glass and aluminium frame



SECTION

- 5 - Bay window system in low E fixed double glazed units with clear glass and aluminium frame
- 6 - Full bedroom width low E Fixed Double Glazed Units in Aluminium Frame



ELEVATION

- 7 - Fixed double glazed units with opaque glass
- 8 - Precast concrete wall panels system

Notes:
1. Confirm all dimensions and report dimensions and errors to the Architect.
2. Coordinate with all relevant disciplines and report to the Architect.

Scale: 24, 48, 11, 24, 48, 96, 192, 384, 768, 1536

Author: [Name]
Date: [Date]
Sheet: [Number] of [Total]

ERR
ERR Architects Limited
55 Mark Lane
London E15 1DU
Tel: +44 (0)20 7099 3000
www.err.co.uk

**SUMMIT CENTRE
HEATHROW**
Hotel
South Elevation Typical Bay Detail
Project Ref: 9912-T-01-0160-ZT1
Scale: 1:50 @ A1 - 15.08.17
Drawing No: 9912-T-01-0160-ZT1_01

Colnbrook By-Pass



Hatch Lane Elevation



Skyport Drive Elevation



Colnbrook By-Pass Elevation



Scale:	1:100
Author:	J. Smith
Checked:	M. Jones
Approved:	A. Brown
Date:	15/10/2023
Revision:	1.0

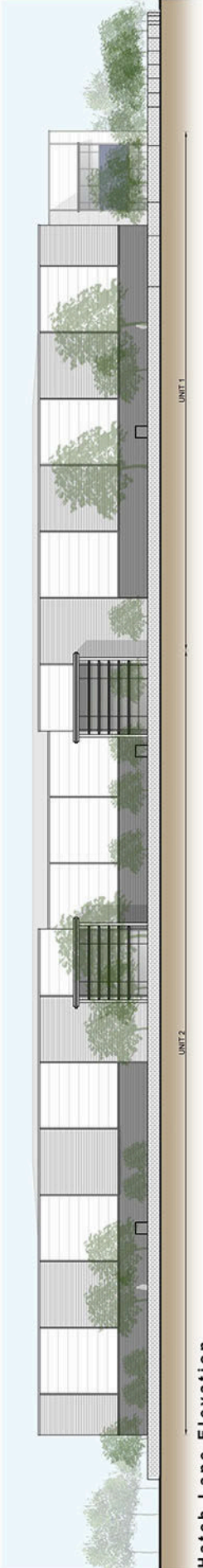
ERP
 888 Ashdown Lane
 3rd Floor
 London SW14 4JQ
 Tel: +44 (0)20 8896 2000
 www.erp.co.uk

ERP
 SUMMIT CENTRE
 HEATHROW
 The Site
 Proposed Central Elevations
 Project No: 9912-T-00-0121-ZXX
 Date: 15/10/2023

9912 - T - 00 - 0121 - ZXX 03

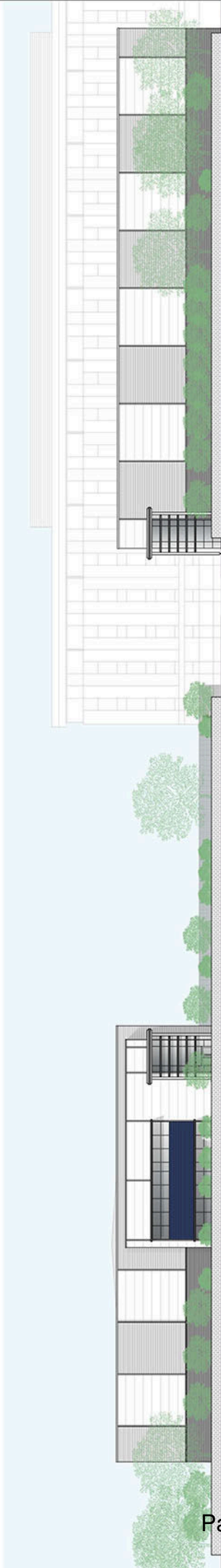
notes :

- 1. If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
- 2. All dimensions are in millimeters unless stated otherwise. It is the responsibility of the contractor to verify all dimensions on site.
- 3. The drawings should be read in conjunction with all other relevant drawings and specifications.



Hatch Lane Elevation

Scale 1:200



Skyport Drive Elevation

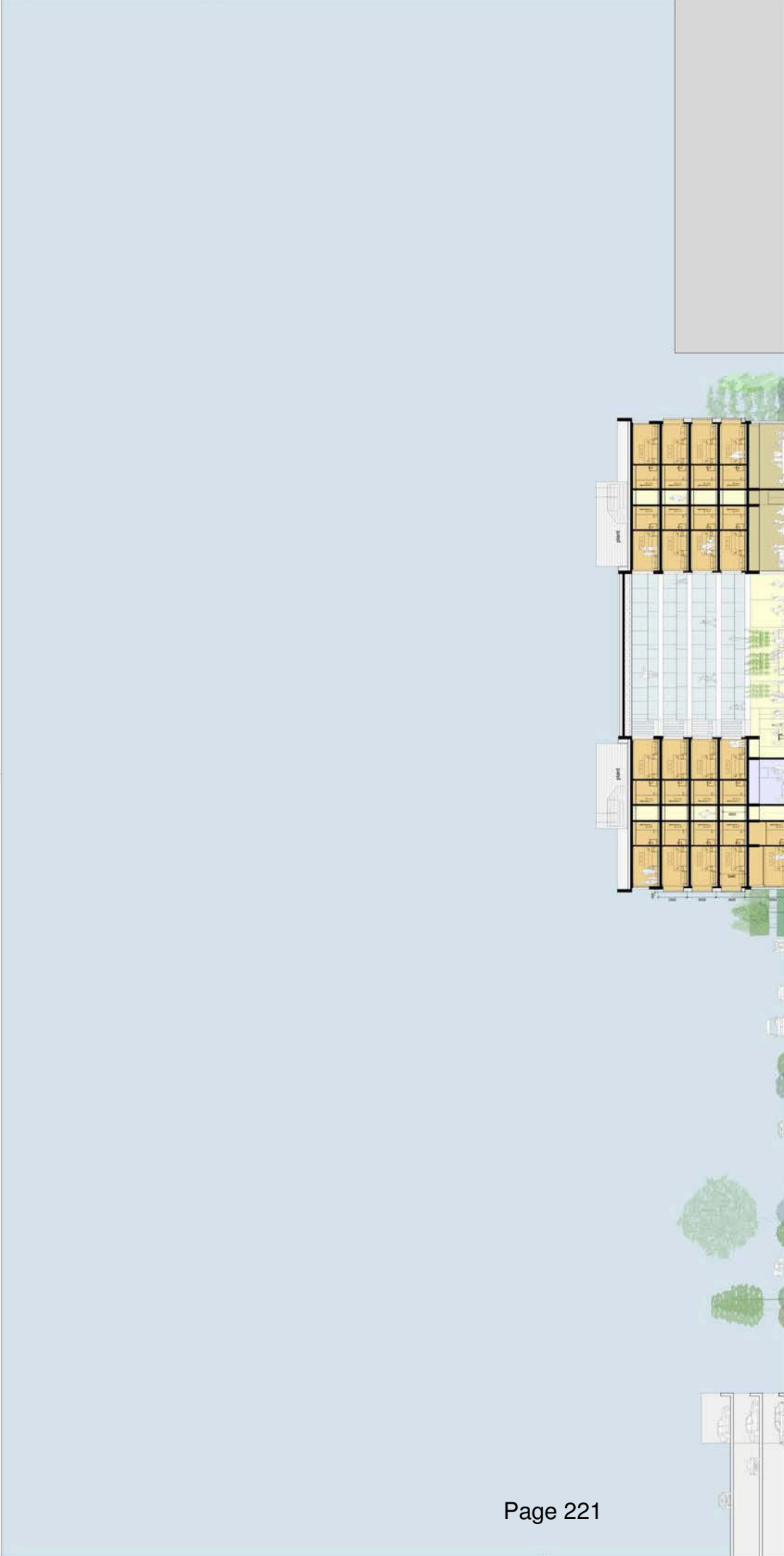
Scale 1:200



Reference Plan

Scale 1:500

<p>RPS Sharnbrook House Sharnbrook Northamptonshire NN24 1UD</p>		<p>T 44 (0) 1535 555 700 F 44 (0) 1535 555 700 W www.rpsgroup.com E rps@rpsgroup.com</p>
<p>PRUPIM Project - Summit Centre, Healthrow</p>		<p>Client Proposed Context Elevations</p>
<p>Drawing Status Preliminary</p>	<p>Drawn By MRD</p>	<p>Check Status 26.10.2012</p>
<p>Project Leader DEB</p>		<p>Initial Review MDS</p>
<p>Drawing Number NK016731_0233</p>		<p>Rev -</p>
<p>www.rpsgroup.com</p>		



CAR PARK

COLNBROOK BY PASS

HOTEL

INDUSTRIAL UNITS

ERR
 ERM Architects Limited
 25, Markham
 London SW19 4DU
 Tel: 020 8876 2200
 www.erm.co.uk

Project Name: SUMMIT CENTRE HEATHROW
 Station: Heathrow
 Station AA
 Project No: 9912.T.01
 Date: 14/06/2011

9912 - T - 01 - 0140 - ZAA - 01

Notes:
 1. Check all dimensions and report dimensions and errors to the Architect.
 2. Coordinate with the Architect.
 3. Check all dimensions and report dimensions and errors to the Architect.
 4. Check all dimensions and report dimensions and errors to the Architect.

Scale: 1:200 @ A3 - 10/06/11

Author: [Name]
 Date: 14/06/2011



INDUSTRIAL UNITS

HOTEL

COLNBROOK BY PASS

CAR PARK



Notes:
 1. Contractors to check all dimensions and report dimensions and errors to the Architect.
 2. Contractors to check all dimensions and report dimensions and errors to the Architect.
 3. Dimensions are in millimeters unless otherwise stated.

Scale: 1:100
 Date: 24.06.11
 Drawn: [Name]
 Checked: [Name]

ERR
 ERM Architects Limited
 20 Malvern
 London SW19 4DU
 Tel: 020 8876 5200
 www.erm.co.uk

Project Name: SUMMIT CENTRE HEATHROW
 Station: Heathrow
 Section: BB
 Date: 1.2008.03.13
 Scale: 1:100 @ A3 - 13.06.11
 Drawing No: 9912 - T - 01 - 0141 - ZBB 01



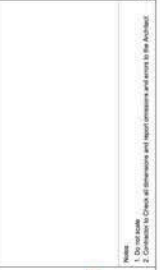
ERR

ERR Architects Limited
 20 Malvern
 London SW19 4DU
 Tel: 020 8876 2244
 www.err.co.uk

SUMMIT CENTRE
 HEATHROW

Scale: 1:200 @ A3 - 15.06.11
 Date: 15.06.11
 No: 9912 - T - 01 - 0143 - ZDD 01

Notes:
 1. Contractor to check all dimensions and report dimensions and errors to the Architect.
 2. Contractor to check all dimensions and report dimensions and errors to the Architect.
 3. Contractor to check all dimensions and report dimensions and errors to the Architect.



Legend:

- 1. Proposed New Building Footprint or existing footprint
- 2. Existing Building Footprint
- 3. Existing or Proposed Parking
- 4. Existing or Proposed Driveway
- 5. Existing or Proposed Accessway
- 6. Existing or Proposed Service Lane
- 7. Existing or Proposed Concrete Paving
- 8. Existing or Proposed Gravel Paving
- 9. Existing or Proposed Gravel Paving
- 10. Existing or Proposed Gravel Paving
- 11. Existing or Proposed Gravel Paving
- 12. Existing or Proposed Gravel Paving
- 13. Existing or Proposed Gravel Paving
- 14. Existing or Proposed Gravel Paving
- 15. Existing or Proposed Gravel Paving
- 16. Existing or Proposed Gravel Paving
- 17. Existing or Proposed Gravel Paving
- 18. Existing or Proposed Gravel Paving
- 19. Existing or Proposed Gravel Paving
- 20. Existing or Proposed Gravel Paving
- 21. Existing or Proposed Gravel Paving
- 22. Existing or Proposed Gravel Paving
- 23. Existing or Proposed Gravel Paving
- 24. Existing or Proposed Gravel Paving
- 25. Existing or Proposed Gravel Paving
- 26. Existing or Proposed Gravel Paving
- 27. Existing or Proposed Gravel Paving
- 28. Existing or Proposed Gravel Paving
- 29. Existing or Proposed Gravel Paving
- 30. Existing or Proposed Gravel Paving
- 31. Existing or Proposed Gravel Paving
- 32. Existing or Proposed Gravel Paving
- 33. Existing or Proposed Gravel Paving
- 34. Existing or Proposed Gravel Paving
- 35. Existing or Proposed Gravel Paving
- 36. Existing or Proposed Gravel Paving
- 37. Existing or Proposed Gravel Paving
- 38. Existing or Proposed Gravel Paving
- 39. Existing or Proposed Gravel Paving
- 40. Existing or Proposed Gravel Paving
- 41. Existing or Proposed Gravel Paving
- 42. Existing or Proposed Gravel Paving
- 43. Existing or Proposed Gravel Paving
- 44. Existing or Proposed Gravel Paving
- 45. Existing or Proposed Gravel Paving
- 46. Existing or Proposed Gravel Paving
- 47. Existing or Proposed Gravel Paving
- 48. Existing or Proposed Gravel Paving
- 49. Existing or Proposed Gravel Paving
- 50. Existing or Proposed Gravel Paving
- 51. Existing or Proposed Gravel Paving
- 52. Existing or Proposed Gravel Paving
- 53. Existing or Proposed Gravel Paving
- 54. Existing or Proposed Gravel Paving
- 55. Existing or Proposed Gravel Paving
- 56. Existing or Proposed Gravel Paving
- 57. Existing or Proposed Gravel Paving
- 58. Existing or Proposed Gravel Paving
- 59. Existing or Proposed Gravel Paving
- 60. Existing or Proposed Gravel Paving
- 61. Existing or Proposed Gravel Paving
- 62. Existing or Proposed Gravel Paving
- 63. Existing or Proposed Gravel Paving
- 64. Existing or Proposed Gravel Paving
- 65. Existing or Proposed Gravel Paving
- 66. Existing or Proposed Gravel Paving
- 67. Existing or Proposed Gravel Paving
- 68. Existing or Proposed Gravel Paving
- 69. Existing or Proposed Gravel Paving
- 70. Existing or Proposed Gravel Paving
- 71. Existing or Proposed Gravel Paving
- 72. Existing or Proposed Gravel Paving
- 73. Existing or Proposed Gravel Paving
- 74. Existing or Proposed Gravel Paving
- 75. Existing or Proposed Gravel Paving
- 76. Existing or Proposed Gravel Paving
- 77. Existing or Proposed Gravel Paving
- 78. Existing or Proposed Gravel Paving
- 79. Existing or Proposed Gravel Paving
- 80. Existing or Proposed Gravel Paving
- 81. Existing or Proposed Gravel Paving
- 82. Existing or Proposed Gravel Paving
- 83. Existing or Proposed Gravel Paving
- 84. Existing or Proposed Gravel Paving
- 85. Existing or Proposed Gravel Paving
- 86. Existing or Proposed Gravel Paving
- 87. Existing or Proposed Gravel Paving
- 88. Existing or Proposed Gravel Paving
- 89. Existing or Proposed Gravel Paving
- 90. Existing or Proposed Gravel Paving
- 91. Existing or Proposed Gravel Paving
- 92. Existing or Proposed Gravel Paving
- 93. Existing or Proposed Gravel Paving
- 94. Existing or Proposed Gravel Paving
- 95. Existing or Proposed Gravel Paving
- 96. Existing or Proposed Gravel Paving
- 97. Existing or Proposed Gravel Paving
- 98. Existing or Proposed Gravel Paving
- 99. Existing or Proposed Gravel Paving
- 100. Existing or Proposed Gravel Paving

viewpoint associates llp
 landscape, environmental & architectural consulting
 1100 16th Avenue, Suite 1000, Boulder, CO 80502
 303.440.1234
 www.viewpointassociates.com

PRUPIM
 Summit Centre - Heathrow
 Layout Showing Proposed
 Landscaping Areas.

Drawn By: [Name]
 Date: [Date]
 Check By: [Name]
 Date: [Date]





Legend:

- 1. Existing site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 2. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 3. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 4. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 5. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 6. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 7. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 8. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 9. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 10. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 11. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 12. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 13. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 14. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 15. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 16. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 17. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 18. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 19. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 20. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 21. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 22. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 23. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 24. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 25. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 26. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 27. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 28. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 29. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 30. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 31. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 32. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 33. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 34. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 35. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 36. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 37. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 38. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 39. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 40. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 41. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 42. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 43. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 44. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 45. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 46. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 47. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 48. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 49. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.
- 50. Proposed site conditions per survey (20-06-2012) (C.M.A.A.) S.B.

viewpoint associates llp
 landscape, environmental & architectural consultants
 1000 West Beaver Creek Road, Suite 100
 Richmond Hill, Ontario L4B 1N2
 Tel: (905) 882-1111 Fax: (905) 882-1112
 www.viewpointassociates.com

PRUPIM
 Summit Centre - Heathrow
 Layout Showing Proposed
 Landscaping Areas.

Drawn By: J. Smith Date: 07-04-2011
 Checked By: J. Smith Date: 07-04-2011
 Scale: 1:250
 Project No: 1304-01 - Sht. 2

Existing service vehicle access retained

notes :

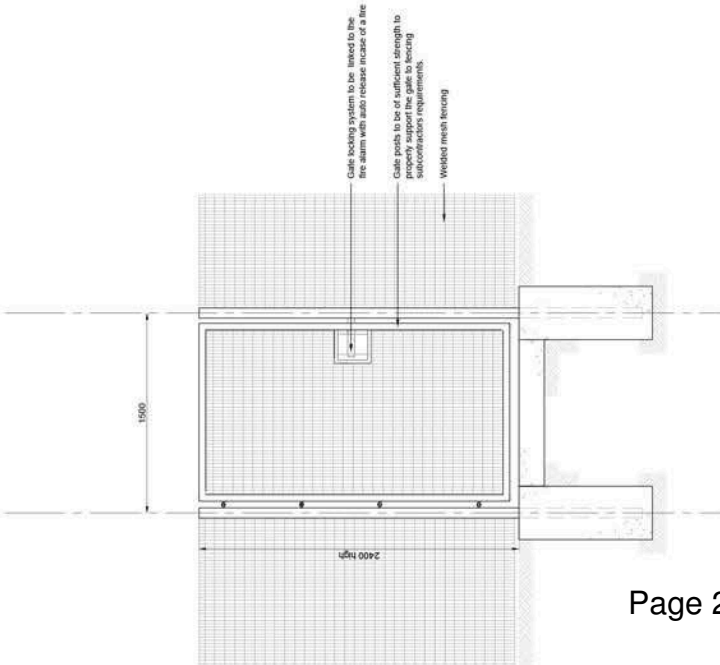
- If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
- Dimensions are given in millimetres unless otherwise stated. It is recommended that dimensions are rounded off to the nearest millimetre.
- This drawing should be read in conjunction with all other relevant drawings and specifications.



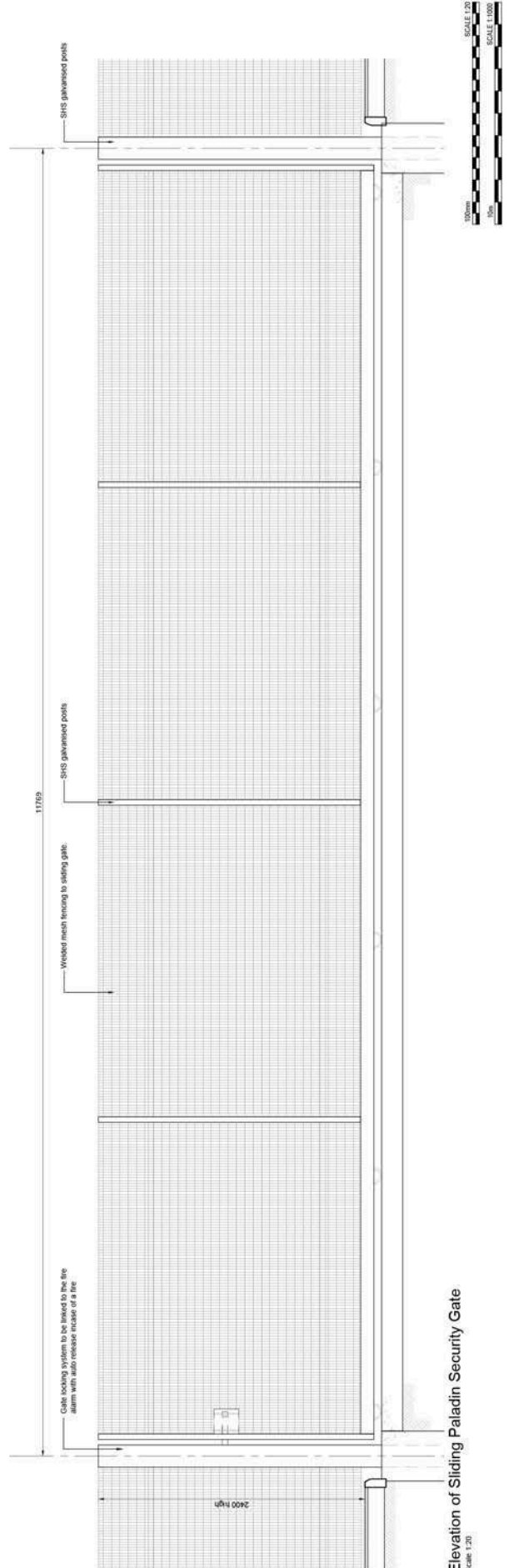
- Key
- Paladin security fence
 - Paladin personnel gate
 - Paladin sliding security gate



Location Plan
Scale 1:1000

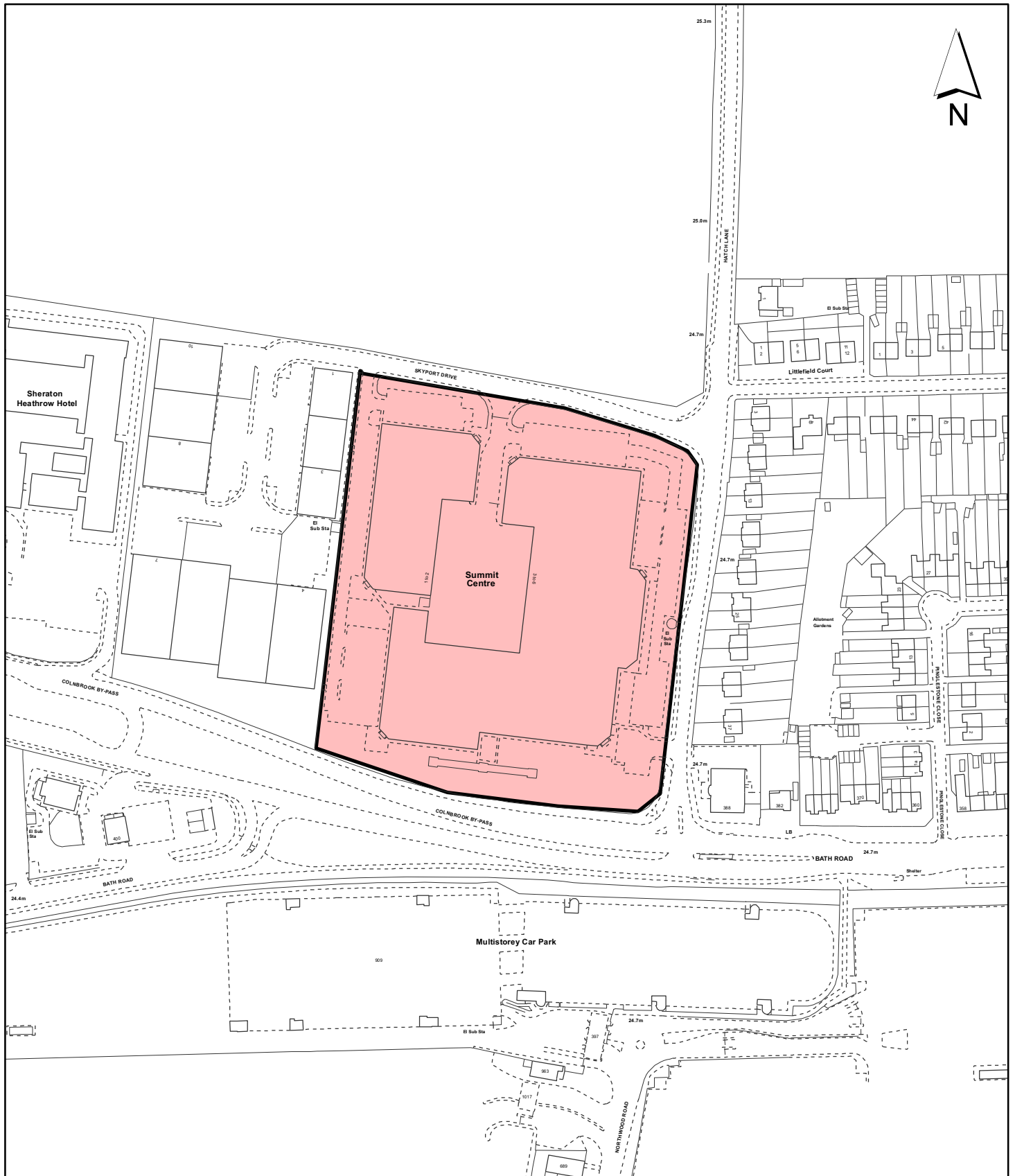


Elevation of Paladin Personnel Gate
Scale 1:20




Elevation of Sliding Paladin Security Gate
Scale 1:20

RPS Sharnwood House 10000 Woodhouse Lane Leeds, West Yorkshire LS24 1JG T +44 (0) 1132 550 700 F +44 (0) 1132 550 701 W www.rpsgroup.com E rps.enquiries@rpsgroup.com	<p>Client</p> <p>PRUPIM Summit Centre, Healthrow</p> <p>Title Proposed Fencing Details</p>	<p>Drawing Date: 26/10/2012 Preliminary Project Leader: MRO Drawing Number: NK016731_0250</p> <p>Sheet: - File: - rps/rps.com</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------



Notes

 Site boundary

For identification purposes only.

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

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Heathrow Summit Centre
Skyport Drive
Harmondsworth**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

9420/APP/2011/2119

Scale

1:2,500

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

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):	25/10/2012
Date Application Valid:	13/05/2011		17/10/2012
			20/10/2011
			04/11/2012
			21/03/2011



typical elevation of boundary railings 1:20

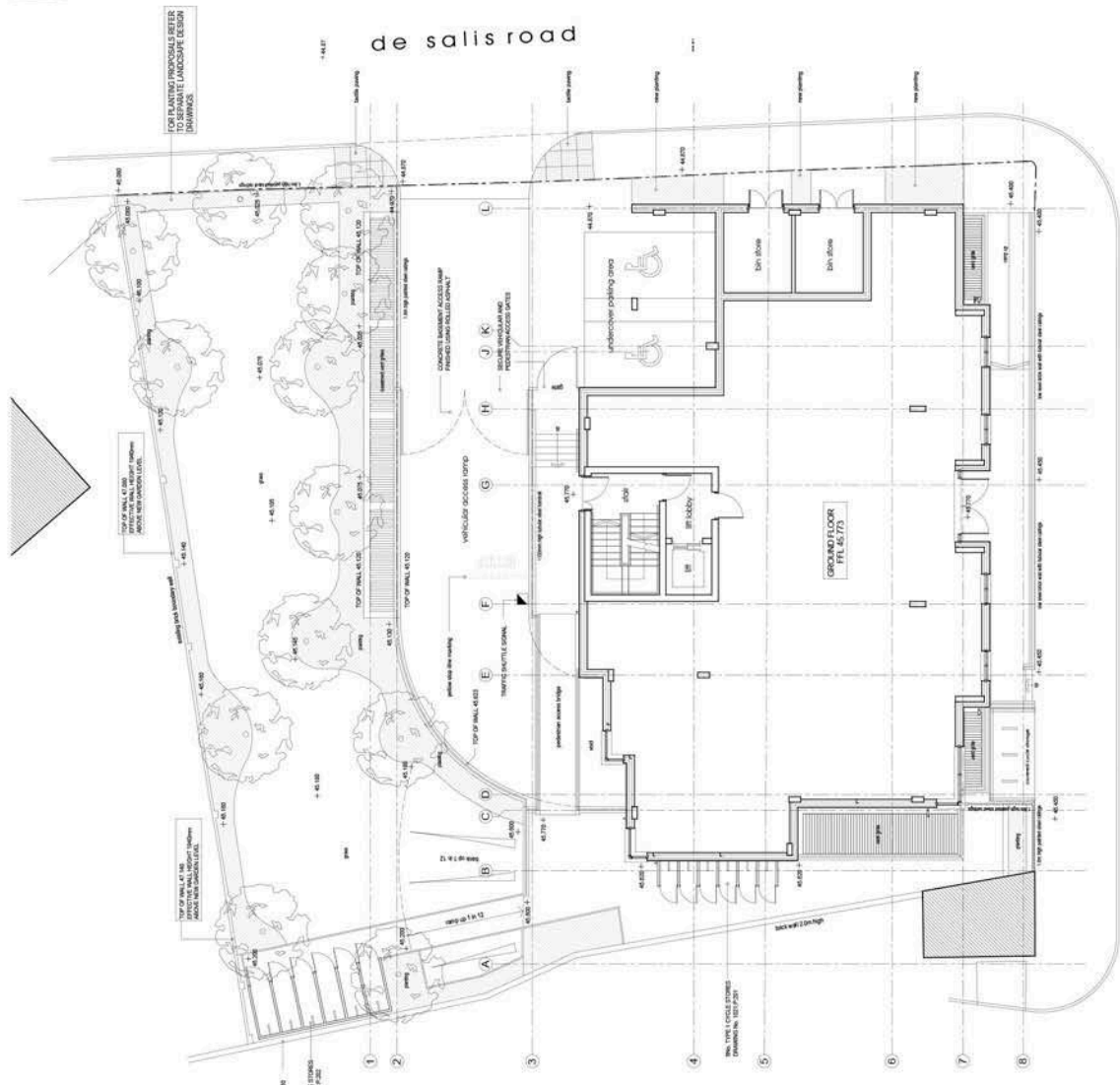
NO	DATE	DESCRIPTION	BY
1	15/01/20	ISSUED FOR PERMIT	SR
2	15/01/20	ISSUED FOR PERMIT	SR
3	15/01/20	ISSUED FOR PERMIT	SR
4	15/01/20	ISSUED FOR PERMIT	SR
5	15/01/20	ISSUED FOR PERMIT	SR
6	15/01/20	ISSUED FOR PERMIT	SR
7	15/01/20	ISSUED FOR PERMIT	SR
8	15/01/20	ISSUED FOR PERMIT	SR
9	15/01/20	ISSUED FOR PERMIT	SR
10	15/01/20	ISSUED FOR PERMIT	SR

ABP
BIOCHIEF
 A.B.P. 1111
 100 Bridge Road
 Singapore 100001
 Tel: 65 6339 2000
 Fax: 65 6339 2001
 Email: info@abp.com.sg

FORMER KNIGHTS OF HILLINGDON SITE
 HILLINGDON ROAD
 HILLINGDON

PROPOSED SITE LAYOUT

Project No.	11001001	Date	JAN 11
Project Name	PLANNING	Drawn by	GR
Project No.	1021	Project No.	C

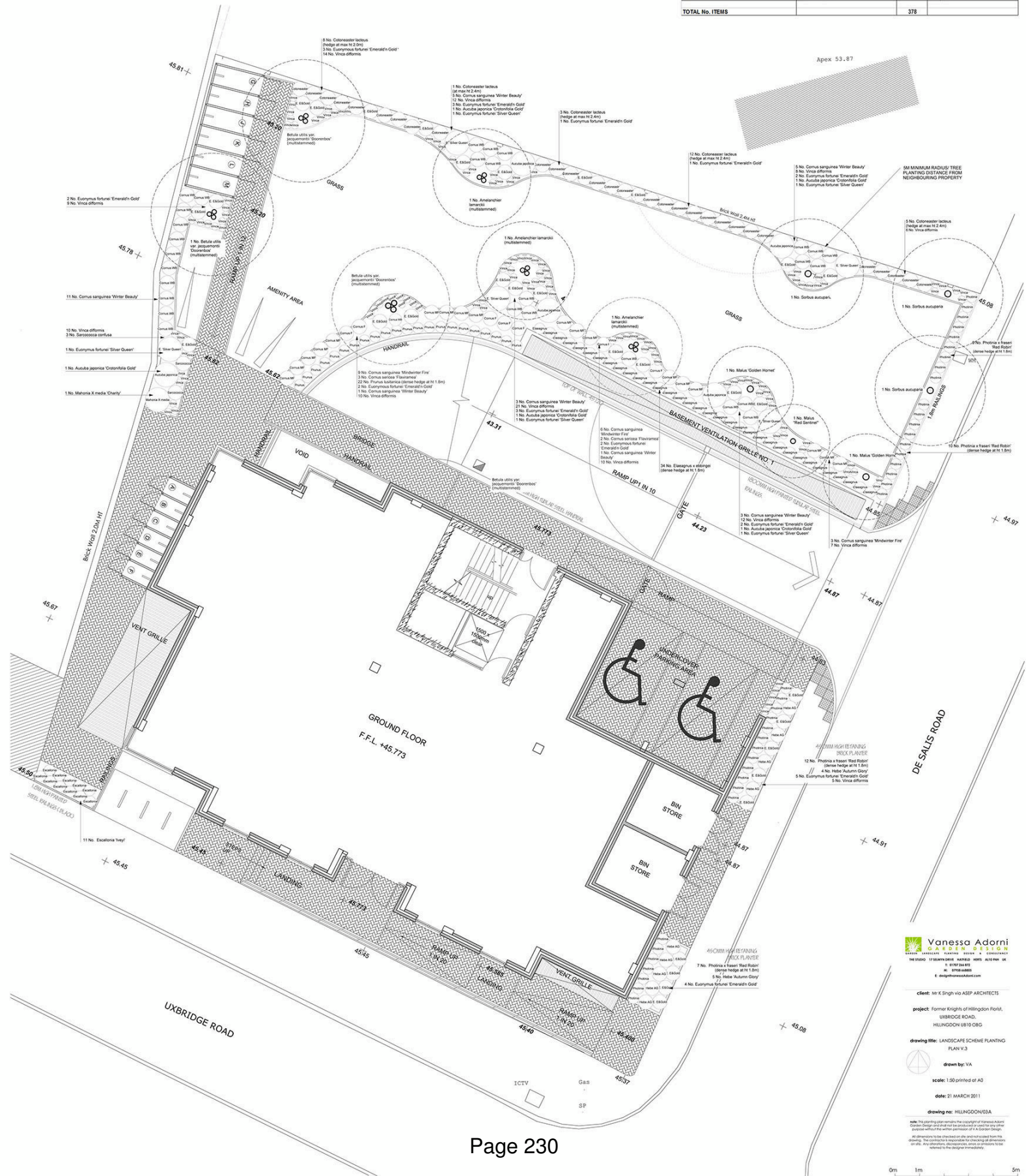


uxbridge road

proposed site layout

PLANT KEY:

ABBREVIATED NAME	HORTICULTURAL NAME	No. to supply	PLANT TYPE
Amelanchier lamarckii	Amelanchier lamarckii	3	Deciduous tree - multitemmed
Aucuba japonica	Aucuba japonica 'Crotonifolia Gold'	5	Evergreen shrub
Betula utilis var jacquemonti 'Doorenbos'	Betula utilis var jacquemonti 'Doorenbos'	3	Deciduous tree - multitemmed
Cornus F	Cornus sericea 'Flaviramea'	6	Deciduous shrub
Cornus MF	Cornus sanguinea 'Winter Beauty'	21	Deciduous shrub
Cornus WB	Cornus sanguinea 'Winter Beauty'	27	Deciduous shrub
Cotoneaster	Cotoneaster lacteus	31	Evergreen shrub
E. E&Gold	Euonymus fortunei 'Emerald Gold'	29	Evergreen shrub
E. 'Silver Queen'	Euonymus fortunei 'Silver Queen'	5	Evergreen shrub
Elaeagnus	Elaeagnus x ebbingei	34	Evergreen shrub
Escallonia	Escallonia 'heyi'	11	Evergreen shrub
Hebe AG	Hebe 'Autumn Glory'	9	Evergreen shrub
Mahonia X media	Mahonia X media 'Charly'	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 lusitana	22	Evergreen shrub
Sarcococca	Sarcococca confusa	2	Evergreen shrub
Sorbus aucuparia	Sorbus aucuparia	3	Standard tree - standard
Vinca	Vinca difformis	124	Evergreen shrub
TOTAL No. ITEMS		378	

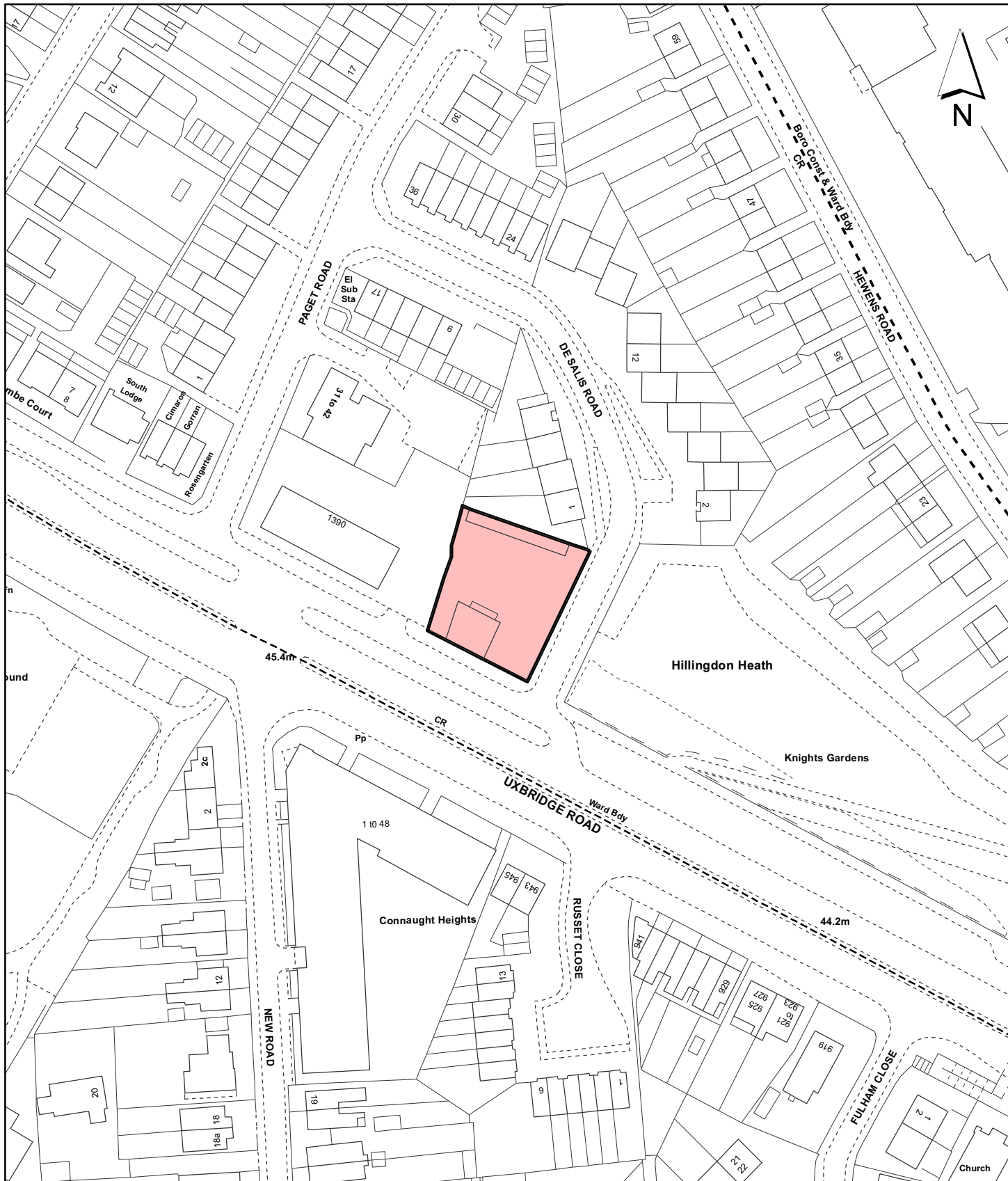


Vanessa Adorni
 GARDEN DESIGN
 LANDSCAPE ARCHITECTURE & PLANTING
 100 STATION STREET, HILLINGDON, Herts, AL5 2JN
 01895 488855
 v.adorni@vanessadorni.com


client: Mr K Singh via ASP ARCHITECTS
 project: Former Knights of Hillingdon Point,
 USHERS ROAD,
 HILLINGDON UB8 0RD
 drawing title: LANDSCAPE SCHEME PLANTING
 PLAN V.3
 drawn by: VA
 scale: 1:50 printed at A0
 date: 21 MARCH 2011
 drawing no: HILLINGDON03A

Note: This drawing is the property of Vanessa Adorni Garden Design and will not be produced or used for any other purpose without the written permission of a Garden Design. All dimensions to be checked on the spot and noted from the drawings. The contractor is responsible for checking all dimensions on site. Any omissions or inaccuracies for which the designer is not held responsible.





Notes

 Site boundary

For identification purposes only.

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

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Knights of Hillingdon Florists
Uxbridge Road
Hillingdon**

Planning Application Ref:

15407/APP/2010/2209

Planning Committee

Central and South

Scale

1:1,250

Date

**December
2012**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address TESCO STORE, TROUT ROAD, OFF YIEWSLEY HIGH STREET HIGH STREET YIEWSLEY

Development: Application to remove condition 51 (provision of a south bound bus lane) of planning permission 60929/APP/2007/3744 for the "Erection of mixed use development comprising 7,390 sq.m (gross) retail (Class A1 Use) floorspace and 97 residential units, including new access, car parking, amenity space and landscaping (Full Application) approved 31 January 2008

LBH Ref Nos: 60929/APP/2012/2118

Date Plans Received: 28/08/2012 **Date(s) of Amendment(s):**

Date Application Valid: 30/08/2012

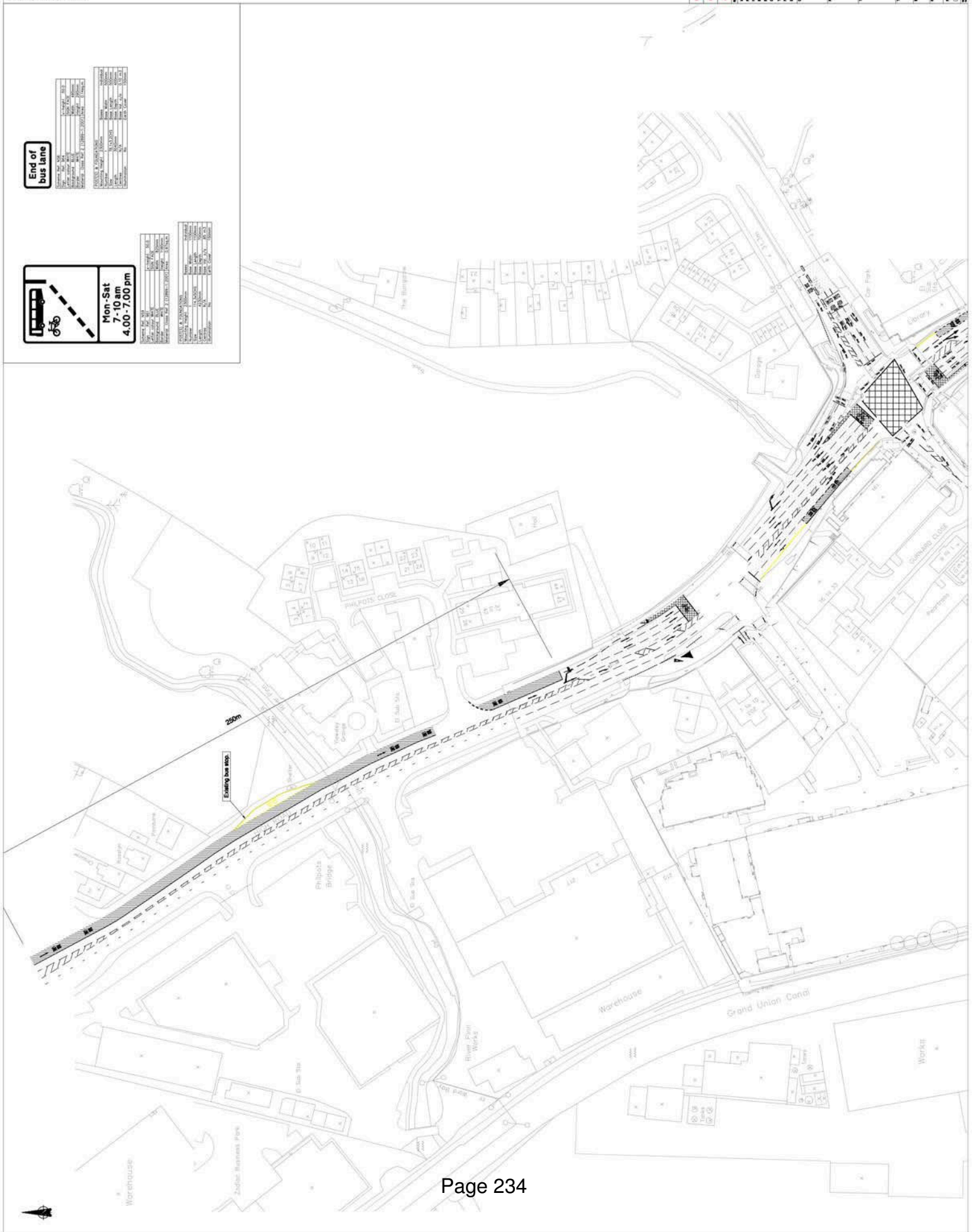
This drawing is based upon topographical survey information supplied by the client and is not intended to be used for any other purpose. The client is responsible for the accuracy of the information supplied and for obtaining any necessary permits or approvals from the relevant authorities. The client is advised that the information shown on this drawing is not intended to be used for any other purpose and is not to be relied upon for any other purpose. The client is advised that the information shown on this drawing is not intended to be used for any other purpose and is not to be relied upon for any other purpose.

End of bus lane

Project Name	Project No.	Project Date	Project Location
Yewsey, West Clayton	202227	2022/09/09	West Clayton, MN

Mon-Sat
7.10 am - 4.00 pm

Project Name	Project No.	Project Date	Project Location
Yewsey, West Clayton	202227	2022/09/09	West Clayton, MN

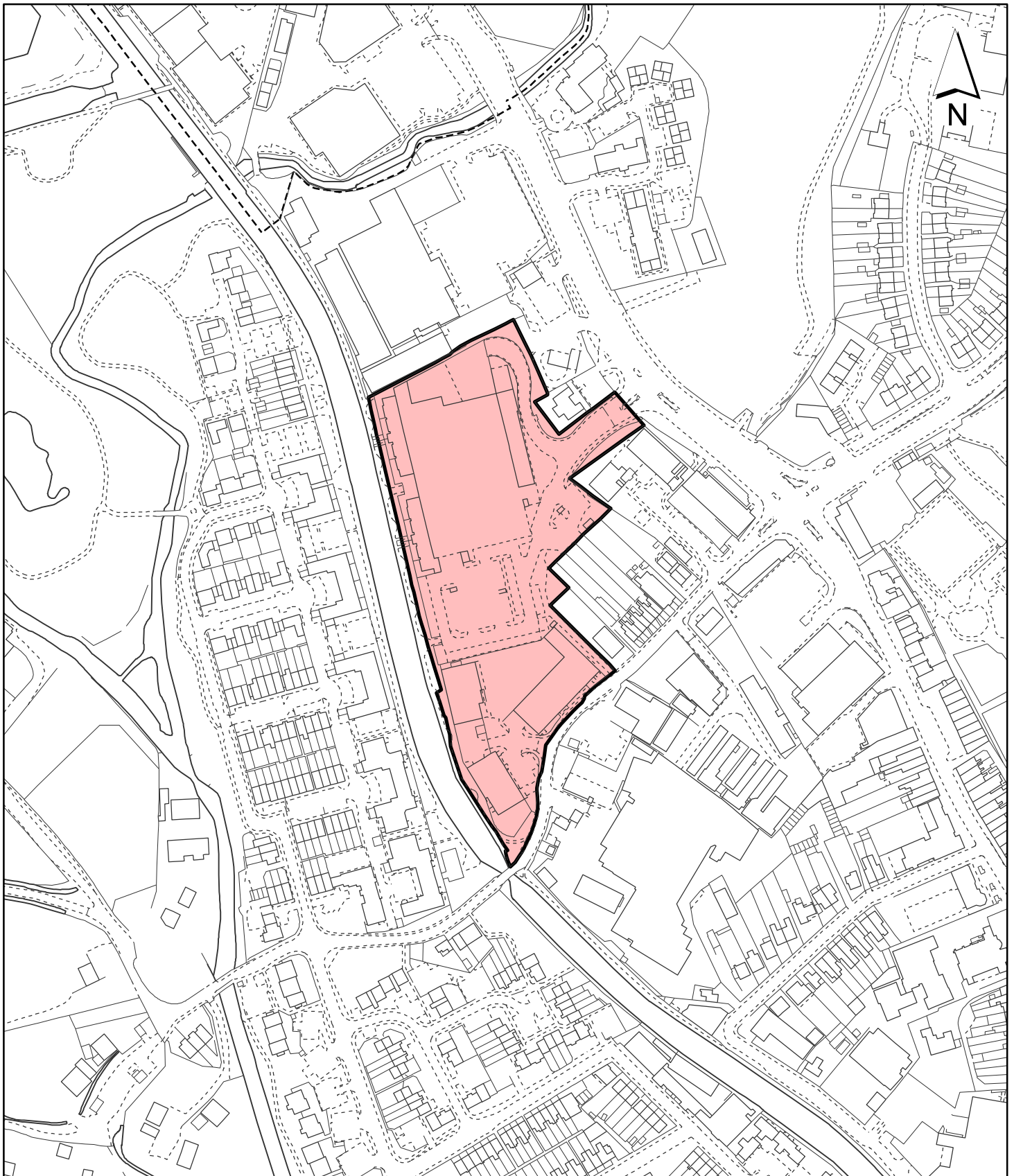


Client	Yewsey, West Clayton
Project No.	202227
Project Name	Yewsey, West Clayton
Project Location	West Clayton, MN
Project Date	2022/09/09
Project Status	Final
Project Manager	John Smith
Project Engineer	Jane Doe
Project Designer	John Smith
Project Checker	Jane Doe
Project Approver	John Smith
Project Date	2022/09/09
Project Location	West Clayton, MN
Project Status	Final
Project Manager	John Smith
Project Engineer	Jane Doe
Project Designer	John Smith
Project Checker	Jane Doe
Project Approver	John Smith


Waterman Boreham
Transport Planning

TESCO
Yewsey, West Clayton

Proposed Bus Lane



Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the

Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Tesco Store
Trout Road off High Street
Yiewsley**

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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

Planning Application Ref:

60929/APP/2012/2118

Scale

1:3,000

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

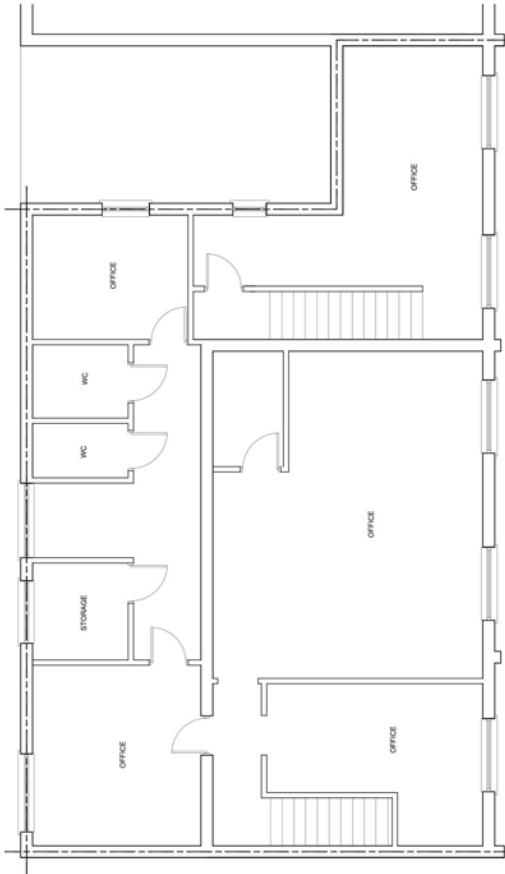
Address UNITS 1 & 2 2A CHERRY ORCHARD WEST DRAYTON

Development: Change of use of ground floor from Use Class B1 (Offices) and Use Class B8 (Storage) to Use Class A1 (Shops) to include alterations to front elevations and new shopfronts.

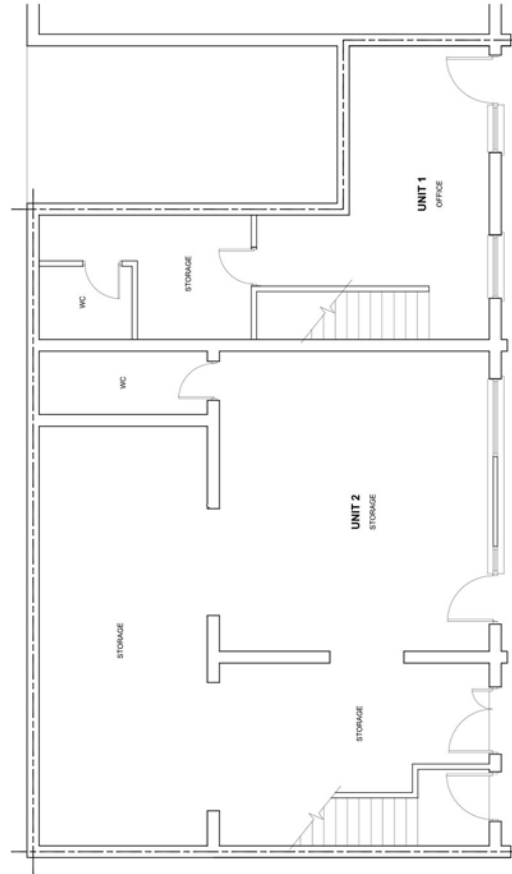
LBH Ref Nos: 31015/APP/2012/2312

Date Plans Received: 21/09/2012 **Date(s) of Amendment(s):** 08/11/2012

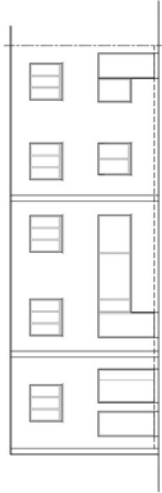
Date Application Valid: 27/09/2012 21/09/2012



FIRST FLOOR PLAN



GROUND FLOOR PLAN



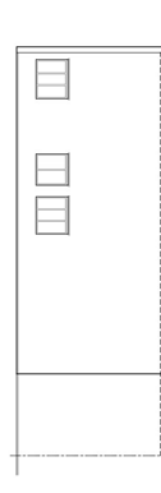
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION



ROOM LABELS	SEPT 12	B
INTERNAL ARRANGEMENTS	DATE	REV.
AMENDMENTS		A

ALL SCALED DIMENSIONS MUST BE VERIFIED ON SITE

JOB	UNITS 1 & 2
	2A CHERRY ORCHARD
	WEST DRAYTON
CLIENT	COLIN TEWARI
DRAWING	EXISTING
	PLANS & ELEVATIONS

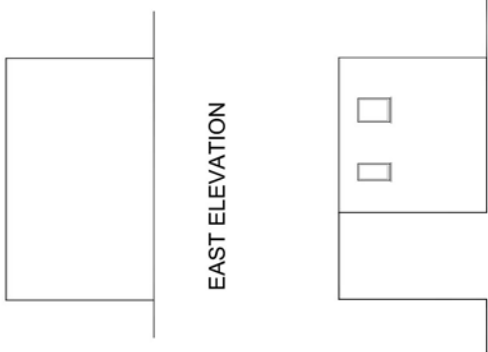
DALE VENN ARCHITECTS
Architects, Planners & Surveyors
HIGH HOUSE, HARBINGTON ROAD,
HILLINGDON, MIDDLESEX. 01895-237345

SCALE	1:100	DRAWING No.	REV.
DATE	SEP 12		
DRAWN	BM		
CHECKED	DV		

4708-1B



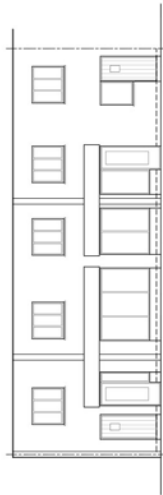
BLOCK PLAN 1:200



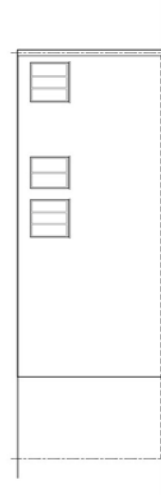
EAST ELEVATION



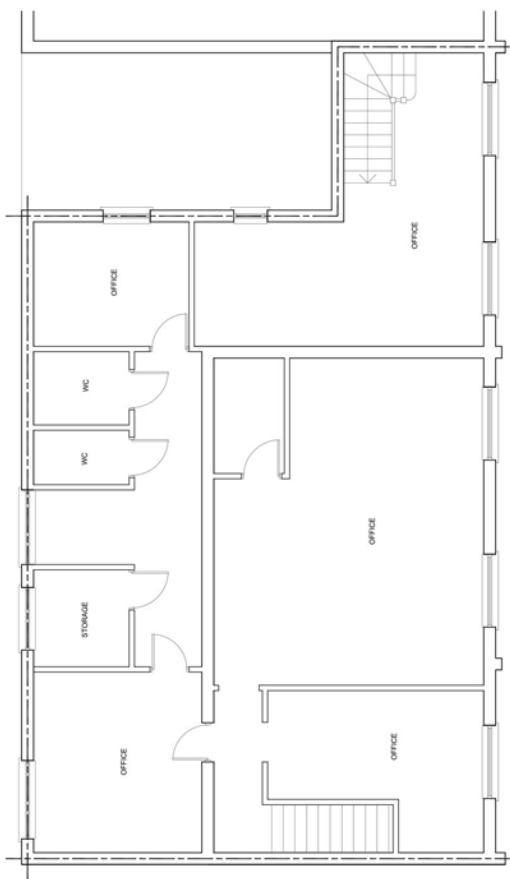
WEST ELEVATION



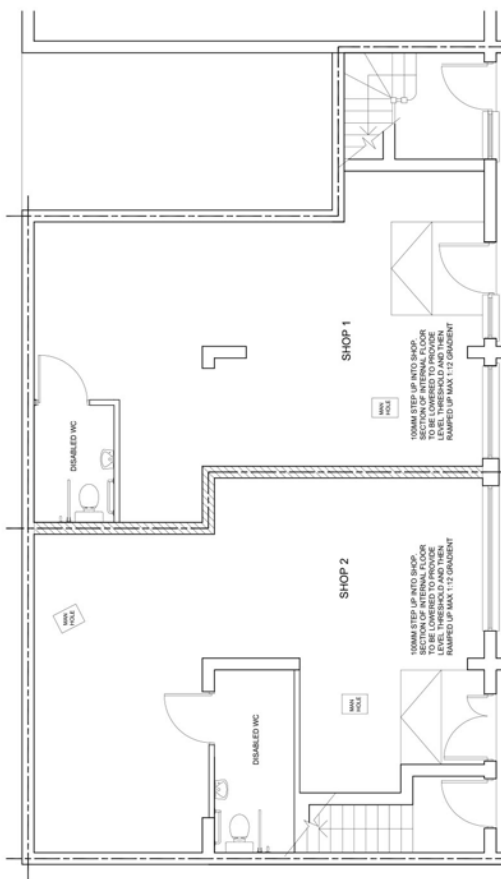
NORTH ELEVATION



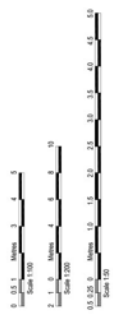
SOUTH ELEVATION



FIRST FLOOR PLAN



GROUND FLOOR PLAN



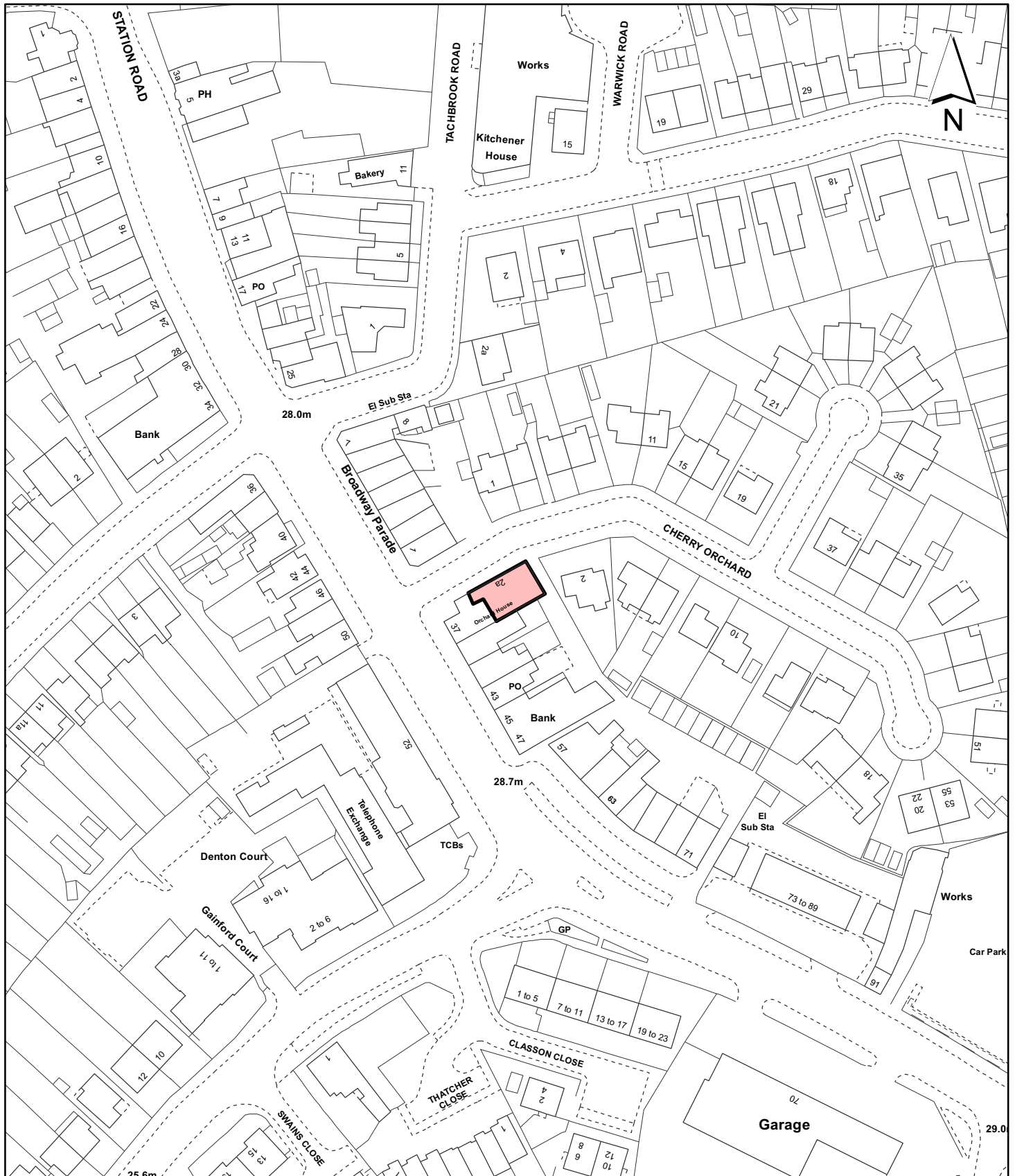
NO.	DATE	REV.
1	SEPT 12	A
2	SEPT 12	B
3	SEPT 12	C

ALL SCALED DIMENSIONS MUST BE VERIFIED ON SITE.
 COPYRIGHT RESERVED
 JOB
 UNITS 1 & 2
 2A CHERRY ORCHARD
 WEST DRAYTON
 CLIENT
 COLIN TEWARI
 DRAWING
 PROPOSED
 PLANS & ELEVATIONS


DALE VENN ARCHITECTS
 Architects, Planners & Surveyors
 HIGH HOUSE, HARBINGTON ROAD,
 HILLINGDON, MIDDLESEX. 01895-237345

SCALE	1:100	DRAWING No.	REV.
DATE	SEPT 12		
DRAWN	DB		
CHECKED BY	DV		

4708-2D



Notes

 Site boundary

For identification purposes only.

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

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Units 1 and 2
2A Cherry Orchard
West Drayton**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

31015/APP/2012/2312

Scale

1:1,250

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 19A CHURCH ROAD COWLEY

Development: Single storey rear extension

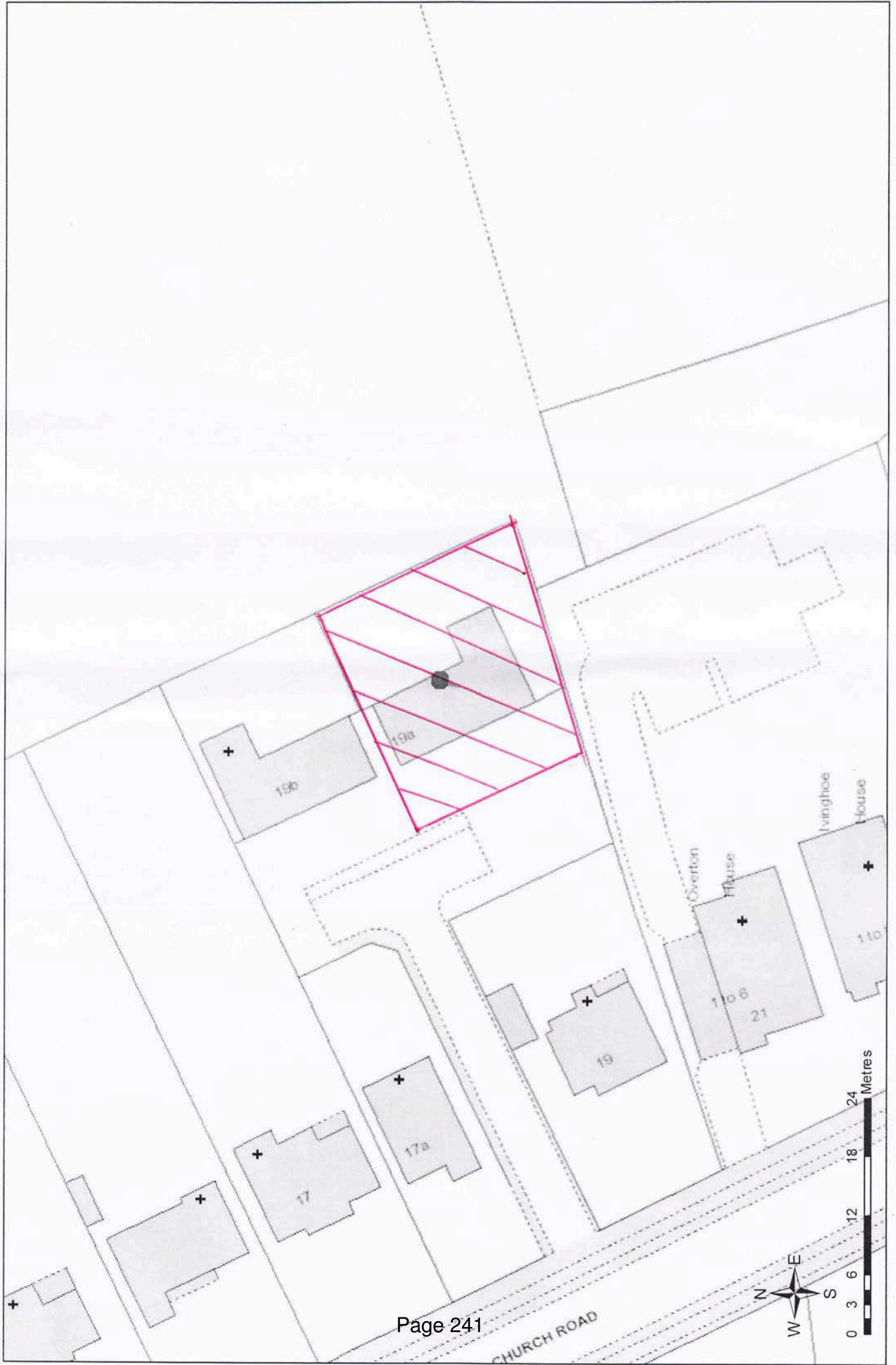
LBH Ref Nos: 48960/APP/2012/2505

Date Plans Received: 15/10/2012

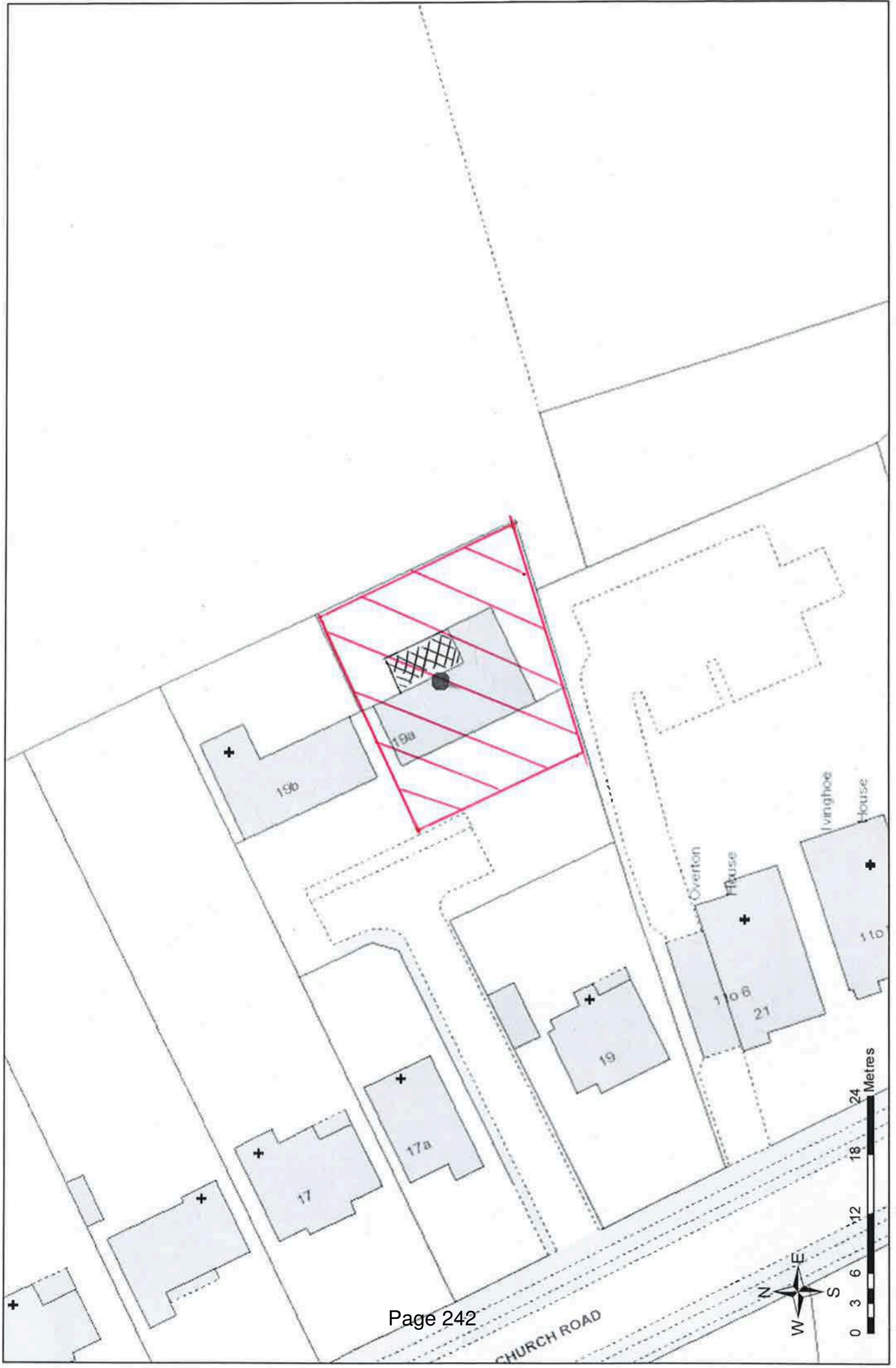
Date(s) of Amendment(s):

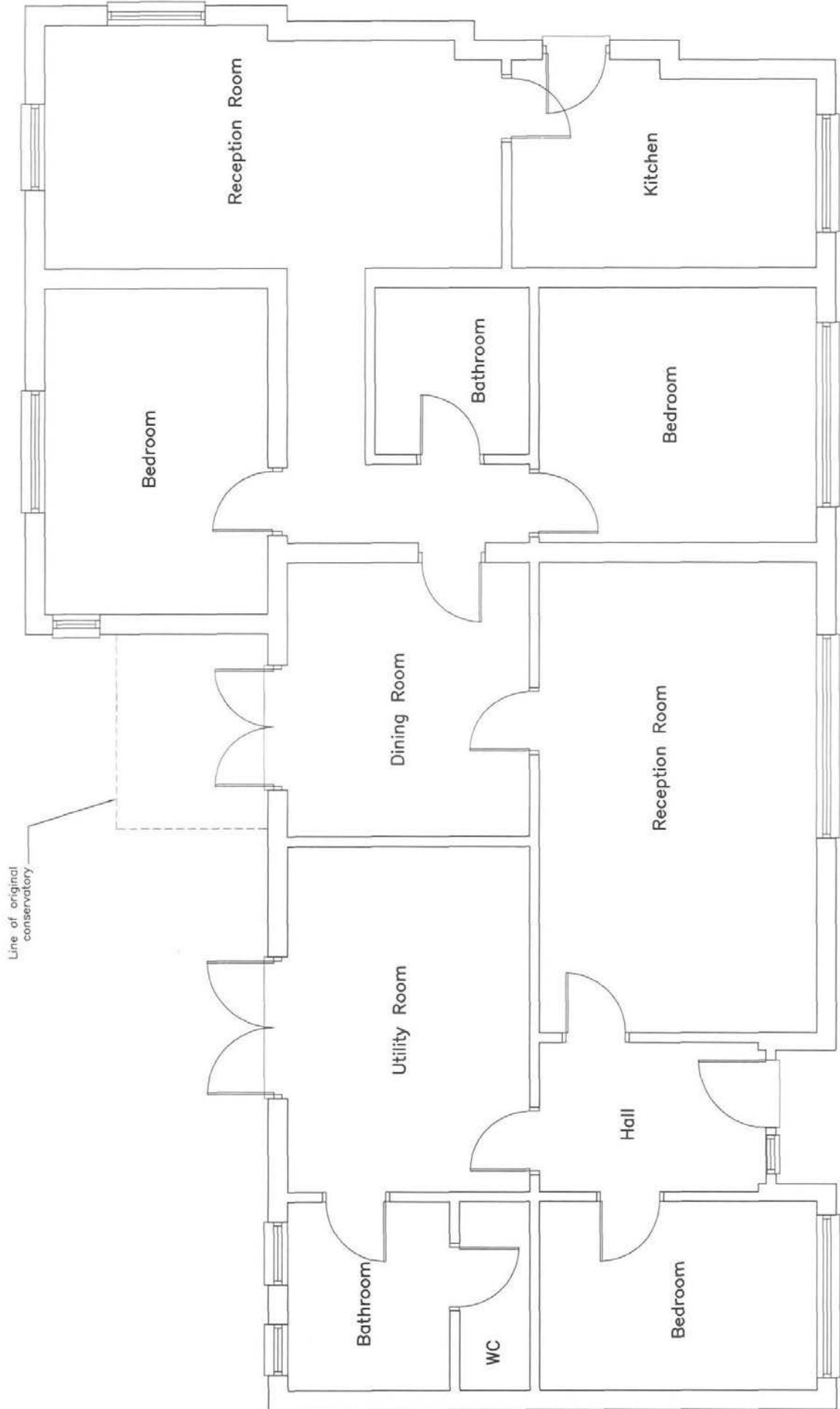
Date Application Valid: 15/10/2012

19A CHURCH ROAD, UXBRIDGE, HILLINGDON, UB8 3NB



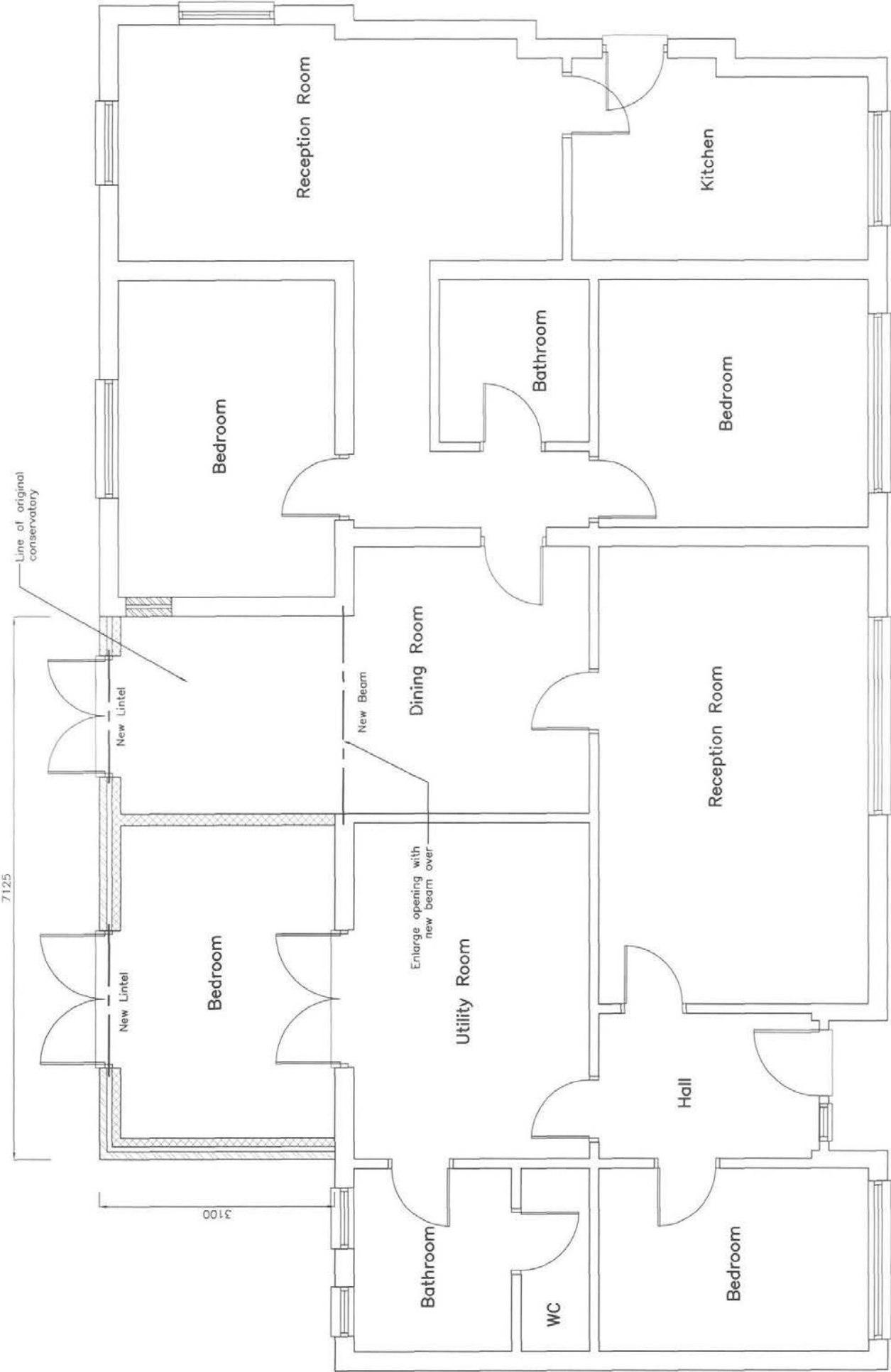
19A CHURCH ROAD, UXBRIDGE, HILLINGDON, UB8 3NB



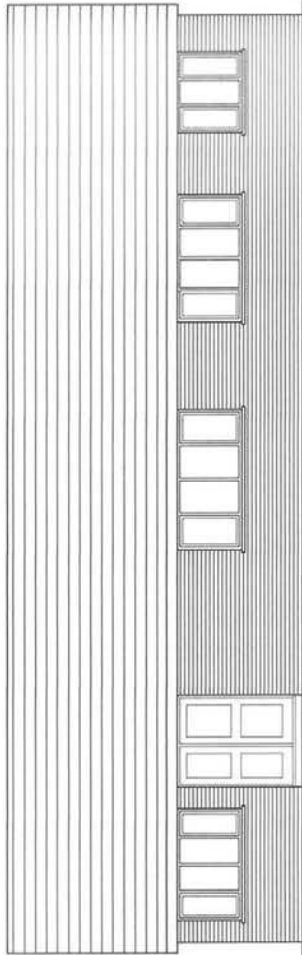


Line of original conservatory

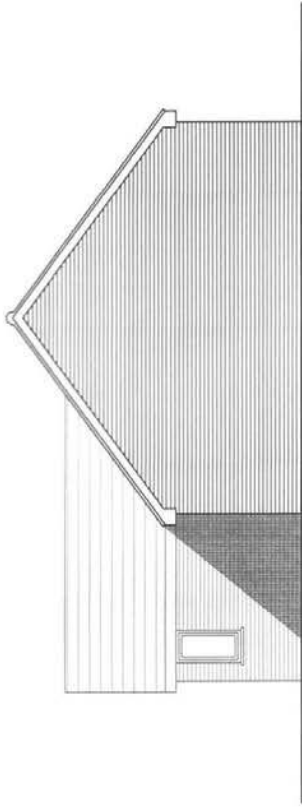
Project 19A Church Road Uxbridge, Hillingdon. UB8 3NB	Title Existing Ground Floor Plan	Date October 2012	Scale 1:50	Revision ..	Dwg. No 100.004 / 101	Rev. ..
		Drawn IN	Checked ..			



Project 19A Church Road Uxbridge, Hillingdon. UB8 3NB	Title Proposed Ground Floor Plan		Date October 2012	Scale 1:50	Revision ..
	Drawn IN	Checked	Dwg. No 100.004 / 201	Rev. ..	



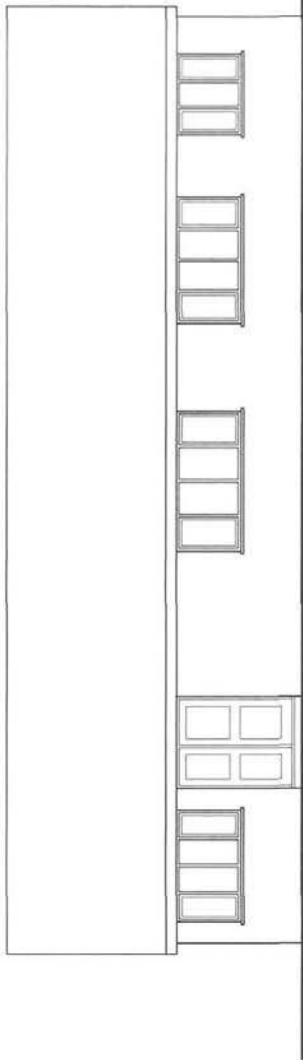
Front Elevation



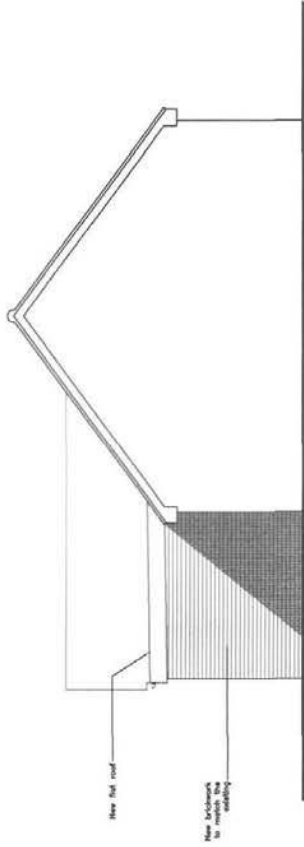
Flank Elevation



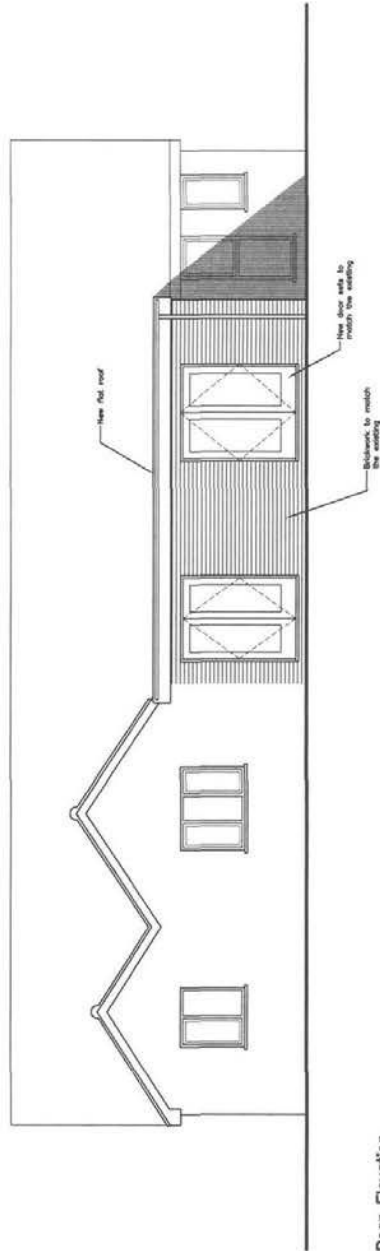
Rear Elevation



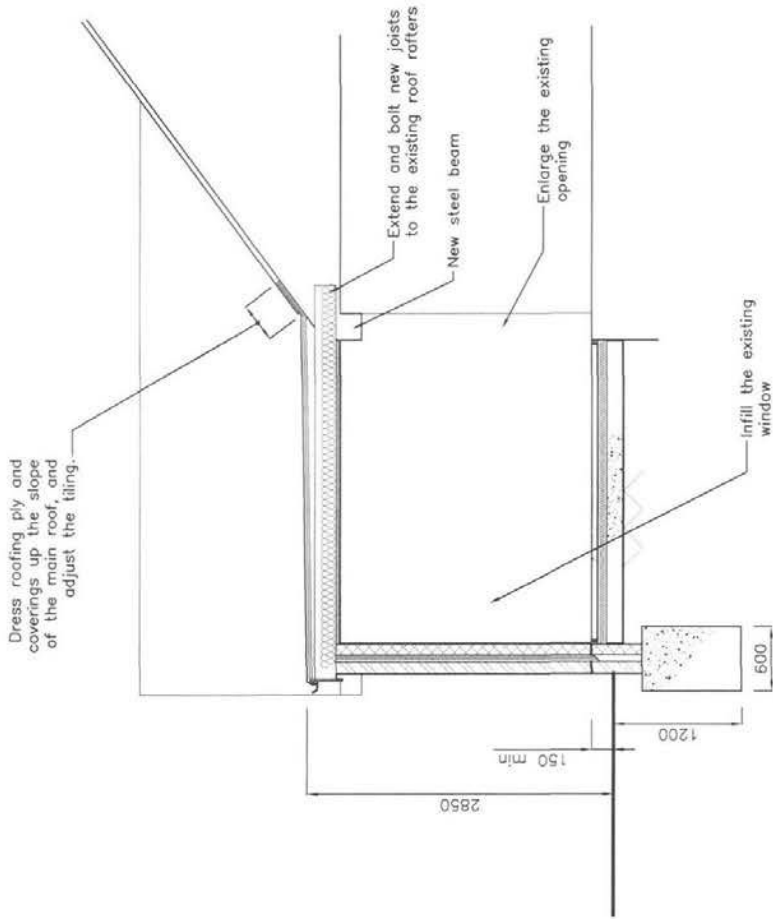
Front Elevation



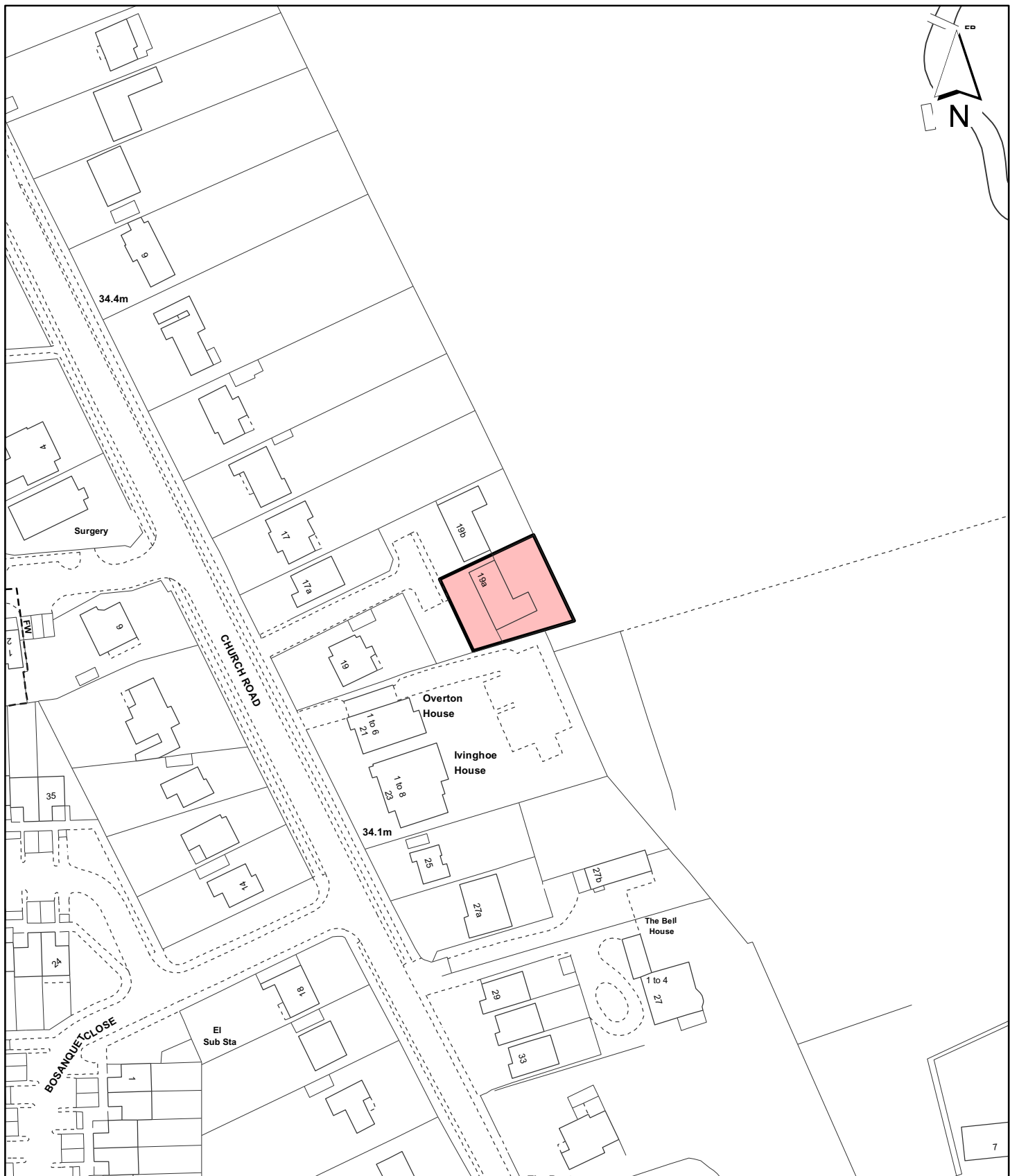
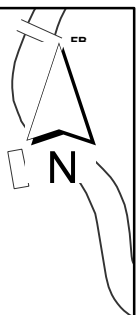
Flank Elevation





Rear Elevation



Flank Elevation



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2012 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">19A Church Road Cowley</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">48960/APP/2012/2505</p>	<p>Scale</p> <p align="center">1:1,250</p>	
	<p>Planning Committee</p> <p align="center">Central and South</p>	<p>Date</p> <p align="center">December 2012</p>	

Report of the Head of Planning & Enforcement Services

Address 9 DENE CROFT CRESCENT HILLINGDON

Development: Conversion of dwelling to 2 x 1-bedroom flats (Resubmission)

LBH Ref Nos: 13870/APP/2012/2569

Date Plans Received: 19/10/2012

Date(s) of Amendment(s): 19/10/0012

Date Application Valid: 26/10/2012

All fire alarm systems shall be covered with 2 layers of Gyproc, 12.5mm thick, on the ceiling and 1 layer on the walls. Steel ladders should not be removed, removed fire doors and fire windows. Steel ladders should not be removed, removed fire doors and fire windows. Steel ladders should not be removed, removed fire doors and fire windows.

All steel work to be either painted with maintenance paint as detailed in 2.19 or primed and painted with maintenance paint as detailed in 2.19 or primed and painted with maintenance paint as detailed in 2.19 or primed and painted with maintenance paint as detailed in 2.19.

Electric cables shall be fixed to the structure of the building. Where cables are run through walls or floors, they shall be protected by a sleeve of the same material as the wall or floor. Where cables are run through walls or floors, they shall be protected by a sleeve of the same material as the wall or floor.

The proposed ventilation work is to be undertaken by a person fit to do so and to be undertaken in accordance with the manufacturer's instructions. The proposed ventilation work is to be undertaken by a person fit to do so and to be undertaken in accordance with the manufacturer's instructions.

The heating and hot water system shall be inspected on completion of the work. The heating and hot water system shall be inspected on completion of the work. The heating and hot water system shall be inspected on completion of the work.

Smoke detectors shall be installed in accordance with the manufacturer's instructions. Smoke detectors shall be installed in accordance with the manufacturer's instructions. Smoke detectors shall be installed in accordance with the manufacturer's instructions.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

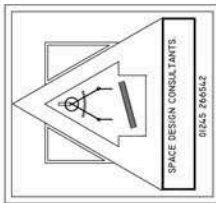
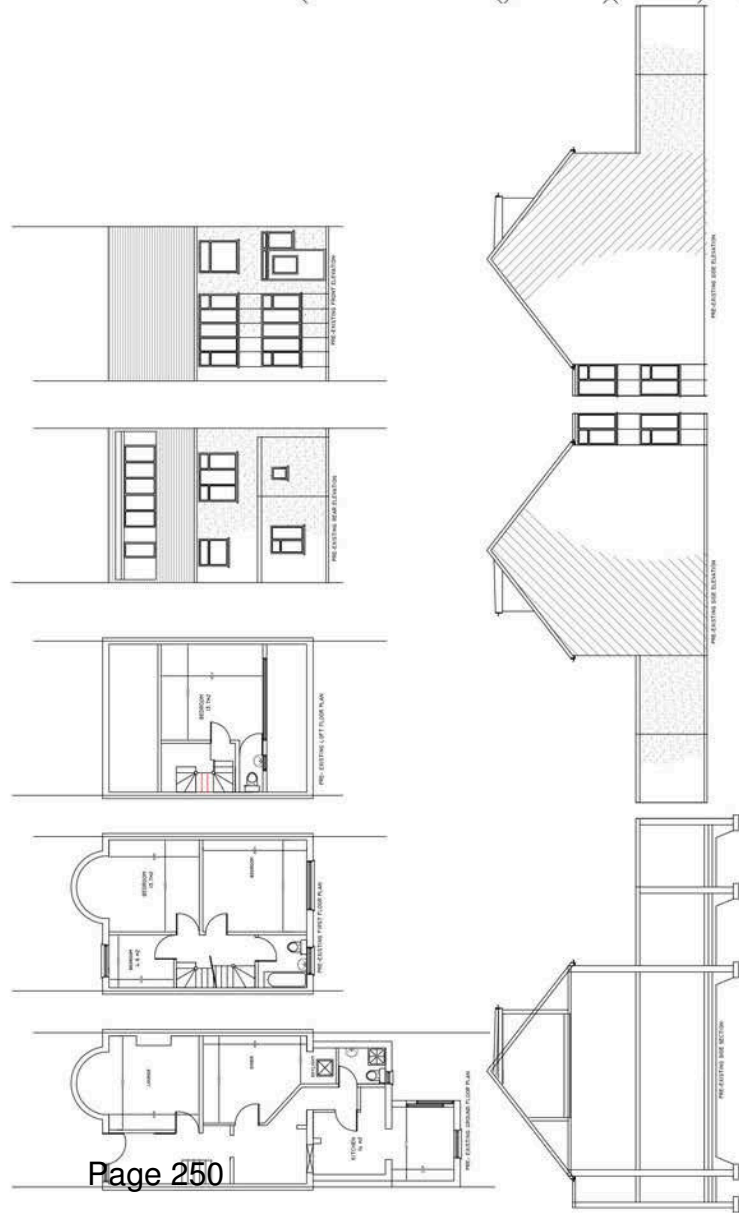
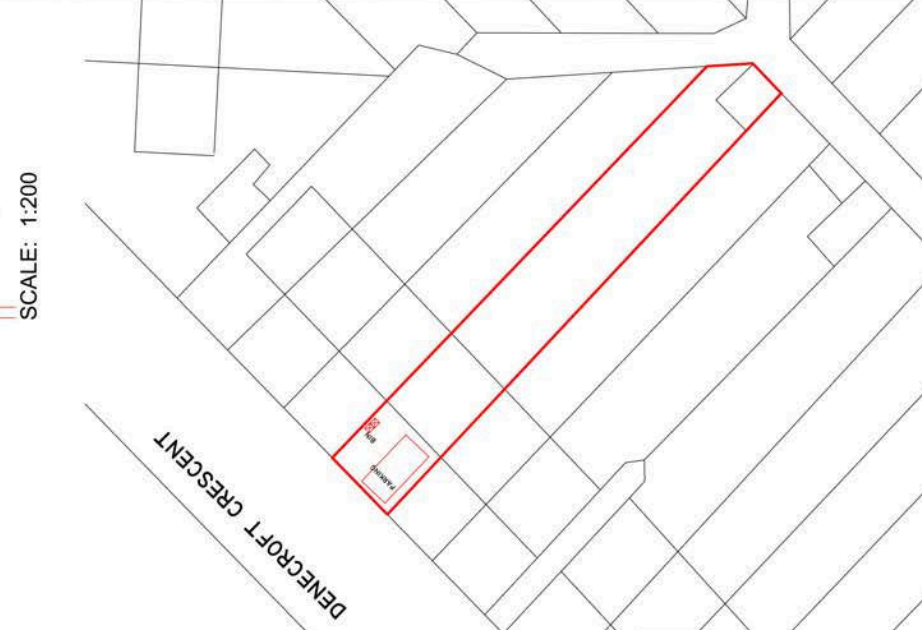
Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract. Check that all work is completed in accordance with the contract.

SCALE: 1:200



All steel work to be either primed with zinc-rich primer or hot-dip galvanized to a minimum of 120 microns thickness. All steel work to be painted with a minimum of two coats of epoxy primer and two coats of epoxy topcoat. All steel work to be painted with a minimum of two coats of epoxy primer and two coats of epoxy topcoat. All steel work to be painted with a minimum of two coats of epoxy primer and two coats of epoxy topcoat.

The proposed installation work is to be carried out by a person who is qualified in the use of the equipment to be used. The proposed installation work is to be carried out by a person who is qualified in the use of the equipment to be used. The proposed installation work is to be carried out by a person who is qualified in the use of the equipment to be used.

Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms.

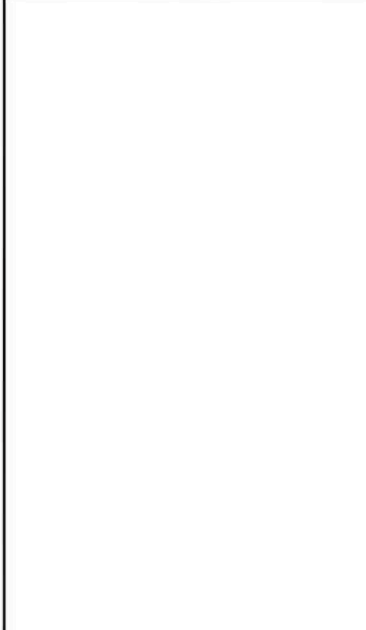
Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms.

Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms.

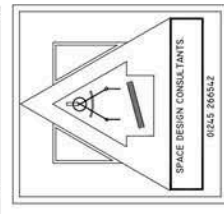
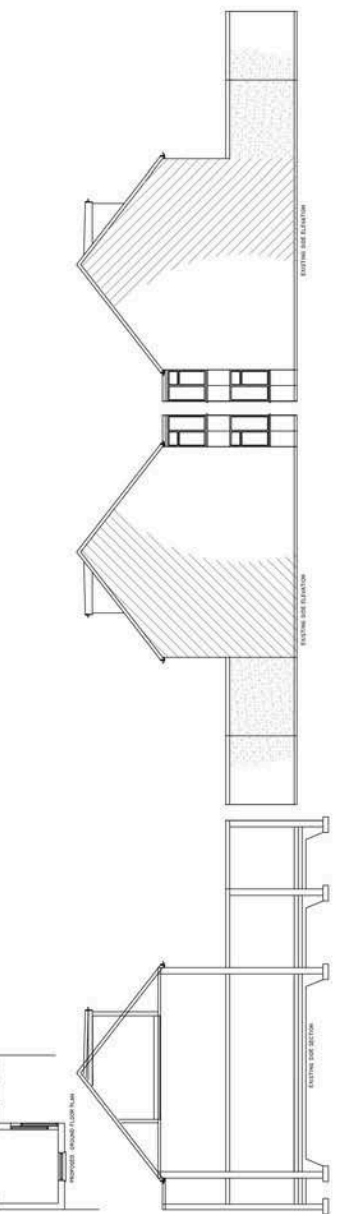
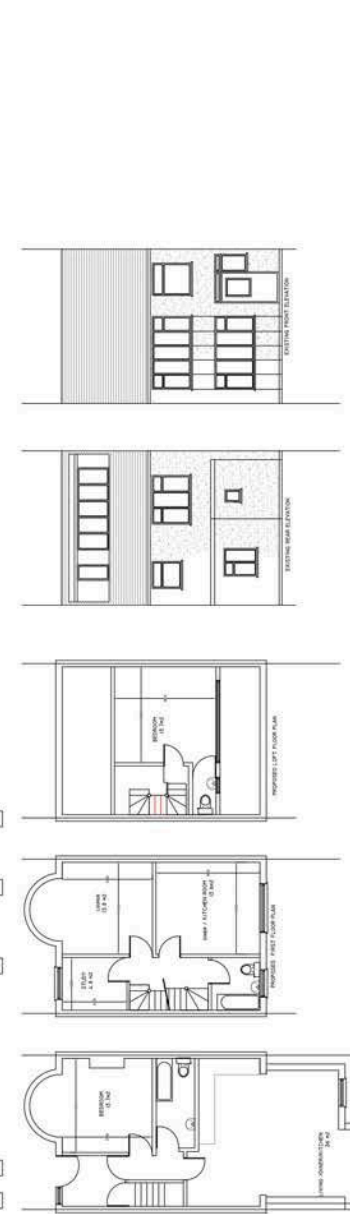
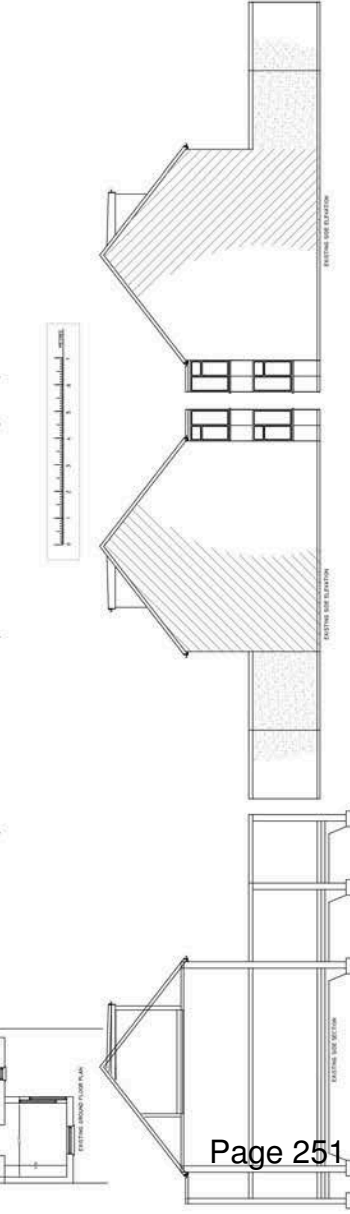
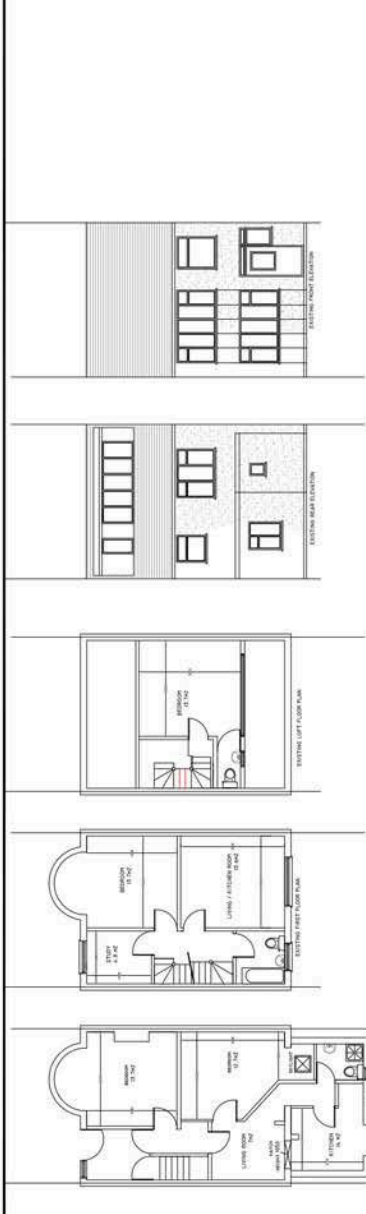
Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms.

Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms.

Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms. Efficient energy lighting is to be provided in all rooms.



SCALE: 1:200



SPACE DESIGN CONSULTANTS
0245 286542

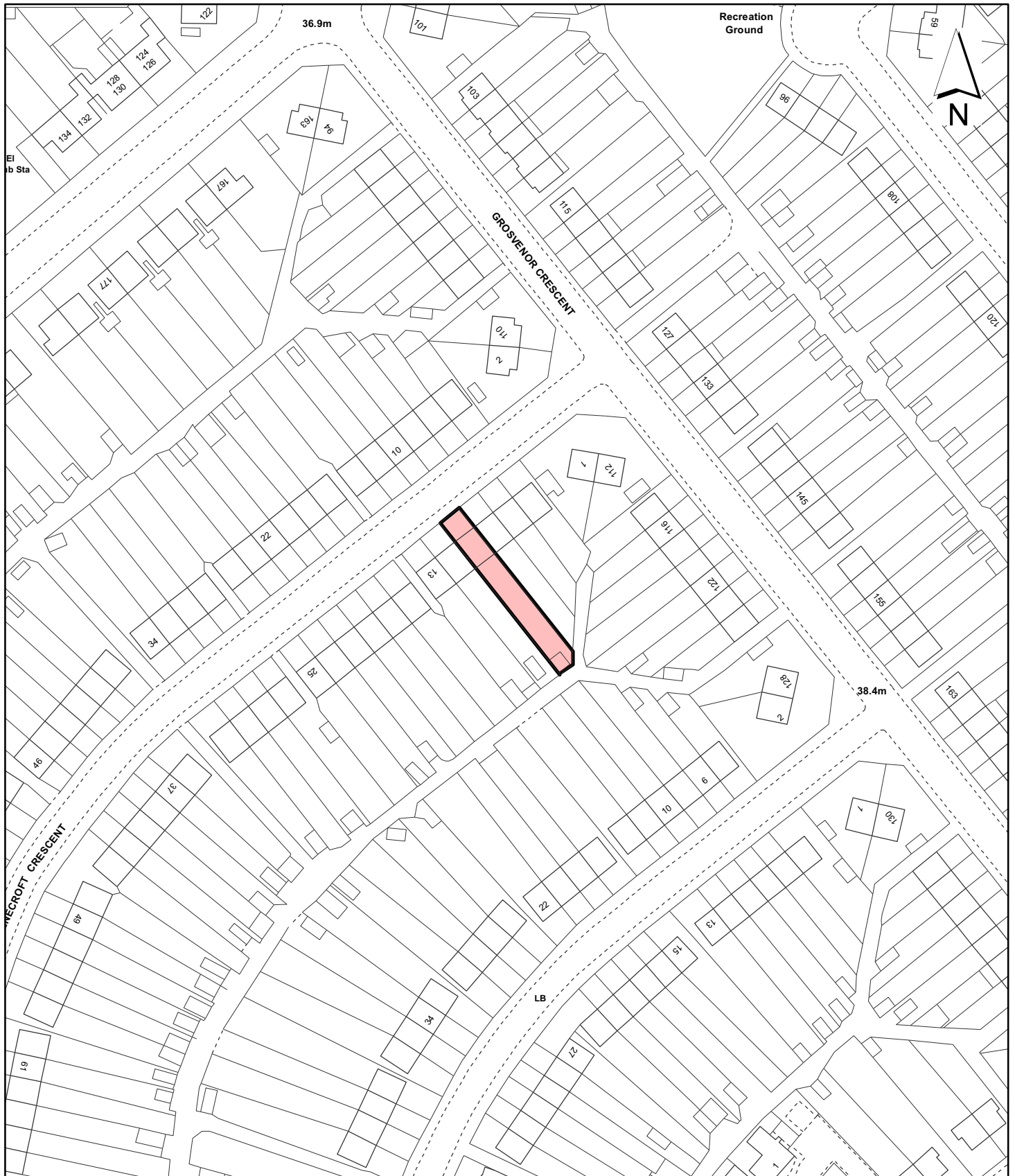
MR AND MRS M KABIR
MORNINGTON ROAD
URBIO 9HU

PLANNING FOR 2 X 1 BEDROOM
FLATS
EXISTING AND PROPOSED


DATE: 25/10/2012
SCALE: 1:100
DRAWN BY: KI

DRAWING NO.: DENSDC101PL
REV

REV	Description
A	
B	
C	
D	



Notes

 Site boundary

For identification purposes only.

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

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**9 Denecroft Crescent
Hillingdon**

Planning Application Ref:

13870/APP/2012/2569

Planning Committee

Central and South

Scale

1:1,250

Date

**December
2012**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 173 HIGH STREET UXBRIDGE

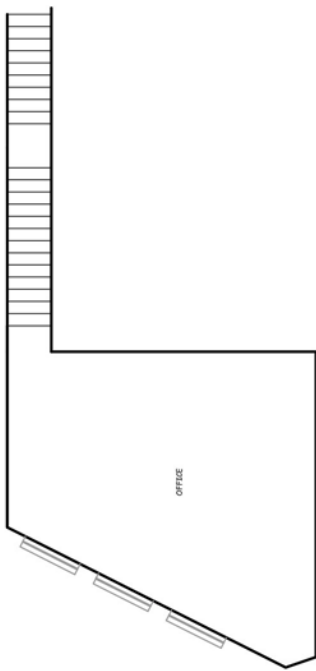
Development: Change of use to Betting Shop (Use Class A2) from Retail (Use Class A1).

LBH Ref Nos: 2104/APP/2012/2084

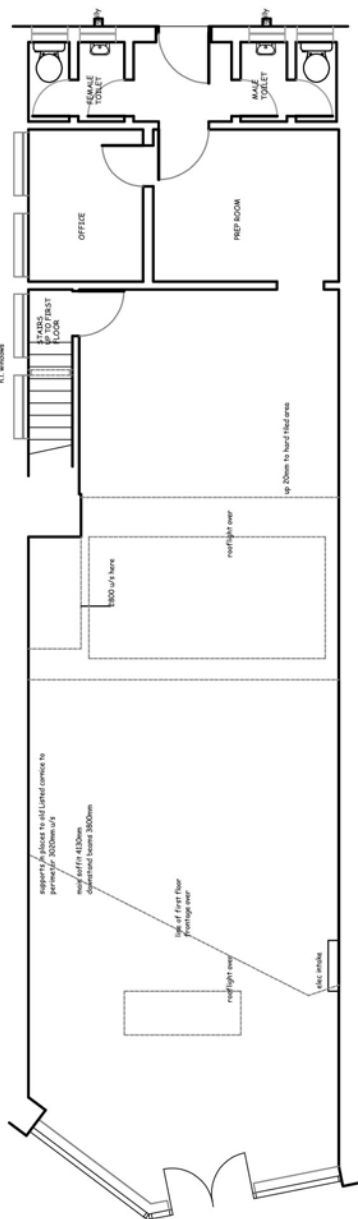
Date Plans Received: 28/08/2012

Date(s) of Amendment(s):

Date Application Valid: 14/09/2012



FIRST FLOOR PLAN



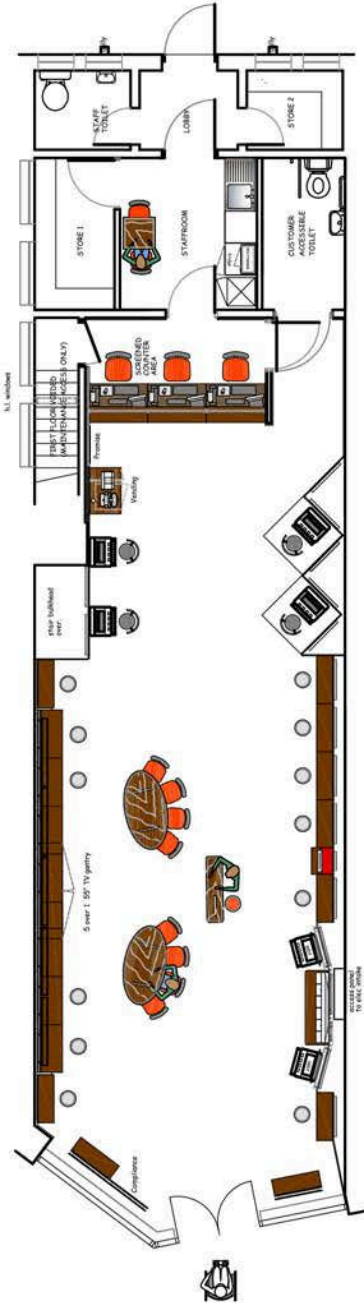
GROUND FLOOR PLAN



Size	Date	Description

Address	173, High Street, Uxbridge, UB8 1JZ.	
Title	EXISTING LAYOUT	
Drawn By	Date: 11/05/12	Scale: 1:50 at A1
Rev	Location	Sheet No. of Total
224	---	54 of 55
Drawing Number	UXB/01	Revision

All dimensions must be verified before any work is set in hand and any discrepancies must be reported to the relevant I.D. Property Development immediately. Where necessary, the relevant I.D. Property Development should be advised of any discrepancies as they are identified during the detailed drawing. The detailed drawing should take account of any dimensions shown on any drawings previously issued by Ladbrokes FC, and stated in condition that it is not copied or dictated to any third party, either wholly or in part without the consent of Ladbrokes FC, in writing.



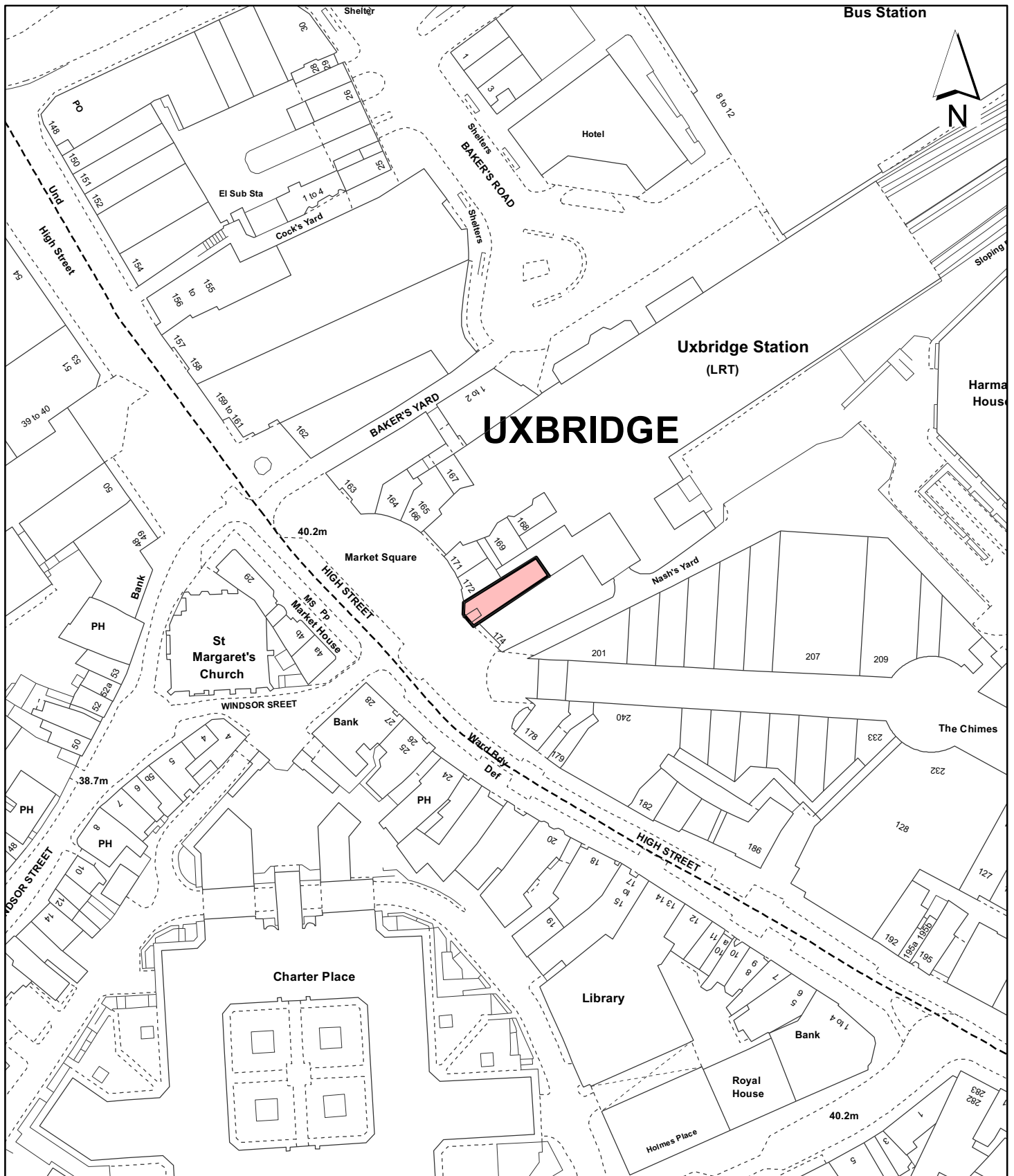
GROUND FLOOR PLAN

CUSTOMER AREA
74.42 SQ FT NET
83.74 SQ M GROSS
11.32 SQ FT NET


No.	Date	Description

Ladbrokes		
Address		
173, High Street, Uxbridge, U88 1JZ.		
Title		
PROPOSED LAYOUT		
Client Ref	Date: 11/06/12	Scale: 1:80 or A1
Ref	Location	Drawn by
224	---	---
Drawing Number	UXB/02	Revision

Licensing & Development		
Ladbrokes FC, Imperial House, Imperial Drive, Boreham Lane, Harlow, Essex, SG12 2PW, Tel: +44 (0)20 8353 3353		



Notes

 Site boundary

For identification purposes only.

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

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address	
173 High Street Uxbridge	
Planning Application Ref:	Scale
2104/APP/2012/2084	1:1,250
Planning Committee	Date
Central and South	December 2012

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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



HILLINGDON
LONDON



HILLINGDON LONDON

Meeting: Central & South Planning Committee
Date: 09-01-2013 **Time:** 7.00pm
Place: Committee Room 6, Civic Centre Uxbridge

ADDENDUM SHEET

Item: 6	Page: 1	Location: Heathrow Summit Centre
Amendments/Additional information:		Officer Comments:
Amend condition 6 by deleting the words ' within either phase 1, phase 2a, phase 2b or phase 2c'		Final details of phasing are to be secured through the S106 legal agreement.
Amend condition 10 by deleting the words 'phase 1		
Amend condition 12 by adding the words 'for the relevant phase' between the words 'Assessment' and 'has'		For clarity
Amend condition 14 by adding the words 'for the relevant phase' between the words 'contamination' and 'has'		For clarity
Amend condition 22 by adding the following sentence: 'At no time shall parking associated with the industrial units be used for off airport parking.'		For clarity
Amend condition 4 by replacing the word 'phased' with 'phase'		For clarity
Amend section 2, 2.2 (d) by replacing 2012 with 2013.		For clarity.
Amend the body of condition 17 by adding the words 'and shall incorporate petrol / oil interceptors in all car parking areas' between the words 'development' and 'has'.		For clarity.
Amend the reason for condition 17 by adding the words To protect ground and surface waters in accordance with Policy 5.13 and 5.15 of the London Plan (July 2011).		
Replace the wording of Informative 17 as follows: You are advised that the installation of a properly maintained fat trap is recommended on all catering establishments. In line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor is recommended, particularly to recycle for the production of bio diesel.		For clarity.
Delete Drawing Number 1304-Sht. 2 Rev. H		To remove duplication.
Correction within Section 3.2 of the report in respect of the 8th paragraph to read "Industrial units 1 and 2 shall be delivered no later than 3 years from first occupation of the hotel.... Phase 2b will deliver new Unit 3 when the lease of existing Unit 2 expires and the unit is vacated and similarly phase 2c will deliver proposed Unit 4 when the lease of existing Unit 1 expires.		Phasing will be secured by the S106 legal agreement. The change follows discussions with the applicant and a recognition that the requirement to deliver proposed units 1, 2 and 3 within 3 years of the occupation of the hotel could result in a requirement on the existing occupiers of Unit 2 to vacate

Existing tenants will be given the opportunity to relocate to newly developed units with new lease arrangements wherever possible" to replace "Industrial units 1, 2 and 3 shall be delivered no later than 3 years from first occupation of the hotel.... Phase 2c will deliver Unit 4 when the industrial occupier of existing Unit 1 will be given the opportunity to move into one of the new completed units on site"	sooner than their lease expiry.
A letter from the applicant has been received underlining the economic/employment benefits of the scheme and the strong expression of interest that has been received from a mid tier operator for the hotel. A copy of the letter in full is attached to this addendum.	Letter attached.

Item: 8	Page:71	Location: Tesco Yiewsley
Amendments/Additional information:		Officer Comments:
Update policy references in the condition reasons.		To reflect the introduction of the Local Plan.

Item: 9	Page: 101	Location: Unit 1, 2, and 2a Cherry Orchard Way
Amendments/Additional information:		Officer Comments:
A petition containing 46 signatures was received raising objection to the scheme. The petition refers to an email which sets out the actual objections, namely: <ul style="list-style-type: none"> Concerns that the development would result in an increase in the level of loading/unloading which would be prejudicial to pedestrian and highway safety. The development would result in customers parking in front of the site. There would be additional pedestrian activity along an already narrow pavement. The proposal would result in increased noise, disturbance and litter. There is already adequate provision of retail uses in the area. The development would be harmful to the character of the area. 		To report a petition received in relation to this scheme. The issues raised in the email area addressed in the body of the report. <ul style="list-style-type: none"> Highways, traffic, pedestrian safety issues at section 7.10 (page 108, 109), Noise, disturbance and waste management at section 7.08 (page 108), 7.15 (page 109), With regard to provision of retail in the area, the principle of the development is considered acceptable, assessment of planning application must be based on material considerations, Impact upon the character of the area is discussed at section 7.07 of the report.
Add standard informative I15 (Construction Management Informative)		For clarity
On page 104 delete reference to kitchens		For clarity
Delete conditions 4 and 5. Replace plan 4708-2 Rev D with 4808-2 Rev E		A new plan has been received indicating externally accessed bin storage areas. It is noted that the existing office uses on site does not benefit from cycle parking and that there would be limited opportunity to provide usable facilities on the site. Having regard to this and the importance that the

	National Planning Policy Framework places on balancing material considerations (including the vitality of town centre and economic development) it is not considered that the application could be refused on lack of cycle parking.
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Item: 12	Page:133	Location: 173 High Street Uxbridge
Amendments/Additional information:		Officer Comments:
Replace 3 with standard condition MCD10 (with updated policy references)		To ensure refuse storage and collection arrangements are adequate.

This page is intentionally left blank